

EUROPEAN PARKING ASSOCIATION



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Positively Promoting Parking Solutions for Sustainable Mobility





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DESIGNA

Welcome to the EPA,

Urban areas are constantly expanding due to their attractiveness for services, work, leisure, commerce and culture and creating challenges for both municipalities and citizens alike.



Laurence A. Bannerman

(Smarter) cities are looking for enhanced mobility solutions to reduce pollution, congestion, and time spent by circling vehicles searching for parking spaces and generally improve accessibility.

While some cities are looking into fluctuating parking charges (price variations according to demand) to ensure that some spaces are always available, others are revamping parking policies and updating zoning rules to induce and encourage clean mobility-oriented developments.

Cities are looking for smart solutions to keep residents, workers, visitors and companies mobile in a fast-changing world, in line with sustainable practices. We need to maintain cities for all citizens. Now is the time to be "smart!"

The European Parking Association (EPA), founded in 1983, is the umbrella organization for 22 European national parking associations. The EPA positions the parking industry in a strategic context as part of the mobility ecosystem and due to the vast and varied management experience the parking industry is able to present key solutions for the urban mobility challenges.

“ Positively Promoting Parking Solutions for Sustainable Mobility.

The EPA aims to facilitate cooperation between the professional parking organizations of the European countries and exchange professional know-how amongst both its members and with mobility related stakeholders and policy makers.

The EPA promotes and supports the parking sector within the context of broader mobility and development strategies within Europe.

How is this achieved?

An important part of our mission is to exchange information

and best practice, influence and lobby at European and international levels, developing new standards and by delivering services to our members.

Let's promote smarter and more sophisticated integrated parking solutions for improving urban mobility together!

Laurence A. Bannerman

President

European Parking Association

Contributing with Key Solutions to

Today smart parking is enabled by digitalization for:

- 1 Pollution and congestion reduction
- 2 Sustainable mobility
- 3 Public and private space allocation
- 4 City centre attractiveness

There can never be a sensible mobility plan that ignores the role of parking. Every car trip, whether it be traditional, shared, electric or autonomous, starts and ends in a parking place. The parking industry is going through a technological transformation and can contribute with key solutions to urban mobility.

In order to encourage car drivers to move away from valuable space in city centers, which can be a source of frustration, new technologies and services are emerging to change the way we consider parking by encouraging awareness of clean transportation and a subsequent reduction of pollution and congestion. In addition, it facilitates a behavioural shift for car drivers, and turns parking into a more acceptable, shared and sustainable service. Local



Administrations must consider the central role of parking in their Sustainable Urban Mobility Plans and the other urban planning tools.

Thanks to DIGITALIZATION, data driven **SMARTER PARKING** services increase the accessibility and efficiency of parking and opens out to integration with other parts of the mobility ecosystem:

- 1 **SMARTER PARKING** is key to the **REDUCTION OF POLLUTION AND CONGESTION in URBAN AREAS** by changing drivers' behaviour, reducing searching traffic and promoting the use of electric vehicle and "park & ride" facilities
- 2 **SMARTER PARKING** contributes to **SUSTAINABLE MOBILITY** by fa-

Summary

Parking is about more than just a physical space. Smart parking services are key to creating clean urban mobility solutions and attractive city centres by improving the accessibility and quality of life for inhabitants and visitors. Smart parking tools are easily available and enable the use and integration of all the existing urban infrastructure in a more efficient way.

Urban Mobility



cilitating the modal shift to public transport and cleaner mobility solutions (connected, automated, shared, electric), thanks to digital and physical connections through PaaS (Parking as a Service) and urban mobility hubs.

- 3 SMARTER PARKING contributes to a **BETTER USE OF URBAN SPACE** (public and private) by supporting CURBSIDE MANAGEMENT and offer-

ing UNDERGROUND PARKING SERVICES to manage the space occupancy by new mobility schemes and facilitate last mile delivery.

- 4 SMARTER PARKING contributes to the **ATTRACTIVENESS OF CITY CENTERS** by managing parking integrated in urban areas to better serve cities and citizens for increased accessibility and overall efficiency in city life. ■

Inspiring Solutions

There is no “one size fits all” solution. Smarter parking contributes in different ways depending on the characteristics of the cities and their unique challenges.

SMART PARKING

Digitalization, working in tandem with appropriate political strategies, is the pillar to improve parking efficiency and offer new parking services to better serve cities' mobility policies and/or Sustainable Urban Mobility Plans (SUMP). Digital recognition (by licence plate number) simplifies parking access and payment compliance and more efficient control. It allows better policy acceptance by users thanks to different tariffs depending on user profiles (resident, professional, commuter, visitor, blue badge, etc.) or vehicle types (two wheels, electric car) and is supported by multichannel payment inter-

faces for on- and off-street parking (terminals, mobile phones, internet). New digital parking services based on mobile applications, like PaaS (Parking as a Service), allow users to get information on parking at destinations, book spaces, be guided towards available parking space, pay on- and off-street parking and enable efficient controls.

EPA is supporting and promoting “best in class” parking solutions through ESPA (European Standard Parking On- and Off-Street Awards) and the prestigious biennial EPA Awards in five categories. EPA facilitates knowledge and exchange at the well-established EPA Congresses and has contributed to the EU funded initiative Push & Pull (EU initiative with the contribution of EPA).



→ Digitalization will enable automatic access and payment for on- and off-street parking and support the arrival of self-parking and self-driving vehicles.

Digitalization enables a dynamic multi use of parking spaces to meet different needs.

Smart parking is DATA driven, based on integration of multiple services. The EPA and the parking industry are supporting international parking data standardization through APDS (Alliance for Parking Data Standards → allianceforparkingdatastandards.org).

1 **REDUCING POLLUTION AND CONGESTION**

As a parked vehicle is a clean one and every trip, whether it be traditional, shared, electric or autonomous, starts and ends in a parking place, managed parking services contribute to the reduction of pollution and congestion by inducing changes in drivers' behaviour, promoting the use of clean and shared vehicles and reducing circling traffic.

To promote the use of clean and shared ve-

hicles, Smart Parking allows for specific and dynamic tariffs for parking facilities, depending on the level of pollution of the vehicle and the number of passengers. In addition, off-street parking facilities are the most obvious EV charging locations to promote the use of electric vehicles as are the on- street spaces. The electrification process and relative speed for electric vehicles adoption, differs throughout the individual European countries. EPA facilitates and stimulates the exchange of knowledge, policies and best practices between its members in order to provide our members and stakeholders the necessary information on this important topic.

To reduce traffic congestion, smart parking enables introducing new policies (such as fee variations based on time of arrival or departure) to reduce peak hour demands and the related polluting effect.

To reduce parking searching time, Smart Parking allows operators to deliver information about parking availability at destinations, influence private car use, and deliver guidance to direct traffic to available areas.





2 SUSTAINABLE MOBILITY

Smart Parking contributes to the development of sustainable mobility in close cooperation with public transport and new mobility services.

Parking space management is an enabler for drivers to change from moving in individual cars to public transportation or engage in new mobility schemes like vehicle sharing (cars, bike, scooter sharing) and connect to pedestrian walkways.

Parking spaces are also utilized by carpooling and ride hailing services for pick-up and drop-off of passengers and for loading and unloading bays.

Street spaces and car parks are being transformed into **Urban Mobility Hubs** connecting different modes of transport enabling modal shift and contribution to the urban logistics cycle.

PaaS (Parking as a Service) is an essential part for MaaS (Mobility as a Service) as the first service used by car drivers when arriving in a city is parking.

The parking industry with decades of experience in on and off street parking and curbside management, in “park and ride” and smart parking, is integrating with

these public transport and new mobility services to offer cities an easy transition from individual cars to clean and shared mobility.

“As Smart Parking is DATA driven and more and more connected with other services for PaaS and MaaS, curbside management and to support the arrival of self-parking and self-driving vehicles, EPA and the Parking industry is supporting the creation of international parking data standardization through APDS [Alliance for Parking Data Standards].”

3 URBAN PUBLIC AND PRIVATE SPACE ALLOCATION

With the development of new clean, shared, active mobility and door to door delivery due to internet sales and the wish to improve the quality of public space, cities need to reallocate and share curbside and car parks, not only for car parking but for new mobility, pedestrian zones, bike lanes and logistic areas for last mile delivery.

Most of these valuable urban spaces are used for parking and delivery, managed by parking operators who are already develop-



→ ing the transition toward an urban mobility hub logic. On- and off-street parking areas are key locations, and welcome new mobility services like vehicle sharing and city logistics hubs as car parks can be ideal logistic facilities to organize clean last mile delivery and collections.

Smart Parking services managing the use of parking space (variable parking tariffs depending on location ensuring access, user profile, vehicle type, controls) and can easily be adapted to manage the use of these spaces for new mobility scheme requirements.

Some cities are already issuing space occupancy fees (paid and controlled like parking fees) for car sharing schemes, for bike or scooter sharing schemes in dedicated areas and for EV in spaces equipped with charging stations.

4 CITY CENTRE ATTRACTIVENESS

Availability and quality of parking spaces is key for city centre attractiveness. In some small and medium-sized cities, public transport and shared mobility solutions are not present or adequate, so private cars remain the top choice to attract people to live, work, and shop in the city centre.

Smarter Parking allows cities to optimize parking resources and change citizen's behaviour in coherence with their sustainable ur-

ban mobility policies. The EU Push & Pull project is a guideline for implementing the opportunities generated by earmarking parking revenues.

With Smarter Parking, cities can promote public transport and new clean and shared mobility (park & ride, urban mobility hub) and reduce peak periods by influencing drivers' behaviour.

With Smarter Parking, cities can set up different parking tariffs and access rules, and offer digital services with PaaS (Parking as a Service on terminals or with mobile applications) depending on areas (resident or shopping areas), on user profile (resident, professional, commuter, visitor), on vehicle type (level of pollution) and manage inclusivity (people with disability and blue badge holders).

With Smarter Parking, cities can promote shopping in city centres using validations, coupons or discounts to promote parking usage during off peak periods and the forced time rotation of vehicles in commercial areas.

With more efficient parking management strategies integrated into urban mobility, spaces previously used for parking can be reallocated for enhanced real estate utilization and new opportunities to better serve cities and their citizens. ■



Statement of the 19th EPA Congress

The 19th EPA Congress, held in Málaga, showed remarkably the further development of parking since the last Congress in Rotterdam:

- The environmental question is the overriding factor in determining the absolute need to drive for optimising the transport modes in the urban mobility systems.
- Future innovative mobility services will be driven less by improvements in single transport modes than by integration. What is needed is a system level collaboration.
- The parking industry is enlarging its focus to the management of vehicles.
- We are no longer discussing, whether electric mobility will be the concept of the future, today it is just a question of the speed and impact of the implementation.
- 80 per cent of the exhibitors at this year's exhibition were new, demonstrating the innovative mood in the industry. Also the "flagship" of parking management systems showed more digital solutions than hardware.
- Municipalities did great progress in managing the curb. There is a common understanding that smarter management of the on-street zones will be crucial for cities in transforming to "smarter cities".
- At the 4th meeting of the Global Parking Association Leaders Summit (GPALS) we discussed the growing importance of regulations for car spaces for disabled people. We came to the conclusion that availability and

access ability are far more important to disabled drivers than the fact that these spaces should be provided for free.

- Parking and logistics are getting closer to each other.
- Despite technology, standards and infrastructure, everything is focused to meet the consumers demand.

In preparation of this year's Congress, the EPA prepared and distributed a Position Paper, which includes the key messages, of how the parking sector can contribute to improving mobility:

- SMARTER Parking is key to the reduction of pollution and congestion in urban areas;
- SMARTER Parking contributes to sustainable mobility by facilitating the modal shift to public transport and cleaner mobility solutions;
- SMARTER Parking contributes to a better use of urban space by supporting curbside management and offering parking service in structures;
- SMARTER Parking contributes to the attractiveness of city centers by managing integrated Parking in urban areas.

The 19th EPA Congress & Exhibition proved once more not only the transformatory power of our sector, but also the willingness to contribute to making cities better places. The EPA Board wants to thank ASESga and the City of Malaga for their great efforts in making this Congress possible and for being wonderful hosts! ■

Málaga, September 20, 2019

A selection of EPA and related documents – like this statement – for download

→ www.europeanparking.eu/en/documents/



About EPA

The European Parking Association (EPA) is a federation of national parking associations from Europe. It has been founded in 1983. The national member associations represent the parking industry, consisting of private companies and public bodies running, operating and managing on- and off-street parking structures and services as well as the supplying industry that offers all related products and services concerned

with parking. The EPA aims to facilitate the cooperation between the professional parking organisations of different European countries, the exchange and mutual support of professional experience among members and may exert influence on measures and resolutions of the European Commission and other relevant international bodies relating to parking and urban mobility. ■

Who represents EPA?

The **EPA Board** manages the association and controls the daily business. It represents the interests of all members. The responsibilities of the Board members include the following **themes**: EU and internal affairs, EPA Congress organisation, Policy and Strategy Committee, STC, infrastructural trends, finance, ESPA standards, POLIS, communications, innovation and IPIPS.

Board



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Austria



James Toal
Austria



Benjamin Voron
France

Policy & Strategy Committee

Like the Board the **Policy and Strategy Committee** is also elected by the **General Meeting**. Its members advise and support

the Board on the activities of the association and coordinate the work of the EPA task groups.



Thierry Brusseaux
France



Patrik Lindergren
Sweden



Jacopo Luxardi
Italy



Manny Rasores de Toro
UK



Christian Tonnevold
Norway



Thomas Veith
Germany



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Spain



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Netherlands
Guest Member

Alliance for Parking Data Standards



The Alliance for Parking Data Standards (APDS), formed by the International Parking Institute (IPI), the British Parking Association (BPA), and the European Parking Association (EPA), is a not-for-profit organization with the mission to develop, promote, manage, and maintain a uniform global standard that will allow organizations to share parking data across platforms worldwide. Chaired by EPA Board Member Nigel Williams, the Alliance Board of Directors will include members from each of the three founding associations.

At the EPA-Polis-CPA Workshop in Prague and at the EPA General Meeting 2018, which was also held in the Czech

capital, Nigel Williams explained the reasons for forming the APDS: “Parking today is more and more complicated. All players are exchanging data in one form or another. Just about everybody benefits from standards.” He added one important thing: “Our approach is led by the parking sector.”

Phases of development

The work of the APDS is divided in three phases of development. Having started August 17, 2018, Release 1.0 covering the draft standard for the data domains, parking place, rate and occupancy is available as Phase I. The technical documents contain data model, use cases and data dictionary.

To manage the distribution of the technical documents effectively and ensure feedback is collected and collected, APDS is asking each individual or organization to request the documents via an online form.

Phase 2 includes the following data domains and was released in late 2018: Transaction, enforcement, event data. Phase 3 is to be confirmed in detail but it is already clear that it will contain curbside management and EV charging.

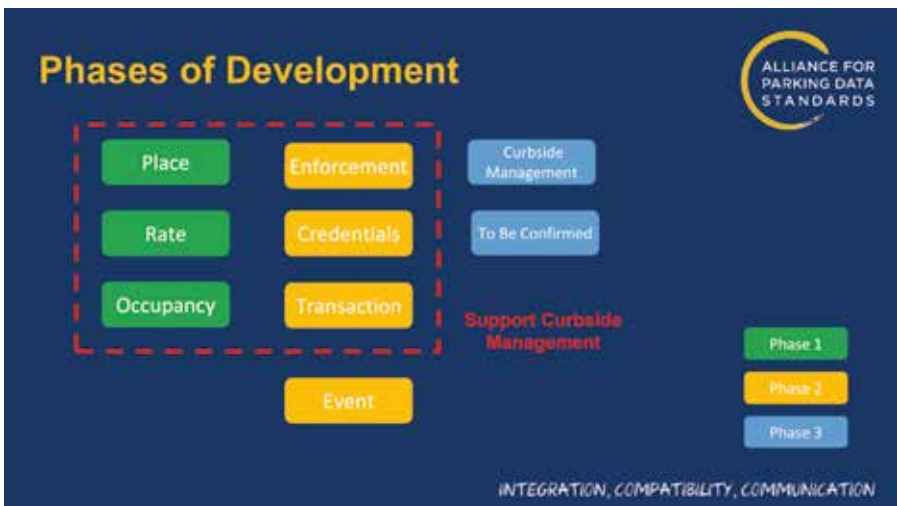
Worldwide interconnected

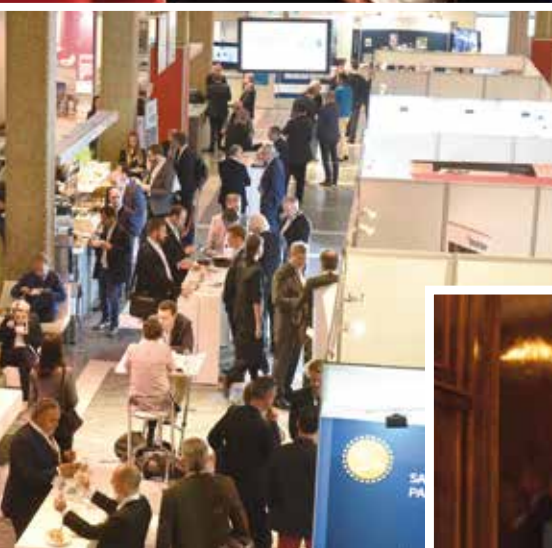
The new Alliance will integrate the International Parking Industry Payment Standards

(IPIPS) developed by EPA and already available, and the Data Exchange Standards (IPI-DataEx) being developed by IPI. The IPIPS protocols ensure interoperability and help simplify the complex world of e-payments in parking. Above that, worldwide consultation, for example from Brazil and Japan is included. Also external contribution from other industries, e.g. VDA (German car manufacturer Association), DIN (German institute for standardization), or NetEx (Technical standard for exchanging Public Transport Information).

Chairman Nigel Williams invited the parking professionals in Prague: "Join the APDS community." ■

→ www.allianceforparkingdatastandards.org





EPA Congress and Exhibition

The EPA Congress combines a well attended scientific conference with a trade exhibition for the parking industry. Over 500 delegates and 120 exhibitors from 32 countries attend the international conference to discuss wider issues of urban mobility, technological developments and challenges alongside detailed parking matters. The scientific programme is compiled by an international expert committee.

The professional trade exhibition alongside the congress offers the opportunity to the manufacturers, suppliers and others active in this field to promote their products and services. The presentation of the pres-

tigious EPA Awards and a social programme further add success to this event.

EPA Congresses since 1983

EPA Congresses have taken place in Madrid 1983, Stockholm 1986, Amsterdam 1988, Nice 1990, Berlin 1992, Rome 1994, Budapest 1996, Barcelona 1997, Lisbon 1999, Oslo 2001, London 2003, Geneva 2005, Madrid 2007, Vienna 2009, Turin 2011, Dublin 2013, Berlin 2015, Rotterdam 2017 and Málaga 2019. The 20th EPA Congress will take place in Brussels in 2021. Congress statements that summarize the main findings of the events are available on

→ www.epacongress.eu ■

→ Congresses are hosted by the EPA members' associations in close collaboration with the EPA. The website www.epacongress.eu provides every information about the current event.

Photo: Shutterstock



20th EPA Congress & Exhibition
Brussels, October 6–8, 2021

EPA Awards

The European Parking Award has been established by the European Parking Association as a biennial award for excellence in parking. A prize can be awarded in five categories. The objective of the awards is to promote qualitative improvements in public car parking both on- and off-street.

The contributions of the parking operation to parking policy, to Sustainable Urban Mobility Plans and to urban development are important factors. In particular the awards seek to promote improvements in

services provided to the customers and effective and sustainable management of the facilities. The awards also promote the development of good working practices in on street parking. →



EPA Awards ceremony 2019 in Málaga

The five categories of the EPA Awards

CATEGORY 1 – NEW PARKING STRUCTURES

Entries must relate to a new public parking structure. The EPA board loves to see innovative architectural solutions, smart concepts regarding urban mobility but also has a good sense for operational excellent and efficient solutions.

CATEGORY 2 – RENOVATED PARKING STRUCTURES

Entries must relate to a car park, where after renovation the main physical structure of the old carpark must be maintained and included in the new project, and the original car park must be at least 10 years old. The assessment will be limited to and based on the improved quality and operational success of the renovation project rather than an assessment of just the building situation after renovation of the car park.

CATEGORY 3 – ON-STREET PARKING PROJECTS

Any parking project specifically related to on-street parking in public domain, is eligible. If an entrant's project addresses only one, or a few aspects of the total process of on street parking, entrants should complete their assessment forms accordingly writing "not applicable" for any part of the form that is not relevant to their entry.

CATEGORY 4 – INNOVATIVE SCHEMES ON PARKING

Entries in this category can be any innovative technology or working process where the product or scheme contributes to the customer experience and/or effectiveness of the parking process. The scheme may concern either parking structures, off- street parking lots or on-street parking. Entries in this category could include new technology or a new way of delivering parking services. To be accepted the entered system must be fully and successfully implemented and working in at least one location. We love this category, as this is showing us the smart ideas around our industry!

CATEGORY 5 – MARKETING AND COMMUNICATION ON PARKING

Entries in this category can be about marketing and/or communication, contributing to better perception of parking by consumers and/or other stakeholders. Entries in this category may include evaluation or satisfaction surveys amongst users or other stakeholders to prove effectiveness of marketing and communication. The scheme may concern either parking structures, off- street parking lots or on-street parking in public domain.

JURY'S AWARD

Entries cannot be made for the jury's award. Any of the entries, not being a winner in one of the categories, can be selected for the jury's award at the discretion of the jury members together with the EPA president.

→ **How to enter a project**

The requirements, terms and conditions for an entry to any of the categories can be found on the EPA's webpage. As always in life, a good preparation is half the way to success! Take into consideration that your project will be judged in a shortlist process based on your presentation and information that you share within your entry before (in case your project made to the shortlist) the jury will review everything live and in detail. So, your entry statement should crisply summarize why exactly you should win!

Judging Shortlist

The selection panel for the shortlist consists of members of the board of the EPA and of the Policy and Strategy Committee of the EPA. The selection panel will select a maximum of three projects from each category.

Jury

The EPA board will appoint expert jury teams for each category to assess the shortlisted entries. In order to avoid that any member of a jury team will be judging any entry submitted by an organization that they have a direct or commercial interest in, the jury teams will be selected after the publica-

tion of the shortlist. The jury teams will visit the shortlisted projects and decide on the winning entries once all projects in the category have been visited.

The EPA Award Ceremony

All shortlisted entries are requested to send one representative to the EPA congress to give a short presentation about their project. The presentation time is strictly limited. Each shortlisted entrant is free to choose the format of the presentation, either a PowerPoint (this can be the same as submitted for the entry) or a video.

Publicity

EPA will do a lot in spreading the news, as probably you will do.

Amongst others, we will publish your project in a full page article in Parking Trend International, our quarterly printed members' magazine. In addition, we will spread the information in our newsletters and of course will show it for an eternity on our website. ■



→ **For the official documents
please refer to
www.europeanparking.eu**



EPA Awards ceremony 2011 in Turin



EPA Awards ceremony 2013 in Dublin



EPA Awards ceremony 2015 in Berlin



EPA Awards ceremony 2017 in Rotterdam

European Standard Parking Award Off-Street

Whilst the EPA Awards are marking exceptional quality of the industry in a competition that is taking place every two years, the ESPA scheme stands for **European Standard Parking Award**, a standard certificate that is granted to public car parks that meet a set of requirements of quality to provide safe and comfortable parking service to the customers.

The ESPA has been instituted by the European Parking Association to improve the quality of service, provided by the parking industry to its customers. Car parks that are compliant to the ESPA invite visitors to enter and leave their car in a trustworthy environment. A detailed checklist, which has been revised by an international EPA task group, lists a range of requirements that need to be fulfilled in order to achieve an award. It contains mandatory minimum conditions and a score sheet for: lighting and reflective surfaces, vehicular entry/exit,



parking areas, pedestrian routes, wayfinding, lifts, stairwells, security, energy and environment, maintenance and several other items.

Quality label

A sign for display in the assessed object demonstrates the compliance to the standard. The conferment of the European Standard Parking Awards lies in the responsibility of the national parking associations that are members in the European Parking Association. ■

The European Standard Parking Award Off-Street can be obtained by car parks that gain a required minimum of points on the check list. The check list is available at the Secretariat or can be downloaded online. The European Parking Association has delegated the judgement and presentation of the ESPA to its full members, the national parking associations. Thus operators who are interested in obtaining an ESPA Off-Street for their object should contact their

→ For more information, please visit:
www.europeanparking.eu/en/awards/espa-off-street/

European Standard Parking Award On-Street

The European Parking Association established award schemes to set standards, demonstrate the high quality of parking structures and services throughout Europe. There are around 26,1M off-street parking spaces, and more than 300 car parks have obtained the ESPA award dedicated to off-street parking lots.

As done with the ESPA award for off-street parking, EPA has developed an award for excellence for on-street parking regulation systems to push improvement in the quality of the 14,7M on-street parking spaces existing in Europe.

Regulation systems can differ a lot from one location to another across Europe. Therefore, EPA has established a set of minimum standards accessible for all types of regulation systems, so as to encourage on-street parking operators to provide better services.

The main lines of assessment are related to user experience (vertical and painting signals, regulation, free parking spaces, attention to users...), enforcement (enforcement results, staff formation, reporting notifications, clamping service...), and payment/access (referring to payment channels, pricing, payment systems, registration...). The typologies in which the award is composed have been classified in five groups taking into account the EPA's document "Scope of parking in Europe – Data collection": general use; resident use; loading & unloading; motorbikes and other type of spaces.

The award consists on a signal made from acryl grass, similar to ESPA off-street award, and a pdf file to be reproduced by the awarded local authority and posted in the elements of its choice (on the asphalt, signs, P&D machines, on the websites...). Moreover, a golden award is given to the candidates that apply and pass a minimum of three different typologies.

EPA presented the new standard at the 18th EPA congress in Rotterdam, September 20-22, 2017. To participate in the ESPA On-Street standard award just enter in EPA's website and download the award forms. ■



→ For more information, please visit:
www.europeanparking.eu/en/awards/espa-on-street/

Cooperation: POLIS–EPA

The European Parking Association is collaborating closely with POLIS. POLIS is a network of European cities and regions working together to develop innovative technologies and policies for local transport with the aim of promoting sustainable mobility through new innovative solutions.

Parking is important for the redefinition of the role of cities, between the “motorway” culture and re-urbanisation. Centralised parking in cities has been proven to decrease the dependency on car trips and improve the urban public space. However, implementing integrated parking strategies is a challenging task, for both local authorities and parking operators.

City officials and parking operators interact

To create a better understanding between the different actors in parking activities, the

European Parking Association (EPA) and Polis have established a partnership to discuss the interaction of urban transport and parking activities. As most prominent outcome of the partnership, Polis-EPA Parking Workshops brings members of both organisations together to discuss challenges related to urban parking policies. The meetings are held annually.

Over the past few years, the Polis-EPA workshops have contributed to create a greater understanding between parking operators and urban transport planners, discussing topics such as the opportunities of



Participants of the EPA-Polis workshop in Rotterdam in 2017

digital technologies applied to parking management, the role of parking in supporting new urban mobility lifestyles and designing parking solutions that enable future innovations.

The process started in 2011 and has grown ever since, with successful events in Stuttgart, Helsinki, Dublin, Lisbon, Berlin, Krakow, Rotterdam and Prague.

Both organisations regularly exchange information and expertise about making parking in cities better. As part of their cre-

ating an interchange of ideas, Polis and EPA mutually invite representatives of the associations at each other's meetings and events. EPA actively contributes to the Polis conference sessions on Parking.

Polis and EPA support each other with regards to policy recommendations in the field of parking. Polis publishes a parking paper on annual basis, such as the 2018 document on digital parking. ■

→ www.polisnetwork.eu

PUSH & PULL project

EPA was involved with other partners in the EU project “Push & Pull Parking management and incentives as successful and proven strategies for energy-efficient urban transport”.

The PUSH&PULL measures aim to improve urban mobility in European cities by means of parking space management combined with mobility management measures. By introducing paid parking, increasing parking fees, reducing or restraining parking supply or implementing comparable measures, car drivers will be “pushed” to use more sustainable transport. At the same time, the income generated from parking space management can be used to promote



alternatives, thus “pulling” or attracting users towards public transport, walking, cycling and other sustainable modes. The programme is co funded by the Intelligent Energy Europe Programme of the European Union. ■

The publication “16 good reasons for parking management” is available in 16 languages for download on

→ www.push-pull-parking.eu



Austria	1	France	7
Fachverband der Garagen-, Tankstellen- und Serviceunternehmungen Wiedner Hauptstraße 63, A-1045 Wien Contact: Christian Lauder www.wko.at/branchen/transport-verkehr/garagen-tankstellen-serviceunternehmungen/start.html		Fédération Nationale des Métiers du Stationnement FNMS 18, avenue des Champs Elysees F-75008 Paris Contact: Edouard Lecomte www.fnms.fr	
Belgium	2	Germany	8
Fédération Belge du Stationnement Avenue Louise 235, B-1050 Bruxelles Contact: Dominique Laurent www.fbs-bpf.be		Bundesverband Parken e.V. German Parking Association Richartzstraße 10, D-50667 Köln Contact: Elisabeth Herles www.parken.de	
Croatia	3	Great Britain	9
Hrvatska parking Udruga Croatian Parking Association Subiceva 40/III, HR-10000 Zagreb Contact: Ana Preost www.zagrebparking.hr		British Parking Association Chelsea House, 8-14 The Broadway Haywards Heath West Sussex RH16 3AH, UK Contact: Andrew Pester www.britishparking.co.uk	
Cyprus	4	Czech Republic	10
Vert & Blanc Car Parks 199 Chr. Hadjipavlou Ave. CY-3302 Limassol/Cyprus Contact: George Hadjigeorgiou www.vertetblanc.com.cy		Česká parkovací asociace z.s.p.o. Czech Parking Association Radimova 2342/36, CZ-16900 Praha 6 Contact: Václav Lukeš www.parkovaciasociace.cz	
Finland (I)	5	Ireland	11
Suomen Pysäköintiyhdistys r.y. Finnish Parking Association Rautatieläisenkatu 6 FIN-00520 Helsinki Contact: Joni Mikkola www.suomenpysakointiyhdistys.fi		Irish Parking Association Unit 3, Barrowside Business Park Sleaty Road, Carlow, IRE Contact: Keith Gavin www.parkingireland.ie	
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Suomen Pysäköintialan Liitto ry Finnish Parking Business Association Kuortaneenkatu 7, FIN-00520 Helsinki Contact: Juha Sirelius www.pysakointiliitto.fi		AIPARK Viale Ungheria, 84 I-00039 Zagarolo (RM) Contact: Laurence A. Bannerman www.aipark.org	



- Luxembourg** 13
 → Indigo Park Luxembourg SA
 83 rue de Strasbourg
 L-2561 Luxembourg
 Contact: Gerard Jeitz
 lu.parkindigo.com
- Netherlands** 14
 VEXPAN Platform Parkeren Nederland
 Platform for parking in the Netherlands
 Gooimeer 4-15
 NL-1411 DC Naarden
 Contact: Andre Wielaard
 www.vexpan.nl
- Norway** 15
 NORPARK Norges Parkeringsforening
 Stortingsgaten 12
 N-0157 Oslo
 Contact: Lars Monsen
 www.norpark.no
- Poland** 16
 Polska Organizacja Branzy Parkingowej
 Polish Organisation of Parking Industry
 ul. Św. Barbary 4 lok 2
 PL-00-686 Warszawa
 Contact: Maciej Mosiej
 www.pobp.org.pl
- Serbia** 17
 Udruženje Parkirališta Srbije
 Serbian Parking Association
 Kraljice Marije 7
 RS-11000 Belgrade
 Contact: Aleksandra Tabas
 www.ups.co.rs
- Slovakia** 18
 Slovenská parkovacia asociácia
 Slovak Parking Association
 Kosická 2, SK-01001 Zilina
 Contact: Miroslav Lepeta
 www.spa-parking.sk
- Spain** 19
 ASESga
 Spanish Association of Parking and Garages
 Plaza de Santo Domingo 1, 1A
 ES-28013 Madrid
 Contact: Amparo Revuelta
 www.asesga.org
- Sweden** 20
 SVEPARK Swedish Parking Association
 Box 5021
 S-12105 Stockholm
 Contact: Lena Karlsson
 www.svepark.se
- Switzerland** 21
 ParkingSwiss c/o BDO AG
 Hodlerstrasse 5, CH-3001 Bern
 Contact: Tamara Hostettler
 www.parkingswiss.ch
- Turkey** 22
 Turkish Parking Association "OID" Otopark
 Karacabey Sok. No. 4, TR-Ümaraniye
 Contact: Yalcin Kurt
 www.otopark.org.tr



EPA – registered association

The EPA is a registered association (e. V.) in Cologne. The EPA is also registered in the Transparency Register of the EU.
The EPA Statutes and the EPA Membership

Fee Regulation are available on the EPA Website → www.europeanparking.eu or upon request from the EPA Secretariat. ■

3C Payment UK Ltd.

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Saalachstraße 51
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EPA and GPALS

The Global Parking Association Leaders Summit (GPALS) is an annual gathering of parking association leaders from around the world. Even though parking structures can be different in every country, there are common elements, like educating government officials, developers, urban planners, the business community, and other stakeholders about why parking is important and why the expertise of parking professionals should be considered in the planning stages of any project.

Coming together

The GPALS Summit offers an opportunity for leaders from around the world, to share their information, gather and learn from each other in a friendly forum that encourages discussion and dialogue on a wide range of topics. In 2013 a survey was con-

ducted by the GPALS about parking trends among their members. It is available in five languages for parking professionals via parking associations around the world. This survey allows to identify trends in the parking industry within participating countries, to compare and analyze them.

Each parking association is invited to send representatives to the annual GPALS Summit, each country is represented by one parking association. The Summit takes place every year – in even-numbered years it is hosted by the International Parking Institute at the IPI Conference & Expo, in odd-numbered years by the European Parking Association Congress and alternating parking association's hosts. ■

The next GPALS Summit:

GPALS 2021 Brussels 20th EPA Congress

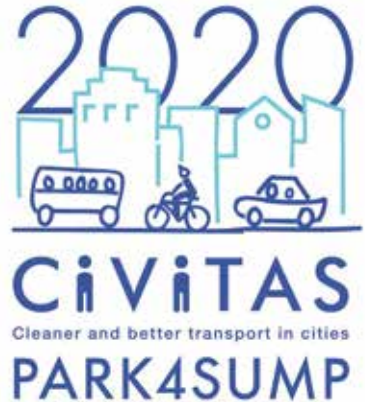
Participants of the fifth GPALS Summit 2019 in Málaga



PARK4SUMP

Despite good parking management has proven to be beneficial in delivering sustainable urban mobility in our cities, it is still one of the most underdeveloped sections within the Sustainable Urban Mobility Planning (SUMP) policies. Park4SUMP aims to reverse this status by considering parking management as part of a wider strategy that can benefit urban mobility but also the overall quality of life of our cities. Good parking management can help freeing up public space, supporting local businesses, reducing search travel, generating revenues, and making our cities more attractive.

→ <https://park4sump.eu/>



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Parking trend international

MAGAZINE – publication of the European Parking Association

Parking trend international is the trade journal for parking in Europe, published four times a year. The journal provides information independently, objectively and with professional competence on all subjects concerning parking space management, multi-storey car park operation, traffic policies, construction technology, attendance technology and customer marketing as well as current developments and innovative concepts – all from an international angle.

17.500 readers

Parking trend international is published by Maenken Kommunikation GmbH in Cologne/Germany in co-operation with the European Parking Association (EPA) and thus contains all important information on the work of the EPA. Parking trend international reaches round about 17.500 parking experts in more than 20 European countries. They include members of parking as-

sociations, operators of multi-storey car parks and ground car parks, building contractors, project managers, representatives of the car parks industry, suppliers and service providers as well as experts from the scientific and traffic policy fields, both at national and EU level. ■



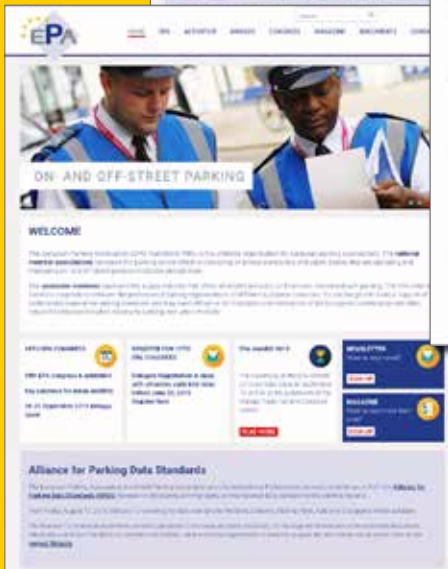
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ONLINE – website of the European Parking Association



→ www.europeanparking.eu





Elisabeth Herles, EPA General Secretary



Friederike Raabe, EPA Communications Coordinator

Photos: Thekla Ehling

EPA Secretariat

The Secretariat is located in the very centre of Cologne next to the famous cathedral and is at the same time the Secretariat of the German Association Bundesverband Parken e. V. ■



→ **Contact**
EPA Secretariat
Richartzstraße 10
50667 Köln
Germany

phone: +49 221 257 10 18
fax: +49 221 257 10 19
epa@europeanparking.eu

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51149 Cologne/Germany
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Richartzstraße 10,
50667 Cologne/Germany
www.europeanparking.eu

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Dr. Wieland Mänken
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Publication Manager

Wolfgang Locker

Editorial Team

Marko Ruh (Editor)
marko.ruh@maenken.com
Stefan Sadleder (EPA Board)
Elisabeth Herles
(EPA Secretariat)
epa@europeanparking.eu

Advertising

Wolfgang Locker
Phone +49 22 03/35 84-182
wolfgang.locker@maenken.com

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