



Dear EPA members and friends,

a successful and stimulating congress in Vienna, a new EPA president, new members in the board and the P&S committee and a new logo for EPA: Also after 30 years the EPA is continuously developing and moving forward. In this autumn many of the measures which have been envisaged in the Business Plan 2008-2013 become visible.

Please find below news from EPA and the fresh EU monitoring from LOGOS in Brussels with news on the urban action mobility plan from page 4 onwards.

Kind regards from the Rhine,
Gerry Trost-Heutmekers

EPA Elections in General Meeting on Sept. 25 in Vienna



EPA Board

From left to right:
Antoni Roig, Laurence Bannerman,
Nick Lester (President),
Philippe Princet, Micki Rudolph

First meeting of the new board:
Nov 2, 2009 Wiesbaden, Germany

EPA Policy and Strategy Committee

From left to right:
Michael Kessler, Edouard Lecomte,
Peter Martens, Andrea Roli, Josef Toth,
Nigel Williams



First meeting of the new P&S committee:
Nov 20, 2009 in Maastricht, NL

EPA participates in Polis Workshop

The 2nd Parking workshop of the Polis Working Group on Social and Economic Aspects of Urban Transport is taking place on **30 October 2009**, in Brussels. President Nick Lester and Peter Martens, chairman of the P&S Committee will be representing EPA in the workshop «Parking as an integrated part of urban transport policy».

EPA Task Group Pay and Display

Please remember to forward and distribute the questionnaire set up by the task group and to return it by **November 16, 2009** to the Secretariat. Thank you.

EPA has two new honorary members



Walter Hartmann

Walter Hartmann from Austria was one of the founders of the EPA about thirty years ago.

On the occasion of the congress in Vienna his former colleagues and honorary members Boris Koreneff and Hans Farmont and Dieter Feil presented the certificate to him.

from left to right: Hans Farmont, Dieter Feil, Walter Hartmann, Boris Koreneff

Nico Klein Beernink

Nico Klein Beerninks extremely valuable contribution to the EPA include the initiative for the bi-annual 'EPA Awards' and the relaunch of 'Parking Trend International', for which he was also editor and writer. EPAs present form is largely due to his enthusiasm and good ideas.

The certificate was given to him by ex-EPA President Joan Font who visited Nico Klein Beernink in his hometown Heerlen.





EPA Award Winners

Category New: Q-Park, Liverpool One
Category Renovated: Opera Broglie, PARCUS, Strasbourg
Category Innovative: Ninewells Hospital Mobility Scheme, Vinci Park, Dundee
Special Jury Award: KaDeWe P1, Vinci Park, Berlin
Please refer to www.europeanparking.eu for a detailed presentation of the winners.

EPA Task Group ESPA-Review

Draft rules and regulations have been distributed for comments to EPA members. Numerous members participated making detailed and constructive comments. On October 21 2009 the Task Group ESPA Review met in Paris in order to consider all members comments which were made until August 31, 2009. Results will be distributed to all members.

EPA Congress 2009

A great success organized by Günter Warmuth from the Austrian Association and his team. 331 delegates attended a programme with 22 lectures. 52 companions were in Vienna. The congress statement and photographs from the congress can be viewed on www.europeanparking.eu

2011

The congress in 2011 will take place in Turino in Italy from September 14-16 2011 in the Lingotto Conference Center. The Italian Association AIPARK organize the congress with the theme "Parking- the new deal".

Irish Parking Association

On November 5th the Irish Parking Association holds the annual Seminar and Exhibition in Dublin. For further information please click on Events on www.europeanparking.eu

EMV Task Group

Next meeting of the task group is scheduled for November 5, 2009 in London



EPA Monthly Monitoring Report:

EU Affairs and EU Projects

EU Affairs and EU Projects – September/October 2009

EU Affairs:

✓ **The European Commission adopted the Action Plan on Urban Mobility!**

Background note: Following the consultation on the Urban Transport Green Paper of 2007, the Commission issued an Action Plan designed to help local and national authorities make urban travel "easier, greener and better organised".

The Action Plan on Urban Mobility – adopted on 30 September 2009 – includes **20 actions to be launched in the next 4 years**, in the following areas:

- **Promote integrated policies** to deal with the complexity of urban transport systems, governance issues and the **necessary coherence between different policies**, for example between urban mobility and cohesion policy, environment policy or health policy.
- Focus on citizens' needs by **promoting reliable travel information** and a high level of **protection of passenger rights**.
- Help to green urban transport by **introducing new, clean vehicle technologies** and alternative fuels and **promoting smart charging** to encourage transport users to **change travel behaviour**.
- Address **funding** by exploring existing funding opportunities, **innovative public-private partnership schemes** and **possible new funding solutions**.
- **Support sharing experience and knowledge** to enable better access to this information and help stakeholders to capitalise on these experiences and on **relevant data and statistics**.
- Optimise urban mobility to **encourage effective integration, interoperability and interconnection between different transport networks**.
- **Improve road safety** to achieve a high level of road safety, especially for vulnerable road users such as young people and the elderly.

This should lead in practice to **improved information** for public transport operators and authorities on better travelling, as well as regarding the green or environmental zones across the EU. The



Commission will furthermore work with stakeholders to agree a set of voluntary commitments on **passenger rights** in urban transport including persons with disabilities.

Better planning will produce guidance documents on important aspects such as **urban freight distribution and intelligent transport systems for urban mobility**. The Commission will continue to support **green transport research and demonstration projects**. It will set up an **internet guide** with information on clean and energy-efficient vehicles.

Sharing experiences will be possible through a **database on the wide range of tested solutions that are already in place**. Studies will be conducted on how to improve the **availability of data and statistics, facilitate information exchange on urban pricing** and encourage international dialogue on urban mobility with Europe's neighbouring regions and global partners.

Funding: The Commission will prepare a **guide on sustainable urban mobility and Cohesion Policy** and **study the effectiveness and efficiency of different urban transport pricing solutions**. Education, information and awareness-raising campaigns will still play an important role in the **creation of a new culture for urban mobility**.

However, **no new funding accompanies the proposed actions**. Commissioner Tajani noted that "it is not the task of the EU to fill the gaps that authorities at local, regional and national level leave when they have to re-consider their financial interventions in urban mobility be it for strategic reasons or due to the economic crisis".

Under **Action 1** the Commission will **introduce an urban mobility dimension in the Covenant of Mayors** in order to promote an integrated approach linking energy and climate change with transport. It will encourage the **incorporation of transport and mobility issues in the Sustainable Energy Action Plans to be prepared by the cities** participating in the Covenant.

***Background note:** The main objective embodied in the Covenant of Mayors' Sustainable Energy Action Plans (SEAPs), was to provide a framework for local authorities to decide which fields they should intervene in, in order to fund sustainable energy projects. On Tuesday 6 October 2009, the European Commission approved the programme for increasing investments and R&D in local sustainable energy, adding up to €11 billion. Within the SEAP framework, the cities will be following guidelines for how to collect data and allocate resources, as well as implement a regular CO2 reduction monitoring. They will have access to an online tool provided by the Commission to answer their questions in setting up the programmes and will be required to submit their SEAPs one year after the Covenant is signed.*

Further reading on the Action Plan on Urban Mobility

http://ec.europa.eu/transport/urban/urban_mobility/action_plan_en.htm

Covenant of Mayors

<http://www.eumayors.eu/>



✓ **GREEN STREETS – challenges of a sustainable urban transport**

On 7 and 8 September 2009, **LOGOS' Tom Antonissen participated in the "Green Streets" conference** organised by the **European Committee of the Regions** and **The Parliament magazine**. It brought together high level speakers and representatives from European regional authorities as well as EU projects leaders. The **main topics of discussion** were: EU transport challenges in urban areas; How to have sustainable transport in line with future mobility requirements; Best practice sharing; and Identification of the funding schemes and policy instruments.

On the 1st day **Ms. Magda Kopczynska** - Head of unit, Clean Transport & Urban Transport, DG TREN, European Commission, mentioned the successful outcome of several Urban Transport-initiatives and gave a preview of the upcoming Urban Mobility Action Plan (see article above).

Another topic to tackle was **Public Private Partnerships**. There are a range of activities and fields where the EU can continue to promote and support demonstration projects and the exchange of best practices, notably through the 7th Framework Programme and Cohesion Policy programmes. Considerable time was spent to explain the **Green Cars Initiative**, for which the Commission has set aside € 23mln, which should be supplement by € 23mln coming from the other partners in such a PPP. This funding scheme would involve a consortium of local authorities, academia, vehicles manufacturers and other stakeholders (**deadline 14 January 2010** – see article below, under "EU Projects").

On the 2nd day, **Mr. Tom Antonissen**, Manager of the Transport Association Practice at LOGOS Public Affairs, delivered his speech within the closing panel debate "**The future of sustainable urban transport**" (moderated by the Secretary General of EUROCITIES). According to him "**urban sprawl**" – meaning the extension of urbanised areas since more people are relocating to outside a cities' centre, but expecting the same (transport) services – is an escalating phenomenon that needs to be addressed particularly as far as burden-sharing is concerned. As cities are financial and business hubs, the Urban Mobility Action Plan should serve as guidance with regard to **integrated transport and land-use planning**, as well as **road user charging and smart parking policies**. He also stated that the technology is already available and will become more affordable once a certain economy of scale is reached. European Standards and the ITS Action Plan are vital in this regard, with the overall aim of **inducing a behavioural change** among professional and private users of all urban transport modes.

The panellists furthermore called for **proportionality among environmental protection and individual mobility**. The more environmentally focused traffic restrictions and congestion charges, the more obstacles to the free movement of people and goods in the EU. If certain measures are introduced, the measurement of effectiveness must to be tested. **Low Emissions Zones, Congestion charges, and the current discrepancy in the regulatory provisions** established independently by the Member States have been recognised as major challenges.



Both big cities and medium sized ones need to be reachable and easy to use. The major difficulties will still remain the **noise, pollution, time frame and safety**. Hence three major aspects were tackled: 1) **City logistics** (multi-criteria optimization for emergency cases); 2) **Need of simulation methods** can and should be carried out in a cost effective way); 3) **Urban mobility and ITS Action Plan** go together;

For the presentations of the conference, please check

<http://www.theparliament.com/greenstreets>

For the full agenda and speaker line-up

<http://guest.cvent.com/EVENTS/Info/Agenda.aspx?e=3d6421a7-de88-45c2-83d9-dc476395f853>

For the online versions of articles written about Green Streets, please check

<http://www.e-pages.dk/dods/146/> (pages 30-44)

<http://www.e-pages.dk/dods/148/> (pages 8-13, article Tom Antonissen on p. 11)

✓ **Commission launches EGNOS Open Service – free access to citizens and businesses**

On 1 October, the European Commission launched the Open Service of the **European Geostationary Navigation Overlay System (EGNOS)**, available for free to businesses and citizens. EGNOS is a **satellite-based augmentation system that improves the accuracy of satellite navigation signals over Europe**. The accuracy of current GPS signals is improved from about ten metres to two metres.

Both European businesses and citizens can greatly benefit from EGNOS. It can **support new applications** in a number of different sectors such as agriculture, like high-precision spraying of fertilisers, or transport, like **automatic road-tolling or pay-per-use insurance schemes**. EGNOS can also support much more precise personal navigation services, both for general and specific uses.

EGNOS will be certified for use in aviation and other safety-critical areas in compliance with the Single European Sky regulation. Through EGNOS a **Safety-of-Life service** is expected to be in place by mid 2010. This service will provide a valuable warning message informing the user within six seconds in case of a malfunction of the system. **A Commercial Service is under test and will also be made available in 2010.**

Both the Open Service and the Safety-of-Life Service are **provided free of charge**, and the European Union is committed to supporting EGNOS for the long term, even after **Galileo** has become operational. This includes extending its geographical scope within the coverage of the three satellites involved.

EGNOS

http://ec.europa.eu/transport/egnos/index_en.htm

http://ec.europa.eu/transport/egnos/programme/open_service_en.htm



✓ **Commission gave green light for a single European Road Toll Service**

On 6 October, The European Commission adopted a decision on setting a **European Electronic Toll Service (EETS)**. It is designed to facilitate road users to pay tolls all over the European Union. All is needed is a **subscription contract with one service provider and one single on-board unit**. EETS will be available **on all infrastructures Community wide** (motorways, tunnels and bridges where toll can be paid using on-board equipment). The service will be available **within three years for all road vehicles above 3.5 tonnes or allowed to carry more than nine passengers**, including the driver. It will be available for all other vehicles within five years

The article in its integrity

<http://europa.eu/rapid/pressReleasesAction.do?reference=IP/09/1423&format=HTML&aged=0&language=EN&guiLanguage=en>

✓ **European standardization and the environment – Challenges and opportunities**

On 8 October, LOGOS attended a meeting of the **British Chamber of Commerce to the EU (BritCham)'s Energy, Environment & Transport Task Force** – of which LOGOS' Tom Antonissen is Vice-Chair. Mrs. Bénédicte Delloye from the European Committee for Standardization (CEN) gave an interesting presentation on the abovementioned topic. According to her, the European standards in their capacity of **alternative to regulation** are significant to support the completion of the Common/Single Market. Using the European Standards ensures access to a market of 480 million people. Though voluntary, these standards contribute with **1% to the annual growth of the German economy** (DIN study 2000). It has been estimated that **95% of the support is funded by industry**, the work being business-driven.

However, when it comes to the **environment and standardisation**, the importance of the environmental considerations rises with the decision to require the environmental expertise for each standard that has to be adopted.

Of interest to EPA (cf. the earlier suggestion that EPA could become a CEN partner):

Environmental training is free of charge (registration required). CEN Technical Committees delegates are invited to participate in a one-day interactive course to explore the growing need to address environmental issues during the development or revision of standards.

*Training sessions will take place at the CEN/CENELEC Meeting Centre in **Brussels** from 9:30 - 16:30 on **16 February 2010**, **27 April 2010***

<http://www.cen.eu/cenorm/workarea/advisory+bodies/ehd/training/index.asp>



EU Projects:

✓ **GINA-project and Intelligent Transport System (ITS) World Congress**

*Background note: GINA (GNSS for INnovative road Applications), a project commissioned by the GSA with funds from the European Commission's 7th Framework Programme for Research and Technology Development (FP7), addresses the **adoption of EGNOS/Galileo in the road sector** with regards to 3 specific aspects: its **technical feasibility** on a large scale, its **economic viability** and its positive impacts on issues such as **congestion and pollution**. More specifically, the two-year project will: first investigate the factors which could **enable the application of GNSS-based road pricing and Value Added Services on a national scale**; and secondly carry out a **nationwide demonstration of GNSS-based road pricing and VAS in the Netherlands**.*

During the 16th ITS World Congress (21 - 25 September in Stockholm) the **project coordinator, Sara Gutiérrez-Lanza, with whom EPA is in collaboration regarding the GALIPARK project** delivered a speech in front of the 5,000 participants obtaining the praise of many experts and attracting the attention of policy makers and public authorities. A particular attention was devoted to GNSS technologies and to electronic road pricing. During the five-day event, significant time and attention was devoted to GNSS technologies and to electronic road pricing in particular. Sara Gutiérrez-Lanza's presentation gave a cornerstone contribution to the road charging technical session, putting GINA at the forefront of GNSS-based road pricing.

GINA Project

<http://www.gina-project.eu/>

ITS World Congress

<http://www.itsworldcongress.com/>

✓ **EU TRANSPORT Green-House Gas emissions: ROUTES TO 2050**

On September 24th 2009, EPA – represented by LOGOS – participated in the discussions of the project **EU TRANSPORT GHG: ROUTES TO 2050** (<http://www.eutransportghg2050.eu/cms/meeting-4/>, for the Papers). This project is funded by the European Commission Directorate General Environment (DG ENV) and aims to stimulate a debate **about the actions that need to be taken in the medium to long term (2020 - 2050) to reduce greenhouse gas emissions from the transport sector**.

According to the researchers, **various policies** can be used to reduce GHG emissions of transport in urban areas: urban planning, investments in public transport, investments in cycling and walking infrastructure, **parking policy** and promotion of advanced distribution channels. However, the policies that aim to improve infrastructure usually cause an increase in GHG emissions, as transport demand increases. In the longer term, these improvements may result in changes to spatial planning that rely on the **increased accessibility, resulting in further transport demand increases**.



The attractiveness of using a car depends on the travel time and the costs involved. Both aspects can be influenced by parking policy. When the price of parking facilities is high, people will consider alternative modes of transport. Drivers will search for the cheapest parking location, so **prices in an area should be kept the same, and boundaries of areas with different parking tariffs should be carefully chosen.**

Another option to influence the mode choice of people in cities is to **reduce the number of parking spaces in city centres.** This will discourage people to use cars for such trips, however alternatives to the car should be offered. A **shortage of parking licenses (for residents) in the city centre** can help to tempt residents to get rid of their car or to share it. All parking measures should be accompanied with **(strict) enforcement.** In addition, **rules for the number of parking spaces in or near office buildings** can help to discourage driving to these buildings.

The **city of Amsterdam** is an example of a town with an ambitious pricing policy for parking. The whole area inside the A10 motorway ring around the city (and a few areas outside the ring road) has paid parking and the closer you get to the city centre, the higher the parking tariff (EUR 5 per hour). Another aspect of the parking policy can be the **construction of park and ride facilities** at the border of the cities. Passengers could then more easily transfer to public transport.

Looking to the future, **parking policies** can be further refined and intensified, and the **paid parking area can be enlarged.** The **tariffs** can also be based on the emission level of the vehicle. Nevertheless, low user acceptance of high parking fees and the reduction of the amount of parking place can be a **barrier for introduction of paid parking or the increase of fees.**

More on the “EU Transport GHG: Routes to 2050” project

<http://www.eutransportghg2050.eu>

Report/presentations of past events and forthcoming events

<http://www.eutransportghg2050.eu/cms/new-redirectorpage-2/>

Transport Pricing – Climate Policy (CE Delft is a partner in the abovementioned project)

http://www.ce.nl/ce/transport_pricing/280

http://www.ce.nl/ce/_transport_en+_climate_policy/282

✓ **FP7 TRANSPORT INFORMATION DAYS**

As mentioned in the previous EPA Newsletter, the EC event “Transport Information days” had been held on 28-29 September 2009. LOGOS was mostly present on Day 1 as it dealt with the calls in the field of Sustainable Surface Transport. **Two calls are of interest to EPA :**

1) FP7-SST-2010-RTD-1 Sustainable Surface Transport (Including European Green Cars Initiative)

2) FP7-TPT-2010-RTD-1 on FP7-TRANSPORT (TPT)-2010-RTD-1



Both calls were published on 30 July 2009 and will expire on **14 January 2010**.

Opportunities for EPA: LOGOS has been approached by several parties that are looking into building a consortium to apply for funding under the **Green Cars Initiative** (http://ec.europa.eu/research/industrial_technologies/lists/green-cars_en.html).

Preliminary talks have started about setting up a large-scale demonstration project regarding the use of electric cars in an urban environment. EPA could be brought in as a partner in such a consortium, especially looking at the need to provide the necessary (charging) infrastructure for electrical vehicles.

Find the calls on <http://cordis.europa.eu/fp7/dc/index.cfm>

You can also find more information by referring to your [National Contact Points](#)

✓ **Trendsetter Project – Lower parking tariff for low emission vehicles in Graz**

Background note: The European project Trendsetter involves 54 individual projects, all of which aim to improve mobility, quality of life, air quality, and reduce noise and traffic congestion.

In **Graz** (Austria), there is a 30 % reduction in parking fees for low emission vehicles (electric cars park for free). This to encourage more citizens to use vehicles with less environmental impact. Drivers of non-low emission vehicles pay €1,20 per hour, whereas it only costs €0,80 per hour to park low emission vehicles.

To obtain the special tariff drivers have to register their vehicle at the city council. They receive a free of charge token (Umweltjeton) and a sticker that identifies the registration number, type, colour of car and the official seal of the city of Graz. The sticker is valid for two years with extension possibility. The parking ticket is marked in the upper corner with a U, which stands for Umweltticket (environmental ticket). To get the reduction, the vehicle has to be classified as low polluting according to certain EU regulations (EURO IV). CO₂ emission must be less than 140g/km (130g for diesel vehicles, including a filter for particulate matters).

Further reading on Trendsetter (recommended!)

<http://www.trendsetter-europe.org>



✓ **Case Studies**

Sihlcity: The impact of mobility management on multifunctional development mode split, Zurich, Switzerland

Opened in 2007, the Sihlcity development is an example on how mobility management and land use planning can go together. The development is placed outside of the city centre nearby a highway, well connected to the regional train system and to the local public transport system.

The overall number of parking spaces was fixed to 850 (which means 1 parking per 110m ground floor space) and the parking had to be taxed, 600 bike parking spaces and a home delivery service by bike had to be installed by the landowners, and they were imposed to finance the improvement.

http://www.eltis.org/study_sheet.phtml?study_id=2514

Access Contingent Model in Zurich, Switzerland

The Access Contingent Model is a strategy created to keep the car traffic volume under control on the sites which are generating a high traffic impact. It defines the maximum number of car trips which are allowed to be generated. It is calculated on the base of following factors: the maximum number of car parking spaces according the parking regulation of the city, the specific trip potential per type of utilisation, the capacity of the road network in the surroundings of the development area and the specifications concerning air and noise emissions defined by the Environmental Law. Do these additional measures not guarantee that the maximum number of allowed car trips can be maintained, the public authority has the duty to act. This can be to re-distribute the parking spaces to the uses of the development or to reduce the overall number of allowed parking spaces

http://www.eltis.org/study_sheet.phtml?study_id=2525&mainID=458



✓ **World news on parking**

Lloyd District Partnership Plan in Portland, USA : To reduce the modal split share of car users among travellers to the Lloyd District, a Partnership Plan was developed. It contains as main features an improved public transport service and parking space management.

Up until 1990, the construction of parking wasn't subject to any regulation, being free of charge for car users within the district. Currently the key measures are: maximum parking ratios for new office and retail development; managing and limiting the supply of parking spaces on large surface parking lots; sharing of parking meter revenues through the LTMA to support transportation and parking services within the Lloyd District; development of a plan for installing parking controls and parking meters in the district to eliminate free and off-street commuter parking spaces.

<http://lloydtma.com/>

Parking Rates Show Surprising Resilience - Around the Globe

Colliers' second global parking rate survey now tracks 140 downtown parking districts from around the globe. The intent of this survey is to provide corporate real estate executives with the relative cost of parking, both on a daily and monthly basis.

Whether to park for a day or to have access to parking anytime during the month, the world's top financial centers are amongst the most expensive in the world. No one region dominates with a smattering of cities from North America, Europe and Asia Pacific all represented in the top 10. Regions such as Latin America, Africa and the Middle East, while relatively inexpensive, all show signs of becoming more expensive as demand appears to be hold-ing steady despite the global downturn.

The highest daily park-ing costs were dominated by European cities with Amsterdam in the top spot at \$71 (50) followed by London's City submarket, Vienna, The Hague and Oslo rounding out the top five. The cheapest city to park in this year's survey is Chennai (India) at \$0.96 per day.

The Global CBD Parking Rates Survey is available on

http://www.colliers.com/Content/Repositories/Base/Markets/Singapore/English/Market_Report/PDFs/global_carparkingratesurvey_2009.pdf

By Ross J. Moore, Executive Vice President, Market and Economic Research