



## Dear EPA members and friends,

please find hereafter information about the latest developments from within the EPA and attached the EU monitoring from Brussels!

Best wishes

Gerry Trost-Heutmekers and Elisabeth Herles

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## EPA General Meeting 2010

The annual meeting will take place on **September 24, 2010** in Liverpool in the UK.

The venue will be

**Hard Days Night Hotel  
Central Buildings  
North John Street  
Liverpool, L2 6RR  
T: +44 151 236 1964  
F: +44 151 255 1263  
[www.harddaysnighthotel.com](http://www.harddaysnighthotel.com)**

We have secured rooms for EPA delegates for the special rate of GBP 140,- incl. breakfast. Please make your booking stating the code 2409EPA. This special offer ends on August 23, 2010. Thereafter the room rate is 170 GBP.

The preliminary agenda for the general meeting is as follows:

Thursday	Sept 23, 2010	arrival of delegates 20.00 get together with dinner (at everyone's own expenses)	venue: tba
Friday	Sept 24, 2010	9.00 9.15- 10.30 10.30-11.00 <b>11.00-13.00</b> 13.00-14.00 14.30 16.00	welcome and opening technical lectures or presentations coffee break <b>EPA general meeting</b> lunch guided tour by Q Park of Liverpool One car park, EPA Award winner 2009 closing and departure

Every EPA full member association sends one delegate. Guests are welcome. There will be **elections for the positions of two members of the board**. Nominations for elections need to be received by the secretariat by July 23, 2010.



## EPA Congress 2011

The fifteenth EPA congress in 2011 will take place in Turin in Italy from September 14-16 2011 in the Lingotto Conference Center. The Italian Association AIPARK hosts the congress. The theme is "Parking- the new deal".

Members of the congress organizing committee are:

Laurence A. Bannerman	Chairman
Giovanni Centurelli	Control and monitoring of the budget
Piero Craveri	Coordinator Scientific & Technical Committee
Alessandra Faldi	Event supervisor
Gerhard Trost-Heutmekers	EPA

A Technical and Scientific Committee has been set up. The first meeting took place on January 28, 2010. The members of this Committee are:

Piero Craveri, Italy  
Roberto Bertasio, Italy  
Mario Carrara, Italy  
Jaques Legaigoux, France  
Nick Lester, Great Britain  
Giuseppe Mancini, Italy  
Massimo Marciani, Italy  
Peter Martens, The Netherlands  
Marco Mauro, Italy  
Giuliano Mingardo, The Netherlands  
Antonio Musso, Italy  
Angelo Patrizio, Italy  
Francesc Robusté  
Andrea Roli, Italy  
Andrea Rosa, Italy  
Riccardi Roscelli, Italy

The next meeting of the Technical and Scientific Committee will take place in Turin on March 19. A total number of three preparatory meetings are planned. The concept for the program shall be finalized by the end of August, the first announcement will be sent out in September 2010.

For any information regarding the congress please contact Alessandra Faldi:  
[aiparkroma@tin.it](mailto:aiparkroma@tin.it)



## New EPA associate member

JKP Parking Servis Belgrade joined EPA as associate member.

The core activities of JKP "Parking Servis" are managing, exploitation and maintenance of public car parks and garages at 10 city municipalities. The company also offers services of towing away illegally parked and broken-down vehicles as well as those which have been involved in traffic accidents, by using a special tow truck called 'spider'. JKP "Parking Servis" additional activities are as follows: freight vehicles parking, customs inspection, goods storage, technical inspection, car wash, driving school, vehicle insurance, business premises lease, marina services.

Email: [office@parking-servis.co.rs](mailto:office@parking-servis.co.rs)  
[www.parking-servis.co.rs](http://www.parking-servis.co.rs)

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## ESPA new guidelines

The new EPA guidelines have been approved by the board and distributed to EPA members. Every member has received a copy by email. They will also be available for download from our website [www.europeanparking.com](http://www.europeanparking.com).

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## EPA Award 2011

Rules and regulations are published on the website and can be obtained from the Secretariat or downloaded from our website [www.europeanparking.eu](http://www.europeanparking.eu)

The deadline for entries is January 1, 2011.

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## EPA upcoming meetings

Apr 23, Ajaccio	EPA Board
May 7, Berlin	EPA Policy and Strategy Committee
July 9, Paris	EPA Policy and Strategy Committee
July 9, Barcelona	EPA Board
Sept 23, Liverpool	EPA Board and Policy and Strategy



## Parking Trend International

The following nominations have been received for the **board of editors**:

Laurence A. Bannerman, AIPARK  
 Igor Dula, Slovak Parking Association  
 Liam Keilthy, Irish Parking Association  
 Francois Le Vert, FNMS  
 Peter Martens, VEXPAN  
 Gerhard Trost-Heutmekers, BV Parken and EPA Secretary General  
 tba, BPA  
 tba, ASESGA/ANEPE

A first working meeting of the board of editors is scheduled for **March 24<sup>th</sup>, 2010** on the occasion of the Intertraffic in Amsterdam.

From the upcoming issue the magazine ParkingTrend International will appear with a new design. From now on Maenken Communications in Cologne will publish the magazine. The responsible editor is Marko Ruh ([marko.ruh@maenken.com](mailto:marko.ruh@maenken.com))

<b>Parking Trend International Schedule for 2010</b>	<b>Issue 1 March</b>	<b>Issue 2 June</b>	<b>Issue 3 September</b>	<b>Issue 4 December</b>
Copy deadline (also for PR)	Mon, 18 Jan	Mon, 19 Apr	Mon, 19 Aug	Mon, 18 Oct
Advertising Deadline	Wed, 3 Feb	Wed, 5 May	Wed, 4 Aug	Wed, 3 Nov
Advertising data deadline	Fri, 19 Feb	Fri, 21 May	Wed, 20 Aug	Wed, 19 Nov
Correction to EPA	Mon, 22 Feb	Tue, 25 May	Mon, 23 Aug	Mon, 22 Nov
Imprint	Mon, 1 Mar	Mon, 31 May	Mon, 30 Aug	Mon, 29 Nov
Delivery date printed copies to EPA and national parking associations	Mon, 8 Mar	Mon, 7 Jun	Mon, 6 Sep	Mon, 6 Dec



## EPA Bi-Monthly Monitoring Report:

### EU Affairs and EU Projects – December 2009/January 2010

#### EU Affairs:

##### ✓ **European Commission President Barroso unveils his new team**

*Background note:* On **27 November 2009**, José Manuel Barroso, returning President of the European Commission, announced the portfolios responsibilities for the next Commission. After the vote of consent by the European Parliament on 9 February, the new College will have 7 Vice-Presidents with a **term of office until 31 October 2014**.

In Barroso II Commission – 2010/2014, the **allocation of Transport matters** is divided in 2 portfolios: **Antonio Tajani**, former Commissioner for transport and energy, is nominated to take over the industry and entrepreneurship portfolio. **Siim Kallas**, former Commissioner for administrative affairs, audit and anti-fraud, is nominated to take over the transport portfolio.

Thus DG Transport will include the activity of the European Railway Agency (ERA); European Aviation Safety Agency (EASA); European Maritime Safety Agency (EMSA); Trans-European Transport Network Executive Agency (TEN-T EA); Also the transport part of the Executive Agency of Competitiveness and Innovation (EACI), which launches the calls for proposal under Intelligent Energy Europe (see below).

The 26 Commissioners-designate profiles are available on:

[http://ec.europa.eu/commission\\_designate\\_2009-2014/index\\_en.htm](http://ec.europa.eu/commission_designate_2009-2014/index_en.htm)

##### ✓ **Hearing of Commissioner designate for transport, Siim KALLAS**

*On 14 January 2010, in his three-hour hearing before the European Parliament's Transport Committee, Mr. Kallas set out his plans for a sustainable European transport policy that "truly benefits citizens and businesses"*

In the introductory remarks Mr. Kallas listed **seven fields of action**: **1)** Continue the fight against **technical and political barriers** in the EU transport space; **2)** Ensure **further liberalisation and competition** in transport, though guided via proper rules; **3)** Continue the **decarbonisation of the transport sector**, via legislative targets and via the correct **internalisation of external cost**; **4)** Accelerate the use of **intelligent transport systems**; **5)** For the two transport modes (air and shipping) support the EU based carriers if they are facing (unfair) international competition; **6)** **Further investment in transport related infrastructure** is very necessary ensuring Europe wide coverage; **7)** The European funds for infrastructure (TEN-T and regional/structural) should be applied in a more focused manner.



Mr. Kallas pronounced himself in favour of a European approach for the **cross-border enforcement of traffic offences**. In his view, the Commission should continue to have ambitious targets and **cross-border sanctions**, which should now be made **easier by the introduction of the Lisbon Treaty**. He regretted that the Council had rejected the proposals on cross-border enforcement. "We must push this legislation forward", he insisted, adding that he would also ensure that **Intelligent Transport Systems (ITS)** were properly implemented at EU level, to help reduce traffic accidents and fatalities.

The Commissioner-designate identified the **decarbonisation of transport** as the leading item of the new Commission, supported by policies **encouraging investments in clean technology** and the **internalisation of external costs** in all modes of transport. On **biofuels**, he indicated that he supports the objective of a 10 % use in transport by 2020. He committed to collaborate with Research and Industry Commissioners to promote the **deployment of green cars**.

#### ✓ **The increasing importance of Transport on the European Parliament's Agenda**

*Background note: The Transport and Tourism Committee (TRAN) of the European Parliament (EP) is responsible for matters relating to the development of a common policy for road, rail, inland waterway, maritime and air transport. Brian Simpson, a former local councilor in Liverpool, currently British socialist MEP, became the chairman of the European Parliament's transport and tourism committee after the June 2009 elections.*

The EP has in the past been advocating the need to relieve congestion on Europe's clogged roads by shifting traffic to rail and waterways. However mostly based on "emotional" arguments than proper science and pragmatism, this philosophy had been rooted ever since, and so currently, transport is gaining more ground on the Parliament's agenda.

In support to that, Brian Simpson gave some insights on the short term priorities of the TRAN, namely:

- Prioritization of road safety and **effective cross border enforcement measures**;
- Support for the **compensation payments for passengers** (all transport modes), for the travel failures of the operator;
- Development of a **Directive on ITS for road transport** for less congestion and fewer accidents;
- Support for the **principle of charging** (Cabotage, Eurovignette, Airport charges );
- Deployment of Europe wide traffic management system (ERTMS) for rail cross border interoperability;
- Need for short term planning to **build an infrastructure** ensuring a continuous transport demand.
- Re-examination of **Trans European Network** - Transport (TEN-T)

For the EurActiv Policy Guide to the European Parliament 2009-2014 please check:  
[http://www.euractiv.com/pdf/EA\\_EP\\_GUIDE.pdf](http://www.euractiv.com/pdf/EA_EP_GUIDE.pdf)  
For the Parliament Magazine's special edition on EP Committees, please check:  
<http://viewer.zmags.com/publication/c150a7ae#/c150a7ae/1>



✓ **What is the added value of the Spanish, Belgian and Hungarian Presidencies in Transport?**

Spain took over the rotating EU Presidency for the first half of the 2010, but **sustainability, innovation, safety and security** will be the key concepts inspiring the action of all the the three Presidencies in the field of transport (Belgium will take over the Presidency on 1 July 2010, followed by Hungary on 1 January 2011).

In real terms this gives fertile ground to several actions:

Concerning road safety, **the Presidencies will continue the work on cross-border enforcement of penalties** and will launch the work on a new Road Safety Programme.

In the context of the implementation of the **Action Plan for Logistics** and the **Action Plan for Urban Mobility**, the Commission may come forward with proposals.

Particular attention will be given to the proposed new approaches on environment, modal shift, multimodality, better infrastructure management and financing (TEN-T).

**Exchange of views with the Spanish presidency** - On 27 January, 2010 the **Spanish transport minister José Blanco Lopez**, outlined his government's priorities in the Transport and Tourism committee as follows: **sustainable urban transport, security and economic competitiveness**.

The work of the presidency in the field of transport focuses on sustainability, innovation and external relations and the parliament will push forward any actions which will help to bring about the recovery of the economy. On Transport and sustainability the presidency will focus on measure to reduce emissions, increase mobility and improve and expand EU transport networks. Urban and metropolitan transport will receive significant attention. Following the launch of the **Action plan on urban mobility** the Spanish presidency will organise a **debate on February 12th** on how to encourage mobility models in urban areas. The hope is that strategic lines of action will be adopted at the June council.

✓ **EPA cooperation with Polis: First results and preview for 2010.**

As reported in the previous EPA Monitoring, in 2009 a constructive partnership started with the Polis-network of cities and regions that focusses on innovative urban transport, where EPA participated in several workshops from the **Polis Working Group on Social and Economic Issues on Parking in Cities**.

Furthermore, the Chairman of EPA's Policy & Strategy Committee, Peter Martens, was invited to speak at the **Polis Annual Conference** on 10 and 11 December in Brussels, in the session entitled "**The role of parking in sustainable urban mobility**".

The session featured the following speakers (*for their presentations, please click on the specific speaker*):

- [In-car parking navigation and visions on integrating city parking policies and parking data in Flanders, Marc Schepers, Flanders Institute for Mobility](#)



- [Providing Mobility Management and Transport Options to allow development, Gareth Davies, Creative Parking Solutions](#)
- [The 'parking shuttle', Sebastien Rabuel, Certu](#)
- [The need for action at EU level on parking policies, Peter Martens, European Parking Association](#)

For more information on the Polis Annual Conference, please check:

**The Press Release:** [http://www.polis-online.org/fileadmin/POLIS\\_EVENTS/Conference2009 - Brussels/Press\\_release\\_Polis\\_Conference\\_2009v3.pdf](http://www.polis-online.org/fileadmin/POLIS_EVENTS/Conference2009_-_Brussels/Press_release_Polis_Conference_2009v3.pdf)

**The Presentations:** <http://www.polis-online.org/index.php?id=487#c5672>

A **questionnaire** was also handed out to all participants **“The perception of the urban parking problem”**. This project started in the Netherlands in 2009 as a joint initiative of Erasmus University Rotterdam (EUR) and the Dutch Knowledge Platform for Traffic and Transport (KpVV). The main aim of the project is to understand how different stakeholders involved in the transport sector perceive the urban parking problem. **This questionnaire could be used by EPA when it approached EU policy-makers in Brussels, and is available upon request from the EPA Secretariat.**

A first result from the participation of EPA within the Polis Working Group can be found in the document **“Flow? Destination! Summary of findings of the Polis Working Group on Social and Economic Issues on Parking in Cities”**, which has been attached to this EPA Monitoring. All presentations from the workshops can be obtained at simple request to the EPA Secretariat.

A **next meeting** has been foreseen at the **end of June in Dresden**, Germany (current holder of the Presidency of Polis), where the focus will lie on the Urban Mobility Action Plan as well as fiscal issues related to parking policy. **Polis will request EPA as well as the German Parking Association to assist in the preparations of this meeting**, which will be open to all EPA member-associations and their members. If you are interested and wish to be kept informed, please contact the EPA Secretariat.





## EU Projects:

- ✓ **SHARK-proposal (Exploitation of synergies between ride-SHaring, car-sharing and pARKing management) to build on the work done by EPA and its members on GALIPARK**

The **SHARK-proposal** [Proposal for smart urban mobility based on the combination of ridesharing (car sharing) and intelligent parking management] is gaining shape, as the **GALIPARK-coordinator GMV is working with LOGOS and others to shape this new proposal** in the context of the FP7 ICT Call 6 (launched on 29 Nov 2009 – **deadline 13 April 2010** – *as reported in the previous EPA Monitoring, under the working title SHARE&PARK*).

### The SHARK project:

Former projects such as **OPTIPARK** have deployed a **car park space booking platform on the Web**. Additionally, many ride-sharing solutions are available nowadays (web-based and making use of portable devices). These solutions are however static ride-sharing management services or lack guarantees in security or capabilities to quantify the exact sharing of the rides.

Different car-sharing offers are also available nowadays in different cities, but the capability to **have access to precise in-vehicle information either in real-time** (which would allow to have real-time traffic information with appropriate processing of the information) **or off-line** (which would allow for a more precise charging of the service and would provide useful information for the exploitation of the service) is missing and there is also room for innovation in this field.

Ride-sharing, an efficient parking management policy and car sharing can also **help reduce congestion and pollution**. Replacing private automobiles with shared ones or sharing rides directly reduces excessive demand for parking spaces.

The **SHARK project** proposes to capitalise on the **exploitation of the synergies** of two types of services which are considered as a key for mobility: **parking management and ride sharing and / or car sharing**.

The idea of the SHARK project is to go a step beyond the current situation. On the one hand, the **integration of satellite navigation technologies with already existing platforms** (possibly including additional technologies) which could allow drivers to find a parking place right on the spot (no need to reserve long in advance via internet) and even to **explore the possibility to manage the parking facilities based on the use of GNSS** (high sensitivity GNSS receivers and sophisticated signal processing can enable robust solutions to measure vehicle location in urban areas applicable to the detection of parking occupancy in specific areas.)

The added-value services envisaged are as follows: **Provision of up-to-date and real-time information** on when, where and which parking space is available to the driver who wants to park; **Provision of a parking guidance tool** combining on-street and closed parking lots. Direct interest should come from both for the car park operator and especially for the car drivers.

On the other hand, the inclusion of ICT solutions to go a step beyond in ride sharing and / or car sharing, is foreseen by **incorporating an OBU in the shared cars which allows for a precise metering of the use of the car** (needed for further distribution of costs) and additional technologies (e.g. specific sensors, video etc.) which allow to carry out the control of the system (e.g. cameras or other



sensors onboard to detect occupancy of the vehicles and facilitate enforcement). This opens the door to **dynamic ride sharing solutions** versus the static ones currently available and to overcome problems associated to ridesharing, such as security concerns.

The SHARK proposal doesn't want to deal with these services independently with no type of connection between them: given the fact that one of the elements which leads users to share rides (or cars) are incentives, and that **part of these incentives can be special prices in parking areas, privileged parking spaces** or similar, the synergies between both kinds of services can be clearly explored and exploited for a smarter urban mobility.

ICT plays a key role in order to enforce the solution and guarantee that the vehicles benefiting from these privileges and incentives are in fact shared cars or cars used for shared rides.

The SHARK project envisages the design and development of those ICT-based systems which allow to exploit the synergies between parking management and ridesharing / car-sharing as presented above, the integration of a prototype and **validation of it by means of a pilot in 2 to 3 cities; candidates are Edinburgh, Maastricht, London, Paris, Barcelona (depending on the availability of private parking facilities in these cities together with the endorsement / participation of the municipality and a fleet of cars (e.g. car-sharing) available for the purpose –three components should be present in same site-).**

The idea would be to demonstrate the concept proposed above involving the relevant actors in this type of solution: a private parking operator, the municipality and a fleet of vehicles available for the project (e.g. car-sharing solution or other).

The services agreed for parking management (both considering the **interests of the private parking operator** concerning possible services to be offered and the **interests of the municipality involved** for the management of on-street parking spaces) would be proofed making use of a **sub-group of the vehicles fleet**. In order to exploit the synergies of parking management and ridesharing / car-sharing (on top of the offers which might already be provided by the private parking operators) this subgroup would be equipped with **in-vehicle cameras** (which together with a developed algorithm will allow for precise detection of vehicle occupancy) and with **OnBoard Units (OBUs)** which will allow for the localization of the vehicles and recording of in-vehicle information which can be used for different purposes in the car-sharing scheme.

#### ✓ **Open call for European Cooperation in the field of Scientific and Technical Research (COST)**

The European Commission has issued an open call for **European Cooperation in the Field of Scientific and Technical Research (COST)**.

Developing stronger links among European researchers is crucial to building the European Research Area (ERA). COST stimulates new, innovative, interdisciplinary and broad research networks in Europe. **COST does not fund research itself, but supports networking activities.**

COST is asking for proposals for actions contributing to the scientific, technological, economic,



cultural or societal development of Europe. **Proposals playing a precursor role for other European programmes and/or initiated by early-stage researchers are especially welcome.**

To see the full details of the call, please consult:

[OJ No C 21 of 28 January 2010](#)

Remarks: The deadline for full proposals is **14 May 2010**.

**Opportunities for EPA:** At the December Polis conference, the Dutch KPVV (Kennisplatform Verkeer & Vervoer) mentioned they had earlier introduced a proposal under COST for a **project on “parking tariffs”**, which was rejected (building on the COST 342 project in which EPA was involved). EPA could contact KPVV and discuss how this proposal could be reintroduced with an expanded consortium.