



Dear EPA members and friends,

this newsletter is being sent to you from an almost entirely freshly redecorated EPA Secretariat.

Hope to see many of you here for task group meetings or other EPA get togethers we wish you a pleasant and informative read about EPA developments and EU affairs in the attached LOGOS monitoring.

Kind regards and best wishes from Cologne
Gerry Trost-Heutmekers and Elisabeth Herles



EPA Board

In the general meeting on September 24, 2010 in Liverpool the delegates re- elected Philippe Princet (France) and Rainer-Michael Rudolph (Germany) as board members.

Philippe Princet has meanwhile announced that as from January 1, 2011 he will take on a new position working for the Road Construction Business Segment of VINCI Group trading under the subsidiary name of EUROVIA. As "Senior Vice President for North America Business Development" he shall be responsible for the business development of Eurovia in North America based in Montreal, Canada. He resigns from his duties as EPA board member as from January 1, 2011. The EPA board wishes to thank Philippe for his dedication and commitment. According to the EPA statutes it is up to next general meeting in Turin in 2011 to elect his replacement for the remaining term of office.

ESPA 2010 signs available now at special discount 50%



The European Standard Parking Award demonstrates that the carpark awarded fulfils certain standard criteria with respect to safety and customer services. Guidelines are available for download from www.europeanparking.eu or from the Secretariat.

Signs with the year 2010 can now be ordered at the Secretariat for the special price of € 45,- incl. shipping costs. Signs with the year 2011 are available at the usual price of € 90,- incl. shipping costs.



EPA Award 2011

The deadline for entries for the prestigious biannual EPA Award is fast approaching. The EPA Award promotes excellence in parking and up **until January 1, 2011** entries can be made in four categories: new, renovated, on-street and innovative. Check www.europeanparking.eu to download the rules and regulations or contact the EPA Secretariat by email epa@europeanparking.eu for the entry documents.



Members of the 2011 jury are: Antonio Cidade Moura (chairman), Bernd Beer, Jean-Jaques Decaesteke, Antonio Lopez Beccera and Peter Martens as secretary. The jury chooses one object from any of the four categories for a special jury award. In 2011 this special jury award will honour an object or scheme that has a focus on “green” issues and makes a considerable effort in reducing energy or being climate friendly.

EPA Congress 2011

“Parking: the new deal” is the title of the 15th EPA congress in Turin in Italy from September 14-16, 2011. The four macro themes of the scientific programme established by the Technical and Scientific Committee are:

PERCEPTION

Improving the image of the parking industry amongst the stakeholders (operators, decision makers, users, retail associations) and setting up an agenda for the future of parking policies.

INNOVATION

The future of the vehicles and the changing requirements on the parking offer, sustainable parking construction and transformation, electric mobility, connecting to mobility info systems and new services, energy suppliers and car designers and updating parking norms.

MANAGEMENT

The way cities will be accessed in the future will change and parking as a management activity, can have an important role. The indications on how to transform the parking infrastructure to a mobility infrastructure, the role of the operator, of the local authorities and the macro management of the area where the garage is positioned are examined here.

ECONOMICS

At an urban scale, the cost of congestion and the parking contribution, a parking business model for on street and off street parking to illustrate what goes into managing parking and the huge costs involved, new parking products and benefits, cost saving and growing markets, pricing as a tool, benchmarking of parking fees at EU level, a critical look at tariffs and taxes.

For further information please check the congress website www.epacongress.eu



EPA congress 2013

The selection of the host for the 16th EPA congress in 2013 has now started. Host organisations may either be a member of EPA or another organisation, such as a City or regional government, which has the support of the EPA member in that country. Those organisations expressing an interest in becoming the host for the 2013 Congress should send their initial proposals for the Congress to the EPA Secretariat in Cologne:

- The name of the proposed host organisation and the names of any partners
- Initial ideas for theme, venue and dates of the congress
- Any other points of particular interest for the proposal

Timetable:

January 1, 2011	Deadline for submitting initial draft proposals
January 2011	Board shortlists candidates
March to May 2011	Inspection Committee visits shortlisted candidates
June 2011	Presentations to the Board and decision
September 14-16, 2011	Host city presented to delegates at 15 th EPA congress in Turin

For further information please contact the Secretariat: epa@europeanparking.eu

Parking Trend International

Although the deadline for issue no 4 has officially passed you might want to check with Marko Ruh at Maenken marko.ruh@maenken.com if there is still a possibility to include any news from your association in the upcoming issue which will be delivered at the beginning of December 2010.

The publication date for the first edition in 2011 is March 29, 2011 and the deadline for articles is February 14, 2011.



New EPA associate members

Thales is a major electronic systems company acting in areas such as defence, aerospace, airlines security and safety, information technology, and transportation.

www.thalesgroup.com

Bouwfonds REIM is a specialist in the area of real estate investment management. www.bouwfonds.nl



EPA Task Groups

Data Collection

Toni Roig chairs this group and a first estimate of this work in progress will be published in the upcoming edition of Parking Trend.

Image

The group chaired by Peter Martens currently prepares texted arguments addressed for various target groups: consumers, politicians and other stakeholders. The material shall be presented in September 2011 on the EPA congress in Turin.

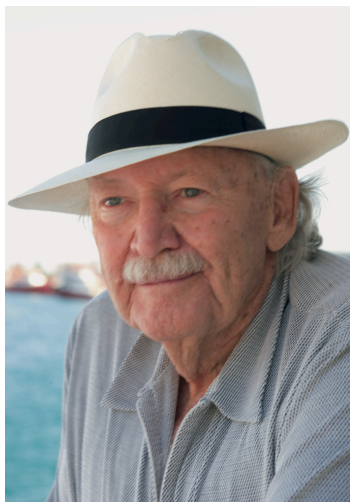
On Street Legal (formerly Pay and Display)

Chairman Thor Franch has changed his employer and profession and therefore a new chair will be determined in early 2011. This group is open to new members.

EMV

Based on the results of the successful EMV task group (report from May 2010 is available from the Secretariat) the board decided to continue the task group and to extend the scope of the work to electronic payment in general. This group is open to new members.

Obituary Hans Farmont



Hans Farmont, born on December 31, 1920 was one of the pioneers of the parking business. He spent his childhood in Shanghai and in the late 1940 started off in Germany with the surveillance of bicycles. Soon he built and operated one of the first multi storey car parks in Germany, many more were to follow. As an architect he developed and built carparks and he was one of the first winners of the European Parking Award with the long term parking facility P4 at Düsseldorf airport. He was awarded the federal cross of merit and was honorary member both of the German Parking Association and the EPA. In his rare leisure time he was a passionate card player.

Hans Farmont died on October 15, 2010.

Timetable EPA board meetings in 2011

Friday, January 21, 2011	Rome, Italy
Friday, April 1, 2011	Cologne, Germany
Friday, July 1, 2011	to be confirmed
Wednesday, Sept 14, 2011	Turin, Italy



EPA Bi-Monthly Monitoring Report: EU Affairs and EU Projects – September/October 2010

Content

EU Affairs

EU Road Safety Days taking place in Brussels (proposed Directive on Cross-Border Enforcement discussed!)

On October 13 -14, the European Road Safety Days took place in Brussels. The two days focused on Road Safety and on Cross Border Enforcement.

Council reached political agreement on Eurovignette Directive

In the October Transport Council, the EU Transport ministers adopted a compromise proposal by the Belgian EU Presidency on the Eurovignette Directive.

Exchange of views with the Belgian Presidency

Belgian State Secretary for Mobility, Etienne Schouppe joined the October meeting of the EP Transport Committee to present the progress made regarding achieving the Belgian Presidency's priorities.

Upcoming EC Transport White Paper "leaked" by Brussels media

Euractiv presented a leaked version of the draft policy paper, which lays down the European Commission's

plans for the next decade, envisages a radically different transport system by 2020.

European Mobility Week 2010 – Travel Smarter, Live Better

From 16 to 22 September 2010, hundreds of towns and cities across Europe and beyond took part in the European Mobility Week, the biggest global event dedicated to sustainable urban travel.

ERF Lunch Debate on 'Sustainable Roads and Optimal Mobility'

In light of the ongoing economic crisis and the serious budget cuts affecting the transport sector, the objective of the ERF Lunch Debate, which took place on 27 September, was to encourage a debate on how policymakers and industry can work together to ensure a sustainable financing framework for road infrastructure.

EU Projects:

Growing Galileo Information Day

The Growing Galileo 2010 Information Day provided an overview of the different funding possibilities available under the FP7. The aim of the conference was to learn from and build on what has been done in the development of new GNSS technologies and applications.

Electric Vehicles – opportunity for EU companies

During the Open Days 2010, Stakeholders interested in electric cars met on 6th October to discuss the main challenges of this green technology sector

EURELECTRIC publishes concept paper on market models for public e-mobility

The EURELECTRIC Conference "Electric Vehicles: Implementation Challenges move into Top Gear" took place in Brussels on 28-29 September 2010 and presented their paper on market models for public e-mobility

Commission published a note on Sustainable Urban Transport Plans

The note on Sustainable Urban Transport Plans drafted by the European Commission, is one of three dealing with urban mobility. It aims at giving a comprehensive overview of the concept of Sustainable Urban Transport Plans.



EU Affairs:

- ✓ **EU Road Safety Days taking place in Brussels (proposed Directive on Cross-Border Enforcement discussed!)**

On **October 13 -14**, the European Road Safety Days took place in Brussels. The first day of the conference focused on **road safety** and was opened by the **Vice-President of the European Commission Siim Kallas**, who stated that approximately **130bn Euros are lost each year due to road deaths**. Therefore, the European Commission will work on a strategy of limiting fatalities and injuries. The **Belgian Secretary of State for Mobility Mr Etienne Schouppe** stated that **road safety is one of the priorities of the Belgian presidency**. He explained that there are **3 pillars of road safety**: the condition of the vehicle, design and maintenance of the infrastructure and the behaviour of the driver. Road Safety needs to be an integrated approach. Even though coordination by the EU is needed, **the involvement of national authorities and citizens is important as well**.

The **Chairman of the Transport Committee in the European Parliament, MEP Brian Simpson** demanded that the EU should double its efforts to make road safety more efficient. The road safety action plan misses clear objectives. Among others, he suggested to go further than the 50% reduction target and **aim at a "vision zero"**. He also asked for an EU wide harmonisation of safety measures and stressed that **clear enforcement mechanisms are important** to put in force the actions of the EU. He concluded that road safety should be a primary aim of the EU institutions. There are many ideas ready to be implemented.

Commission representative Grillo Pasquarelli referred to economists who stated that **1/3 of reduction in road fatalities can be attributed to the EU's coordination efforts** and the resulting actions taken by the member states in improving road safety. Yet, the efforts on road safety need to be continued. **An upcoming Commission Draft Action Plan is going to contain a list of individual actions how to achieve the EU's objectives**.

On the second day of the conference the main focus was on **cross border data exchange (linked to recent discussions surrounding the EU Directive on Cross-border Enforcement of Traffic Offences)**. **Brian Simpson stressed that enforcement is the key to reducing accidents**. According to Simpson, 14.000 lives could be saved by an improved enforcement. He continued by saying that **15% of all speeding offences are committed by non-resident drivers**, even though they only represent 3% of all drivers. Therefore, **cross border enforcement is crucial and cannot be replaced by individual bilateral agreements**. It is important to not only exchange data but also to guarantee a proper follow up with penalties. The **Executive director of the European Transport Safety Council, Antonio Avenoso** stressed that the directive would help to save 350-400 lives in EU! **Member of the Parliament Inés Ayala Sender (S&D, UK)** provided an overview on the state of play of the cross-border enforcement of sanctions directive: She emphasised the importance of having such a directive and explained that the **main problem for the Council is the legal basis**, but the parliament was willing to compromise on this. However, the important thing is not to complicate matters and most importantly not weaken the original text.

MEP Mathieu Grosch (EPP, BE) said that while the parliament had adopted an EU perspective, Member States still lack vision. Since in the EU, 6-7 million people cross borders every day to work,



an EU directive is of crucial importance. In conclusion, he hoped that the parliament would not have to compromise too much on the text.

For more information on Road Safety and to see the slides of the event; please see: http://ec.europa.eu/transport/road_safety/events-archive/2010_10_13-14_ersd_en.htm

✓ Council reached political agreement on Eurovignette Directive

Background: In July 2008, the European Commission proposed a revision of the Eurovignette Directive, which allows EU member states to charge trucks to offset pollution costs. The proposal is part of the Commission's strategy for internalising the external costs of transport, a series of initiatives intended to make transport more environmentally friendly by extending the "user pays" principle to the "polluter pays" principle. The current directive states that toll rates should not exceed the cost of maintaining and building the infrastructure, and prohibits the recovery of other "external costs" such as air pollution and noise. The aim of the revision is to develop a transport pricing system to cover these "negative environmental impacts" of road freight. While the proposal has been hailed by environmental NGOs, member states remain divided over the issue and industry stakeholders have joined forces to denounce the "incorrect" assumption that merely increasing costs will lead to more sustainable transport. The last compromise proposal for the revised directive, tabled by the Czech EU Presidency in 2009, failed to convince member states. Many of them argue that a recession is not the right time to impose extra costs on the transport sector.

In the October Transport Council, **the EU Transport ministers adopted a compromise proposal by the Belgian EU Presidency on the Eurovignette Directive.** This political agreement contains **no obligation to earmark revenues** generated by the new tolls for projects in the transport sector, but a mere recommendation to do so.

The Commission's original proposal was to earmark the revenue generated by the charge "for measures aimed at facilitating efficient pricing, reducing road transport pollution at source, mitigating its effects, improving the CO₂ and energy performance of vehicles, and developing alternative infrastructure for transport users". Following the Belgian proposal, there will be **no specific levy on congestion, but it would be treated as part of existing infrastructure costs:** member states would be allowed to charge significantly higher rates during rush hour but would accordingly have to charge lower rates in the middle of the night, when the roads are empty.

Ministers set the **maximum rate of variation for congestion at 175% and the peak periods concerned will be limited to five hours per day.** Slight amendments to the Belgian proposal introduce a derogation **exempting less polluting trucks that meet Euro V and VI emissions standards from the air pollution charge** - Euro VI until 2018 and Euro V until 2014.

Member states could also decide on whether they wish to apply charges to vehicles between 3.5 and 12 tonnes in weight.

✓ Exchange of views with the Belgian Presidency

In the October meeting of the EP Transport Committee the **Belgian State Secretary for Mobility, Etienne Schouppe**, presented the progress made regarding achieving the Belgian Presidency's priorities: The creation of a sustainable transport system, together with safety and security for all modes of transport. **Mr Schouppe emphasised the need for guidance regarding the preparation of the delayed Commission's White Paper, which is now expected in 2011,** by addressing two questions: how to meet the challenges regarding to climate change, ageing, immigration, fuel supply



and the internalisation of external costs and how to use innovation and new technologies for creating efficient and competitive industries.

Acknowledging the need to build an accessible, safe, integrated and sustainable transport system, he referred to a number of **Union initiatives such as the TEN-T and the fourth Road Safety Action Programme**. For the latter, he particularly stressed the **adoption of the Council conclusions and the possibility of reaching a political agreement on the Directive on cross-border enforcement of road safety infringements, both expected on 2 December**.

On the **Eurovignette Directive**, the State Secretary explained the political agreement reached by Council on 15 October for the internalisation of external costs from air and noise pollution (see above).

The majority of Members present in the Committee meeting expressed general satisfaction with the results achieved so far by the Belgian Presidency. However, they raised a series of issues regarding TEN-T and the financing, the scope and content of the political agreement on rights for bus and coach passengers, the liberalisation of the railway market, Eurovignette and earmarking, the financing of road infrastructure and unfair competition relative to other modes of transport, drink-driving, speed limits and road safety. The State Secretary explained that the **compromise text on Eurovignette** took account of the different situations of **central and peripheral countries** by allowing flexible application of the principles. The alternative was no agreement. On the cross-border enforcement of road safety infringements, he explained that the progress achieved was due to the change of the legal base to one which allows cooperation between transport authorities and the judiciary and with the police.

✓ Upcoming EC Transport White Paper "leaked" by Brussels media

Background: In 2001, the European Commission presented a White Paper proposing 60 measures to overhaul the EU's transport policy by 2010 in order to make it more sustainable and avoid huge economic losses caused by congestion, pollution and accidents. A 2006 mid-term update of the strategy attempted to re-balance the policy towards economic objectives. In June 2009, the Commission presented a communication on a sustainable future for transport, which called for an integrated, technology-led and user-friendly sustainable transport system after 2010. It attempted to identify policy options for the next White Paper in 2010.

In the beginning of November, **Euractiv presented a leaked version of the draft policy paper**, which lays down the European Commission's plans for the next decade, envisages a radically different transport system by 2020, with a single European transport area, open markets, greener infrastructure and low-carbon technologies.

"The economic costs of transportation are likely to increase owing to expensive oil, mounting congestion, scarcity of labour skills and wider application of the 'user-pays' principle for infrastructure use," says the draft, due to be published in December. Transport emissions rose by 24% between 1990 and 2008, amounting to 19.5% of total EU greenhouse gas emissions, according to the Commission's estimates. As a result, **the transport sector will have to reduce its emissions by at least 45-60% below 1990 levels** if the EU is to keep up with its climate change objectives for 2050, the document argues.

"Considering today's almost complete reliance on oil, it is clear that the constraint on emissions will be the main factor to consider in designing the transport system of the future," the paper says.



Cars, which account for two thirds of road transport emissions, are at the heart of the problem. But in the future, another challenge will be to tackle high emissions growth in air and maritime transport, which far exceeds road transport, it adds.

One solution would be to **use market-based instruments** to make transport users pay for emissions, air pollution, noise or other external damage, the paper suggests. "This can be done through various market-based instruments, in particular **fuel taxes, kilometre charges and cap-and-trade systems**". For road transport, the paper suggests revising the EU's Energy Taxation Directive to introduce a **minimum tax on the CO2 content of fuel**, arguing this would "send a more visible price signal to the users".

Proposals by EU Taxation Commissioner Algirdas Šemeta to introduce a **carbon tax** have been put on ice as sceptical member states told him to further investigate its potential economic impact.

Alternatively, **trading schemes** can put a price on road pollution by setting a cap on emissions, the draft says. This would be a stepping stone towards an economy-wide emissions trading scheme (ETS) and consistent with the participation of other transport modes in the system.

The paper also seeks to provide **further opportunities for member states to extend road pricing to cover issues such as congestion, noise and pollution**. The **Eurovignette Directive**, which allows EU countries to charge heavy-duty trucks for using European highways, will not cover the entire road network, it points out. In 2013, the Commission will therefore "consider the gradual phasing in of an internalisation system for commercial vehicles on the entire inter-urban network, or at least on [...] the main trans-European corridors, before 2020".

It will also encourage member states to follow its example by introducing measures for private vehicles and the remaining parts of the network, it says.

The draft white paper also looks at **infrastructure as a way to promote more sustainable transport**.

As part of the revision of the **TEN-T guidelines**, the Commission is proposing to develop a 'core network' overlaying basic comprehensive transport networks and covering nodes and strategic links. This "backbone of a European integrated transport system" would help to address consistent problems with TEN-T planning, which is not driven by European design, it argues.

The Commission will therefore consider developing **nodes for passenger transport where changing between different types of transport is efficient** and encourages less polluting forms of transport.

Similar plans are also outlined for freight transport, which would see **inter-modal terminals equipped with intelligent logistics**. These would be located both at strategic spots in the core network and close to cities in order to organise greener city deliveries, according to the paper.

The Commission is also seeking ways to reinforce implementation of major trans-European infrastructure projects, arguing that member states' focus on national infrastructure is largely to blame for delays.

Source: Euractive.com

Please follow <http://www.euractiv.com/en/transport/eus-new-transport-strategy-put-price-pollution-news-499273> if you want to download the Draft White Paper (under "LINKS")



✓ **European Mobility Week 2010 – Travel Smarter, Live Better**

From 16 to 22 September 2010, hundreds of towns and cities across Europe and beyond took part in the **European Mobility Week, the biggest global event dedicated to sustainable urban travel**. The theme of the European Mobility Week 2010 – Travel Smarter, Live Better – should be a wake-up call to local authorities to think more about the impact of travel policies on the urban environment and quality of life and help people make smarter, healthier choices.

Commission Vice-President Siim Kallas, responsible for transport, said: "Most of the world's people live in urban areas. Most of our daily journeys start and end in urban areas, so we really depend on urban transport systems. We all suffer from the negative effects of urban transport such as congestion, accidents, poor air quality or noise, which clearly diminish our quality of life. These problems are not local matters but concern the EU as a whole. By working together, I am certain we can come up with innovative and sustainable ways to tackle the mobility problems in cities and give people more alternatives that would suit their needs."

Mobility Week is intended to change people's travel behaviour by offering environmentally-friendly alternatives to the car. The public got the chance to sample alternative forms of transport and local authorities had the opportunity to test-run new services and infrastructure. A lasting legacy is ensured as participating cities were encouraged to launch at least one permanent practical measure

For further information visit the European Mobility Week website: www.mobilityweek.eu
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✓ **ERF Lunch Debate on 'Sustainable Roads and Optimal Mobility'**

In light of the ongoing economic crisis and the serious budget cuts affecting the transport sector, the objective of the event, which took place on 27 September, was to **encourage a debate about how policymakers and industry can work together to ensure a sustainable financing framework for road infrastructure**.

Christophe Nicodème, Director General of the ERF, welcomed the participants and laid out the road infrastructure concerns about the future financing of Europe's roads. Considering that levels of investments in road infrastructure had been declining even before the crisis and taking into account the challenges faced by many governments to maintain the quality of the existing road network, he underlined the **need for authorities and industry to work together to develop a coherent strategy that puts a sustainable road infrastructure at the heart of the transport policy** and to ensure the existence of financing mechanisms for the maintenance and the development of a cleaner and more sustainable road infrastructure.

Mathieu Grosch, Member of the European Parliament and rapporteur of the 'Future of Transport' underlined the important role that transport plays for Europe's economy and citizens and stressed that **additional funds should be channelled into road transport** for finding solutions to today's pressing problems. To this end, he suggested mobilising 30% of EU Regional Policy funds for mobility and cities in order to tackle congestion, noise and CO2 emissions. With respect to the TEN-T financing, he pointed out that the current funding ratio between EU and Member States (15% vs.



85%) cannot be sustained by Member States and that we should move towards a more balanced ratio, where Member States would finance 50%. Lastly, he underlined the importance of safer roads and the relevance of focussing on all three aspects of the safety triangle to achieve effective results.

The following speaker, **Jean-Marie Paquet, Director for TEN-T and Smart Transport, DG MOVE**, explained that the **Commission's major priority for the next White Paper was a highly resource efficient transport system** that, in turn, depends on a sound infrastructure financing system. He proceeded to discuss the Commission's upcoming strategy for the TEN-T for road infrastructure and more specifically the establishment of an EU core road network. He also stressed the **need for transport revenue to go back into the transport system** and how the efficient deployment of ITS in the road sector could increase the efficiency of the existing network.

Marc Roman from the Cabinet of Etienne Schouppe provided a brief overview of the Belgian Presidency's priorities. He explained that **external costs and efficient transport management were a key issue**, adding that the current transport policy fails to do this. Further expanding, Mr Roman stressed the need for flexible toll charging that takes into account infrastructure and external costs, as well as vehicle consumption. The opposition of most governments to earmarking was underlined and while Mr Roman agreed with the idea that transport revenue should be used to reduce the negative effects of transport, he argued that Member States should maintain a certain degree of flexibility. Concluding, **he stressed the Belgian Presidency's determination to reach a common Council position on the Eurovignette revision by October.**

The last presentation was delivered by **Elena de la Peña, Chair of the ERF Sustainability Programme**. She provided an overview of the significant efforts made by the road infrastructure community to render their practices more sustainable, which can be found in detail in the **ERF Discussion Paper 'Sustainable Roads and Optimal Mobility'**. Moreover, she stressed the need for an appropriate balance between the three pillars of sustainability, i.e. the economic, social and environmental.

The Lunch Debate ended with a series of addresses, remarks and questions regarding, among others some concerns about the Belgian Presidency seeming to single out freight transport as the main source of congestion, the need for research on impact of climate change on road construction and maintenance as well as the importance of secure park places for commercial and private vehicles.

All proceeding of the ERF lunch debate can be found on the website at:
http://www.erf.be/index.php?option=com_content&view=article&id=312

EU Projects:

✓ Growing Galileo Information Day

The Growing Galileo 2010 Information Day provided an overview of the different funding possibilities available under the FP7. **The aim of the conference was to learn from and build on what has been done in the development of new GNSS technologies and applications.**

The event was opened by **Heike Wieland, the Acting Director of the GSA**, who remarked that it was an exciting time for the GNSS sector with the on-going development of the European systems and the latest round of EU funding for research and development.



The EU is carrying out a range of activities in addition to FP7 funding to ensure the development of Galileo services as early as possible. Representatives from the European institutions, industry and research communities highlighted the wide range of benefits that GNSS will bring for consumers, companies and society at large: new and better services, improvements to business operations and greater efficiency and security for public authorities.

Edgar Thielmann, from the European Commission's DG Enterprise, gave more details of the EU's GNSS applications action plan announced in June this year comprising 24 concrete actions to address priority areas in the period up to 2013: The plan puts an emphasises on the need for more investment in research and development for applications based on EGNOS and Galileo.

As an example for that, the **Open Skies Technologies Fund**, which is providing €100 million funding for start up businesses in space-related technologies and satellite applications was mentioned.

Fiametta Diani, Market Development Officer at the GSA for high precision and road applications, stated that there were huge potential markets with estimates that 290 million vehicles will have GNSS capabilities by 2020. She agreed that this now is the time to invest in the service market and that there are large areas that have not been developed yet. These include logistics areas such as tracking, co-modality, remote vehicle diagnostics and fleet management (telematics) as well as mass market services such as paperless insurance, real time applications such as re-routing and traffic and weather information, she added.

The third FP7 Call is looking for projects that can accelerate the adoption of GNSS technologies and prepare markets for EGNOS and Galileo. The series of calls for proposals make a total of €30.5 million covering eight topics in the area of satellite navigation. A further €6.5 million will be used for several calls for a tender that will be published early 2011.

For more information please access the slides of the event via
<http://www.gsa.europa.eu/go/communications/events/growing-galileo-10>

✓ **Electric Vehicles – opportunity for EU companies**

During the **Open Days 2010**, Stakeholders interested in electric cars met on 6th October to discuss the **main challenges of this green technology sector**. In April the European Union set out an ambitious **Strategy on clean and energy efficient vehicles** (*see below*). The Strategy builds on existing ongoing measures and sets out medium to long-term actions. Its aim is to reduce the negative impact of road transport on the environment and enhance the competitiveness of European companies. Up to 40% of energy in Europe is consumed by transport. New green technologies used in the automotive industry could contribute considerably to CO₂ emissions reduction. However, research and development in green technologies must be supported and new standardization has to be agreed. The biggest challenge is to rethink the whole concept of transport and convince consumers to buy green vehicles. Nevertheless, this is a difficult task as the infrastructure (charging stations, grids) and compatibility of standards are still lacking.

David VALENTINY, Counsellor to Wallonia Economy Minister, presented the Belgian presidency's priorities in the field of electric transport and stated that the **automotive industry is a case study for energy challenges**. Many green projects in Belgium are running with public support, such as the charging stations networks. SMEs are exposed to fast global development and they cannot adapt so



quickly without public help. Public investments in China represent 60% of global investment in technology development. However, Europe is lagging behind by 19%. Therefore, a comprehensive strategy must be developed to encourage activities in clean technology sectors. The Strategy adopted in April is being enforced by a series of actions including a preparatory meeting of the CARS 21 High level group. **Giacomo MATTINÓ, Deputy Head of Automotive Unit at DG Enterprises & Industry**, said the Strategy was only the first step and more actions are to be launched. This year, among others, the **Commission has proposed a regulation on type-approval of two and three-wheelers while other measures aim to reinforce road security of electric vehicles**. Moreover, targeted actions will focus on promoting a “green” identity of vehicles. European Standardization bodies should ensure interoperability of electric vehicles and infrastructure. Member States will have the opportunity to participate in European sectorial councils of competences and use the European Social Fund to adapt the skills of employees of the automotive sector.

Electric vehicles will play an important role in the future. Most carmakers and analysts believe in 10-20% market penetration for electric cars by 2020. According to **MEP Giles Chichester**, electric cars will bring a lot of opportunities. There are potential technical risks due to an increase in the demand on our electricity supplies, as well as considerable infrastructure investment costs at the beginning. However, with the appropriate infrastructure and a necessary change in public and political opinions, we could be more encouraged to buy electric vehicles. **Andrea BENASSI, Secretary General of UEAPME**, called on the Commission to simplify the access of SMEs to EU funding and to cut red tape.

For more information on the Open Days 2010, please see:

http://ec.europa.eu/regional_policy/conferences/od2010/index.cfm

Please find the Strategy on clean and energy efficient vehicles here:

http://ec.europa.eu/enterprise/sectors/automotive/competitiveness-cars21/energy-efficient/index_en.htm

✓ **EURELECTRIC publishes concept paper on market models for public e-mobility**

The EURELECTRIC Conference “Electric Vehicles: Implementation Challenges move into Top Gear” taking place in Brussels on 28-29 September 2010 was opened with a statement by **Felipe Marques, Vice-Chairman of the EURELECTRIC Task Force Electric Vehicles** who said “A rapid move to a structured market for e-mobility is indispensable to ensure the success of electric mobility”. Mr Marques was presenting the recently published **concept paper “Market Models for the Roll-out of Electric Vehicle Public Charging Infrastructure”**. The paper identifies four possible market models, providing an analytical framework of options. It moreover encourages public authorities to stimulate the demand for EVs with appropriate policy measures. **EU Energy Commissioner Günther Oettinger** welcomed the initiative and stated that this paper provides a solid basis for the discussion on how to structure the public e-mobility market.

The paper takes three major roles within the value chain of e-mobility electricity as a point of departure: distribution, operation of infrastructure, and retail. Depending on the market model, the three activities along the value chain fall under the responsibility of different actors.



In the **integrated infrastructure model**, EV charging sockets are fully integrated into the assets of current Distribution System Operators (DSOs). The commercial relationship for the supply of electricity is conducted between the users and the retailers. The charging infrastructure is collectively financed in contrast to the other models where a “user pays” principle is applied. Within this open access infrastructure the customer will be charged a price established by the market.

The **separated infrastructure model** differs from the first in that the EV infrastructure is built as a separate and independent step. A new role is created for the charging infrastructure operator, a special distributor who is independent of retailing electricity and who allows all retailers to access its charging points. As in the previous model, the commercial relationship for the supply of electricity takes place between the users and the retailers.

The **third market model** foresees a new role for an independent e-mobility provider who installs a network of EV charging sockets and provides electricity bundled with other services, including the charging. This new entity only sells services within its national network. The market structure consists of an integrated network of charging stations and e-mobility electricity retail operations. The last model identifies a role for spot operators who build the EV charging stations and control the selling or reselling of electricity in the spots they manage. Municipalities can introduce a licensing scheme for multiple companies to bid for high-interest locations. In this model, customers supplying EV charging equipment on public property within a normal power contract would be able to resell electricity to mobile customers connected to this EV charging equipment.

For more information please visit www.eurelectric.org

For the Concept Paper itself, or presentations given during the conference, please contact the EPA Secretariat.

✓ **Commission published a note on Sustainable Urban Transport Plans**

The note on Sustainable Urban Transport Plans drafted by the European Commission, is one of three dealing with urban mobility. It aims at giving a comprehensive overview of the concept of Sustainable Urban Transport Plans (SUTPs). The overall purpose is not only to formulate a definition of and analyse the objectives of SUTPs, but more essentially to present examples of selected European cities that have decided to implement such mechanisms, and discuss the results obtained. This will enable us to observe the major challenges an urban transport system has to face in developing more sustainable mobility; and to look at the current and future potential role of the European Union in this regard.

The report is available on the internet at www.europarl.europa.eu/studies