



10 Different way to pay
Integrated parking policy

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Photovoltaic for car parks



An aerial view of a parking lot with rows of cars. The cars are arranged in neat, parallel lines, creating a grid-like pattern. The text is overlaid on this image.

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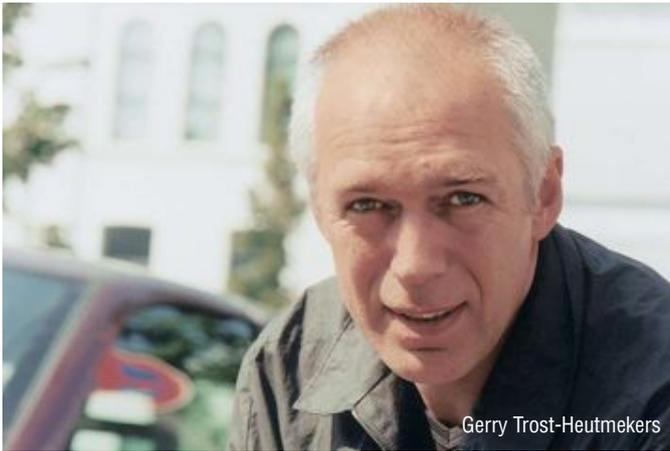
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Gerry Trost-Heutmekers

Dear EPA members and friends,

The European Parking Association has been existing for more than thirty years now and today you receive your latest issue of Parking Trend International: with a brand new design. From now on PTI will be published by Maerken Communications in Cologne. The new look of Parking Trend is just one piece of the puzzle in EPAs continuous way of transformation in order to make our association even more visible, professional and worthwhile to its members.

Especially during the past year many steps have been taken in order to guarantee EPAs continuity as a professional association ready to represent effectively its members interests also in the 21st century: a new logo, regular newsletters, our cooperation with LOGOS in Brussels to enhance EU presence and a re-organization of the Secretariat- to name just a few.

All active members in the various EPA bodies are intensely working to bring forward our association. Within the coming weeks a new board of editors for Parking Trend with representatives from many different EPA member associations will take up their work. A new EPA task Group »Image of the Parking industry« is going have their kick off meeting. Preparations for the upcoming 15th EPA congress in Turin (Italy) are going very well with the congress organizing committee having their second meeting in March.

I would like to take this opportunity to express my warmest thanks to Hub Durlinger who has been responsible for numerous issues of PTI in the past years since 1992.

I would also like to encourage every reader to give us feedback on this renewed Parking Trend Magazine. Just email us on epa@europeanparking.eu.

Enjoy your read!

Kind regards

Gerry Trost-Heutmekers

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Success in Scotland: Aberdeen controls a new parking zone with Aura machines.

METRIC Parking

57 more Auras for Aberdeen

A council with the largest population of Metric pay and display machines in Scotland has ordered another 57 – 52 for installation – through a contractor’s successful tender. Aberdeen will take delivery of their new Aura machines this month. Five of the 57 are for their »spare« stock. The city already has a mix of new Aura, Accent, Accent S2 and Autoslots in a population of nearly 700 Metric machines. Ten new Auras went »live« at the end of January which means Aberdeen will have taken delivery of 70 new spec Auras. The Metric machines have been ordered by Hunter Construction (Aberdeen) Ltd who were the successful tenderers for a new controlled parking zone in Aberdeen.

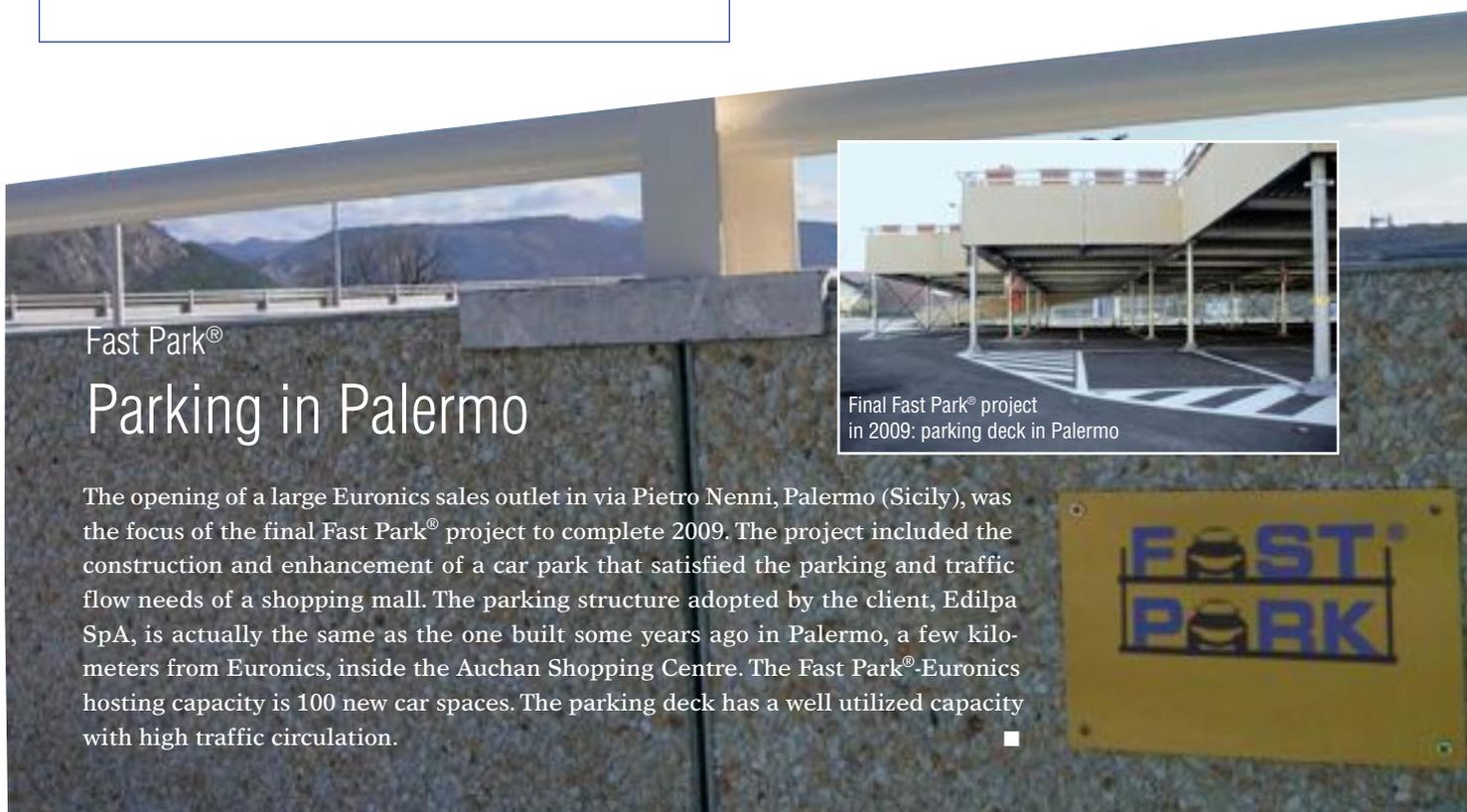
► www.metricgroup.co.uk ■

DESIGNA 2010’s first SLIM PARK system goes to Romania

DESIGNA announces the commissioning of a new SLIM PARK system in one of the largest public car parks in the Romanian city of Târgovi te. This is the first ever SLIM PARK project in Romania. Key factors in the decision to choose this management system – specially tailored to compact car parks – were ease of installation, stable functionality and the fact that it is so easy to use.

»We are delighted with our partnership with DESIGNA, and are already planning more projects together,« says Edi Papadopol, Managing Director of SC Assist Expert SRL, DESIGNA’s partner in Romania. In 2009 a DESIGNA PM ABACUS system was successfully installed in the centre of Bucharest.

► www.designa.com/int ■



Fast Park® Parking in Palermo

The opening of a large Euronics sales outlet in via Pietro Nenni, Palermo (Sicily), was the focus of the final Fast Park® project to complete 2009. The project included the construction and enhancement of a car park that satisfied the parking and traffic flow needs of a shopping mall. The parking structure adopted by the client, Edilpa SpA, is actually the same as the one built some years ago in Palermo, a few kilometers from Euronics, inside the Auchan Shopping Centre. The Fast Park®-Euronics hosting capacity is 100 new car spaces. The parking deck has a well utilized capacity with high traffic circulation. ■



Final Fast Park® project in 2009: parking deck in Palermo



Swiss Skyline Parking Inc. want to offer a high-tech parking solution at low costs.

Skyline Parking AG A promising new attempt in automatic parking

Skyline Parking AG, based in Winterthur, near Zurich/Switzerland, has developed an automatic parking system that promises low costs and high performance. The high-tech parking machine can be installed as a tower occupying only 18 by 18 metres (60 ft x 60 ft) of floor area, or in underground shafts each holding up to 320 parking places.

Here is how it works:

After being measured by a computer, a robot manages all subsequent steps until the car is parked space optimized for its individual size. Because the engine of the assigned vehicle is shut off from the moment it is surrendered to the sizing process, CO₂ emissions are considerably reduced. Note: up to 75 % of CO₂ emissions in dense traffic areas is accounted for by motorists searching for a place to park.

The Skyline Parking System does not require any lifts, stairs, emergency

exits or ventilation, etc. Lighting is limited to the entry and exit points. The installations are monitored and they can be maintained on a 24 hour basis by a remote control system.

Parking fees may be paid by mobile phone or credit cards, monthly passes can be easily assigned. The facade can be formed and designed individually, using it as a screen for advertisements or with solar panels on it as an energy source.

Following the successful tests of the prototypes of the core components, the company has commenced the construction of a pilot-facility on the premises of the staff parking area of one of the involved venture partners, in this case a reputable large Swiss industrial firm. There, the systems will be in daily use, which allows extensive practical testing.

► www.skyline-parking.ch



Q-PARK Charles Street Award for high safety standards

Q-Park's parking destination in Charles Street in Sheffield/UK has received an industry Park Mark Award for its high standards of safety and security. The car park is manned by a Q-Park attendant who carries out regular patrols to ensure safety and maintain cleanliness. It is also connected to the Q-Park Control Room in Holland where staff monitor CCTV cameras and can assist customers on a 24 hour basis via the intercom system. Even pedestrians can only gain access with a parking ticket. CCTV and evening vehicle entrance security shutters prevent undesirables from entering the building.

Adam Bidder, Managing Director of Q-Park explains: »When our customers park their cars, we believe they have a right to a safe, clean, friendly and crime-free parking experience and that's what we work tremendously hard to provide at Q-Park.«

Q-Park's Adam Bidder (r.) receives the prestigious Park Mark Award from Chief Inspector Paul Varley from South Yorkshire Police.



SKIDATA

Increasing sales with hosted services

SKIDATA is offering three new services: With »Sales.Services« drivers receive notifications directly on their PC, phone or satnav device. They are provided with an overview of the current parking options in a specific area, learn about other services that are available such as car washes, and can book a parking space directly. With Sales.Services operators can market parking more actively and on a more targeted basis.

»Operator.Services« provides the operator's employees with a complete overview of all its systems, including those not provided by the supplier such as lighting. It detects potential problems in advance, and can access and control



Ideas from Austria: SKIDATA wants to help parking operators boosting their sales.



issues remotely or initiate maintenance activities. This is to ensure that resources are used efficiently and costs are kept transparent and controllable.

»In addition, with Management Services our clients continually receive data from the access system directly in the Business Intelligence Tool. They thus benefit from extensive reports, can analyze data, and use it for targeted marketing campaigns,« states Robert Weiskopf, SKIDATA board member. Open interfaces shall ensure that SKIDATA Services are seamlessly integrated in the client's existing infrastructure. ▶ www.skidata.com ■

People in Parking

Proudly serving the parking industry

The National Parking Association, through an agreement with Transition Management Consulting, has named John L. Fiegel, CAE, as interim president. Fiegel has served as an association management leader for more than 20 years following a distinguished military career. He has worked with standalone organizations as well as provided services through association management companies.

»We are delighted to have someone of John's caliber to lead us through this transition period,« said Herb Anderson, NPA chairman. »We feel strongly that his expertise and many years of association management experience will serve us well.«

▶ www.npapark.org ■



Excited to »take the reins of the NPA«: John L. Fiegel



TagMaster products like LR-3 and LR-6 (photo) are used in proprietary systems, standard access control systems as well as in major parking equipment systems.

TagMaster/ISONAS Security Systems Successful integration

ISONAS Security Systems Inc. has successfully tested the integration of TagMaster LR-series Long-range Readers with its Access Control system. Customers looking to achieve flexible control of their parking facilities while reaping the benefits of leading RFID AVI and IP Access control technologies can depend on TagMaster North America and ISONAS to deliver the solution. Using TagMaster reader and ID-tag technology, vehicles gain fast and

convenient parking garage access, informs the Swedish provider. True hands-free long range identification ensures a free flow solution without hassle providing an efficient and environmentally friendly parking solution. Vehicle authorization is enabled by ISONAS PowerNet, whose TCP/IP-driven infrastructure makes this possible, on-site or remotely, whether near-by or miles away. ▶ www.tagmaster.com ■



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» Different way to pay for mobility

The innovative Dutch system to pay for mobility »as-you-go«

The Dutch car drivers and road authorities struggle already for many years with daily traffic jams, especially concentrated in the dense populated western part of the country. Time lost through traffic jams (just on the national main roads) increased from 2000 to 2008 by 55%, while traffic volume developed by just 14% in those years. In 2008 the costs of those delays have been estimated at EUR 3 – 3.5 billion (about 0.5% of GDP).

In the Netherlands from 1985 to 2008 the average distance to travel from home to work increased almost 50% from 15 to 22 kilometres. This is due to sprawling development of residential areas and increasing differences in housing costs near the large cities and the suburbs. In the same period more people got a job: unemployment in the Netherlands is the lowest in Europe.

On the other hand, it has put many families in a quandary about making smart choices between the residential place, two working places and schools for children. This has dramatically contributed to the increase of commuter distances.

First serious discussions in the Dutch parliament about tolling on highways date back to 1989 (toll gates to be implemented by 1996). From 2001 onwards discussions were about systems to pay for every kilometre driven. Political goals are not to raise extra money but to share the costs of driving fairer: not being charged for owning a car but for using it. Tax on ownership will be replaced by tax on usage, to push consumers to more sensitive decision making about their modal choice.

Recently the Dutch parliament agreed to the proposal to implement an automatic tolling system for all roads in the Netherlands called »Kilometerprijzen«. The average charge per kilometre will be EUR 0.065. Low emission cars will be charged at a lower rate and high emission cars will be more expensive. In addition there will be a peak charge of maximum EUR 0.10 per kilometre, but it is not yet specified where and during which hours. The new scheme is anticipated to be fully operational by 2018.

However there are still major issues to solve.

Two political hot items are:

- Gradual abrogation of the current purchase tax to be paid on new cars (about 27% of the price) to zero. This will in-



By Peter Martens,
Member of the Board of VEXPAN,
Platform for Parking in the Netherlands
Corporate director
Research & Development at Q-Park

crease the devaluation of used cars and is also expected to affect new cars sales, because next year's cars will be cheaper due to lower tax.

- Privacy issues about who is driving where and when. The on board units (OBU) should provide just the information for charging (how many kilometres at which rate or just the amount after every trip). However for claims and discussions the basic data are to be kept in the OBU for a certain period of time. This information has the potential to be misused by public or private organisations or hackers. For foreign road users in the Netherlands either an additional system has to be implemented or non-Dutch road users will not be charged at all.

According to the Dutch Ministry of Transportation (November 2009) the costs of the »Kilometerprijzen« have been estimated at up to EUR 2.7 billion up front and EUR 900 million per year. However, the system and supportive organisation still need to be developed. Usually the costs of similar mega-projects proved to be underestimated.

Also according to the Dutch Ministry of Transportation the »Kilometerprijzen« compensated by abrogation of the owner's tax will be break even for those driving the average of about 18,000 kilometres annually: 59% will be better off, 41% will have to pay more. (The latter category includes probably most business motorists). Still the costs to install and operate the system (annually about EUR 150 per car or about 10% of the expected revenue) must be compensated.

Based on the average commuter distance of 22 kilometres and a peak hour charge of EUR 0.10 per kilometre, commu-

« or choosing for Parking Policy?

ters will be affected by an average of EUR 2.20 per day. This will apply to everyone travelling into the urban area during the morning peak hour, whether it is a commuter, occupying a parking space in the urban centre all day, or a visitor, bringing added value to the city centre by shopping or business, just for one or two hours.

Fuel excise duties

Already today Dutch fuel excise duties are among the highest in Europe: about EUR 0.70 per litre. Due to differences in fuel consumption this is in fact a differentiated charge per kilometre between EUR 0.035 for A-label cars up to about EUR 0.12 for cars with high fuel consumption. To generate the same net return as the general charge the excise duties should be raised by another EUR 0.40 to 0.50 per litre, increasing fuel price differences with Belgium and Germany even more. The big price difference with neighbour countries is a thread for tax leakage when car users fill up their fuel in Ger-

many or Belgium, saving up to EUR 25. For the Netherlands this is a serious case as about 15% of the Dutch population live less than 20 kilometres from the German or Belgian border. However, for the most populated and congested part of the country around Amsterdam, The Hague and Rotterdam this is no issue.

However, it seems to be worth while investigating other alternatives to achieve the targets of mobility management and to regulate car traffic in and into urban areas just by enhancing existing parking policies.

Advantages of using parking policy

Parking policies for regulation of accessibility in urban areas have been proven effective already for many years. Charges based on time spent (possibly progressive) can create differences in charging up to EUR 10 or even more for a day's visit to a city centre and the modal choice can be influenced much more effectively compared to just a general charge to everyone approaching the urban area.

Effective use of parking policies can influence accessibility to the inner urban area:

- Progressive pricing of city centre parking facilities, meaning that commuters will be discouraged to use those facilities for an extended time, and visitors after the morning peak hour (adding value to the inner city society) can find a parking space for one or two hours at a reasonable price.
- Balancing tariffs and maximum allowed duration for on-street and off-street (out of sight) facilities, to help create a user friendly inner city public domain.
- Special regulations can be implemented at targeted sensitive areas at very small scale.
- Inner city residents can be given special conditions to promote a mix of business, cultural and residential functions in inner cities.

Experience in the city of Amsterdam shows that using parking charges of a Euro for about 12 minutes prove that a balance between demand and capacity can be achieved. In the old days it was not possible to find a parking space in the inner city, today there is a balance of about 85% occupation,

> p. 12

Summary

This article demonstrates parking policies as an effective tool for mobility and accessibility in urban areas. Parking policies have been applied all over the world with many years of track record. Integrated on-street and off-street parking policy is a real alternative for implementation of innovative road charging systems, to be proven yet.

 > on page 12



Tax on usage per kilometre: highway traffic watch



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Lead Story



P+R: a mean to reduce urban traffic jams

> p. 9

and visitors willing to pay the price can find a parking space. To reduce the amount of commuters coming to the metropolitan area more low cost or free parking spaces should be charged at more self financing tariffs. Due to the huge share of free parking spaces, parking in the Netherlands is subsidized from general taxes with EUR 290 per resident (IOO-2002). Thus there is a huge potential for effective parking policies and fairer pricing of parking. Enhancing effective parking policies does not bring additional system costs (systems and organisation are already in place) and internalises existing tax costs towards targeted payments for parking, applying the principle of »pay-as-you-go«.

The Dutch Railroads do already operate Park & Ride facilities at public transport nodes in the residential areas, near the starting point of the commuter trips. Thus in the commuter's mind public transport is the main mode of transport and car use is just to

get to the nearest railway station. In combination with monthly train tickets parking is very cheap (under EUR 2.00 per day) and serious set-offs can be created with parking in the main urban areas at EUR 10.00 per day or more. The new integrated Public Transport payment scheme (OV-chipkaart) covers the monthly ticket for the train, local public transport and parking at the public transport node, making payment for parking even implicit.

This scheme of »origin-oriented P&R facilities« proves to be very effective reducing traffic into major urban areas and car emissions. Facilities opened two years ago need to be extended to facilitate the growing demand.

This demonstrates parking policies at different levels – inner city and rural – as a more effective way to regulate accessibility in the major urban areas more effectively and targeted to specific categories of road users, compared to general tolling-like schemes. ■

Zusammenfassung

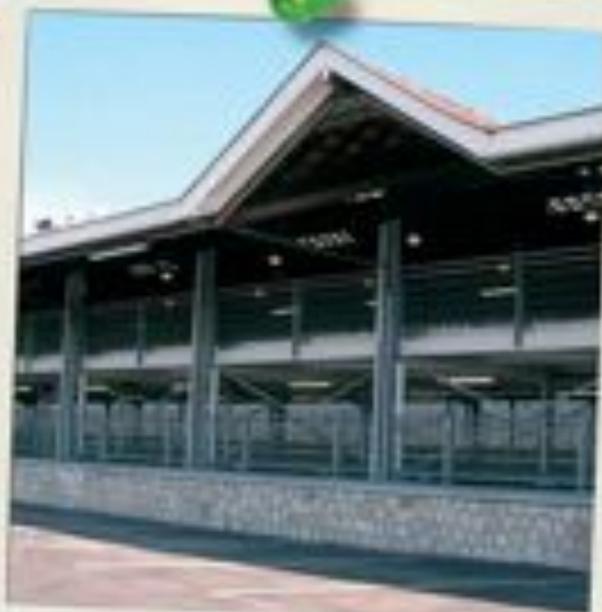
Parkraumbewirtschaftung ist ein effektives Werkzeug zur Verbesserung der Mobilität in und Zugänglichkeit von Städten. Überall in der Welt werden Parkpolitiken mit großem Erfolg angewendet. Eine integrierte On-Street- und Offstreet-Parkpolitik ist eine echte Alternative zu den innovativen Straßennutzungsgebührensyste-men, die sich erst noch bewähren müssen.

Résumé

Cet article présente les politiques en matière de stationnement comme un outil efficace pour la mobilité et l'accessibilité dans les zones urbaines. Les politiques en matière de stationnement ont été appliquées dans le monde entier, donnant de bons résultats sur plusieurs années. La politique intégrée des places de parking et des stationnements dans la rue est une véritable alternative pour la mise en œuvre de nouveaux systèmes de péages à tester désormais.

Resumen

Este artículo demuestra que las políticas de aparcamiento son una herramienta eficaz para la movilidad y la accesibilidad en zonas urbanas. Las políticas de aparcamiento han sido aplicadas en todo el mundo, y disponen de un registro de seguimiento de muchos años. La política de aparcamiento integrada en la calzada o fuera de ella es una alternativa real para implementar innovadores sistemas de adeudo en ruta, que aún se deben verificar.



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Intertraffic celebrates 20th event

Intertraffic Amsterdam 2010 will feature over 750 exhibitors from around the world, who will display their products and solutions on an area of 53,000 m² at the RAI Convention Centre. With a new and larger hall configuration and the brand new RAI Elicium building as the core of the event, visitors can gear up for the largest sector overview of innovations, network gatherings and learning opportunities. The Intertraffic exhibition programme is segmented into six themes: Infrastructure, ITS traffic management, safety, parking, environment and cooperative systems. There will also be a large outdoor area with live demonstrations. The exhibition programme will be supported by a range of seminars, meetings and conferences.

Intertraffic Innovation Award

Exhibitors use Intertraffic Amsterdam as a platform to launch hundreds of new products and services, including world firsts. The Intertraffic Innovation Award was introduced in 2002 to encourage R&D and is

presented to the company with the most innovative product introduced at the exhibition. An international jury has scrutinized over 80 potential candidates and after careful analysis and intense consideration has shortlisted 17 final entries. Acknowledging the widening scope of Intertraffic's traditional remit, sectoral awards will now be presented in six categories – »Parking«, »Traffic Management/ITS«, »Environment«, »Infrastructure«, »Safety« and, last but by no means

least, »Cooperative Systems«. The winners of the individual categories and the overall winner of the Intertraffic Innovation Award will be announced on Tuesday 23 March during the Opening Ceremony of Intertraffic 2010.

The jury

The 2010 jury consists of: • Fred Wegman (chair), managing director of the Dutch National Road Safety Research Institute SWOV, the Netherlands • Christophe Desnouailles, ITS Project manager at SETRA, France • Helen Riddervold, vice chairman,

Summary

Traffic professionals visiting the 20th Intertraffic Amsterdam from 23-26 March can indulge in a world of solutions for any traffic issue imaginable. Innovation is the key at the largest and most authoritative international trade exhibition for traffic infrastructure, ITS traffic management, road safety and parking. Moreover, two new segments have been added, environment and cooperative systems. The segment environment will be featured as a green route throughout Intertraffic.



solutions

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Forum of European National Highway Research Laboratories (FEHRL), Norway • Peter Martens, corporate director, R&D, Q-Park; also chairman of the Policy & Strategy committee at European Parking Association, the Netherlands • Rainer-Michael Rudolph, director, Park-Bau-Gruppe, Germany • David Crawford, contributing editor, ITS International, UK • Nick Bradley, editor, Intertraffic World/Traffic Technology International, UK

Shortlisted companies for the »Parking« category

- **Circontrol SA, CirCarLife** (Spain – stand 03.203) CirCarLife addresses a major concern surrounding the implementation of electric vehicle charging points in car park infrastructure. The product enables the control of different parameters of the electric grid, kWh consumption, management of RFID users, interface with the paystation and/or P&D systems, balance of power to handle many recharging points, and filtering of harmonics caused by the electrical noise produced by the EVs, etc
- **Lidror, Biopark** (Israel – stand 02.115) With many disabled parking spaces being occupied by fraudulent parkers, Biopark is a portable parking permit equipped with an electronic fingerprint identification system designed to prevent the abuse and/or forgery of mobility-impaired permits. Consequently, this innovation allows authorities to recover lost revenue, while keeping mobility-impaired parking spaces free for those who really need them.
- **WPS Worldwide Parking, WPS Park & Recharge** (The Netherlands – stand 03.102) Using an intelligent energy infrastructure, the WPS Park & Recharge solution distributes the required energy to the different charging stations based on capacity, which ensures the parking facility power grid will



About Intertraffic

According to RAI Intertraffic is the world's largest and most authoritative trade event for infrastructure, ITS traffic management, safety and parking. It provides a comprehensive overview of the very latest products, services and solutions offered by suppliers. It also showcases the latest trends and developments. Intertraffic is intended for policymakers, specialists and operational personnel from government authorities, engineering consultancies, and the industry at large.

not be overcharged, even when all charging stations are used at the same time.

Pre-registering for a free visitor badge

Entry to Intertraffic Amsterdam is free to pre-registered trade visitors. All those who have received an invitation can request a free entrance badge by typing in a personal code at www.intertraffic.com. Professionals from the traffic industry who have not received an invitation can apply for a visitor badge free of charge via the Intertraffic website. ■

Zusammenfassung

Im Verkehrsbereich Tätige, die zwischen dem 23. und 26. März die 20. Intertraffic in Amsterdam besuchen, können dort in einer Welt voller Lösungen für fast alle erdenklichen Verkehrsaufgaben schwelgen. Zahlreiche Innovationen werden auf der größten und wichtigsten internationalen Messe für Verkehrsinfrastruktur, IT gestütztes Verkehrsmanagement, Straßensicherheit und Parken zu sehen sein. Darüber hinaus wurden der Messe zwei neue Bereiche hinzugefügt: »Umwelt« sowie »Kooperative Systeme«. Der Bereich Umwelt wird sich wie ein grüner Pfad durch die Intertraffic schlängeln.

Résumé

Les professionnels de la circulation présents à la 20ème édition d'Intertraffic Amsterdam entre le 23 et 26 mars peuvent se plonger dans un univers de solutions pour toutes les questions imaginables concernant la circulation. L'innovation est le maître mot de la plus importante et de la plus autorisée exposition commerciale en matière d'infrastructure du trafic, de gestion du trafic ITS, de sécurité routière et de stationnement. De plus, deux nouveaux segments ont été ajoutés: l'environnement et les systèmes coopératifs. Le segment environnement sera représenté en itinéraire vert dans le cadre de l'exposition Intertraffic.

Resumen

Los profesionales del tráfico que visitan la XX edición de la Intertraffic Amsterdam, del 23-26 de marzo, disponen de numerosas soluciones para cualquier aspecto imaginable del tráfico. La innovación será la clave de la mayor y más resaltante feria internacional de infraestructuras de tráfico, la gestión ITS del tráfico, la seguridad vial y los aparcamientos. Además se han añadido dos nuevos segmentos: Medio ambiente y sistemas cooperativos. El segmento medioambiental será presentado como una ruta verde por toda la Intertraffic.

Floor plan

23.24.25.26 MAR
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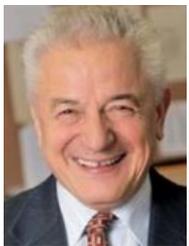
stand 02.102





Effects of organized parking

Air pollution in urban areas by cars searching for parking space – comparison of parking in garages to parking on the ground



Univ. Prof. Dipl. Ing. Dr. tech. Hermann Knoflacher, Institute for Traffic Planning and Traffic Engineering (Interdisciplinary Mobility and Accessibility Research) at the Vienna University of Technology (TU Vienna), Austria > www.ivv.tuwien.ac.at

Goal

Searching for parking in urban centers is a main cause of air pollution, if parking is not well organized. Carbon monoxides and nitrogen oxides were used as indicators to measure the emissions in the urban space.

Emissions

Results from studies on the effects of different parameters like wind speed above the roofs, wind directions, wind speed in public space, speed of winds in the urban space and composition of traffic flow were studied for proper measurement design. These parameters have to be taken into account in order to get useful correlations between car traffic flow and emissions measured on the sidewalk.

General results on measurement of emissions

No wind speed enhances the quality of correlation, but increases also the amount of emissions in the urban space. The effect of wind speed above roofs is dependent on the position of the measurement equipment in relation to the main roads.

The background emission level is very much dependent how much of polluted air is pushed from the main roads into the secondary road network.

Measurement and Counting

Co, NO and NO₂ were measured on sidewalks of different roads in the inner districts of the city of Vienna. Wind speed and direction were observed. Traffic flow was counted during the measurements on roads around the place of measure-

ment. Observations on car users searching for free parking places were carried out and an inquiry made on the time taken.

Searching for parking produces stop and go traffic also on main roads and contributes to congestion. Exhaust pollution was measured around underground garages also.

Relationship between traffic volume and emissions

It was useful to make categories of the analyzed road network. The road system was divided into

- wide roads with heavy traffic
- narrow roads with heavy traffic
- side roads

Results

The following diagrams show typical examples from a series of measurements in the roads of the inner district of Vienna.

Nitrogen oxides

Width of space is crucial for the level of immission. In narrow urban streets NO-immission-level is about double of the level measured on wide roads.

Narrow main roads with 800-900 cars per hour show the same emission level like main roads with 3.000 cars per hour and a wider road space. In narrow side roads the concentration of emissions is increasing much steeper with the traffic volume. A second important variable is the quality of traffic

NO Immissions

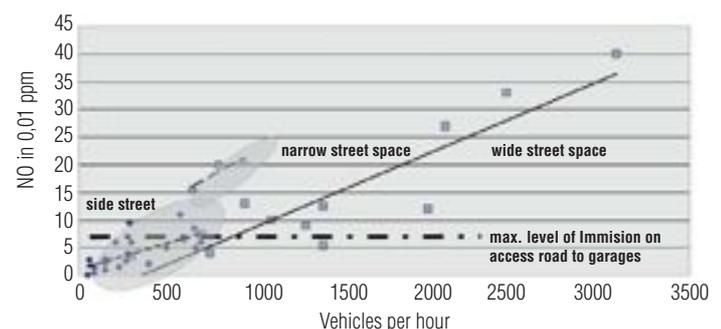


Fig. 1 Measurement of NO Immissions in streets of the inner district of Vienna



Photo: Continental

 Summary

The construction of garages and removal of parking on the ground at the same time is one of the most effective measures to enhance the environment quality. This can reduce emissions by about half of the emission levels of today in urban streets. If the access roads to the entrance and exit of garages can be situated in wider public space, no measurable effects were observed. A good and clear organization for parking in garages is probably the most effective measure to improve the quality of the urban environment.

   > on page 20

flow. Especially stop and go flows caused by car users searching for parking are increasing the level of carbon monoxides much more than the level of nitrogen oxides. Since the European guideline ECE 15/01 was introduced the relationship between carbon monoxide and nitrogen oxides shifted toward higher concentrations of nitrogen oxides. The effect of stop and go traffic in side roads where people are searching for free parking places has effects on higher le-

Immissions: The air in inner cities is heavily polluted by cars searching for parking space.

vels of CO compared to roads with a free flow.

Emissions from garages

The dilution of air pollution from a garage-exhaust after exit into the atmosphere is very fast. The greatest reduction in the concentration level of emissions from garage ventilation appears within ten meters. 30 meters from the exit of the ventilation the maximal additional load is around 2 ppm CO. This concen-

> p. 20

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N02-Immissions

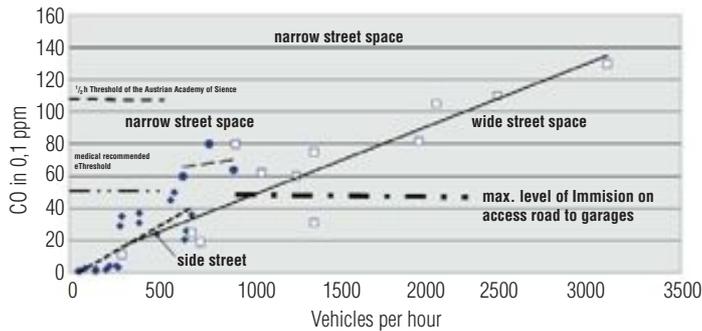


Fig. 2 Results from NO2 measurements in streets of the inner districts of Vienna

CO Immissions

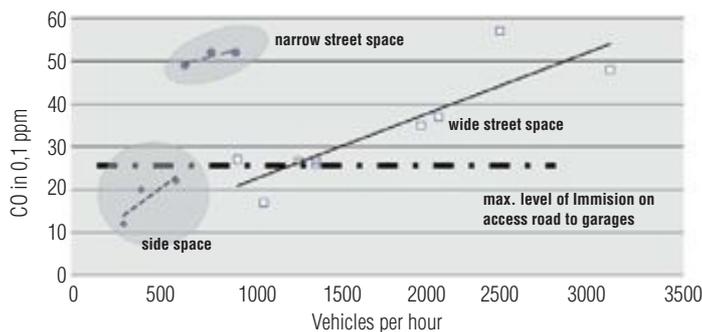


Fig. 3 Diagram from NO2 measurements in streets of the inner districts of Vienna

> p. 19

tration is around the average existing concentration level in side roads. A proper construction of the ventilation of a garage shows no measurable changes of the average concentration of air pollution in the environment or neighborhood of the garage.

Since pollutants from car traffic remain only shortly in the public space and create follow-products it was necessary to develop a computer model for the total amount of emission to calculate the effects of different measures to reduce the amount of exhaust gases.

Basic data

Basic data were derived from observation and surveys of car driver behavior. The travel speed of car users searching for parking places was 15 km/h. In bad organized parts of the city

center where no garages were available the average searching time to find a parking place was 16 minutes. In comparable situations in the inner districts the average searching time was about 10 minutes. Car drivers parking in a garage within a catchment area of one kilometer drive 800 meters on the open road at 30 km/h and the rest of 200 meters in the garage with reduced speed.

Effects

If it is possible to move 20% of traffic searching for parking on the ground into garages, 30% of nitrogen oxides and 55-60% of carbon monoxide can be reduced. In the city center the reduction potential is even bigger, in some areas up to 70. If car traffic is moving with fewer interruptions nitrogen oxide can be reduced up to 35-40%, if the ground is cleared of parked cars and the traffic volume is kept constant.

Conclusions

This kind of measurement and modeling carried out showed that the construction of garages and removal of parking on the ground at the same time is one of the most effective measures to enhance the environment quality. This measure can reduce emissions by about half of the emission levels of today in urban streets. But it must be considered that the emission level on side roads is very much influenced by car emissions from the main road system. These background emissions can also be reduced if traffic searching for parking places is prevented.

Correct ventilation system of garages have no negative effects on even very good air conditions in Vienna at distance of 20 meters. Along the entrance and exit road of garages the emission level is similar to that of side roads caused by local traffic. If the access roads to the entrance and exit of garages can be situated in wider public space, no measureable effects are observed.

A good and clear organization for parking in garages with car-free ground in which former parking is converted into the green areas and used by pedestrians, cyclists and public transport is probably the most effective and well balanced measure to improve the quality of the urban environment. ■■

Zusammenfassung

Der Bau von Garagen und Parkhäusern und der gleichzeitige Abbau des Parkens auf der Straße ist eine der wirkungsvollsten Maßnahmen zur Verbesserung der Umweltqualität. Dadurch könnten auf den städtischen Straßen die Emissionen auf rund die Hälfte des heutigen Niveaus gesenkt werden. Eine gute und klare Organisation des Parkens in Garagen und Parkhäusern ist somit wahrscheinlich die effektivste Maßnahme, in den Städten die Umweltqualität zu verbessern.

Résumé

La construction de garages et le retrait de places de parkings au sol constitue l'une des mesures les plus efficaces pour améliorer la qualité de l'environnement, ce qui pourrait permettre de réduire les niveaux d'émissions de moitié dans les routes urbaines. Lorsque les routes d'accès à l'entrée et à la sortie des garages peuvent se situer dans un espace public plus large, aucune conséquence mesurable n'a été constatée. Une organisation convenable et claire pour le stationnement dans des garages est probablement la mesure la plus efficace pour améliorer la qualité de l'environnement urbain.

Resumen

La construcción de garajes y la eliminación de los aparcamientos sobre el suelo es al mismo tiempo una de las medidas más efectivas para mejorar la calidad del medio ambiente. Así pueden reducirse las emisiones a la mitad de los índices actuales en calles urbanas. Si las calles de acceso a las entradas y salidas de los garajes se pudiesen ubicar en un espacio público más amplio, no se observaría ningún efecto mensurable. Una buena y clara organización para aparcar en garajes es probablemente la medida más eficaz para mejorar la calidad del entorno urbano.

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» We have invested heavily «

Interview with Anthony Martin, Managing Director of VINCI Park Deutschland

In August 2006 VINCI Park signed a long-term leasing contract with the Arcandor Group. Object of the contract was the majority of the KARSTADT Group car parks – including premium stores such as KaDeWe, Oberpollinger and Alsterhaus – with a total of 18.000 parking spaces. The agreement covered the refurbishment and modernisation of 55 car parks within 18 months. The whole thing was a resounding success: VINCI Park was awarded the »Special Jury Award« (as reported) for the successful completion of the project within the scope of EPA Award 2009. Anthony Martin, Managing Director of VINCI Park Deutschland GmbH, spoke to Parking Trend International about the experience gained.



Anthony Martin, Managing Director of VINCI Park Deutschland GmbH, at the EPA Award ceremony in Vienna 2009

Parking trend international: Mr. Martin, congratulations again for winning the »Special Jury Award« on the occasion of the EPA Awards 2009. What was special about the project when you joined in the competition?

Martin: It was a large-scale development realised by only a few people. The volume involved was certainly not out of this world. What was spectacular about it is that we refurbished 55 car parks in no less than 18 months. Management of such a project is extraordinary difficult. A task of this magnitude normally takes several years to complete. At the same time, the car parks in question were located in numerous different towns so that we had to co-ordinate operations with diverse service providers and partners, a situation that tended to make planning that much tougher.

Parking trend international: What were the motives behind VINCI Park and Arcandor getting together in this way?

Martin: There were hardly any uniform standards attached to the car parks because they emanated from different generations. Additionally, there were different regional contacts responsible for the car parks. We have modernised them across Germany with a uniform concept and are mainly interested in concluding long-term contracts. A major aspect from the Arcandor Group's point of view was the elimination of technical deficiencies, quality improvement and expansion of services for KARSTADT customers.

Parking trend international: What's the significance of that for you as VINCI Park ?

Martin: We were called upon to invest heavily in the 55 locations. The funds involved were employed in carrying out decorative repairs and enhancing technical equipment. Our contract partners gave us a great deal of leeway in that respect so that we were relatively independent to distribute the funds amongst the individual sites – as was the case later on when we created a new and attractive structure for the tariffs.

Parking trend international: What were the main features you focused on in refurbishment?

Martin: We provided uniform signposting in all car parks in line with the international VINCI Park concept to highlight

VINCI Park managed to renovate 55 car parks in 18 months.

our visual identity. We built offices because only a few of the sites were equipped with such. Our experience shows that they serve as an initial point of contact for customers. The introduction of these facilities involved obtaining building approvals, modifications to the buildings, water and electricity supplies as well as taking work and fire safety aspects into account.

Parking trend international: Which aesthetic aspects played a role in your decisions?

Martin: The objective was to give customers a bright, pleasant

Parking trend international: impression. That's why we painted walls, ceilings and columns in almost every object, and clearly marked car spaces and pedestrian trails on the floor. Overall, we also enhanced lighting – at the same time achieving savings in electricity. For example, by only part of a car park being illuminated when it is not full. In addition, ramps, parking spaces and staircases are equipped with different degrees of illumination. A positive impression is also made by numerous

Parking trend international: glass doors.

Have you also made any changes as far as attendance technology is concerned?

Martin: Yes, we have renewed the parking technology, i.e. barriers, ticket machines and automatic pay machines. Furthermore functionality has been extended to become more customer-friendly. EC and credit cards can be used at all car

Parking trend international: parks for payment.

You have invested a lot. Where do you see the benefits?

Martin: Well, we are primarily viewed as being something of a sideline for the stores. People are not really aware that that the car park is independently run, and, of course, can also be used by non-KARSTADT customers. We operate a 24 hour service in round about 60% of the car parks. Here we have also attracted long and short-term parkers besides the KARSTADT customers. Our goal is to ensure that the facilities are used by both groups of customers. Due to intensive marketing and communication activities we are close to achieving this goal.

Parking trend international: What are your expectations? What strategies are you pursuing in Germany?

Martin: The situation at the attractive locations is difficult, and also sensitive. Competition is, at least partly, very aggressive so that I am not able to say anything very definite at the moment. Only so much that we are primarily expanding at sites where we are already present. Interesting partners for us are shopping centres, hospitals and towns thinking about selling off their parking business.

Parking trend international: Is a similar co-operation like the KARSTADT project in other countries thinkable?

Martin: Yes, we can well imagine getting involved in such projects in other countries – or with other companies in Germany. We have learnt a lot from this partnership and have been able to enhance our expertise in this field, even more. ■■



About VINCI Park

Number two in Europe and world leader in car park concessions, VINCI Park operates 1,220,000 spaces spread fairly evenly between France and the rest of the world. With operations in 12 countries, VINCI Park also manages 2,155 car parks under more than 2,000 contracts.

Finally the European Commission published its long-awaited Urban Mobility Action Plan at the end of September 2009. After a first read, the Urban Mobility Action Plan has something for everyone, supporters and critics alike. However, the fact that parking policy is again practically absent from the EU-level discussions on Urban Mobility should not be accepted by the parking community, and with the European Parking Association (EPA) we certainly plan to make this position heard by policy-makers in Brussels and beyond!

The EU's Urban Mobility Action

■ Timing is an important factor to consider here, not only since the Action Plan itself ends with an annex that links all 20 foreseen actions with different deadlines, but the time it took for this publication to come off the Commission's drawing board also deserves some attention, since the initiator of these concrete actions was a Green Paper »Towards a new culture for urban mobility«, published in September 2007. As is the usual case, such a paper prompted an intense consultation with stakeholders and civil society (to which the EPA contributed as well with a very interesting paper), and at that time October 2008 was put forward as the date when the Action Plan would be launched.

With the delay of one year being attributable to some internal Commission developments as well as sensitivities within Member States (due to the increasingly used »subsidiarity« principle), it is important to note that in the meantime the European Parliament came forward with an »unusual initiative« (quoting the headlines at the time) by adopting its own initiative report in April 2009, calling on the Commission to get this Action Plan off the ground, and even putting some suggestions forward on what should be included.

»Parking« mentioned only twice

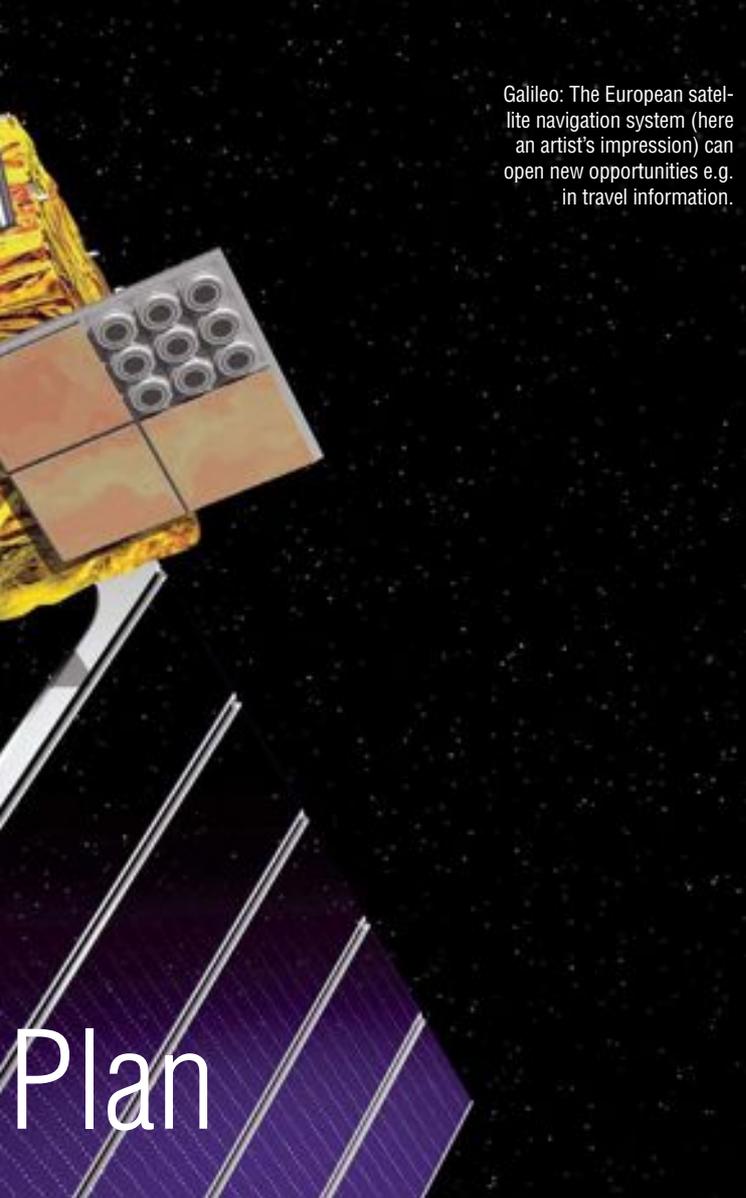
The Urban Mobility Action Plan is made up of 20 actions of which some of them will be discussed below, according to

their interest for parking (policy) professionals and linking them with their proposed timelines. Personally, I started to look at the Action Plan with a particular interest to find out how many times »parking« (potential linked to »management« or »measures«) would be mentioned, and I found this happened exactly (or only) twice!

And not within any particular action, but just in the introduction to two themes, one related to »strengthening funding« (mentioning parking fees as a source of local funding) and one on »optimising urban mobility«, where it is argued that »company mobility management« can influence travel behaviour and so employers and public administrations can provide support through financial incentives and parking regulations. Couple this to the fact that over 99% of local authorities use parking measures as a means of regulating (and raising income) from urban traffic, this actually means it is the most commonly used form of urban pricing schemes (which feature in the Action Plan's Action 13, launch date 2009) in force today!

Short overview

Going through the other actions, Action 1 (launch date 2009) promises the Commission's support to local authorities to develop »sustainable urban mobility plans« through for example supporting educational activities – but apparently only for »urban mobility professionals«. Further in the document, ho-



Galileo: The European satellite navigation system (here an artist's impression) can open new opportunities e.g. in travel information.



ney planners, with the ultimate aim of providing users with a »public transport travel portal at EU level on internet«. Let us hope the many successful Park & Ride initiatives will find mention here!

Urban pricing policies

A few actions furthermore plan to launch a study of some sorts: Action 7 (launch date 2009) intends to initiate a study on the different access rules for the different types of green zones across the EU. According to Action 12 (launch date 2011) the Commission will launch a methodological study on the urban aspects of the internalisation of external costs. This study would look at »implementation issues of various pricing solutions« such as public acceptability, social consequences, cost recovery, availability of ITS tools and how urban pricing policies and other green zone arrangements can be effectively combined.

A frequently returning cry for better data and statistics might be addressed soon by Action 16 – Upgrading data and statistics, though the plan seems to lack ambition as it proposes to launch yet another study, this one by 2010. While improving data collection should de facto lead to setting up a database, Action 17 is nevertheless interesting to note, since the Commission intends to set up an »urban mobility observatory« in the form of a virtual platform (referring here to www.eltis.org as benchmark – launch date 2009).

The last 2 actions of the document are also set to come into effect last, in 2012. Action 19 on urban freight transport (referring to a review of the Freight Logistics Action Plan in 2010) and Action 20 – ITS for urban mobility. The Commission also refers here to complementing the ITS Action Plan, which has a time indicator of its own (ranging from 2009 to 2014).

Interoperability of payment systems

In this last action, mention is made of »looking into« electronic ticketing and payment, traffic management, travel information, access regulation and demand management, as well as addressing the opportunities opened up by the »European Galileo GNSS system«. However, the Commission will start on this by launching another study. This time on improving the interoperability of ticketing and payment systems across services and transport modes, including the use of smart cards in urban transport, with a focus on major European destinations (airports, rail stations).

Naturally, with the EPA we will follow the practical implementation of this Action Plan closely, and the first contacts with the European Commission have already been made in order to link the EPA's project on data collection to EU aspirations in this regard. Keep reading Parking Trend International, and you will soon know more!

By **Tom Antonissen**, Manager Transport Association Practice, LOGOS Public Affairs (Brussels Partner of the EPA)

Photo: 2010 German Aerospace Center (DLR)

Plan

wever, it does mention education, information and awareness-raising campaigns regarding »sustainable mobility behaviour« (Action 8, launch date 2010), pertaining to all citizens.

Financially speaking, Action 2 (launch date 2011 though!) does wish to shed more light on the complex framework of funding opportunities already available from Structural and Cohesion funds (over EUR 8 billion currently allocated to clean urban transport, mostly for investment in infrastructure and rolling stock), the European Investment Bank and the Trans-European Transport Network (TEN-T). Research and demonstration projects are also addressed, whereas Action 10 (launch date 2009) mentions the continued support for the EU Framework Programme for Research and Technological Development (FP7) and directs the reader's attention to the recently launched European Green Cars Initiative (http://ec.europa.eu/research/industrial_technologies/lists/green-cars_en.html).

Further down (Action 14, launch date 2009), the EU programmes STEER – Intelligent Energy Europe (ec.europa.eu/energy/intelligent/index_en.html) and URBACT (<http://urbact.eu>) are cited under the header »optimising existing funding sources«.

Of interest to professionals involved in Intelligent Transport Systems (ITS), should be Action 6 (launch date 2009) on improving travel information through different media and the development of national and regional multimodal jour-

» Respond
intelligently and
more flexibly.«

Green Efficiency

Integrated system technology meets global responsibility



Sustainability is discussed all over the world. It seems to be one of the main challenges of our future to act responsibly. Also in the parking sector there are ways of reducing CO₂ emissions – with intelligent software and energy-efficient hardware. Interview with Thomas Dibbern, Director International Operations, Scheidt & Bachmann GmbH.

Parking trend international: Hello, Mr. Dibbern. Intertraffic 2010 is coming round very soon. A good opportunity to put this question to you: how are things going in the parking world of Scheidt & Bachmann since the launch of entervo in 2008? And what will be the key issues in the future?

Dibbern: Thank you for asking! As we see it, our portfolio puts us in a perfect position – not just in spite of the global economic challenges but also because of them. Thanks to entervo we are able to continue building innovatively on a solid technological foundation.

Parking trend international: Innovation is a malleable concept. And since you will be presenting an entervo.com 2 version, the question on everyone's lips is of course: what are the new features it has to offer?

Dibbern: Thanks to entervo, complete and fully integrated

solutions have been the leading standard in the parking world since 2008. And that means the whole package: transparent reporting, convenient handling and centralised control. That's all taken care of. Now, in the 2.0 innovation stage as it were, we have set about teaching these systems to respond intelligently and more flexibly to changing needs. And that brings me to the real core issue of our age.

Parking trend international: Which is...?

Dibbern: Sustainable management – in the most fundamental and comprehensive sense of the word. Or simply: global responsibility in practice.

Parking trend international: Could you explain that?

Dibbern: We're now in financial crisis year two after Lehmann Brothers and year one since the Copenhagen climate summit. For a company such as Scheidt & Bachmann which

»Shaping individual mobility of the future.«

has been doing business successfully since 1872, such developments are neither a cause for panic or for verbose moaning, but for carefully considered and effective action.

Parking trend international: That certainly shows endurance but still doesn't tell us how you intend to make your contribution. After all, your business area is directly linked to a critically debated environmental and emissions factor – the automobile.

Dibbern: Correct. And for this reason we are talking here about nothing less than shaping individual mobility of the future and securing the success and image of the parking sector. It makes a huge difference whether we reduce the amount of traffic generated by parking space search by means of optimised parking guidance systems in our city centres, whether we simplify car park entrance procedures and

shorten waiting times by means of automatic number plate recognition and whether we reduce the power consumption and, therefore, the CO₂ emissions of parking management systems by up to 70 % using intelligent software and energy-efficient hardware.

Parking trend international: So all in all, what would you say is the simplified formula which describes the benefits provided?

Dibbern: In line with our entervo slogan »beyond barriers«, we generate new efficiency potential for our customers. With our »Green Efficiency« technology they can operate profitably on a sustainable basis. This means that Scheidt & Bachmann is right where it should be – and so is entervo.com 2.

Parking trend international: Mr. Dibbern, thank you for talking to us. ■



Special demand: In the parking business ticket machines are often located in »unattended environment«.

Photo: Tesco Personal Finance plc

Parking – an exemption

The international EMV-consortium decided to make debit- and credit cards safer. Every transaction should be verified by a pin code. Therefore an EPA task group was established. Parking experts had successful meetings. Here are the results valid for parking all over Europe.

Several years ago, the banks decided to try to minimize the level of fraud. One step was the introduction of chip instead of magstripe. Then the international EMV-consortium, Europay, MasterCard and VISA, decided to go even further to make it even more difficult to manipulate transactions made by debit- and credit cards. They said every transaction should be on-line and be verified by a pin code.

Restaurants and shops were quick to adapt to the instructions and the Parking in-

dustry should follow »later on«. As the framework didn't show up in time, Norway, Denmark and Sweden acted in May 2008 as parking operators didn't know what to buy and the merchants didn't know what to sell.

An EPA task group was established late 2008 and had its first meeting in Malmö/Sweden in January 2009. The group consists of parking experts from the major European parking merchants and parking operators and it is chaired by the CEOs from Norpark and Svepark, the Norwegian and Swedish Parking Associations.

Attempts to meet with banks, acquirers, manufacturers, bank associations and also the European Central Bank, ECB, were taken and we had several successful meetings.

Late in the autumn 2009, the group had achieved some

results, valid for parking all over Europe from January 1, 2010:

- One, very important result is that the Bank Industry knows about the Parking Industry and our situation!
- Another one is that all parking ticket machines (Pay & Display, Pay on Foot and barrier systems) are considered to be located in »unattended environment«. This means that parking transactions with debit and credit cards from MasterCard up to EUR 100 and from VISA up to EUR 50 can be done in parking equipment without pin pad! VISA might raise the level to EUR 100 if a »test period« for approximately twelve months turns out successfully.
- Also in barrier systems and other systems where payment on exit is used, transactions (MasterCard and

VISA as above) can be done without pin code.

- Where parking for amounts higher than EUR 100 with MasterCard and EUR 50 with VISA is possible, pin pad must be installed.
- Transactions with MasterCard and Visa above EUR 100/EUR 50 must always be followed by a pin code.
- Non-parking Cat B/level 2 transactions has a EUR 20 level for non-pin validations. We also learnt that an immediate contact with your acquirer is the most important step! Some practical adjustments will, as far as we have learned, be possible to discuss. ■

On behalf of the EPA EMV Group



Sten Åke Håkansson
SVEPARK



Egil Østvik
NORPARK



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The red carpet is laid out – in Torino 2011

EPA Awards 2011 – Rules and Re

The European Parking Award has been established by the European Parking Association (EPA) as a biennial award for excellence in parking. A prize can be awarded in each of the following four categories

▶ **Category 1**

Any newly built car park

▶ **Category 2**

Any renovated car park

▶ **Category 3**

On-street parking projects

▶ **Category 4**

An innovative scheme in any aspect of parking

In addition, there will be an additional discretionary judges award if an entrant is considered of particular merit.

The objective of the awards is to promote qualitative improvements in public car parking both on and off street. In particular, the awards seek to promote improvements in user friendliness, construction, maintenance, management, design and safety. The awards also promote the development of good working practices in on street parking. Publicity for the awards will also improve the image of the parking sector. The awards will be presented during the EPA Congress in Torino 14-16 September, 2011.

Conditions of Entry

General Criteria

All entries must be submit-

ted to arrive at the EPA office no later than 1st January 2011.

A selection panel consisting of members of the EPA board together with members of the jury will shortlist up to 3 entries in each category.

Entries must be made using the entry form provided by the EPA secretariat.

Entrants may submit any number of entries but each entry must use a separate form.

An entry fee of EUR 750 is payable for each entry by 1st January 2011.

Entries must relate to projects which have been opened, re-opened or introduced later than 1st January 2009. Each entry must be represented at the EPA Congress in Torino.

The EPA will have the unfettered right to use the material provided for each entry.

Category 1 –

New Parking Structures

Entries must relate to a new public parking structure. A car park is considered to be public if any motorist can use the facility.

Category 2 –

Renovated Structure

Entries must relate to a car park, where the main physical structure of the old car-

park 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 quality and success of the renovation project rather than an assessment of the renovated car park.

Category 3 –

On-street parking projects

Any on street parking project or innovation, specifically related to on street parking, is eligible. If an entrant's project addresses only one, or a few aspects of the total process of 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 –

An innovative scheme in any aspect of parking

Entries in this category can be anything not covered by the other categories where the product or scheme is innovative and contributes to the enhancement of the process of parking. Entries in this category are not limited and could include new technology or a new way of delivering parking services for example, related to built car

park facilities. To be accepted the entered system must be fully and successfully implemented and working in at least one location.

N.B. Entries cannot be made for the judge's award. Any of the entries can be selected for the judge's award.

Material that should be delivered

Anyone wishing to enter the competition must provide the following documents:

Entry Form

The entry form is attached on page 33 or can be downloaded from the public area of the EPA web site (▶ www.europeanparking.eu). Each entry must be accompanied by the full entry fee of EUR 750 per entry.

Assessment form

The applicant should fill in all relevant information in column B of the assessment form, not exceeding the limits given for the number of words allowed. There is one assessment form for each category which can be obtained by email from the EPA secretariat or can be downloaded from

▶ www.europeanparking.eu

Attachments

If the entry is in category 3 or 4 containing supporting tech-

gulations

nical reports, the form should include an abstract summary of the arguments, sufficient for the board/jury to assess the entry. Reports could be attached for in depth judging, but attachments should not be necessary to assess the entry.

Power-Point Presentation

In addition to the completed assessment form, the applicant should deliver a Power-Point presentation with the maximum of 10 A4 size pages/slides, suited for both printing/copying, and for being run as a continuous presentation, in the exhibition, during the EPA-congress. The Power Point presentation should not exceed the size of 10 Megabyte. The bottom of

each page must contain the project name.

Media

Assessment form, attachments and PowerPoint presentations should be delivered both as printed copy (size A4), and as files on a standard CD. Photographs used in the presentation must have a resolution of at least 300 dpi to be of good enough quality to be printed in Parking Trend Magazine.

Presentation Panels

Following a preliminary assessment of the entries by the selection panel; shortlisted entries will be required to provide display panels for use at the EPA congress. Each entry must be accompanied by one presentation panel in English which will be exhibited during the EPA Congress in Turin.

The presentation should consist of a short description and pictures of the project.

An extra set of photographs used on the panels must be provided for use in Parking Trend magazine and for inclusion in the presentation of all shortlisted entries at the EPA Congress.

Presentation panels must measure 50 x 70 cm (width/height) with rounded corners and be a minimum of 5 mm thick. The maximum weight per panel should not exceed 0.5kg.

A 5 mm diameter hole, 20mm from each side at each corner must be drilled at every corner.

The presentation panel must have a flat, white background. Lettering in relief or three dimensional images are not acceptable. Only one side of each panel may be used. At the bottom of each panel a 2

mm thick line should be drawn, 50 mm from the bottom and terminating 50mm from each side. The following information set in Helvetica bold 16 pt uppercase type should appear below this line:

- project name
 - location
 - date of project opening
 - name of entrant
 - relationship to the entry (eg developer, owner, investor, architect, designer)
- The name and address of the entrant should be clearly legible on the back of each panel. The panels must be delivered by the shortlisted entrants no later than 15/8/2009 to the congress venue (address will be distributed by EPA office in due course.)

Judging:

The EPA board will appoint a jury of five members including a Chairman from diffe-

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rent countries to assess the short listed entries. Any member of the jury will be excluded from judging any entry submitted by any organisation that they have a commercial interest in.

The selection panel will select a maximum of three projects from each category. The selection panel will consist of members of the board and members of the jury.

Before short listing the selection panel is entitled to reclassify entries if necessary or decide not to select any projects for a particular category if the quality is not considered acceptable. Entrants will be notified after short listing if shortlisted. Neither the EPA board nor the Jury will enter into any

discussion about the awards. Any attempt to influence the decisions will result in disqualification.

The Jury will decide on the winning entries by visiting the nominated projects. Each visit will be made by appointment with the entrants. The general form of the visit will be:

- 15 minutes presentation by the entrants.
- 30 minutes inspection/consideration by the judges without the entrants being present. For categories 3 and 4 this may be replaced by a guided visit and/or demonstration.
- 15 minutes questions by the judges.

The recommendation of the judging panel is final, only

the President of the Board will be informed. Having informed the President, the identity of the winners shall be kept secret until the Award Ceremony.

Awards

The winners will be awarded and presented by the President of EPA and the Chairman of the Jury jointly.

All short listed nominees will receive a certificate of nomination.

All short listed nominees will be presented in a five minutes presentation in the EPA Congress programme.

All participants will be mentioned in the Award presentation at the EPA Congress.

All participants will be mentioned in Parking Trend

International Magazine. There will be an extensive publication of the results of the competition on the EPA-website
 ▶ www.europeanparking.eu

Each shortlisted entrant will be required to attend the EPA Congress and to make a five minute presentation during the Congress proceedings. The winners will be announced at the EPA Congress dinner.

Assessment Criteria:

The judging criteria for each category are listed in the relevant Assessment Forms.

For further information, please contact:

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European Standard Parking Award ESPA

New and revised scheme

Modern middle-class cars are even wider ...



Photo: Adam Opel GmbH

After more than a year of preparations and discussions EPA is proud to present the newly revised assessment scheme for the European Standard Parking Award.

This assessment scheme has been prepared by an international working group. Participants in the working group were Bernd Beer, Jordi Bonet Vendrell, Jean-Jacques Decasteke, Peter Guest, Antonio Cidade Moura and Peter Martens. The draft scheme, composed and tested by the group has been commented by the EPA member organisa-

to the standard. It must be clear that car parks compliant to the Parking Standard offer visitors a trustworthy environment, providing safe and comfortable parking service to customers.

Developments cannot be ignored

The changes to the requirements for car parks can be best seen by the development of cars over the years: today's Opel Astra and Renault Megane measure about 1.80 metres in width – the same as the large Mercedes Benz from the 1970's! Developments like

Standard. In order to demonstrate a well balanced service package for customers, car parks need to meet a set of requirements in a tiered system:

- A small set of mandatory criteria. Those criteria represent basic requirements for safe parking and must be fulfilled.

- A comprehensive system of points-scoring requirements, based on facilities and services offered to the visitors of the car park:

- Total of 103 individual items are scored, with a minimum of 160 points required to gain the award. Items can score up to a maximum of 300 points.

- To ensure an overall well balanced parking product, minimum scores are required for ten categories. Minimum scores for these categories total 120 points.

- Under performance in some categories (above the minimum level for that category) may be compensated by exceptional performance in other categories.

- Finally the score may be adjusted up- or downwards based on specific positive or

negative issues encountered. Under the old scheme, over 200 car parks in Europe have received the ESPA award and these remain valid until 2013. In future, ESPA awards and the plaque associated with them will be dated, and it is up to the car park operator to decide when they wish to apply for a new assessment and plaque.

EPA has delegated the assessment and presentation of the ESPA-awards to the national parking associations. A national parking association may increase the minimum number of points needed to qualify for the award above 160, however this number cannot be reduced. National parking associations may decide to re-evaluate car parks with ESPA awards before the operators come forward.

Every ESPA awarded to a parking facility should be reported to the EPA Secretary in Cologne for statistical and marketing purposes. To make the ESPA scheme recognized by visitors, thus increasing the value of the scheme for the operators, marketing and publications will be organized by EPA and materials will be provided to the country organizations. Hopefully this scheme will contribute to better parking in Europe and many ESPA's will be awarded in 2010 and following years.

▶ www.europeanparking.eu



Photo: Gregor B. / PIXELIO

... than luxury models of the past. The parking industry's standards must follow.

tions and finally by the Policy & Strategy Committee and EPA Board.

The ESPA was constituted about 15 years ago to help improve the quality of parking in Europe. The assessment scheme is challenging but achievable for most car parks and, at the least, every new built car park should comply

this cannot be ignored by the parking industry.

Not every existing car park will meet the new requirements. Car parks that do not meet the Parking Standard requirements are not disqualified from operation, but will not be able to display the plaque which demonstrates compliance to the Parking



VINCI Park:
a leader in car park
management.

12 countries

500 cities

2 300 car parks

1 280 000 spaces

Airports Gatwick and Stansted d

Stirling Lloyd's colour demarcation product eliminates the safety risks of »h



Stansted airport

Cold applied and based on the company's advanced methacrylate (MMA) resin technology, Safetrack SC not only eliminates the safety risks of »hot trades« in the proximity of aircraft, fuel and passengers but also offers distinct application and long-term performance benefits.

Gatwick Long Stay Car Parks

As part of ongoing improvements at Gatwick Airport's Long Stay Car Park some 10,000 m² of Safetrack SC, pigmented Chrome Green and Road Red, has been applied to distinguish the walkways from the driving areas, increasing the safety of pedestrians walking to and from their vehicles. Prior to application sand patch tests, which measure substrate texture and enables the required material quantities to be calculated were carried out. »Patti tests« were also undertaken to confirm that the system would achieve a strong bond to the substrate. As for the actual application, Safetrack SC which is supplied in pre-batched quantities, was simply mixed on site, poured onto the surface and spread out using a serrated rubber squeegee, which controlled the thickness and ensured complete coverage. The material was then rolled to achieve its consistent, slip-resistant texture. Once the material had cured, in under an hour, any line markings, where required, were applied or the area was opened up to traffic.

Despite the wet and cold weather conditions experienced on site, application of Safetrack SC was able to continue; all that was required was for the surface to be dried prior to application. The product's high tolerance to a wide variety of climatic conditions meant that the application could take place with no compromise to the quality or performance of the coloured surface. Upon completion of the application the skid-resistance value (SRV) achieved was measured using

pendulum tests, which gave results of around 55, meeting the project's required values. In addition to the tests carried out by Stirling Lloyd, independent testing was carried out by Osborne, the main contractor, to confirm the results. As well as giving these initial values, the Safetrack SC will retain its slip-resistance in the long term as aggregate is encapsulated throughout the mass of the material.

Now in situ Safetrack SC will provide extended service life. The material is highly resistant to the wide range of chemicals and atmospheric pollutants found in the airport's environment while its ageing properties and UV stable pigments will ensure that the pro-



Application of Safetrack SC Chrome Green at Stansted

Summary

With over 235 million passengers using UK airports each year the need to provide ample and customer attracting long stay parking is a vital element in an airports commercial success. Not only do the car parks need to be safe and secure but by utilising visually appealing slip resistant coloured traffic demarcation systems the car parks can be made more user friendly and even safer for passengers setting off on or returning from a long trip. Stirling Lloyd's Safetrack® SC colour demarcation product has recently been used at various airport parking facilities, including Gatwick and Stansted Long Stay Car Parks, to do just that.

Decided on Safetrack SC

not trades« in the proximity of aircraft, fuel and passengers

Zusammenfassung

Ein ausreichendes Angebot an attraktiven Langzeitparkplätzen ist von großer Bedeutung für den kaufmännischen Erfolg eines Flughafens. Abriebfeste farbige Markierungssysteme machen das Parken nicht nur sicherer, sondern für die ankommenden und abfliegenden Passagiere auch komfortabler. Stirling Lloyd's Safetrack® SC Farbmarkierungsprodukte wurden kürzlich auf mehreren britischen Flughäfen dazu genutzt, genau diese Ziele zu erreichen, u.a. in Gatwick und Stansted.

Résumé

Avec plus de 235 millions de passagers fréquentant les aéroports britanniques chaque année, la nécessité de prévoir un stationnement longue durée étendu et attrayant pour le client est un élément capital dans le succès commercial d'un aéroport. Non seulement les places de parkings des voitures doivent être sûres, mais il est également possible, grâce à des systèmes de démarcation du trafic en couleurs, antidérapants et visuellement attrayants, de rendre les parkings plus conviviaux et même plus sûrs pour les passagers partant en voyage ou de retour d'un long voyage. Le système de démarcation en couleurs Safetrack® SC de Stirling Lloyd a récemment été utilisé dans les parkings de différents aéroports, dont les stationnements longue durée de Gatwick et Stansted.

Resumen

Con más de 235 millones de pasajeros que usan los aeropuertos británicos cada año, la necesidad de proporcionar un aparcamiento de larga estancia, amplio y que atraiga a los clientes, es un elemento vital para el éxito comercial de los aeropuertos. Los aparcamientos para coches, no sólo deben ser seguros y fiables, sino que por medio de visualmente atractivos sistemas de demarcación de tráfico resistentes al derrapaje, los aparcamientos pueden volverse también más cómodos para los usuarios e incluso más seguros para los pasajeros que salgan o vuelvan de largos viajes. El producto Stirling Lloyd's Safetrack® SC de color para demarcaciones ha sido recientemente usado en algunas instalaciones de aparcamientos de aeropuertos en tal sentido, incluyendo a Gatwick y a Stansted Long Stay Car Parks.

duct remains bright throughout its service life. In addition, the strong bond achieved to the stone mastic asphalt and the concrete found on the project will help ensure its longevity.

Stansted Mid Stay and Long Stay Car Parks

At Stansted Airport Safetrack SC was subjected to a 500m² trial on the airport's mid-stay car park. British Airports Authority (BAA) were so pleased with the application and quality finish that they specified the material to be used on 6,000 m² in Zones A, B & C at the airport's Long Stay Car Park. While the systems previously used had dissipated into the heavily textured, new tarmac, Stirling Lloyd suggested the use of their Metaset® Scratchcoat material which cost-effectively reduced the surface texture depth and helped ensure an even, quality finish. At this location the client chose a Capri Blue and Chrome Green colour scheme. The method of application replicated that at Gatwick with rapid application and fast cure enabling the work to be completed and the car park opened within the tight programme schedule of just over three weeks.

Quality Surfacing

By utilising Safetrack SC at Gatwick and Stansted Airports, BAA can be confident in the long term safety performance of its airport car parks. While the clear and vibrant coloured surfacing will assist in making the car parks as user friendly as possible. ■■

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Car Park – Gatwick

Medway Council builds on mob

Mobile Closed Circuit Television (CCTV) enables Councils to clamp down



Medway Council – Parking restrictions near school gates

Spearheaded by Rubena Hafizi, Medway Council's Parking Manager, the initiative was introduced on the same day that The Traffic Management Act (TMA) 2004 took effect – 31st March 2008 – following extensive consultations with the Vehicle Certification Agency (VCA) and the development of a dedicated back office processing solution by Imperial Civil Enforcement Solutions (ICES). The results during the first year has led to unprecedented praise from schools, emergency services and other transport providers and the approach has been shown to provide a very effective deterrent to irresponsible parking by parents at the start and end of the school day. »As we were the first authority outside of London to introduce such enforcement technology, it was a huge learning curve for us and, in many respects, a step into the unknown,« says Rubena.

»But thanks to the support and encouragement of The Department for Transport and the painstaking work of ICES and our CCTV provider, we received the green light just six weeks before the introduction of TMA. It was cutting everything very fine as we not only had to prepare for the new legislation but were also introducing new enforcement technologies. However, as planned, everything went live on day one and the results since then show just how worthwhile all of the effort has been – so much so, that we've now extended our capabilities by introducing a second Smart car fitted with mobile CCTV recording equipment.«

Medway Council is made up of Gillingham, Chatham, Rochester, Strood, Rainham and the Hoo Peninsula, with no less than 143 schools in the area. The Parking Services team comprises 21 Civil Enforcement Officers supported by 10 back-office processing staff. The authority issues around 50,000 PCNs a year and is a long-term user of ICES' Parking Gateway to support

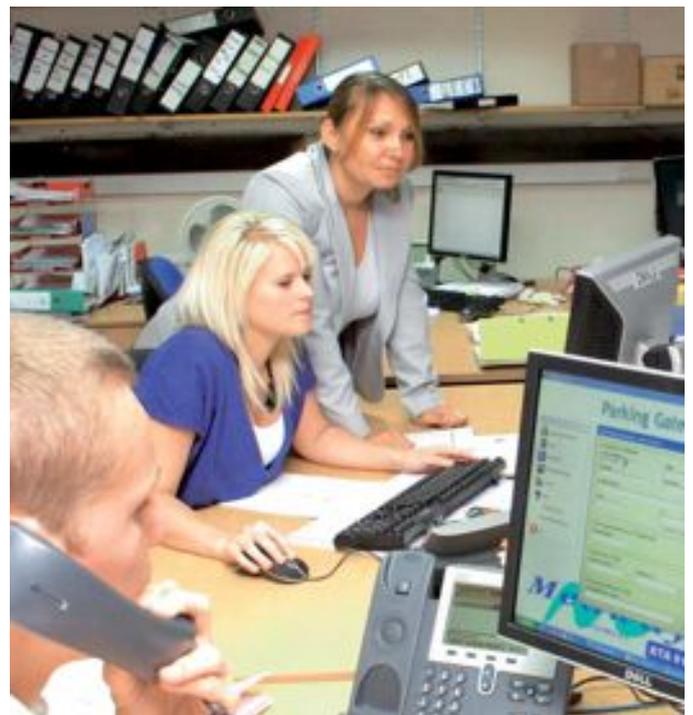
all back-office PCN processing and management. The new mobile CCTV equipment is fitted to a leased Smart car which is manned by a driver and one of the council's Civil Enforcement Officers. The camera is fitted to a swivelling, telescopic mount that extends up to 12 feet in height to ensure an unobstructed 360° view of the area being observed. The equipment allows the CEO to observe and then record parking infringements and offences during the vehicle's visits to target schools.

Back-office processing system

At the end of each day, the recordings are then downloaded onto a DVD or separate USB storage device and transferred onto a dedicated computer terminal. A trained and qualified member of staff reviews the contraventions to verify the offence and then enters all relevant details onto the back-office processing system to enable PCN processing to proceed accordingly, including the automatic link to the DVLA. Significantly, the solution required complex re-configuration of ICES' Parking Gateway to accommodate the specific PCN progression paths for offences recorded on the new equipment, due to the legislative requirements, payment trigger points and different appeal processes that apply to CCTV-based PCNs issued to vehicle owners by post. The solution en-

Summary

The first use of new powers for using CCTV recording equipment in problematic areas of civil enforcement outside of the capital has exceeded all expectations. Success using mobile CCTV enforcement to tackle dangerous and irresponsible parking outside of schools has now led to Medway Council adding a further CCTV vehicle to its fleet.



Medway Council – Rubena Hafizi (back), with colleagues Katie Godden (centre) and Danny Hanshaw (front) both using the Parking Gateway system from Imperial Civil Enforcement Solutions.

Mobile CCTV

on irresponsible school gate parking

ensures that all PCNs (on-street issue and remote CCTV capture) are processed and managed consistently so that PCN progression is tracked at all times up to the point that payment is received or to the point of appeal. It also provides accurate and reliable storage of all data and correspondence to ensure finger-tip access to information on all PCNs.

Moreover, the new configuration of the system enables the council to capture still images from the CCTV recordings so that PCNs can be issued with photographic evidence. The PCN also includes an invitation to visit the council's offices by appointment to view the CCTV footage which further minimises the scope for unwarranted appeals. Following the success of the programme, ICES is now working with the council to enable all evidence to be viewed at a secure on-line page on the authority's website.

Maximising mobility

While children are at school the two Smart car CCTV enforcement vehicles are normally assigned to undertake other parking enforcement activities to maximise their mobility and presence as a deterrent to motorists who disregard parking regulations. Only parking contraventions are targeted by the vehicle (i.e. no moving traffic offences), but the vehicle has been able to play a significant role in reducing road congestion caused by parked vehicles obstructing bus stops and other key areas on main routes in Medway.

»We now know for sure that CCTV has a very important role to play in parking enforcement,« continues Rubena. »It's not only a very visible deterrent for irresponsible drivers, it also complements and is fully compatible with our other enforcement practices.«

»At last, school staff, residents and responsible parents can see that we are absolutely determined to clamp down on behaviour that puts young children at risk and disrupts the lives of others. It has greatly increased our enforcement capabili-



Medway Council – (l-r) - Jayne Chapman (Parking Administration Manager), Ian Jones (Parking Enforcement Manager), Rubena Hafizi (Parking Manager) with one of Medway Council's CCTV enforcement Smart cars.

ties around school gates at particular times of the day while also giving us the flexibility to address other areas of enforcement that can minimise avoidable disruption and congestion in the town centres. We're delighted with the outcome and now have a very versatile and effective solution to an area of enforcement that was proving to be a real problem for us.«

»The work of Rubena and her colleagues at Medway Council offers real encouragement for other local authorities faced with similar enforcement challenges,« adds Ashley Bijster, ICES' Managing Director. »There is now an approved, proven and reliable solution that enables authorities to harness new technologies without re-inventing the wheel or disrupting their existing enforcement processes and procedures. More and more of our other local authority clients are now looking to follow suit, as they recognise the significant contribution and cost-effectiveness of mobile CCTV enforcement.« ■■

Further information:

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Zusammenfassung

Der Einsatz moderner CCTV-Ausrüstungen zur Beruhigung des Verkehrs in Vorstadtgebieten hat alle Erwartungen übertroffen. Der Erfolg eines mobilen CCTV-Gerätes zur Bekämpfung des gefährlichen und unverantwortlichen Parkens vor Schulen hat beispielsweise die Gemeinde Medway bewogen, ihrem Fuhrpark ein weiteres CCTV-Fahrzeug hinzuzufügen.

Résumé

La première utilisation de nouvelles énergies pour l'emploi d'un équipement d'enregistrement CCTV dans des zones problématiques pour une mise en application, se trouvant à l'extérieur de la capitale, a dépassé toutes les attentes. Face au succès de la mise en application du CCTV mobile en vue de gérer les parkings présentant des risques, situés à l'extérieur des écoles, Medway Council a ajouté un véhicule CCTV supplémentaire à son parc.

Resumen

La primera vez que se usaron nuevos medios para el equipo de registro CCTV en áreas problemáticas civiles fuera de la capital, se superaron todas las expectativas. El éxito en el uso de sistemas CCTV móviles de apoyo para hacer frente al aparcamiento peligroso e irresponsable fuera de las escuelas, ha llevado ahora a Medway Council a añadir un vehículo CCTV más a su parque móvil.



Photos: (C) Commend International

While the Internet community is riding the waves of the Web 2.0 phenomenon, parking facilities, tunnels, motorways, public transport and other traffic installations are in for a communication revolution of their own, as world leader Commend rings in the era of Intercom 2.0. The new-generation technology, which will be unveiled at this year's Intertraffic, brings together the latest and greatest in sound, video and control hi-tech to keep car parks and tunnels safe and (literally) sound as never before.

Intercom 2.0 Hits the Road and

Remember the DVD revolution in home entertainment? That quantum leap from video tapes to high-definition digital video and sound with goodies from multi-language sound tracks to multiple picture angles? With Intercom 2.0, one might say, Austrian-based world leader Commend International is about to introduce the DVD of the Intercom industry. In fact, more than that, as the new-generation systems also feature advanced control and networking capabilities, in addition to noise-defeating high-definition sound and integrated video. In short, as Georg Winkler, Commend's Sales Director, observes, »With Intercom 2.0 the times of the old simplex and voice-switched call stations are well and truly over«.

In(ter)coming Traffic

In car parks, tunnels and other traffic environments, Commend Intercom systems have always played a central role, be it as emergency call stations or as a means of requesting assistance from car park attendants at the gate. Intercom 2.0, however, adds a whole world of new options with a set of

key features that put the Commend solutions into a class of their own:

Next-generation high-tech

Modern digital Intercom systems are extreme high-performers when it comes to handling the huge data volumes necessary to keep up with the expected high speech quality and reliability. Regular, off-the-shelf IT equipment simply would not be up to the challenge. This is why Commend's Intercom 2.0 solutions are powered by dedicated Intercom servers and the new transfer standard »Intercom over IP« (IoIP®). For the first time ever, this enables stable, crystal-clear connections in amazing 16 kHz audio quality that cuts through even the thickest traffic noise to get that urgent emergency caller's message across without distortions when it counts most.

While this may be an amazing feature in and of itself, Intercom 2.0 has even more in store: with their new product range, Commend has taken the concept of the call station that one critical step further by completing the picture with

fully integrated video support. »Being able to talk to a face instead of just an anonymous voice literally puts a whole different complexion on the communication situation,« says Winkler. »It can help relax emergency situations a lot, as it adds that extra bit of personal security in usually dark places such as tunnels or parking garages.« Add to that yet another talent of Intercom 2.0 systems: the ability to interface smoothly with building management and control systems (signage, alarms, lighting, door access control, etc.).

Any existing infrastructures can be accommodated, including analogue 4-wire and digital 2-wire technologies – a fact that is bound to put a smile on operators' faces, as it helps them run their systems even more efficiently and saves them the need for costly extra systems. Also, the new Commend systems conform to the principle of Evergreen Engineering, which protects operators' investment by making Intercom 2.0 fully backward compatible to any installation since 1980.

Next-generation fail-safety

One essential premise that guided the product philosophy of Intercom 2.0 is that the quality of Intercom systems is not only measured by its technical features, but also by the reliability with which they are provided. Where the security and welfare of persons is at stake – which is frequently the case in traffic-related environments – ensuring a 100% stable, fail-safe connection can be essential – even life-saving.

That is why systems of generation Intercom 2.0 are built on multi-level security and backup concepts to guarantee uninterrupted, all-year, round-the-clock availability. To achieve this, Commend have come up with an ingenious concept of »distributed card intelligence«: powerful standby processors on multiple cards guarantee that Intercom 2.0 connections will always function reliably – whenever and wherever it counts.

Next-generation versatility

Public intercom stations, whether at the roadside, in tunnels or car parks around the world, have to be able to put up with a lot of rough treatment. Luckily, this is a problem that operators of Intercom 2.0 stations no longer have to worry about: Commend's new-generation intercoms are built to withstand any climate from frost to heat, as well as liquids, dust, and even vandalism attacks. Yet those expecting a bulky, unsightly design will be pleasantly surprised by the out-and-out stylish, brushed-metal exterior. Sometimes, it seems, beauty can indeed be more than skin deep.

»For us at Commend, taking the leap into the world of 'Intercom 2.0' was only the next logical step,« says Georg Winkler with a smile. »As they say: Progress means taking many small steps – and sometimes even a large one.« Even the developers of the DVD would no doubt agree. Intercom 2.0 will see its official launch at Intertraffic 2010 at the Commend stand (No. 02.304). ▶ www.commend.com ■

Adds Building Management



Commend's Intercom 2.0 call stations: built to help, regardless of what life throws at them

About Commend

Founded in 1971 in Salzburg (Austria), Commend International GmbH develops and manufactures Security and Communication systems, with a focus on protecting people, buildings and property in challenging situations where every word counts. Today one of the world's leading providers of Intercom Systems, Commend provides tailored solutions to markets from rescue and correctional services to the medical and healthcare industry, traffic facilities, communities and building operators all over the globe. Key products include communication and control desk technology, as well as modules and stations for speech, image and data transfer. Every day millions of people worldwide rely on Commend solutions in extraordinary and emergency situations. Commend solutions help ensure security and efficiency in the German automobile industry, at public transport services such as the London Underground, as well as numerous buildings, road traffic and parking facilities worldwide.

Sunny prospects

New ways of business with parking facilities

Till Kretzschmar is a PV expert and financial consultant. The sales and marketing professional from Cologne, Germany specialises, together with his business partners, in the planning of PV systems. Multi-storey car parks and parking areas have been the centre of attraction for some time now. Kretzschmar: »When you think that the sun sends more energy to earth than we can consume in a year in just 30 minutes, then I ask myself: why don't we install far more solar systems on our roofs or sealed areas such as car parks, thus becoming self-sufficient?«

It's no wonder, therefore, that people like parking area and multi-storey car park owners are increasingly becoming clients of the consulting team. »The top deck – mostly unused – can become a money-maker in two ways«, Kretzschmar says. »Firstly through the parking fee, and secondly, through the income earned either by the electricity produced or by leasing the solar systems to investors. In many cases solar modules can also be fitted to the facades.

A PV carport undoubtedly represents a lucrative investment for the operator. Structural problems are not usually encountered on parking areas, and frequently only a small amount of shadow«, Kretzschmar adds. Let's face it, a PV system not only pleases motorists by them being able to find a dry parking space for their car but also enhances the car park owners' image in as much as he helps to compensate for some of the carbon monoxide emission produced by his customers. Kretzschmar's vision goes even further: »The future would be when all cars in the car parks are charged with solar energy.« Something already technically feasible.

Angle of inclination and design analysis

Engineers recommend a 20° angle of inclination to fully utilise the sun's rays. In most cases, however, it can be set to coincide with the approved height of the eaves. Design analysis – depending on the region – must allow for possible snow loads. This is something the expert wishes to emphasise after

speaking to the competent building authorities on the subject. Another important factor to be considered within the scope of sound planning is the question of wind uplift which primarily affects support frame technology and the PV system itself in connection with open air parking areas and multi-storey car parks.

Kretzschmar: »A carport solution in a parking area is not something you can plan at the drop of a hat but a project that must be designed individually with the location and building involved in mind.« This also applies to the choice of modules. Cheap modules don't always comply with the snow and wind uplift loads prevailing at a particular location.

The investor is given the opportunity of participating in the design. The suppliers with whom Kretzschmar normally co-operates employ high-grade aluminium. »We are not interested in galvanised sheeting«, he observes. The modules are fitted to fixed rails and serve to create the roof. This design approach also goes a long way to preventing vandalism or theft.

For those not particularly keen on this functional but not necessarily attractive outward appearance, high-grade timber designs are also available. »The most exciting project my partners are currently planning is a carport at a leisure park in Thuringia where the support structure consists of hand-made, circular timber«, the expert reports. »We offer a modular system allowing people to determine their own particular model.«

Modules and inverters

The central factors associated with a PV system are the modules and the inverters which operate efficiently in conjunction with the particular brand of module – inverters that convert the DC current produced into AC grid-compatible current. »The quality of each individual cell in a module – not apparent to the eye of the viewer – is paramount for efficiency of the system, represents just one aspect we check meticulously with the manufacturer«, Till Kretzschmar says.

Summary

Converting sunlight into electricity is a subject of growing interest to the operators of multi-storey car parks. Besides having the chance to become independent of developments on the energy market by having their very own power station, a photovoltaic (PV) system also boosts their image. Commitment to the environment and following generations continues to gain more and more significance in today's society.

Parking areas can be doubly utilised by employing PV technology.

Who benefits from photovoltaic technology?

Falls in procurement costs make PV technology increasingly interesting:

- on the one hand for investors who appreciate a 20-year legally assured return on investment of approximately 8%, as well as income not subject to any great risk of fluctuation,
- on the other for owners of utilisable roof areas, who as a result of their income from the sale of electricity, for example, are able to secure their retirement benefits on their own.



Important: Professional planning



Façade as a PV power station: building shell equipped with solar modules.

»We attach great importance to first class workmanship of glass and frames, of the so-called junction box, i.e. the electro-box at the back of the module, as well as the quality of the cables and plugs used.«

Because the partners of the PV Scouts are engaged in large-scale plant construction they enjoy the luxury of being able to procure materials and equipment from various manufacturers with whom they have been co-operating for many years. In most cases the modules carry a European warranty accompanied by a 25 year performance guarantee.

In the event that a new brand is to be taken up, a sample module is tried and tested prior to orders being placed. The examinations carried out include, amongst others, testing of the frame stability, cutting of cables to establish the exact size, and opening of plugs to debunk fakes – all sources of perfor-

mance loss later on. Inverters must harmonise with the module. This is the reason why the project developer doesn't commit himself to any particular brand but makes his choice depending on location and module. The site where the system is to be installed is selected very carefully to keep losses caused by heat development and too long cables as low as possible.

Project financing and servicing

Through his partners – including large funds and general contractors – Till Kretzschmar not only provides technical but also financial advice and consultation. Services include the compilation of appropriate bank documentation as well as support in discussions with the banks. »Although we initially involve the house bank in the matter we do also search for alternative financing partners, upon request.« Should the owner of a space want to lease his roof to set up a carport, investors are solicited. The appropriate contracts drawn up and legally examined before being ripe for signature. »We make every effort to only select the best partners for our clients and obtain the best offers«, Kretzschmar explains.

At the time the main contract is drawn up the customer also receives a sample servicing contract which he is able to conclude with the erectors of the plant. Regular on-line monitoring, measuring of the strings, including full inverter maintenance, are equally important in securing income as is the minimum annual cleaning of the system. ■

Zusammenfassung

Die Umwandlung von Sonnenlicht in elektrische Energie wird für die Betreiber mehrstöckiger Parkhäuser immer interessanter. Neben der Chance, sich durch ein eigenes Kraftwerk von der Entwicklung auf den Energiemärkten unabhängig zu machen, verbessert ein Photovoltaiksystem auch das Unternehmensimage. Denn sich für die Umwelt und die kommenden Generationen zu engagieren wird in unserer heutigen Gesellschaft immer wichtiger.

Résumé

La transformation de la lumière du soleil en électricité est un thème qui intéresse de plus en plus les dirigeants des parkings à plusieurs étages. Outre la possibilité de ne plus dépendre des innovations intervenant sur le marché de l'énergie en disposant de sa propre centrale électrique, un système photovoltaïque (PV) améliore également leur image de marque. L'engagement vis-à-vis de l'environnement et des générations à venir continue de gagner du terrain dans la société actuelle.

Resumen

La conversión de la luz solar en electricidad es un asunto que cada vez tiene más interés entre las operadoras de aparcamientos de coches de varias plantas. Aparte de tener la posibilidad de hacerse independientes de la evolución del mercado energético al tener su propia central eléctrica, los sistemas fotovoltaicos (PV) también mejoran la imagen. El compromiso con el medio ambiente y con las siguientes generaciones sigue aumentando cada vez más de significancia en la sociedad actual.

SABA selected Scheidt & Bachmann as suppliers

Scheidt & Bachmann will provide SABA (Abertis Group) with car park access control and management systems within their facilities across Europe and Latin-America after sealing an alliance with the International Spanish operator.

German manufacturers, Scheidt & Bachmann, are leaders in industrial technology catering for car park revenue and

access control systems, public transportation access & fare collection and leisure centre systems with over 15,000 installations worldwide. SABA has selected Scheidt & Bachmann to supply, install and maintain management and control systems for its car parks in Andorra, Chile, Spain, France, Italy and Portugal.

SABA is renowned within the parking industry for providing the highest standards for both functionality and reliability within their public car parks. After a recent detailed tendering process SABA selected Scheidt & Bachmann due to their ability to demonstrate proven reliability, durability and ease of equipment maintenance. These key features combined with high performance software and value for money proved the decisive factors for SABA. Scheidt & Bachmann's entervo software is web-based using state-of-the-art Java technology, allowing multiple-users to control multiple sites either locally or remotely using standard PC's via internet. This cost effective solution offers premium performance.



SABA car parks will be equipped with Scheidt & Bachmann control systems.



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Online car park and airport pre-booking

A Bright Future For Airport Parking

More and more airports are offering customers the opportunity to book a parking lot online in advance to spare them the oft frustrating job of searching for a parking space. The latest reservation systems, such as Chantry, actually enable customers to book using their mobile telephone. The systems can enable airports to develop customer service with the significant potential benefit of increasing non aeronautical revenue – very important in these challenging times.

Chantry is Europe's leading supplier of car park and airport pre-booking systems. Its parking reservations systems are used extensively at UK airports, at Amsterdam (NL), Copenhagen (DK), Brussels (B), Dublin (IRL), Frankfurt (D), Göteborg (S), Malmö (S), Stockholm (S) and shortly Wellington (NZL). Sweden's Airport operating group LFV for example has selected Chantry Parkspace to enhance its parking pre-booking service at its principle international airport at Arlanda, Stockholm. As part of the same contract Chantry also installed its technology to provide a parking pre-booking service to travellers at Göteborg and Malmö Airports.

Arlanda required a sophisticated solution that offers customers a better service and range of products with the convenience of being able to manage their bookings on-line. The Airport also wants to more effectively yield on prices to improve space utilisation and revenue. As well as the booking engine and a consumer web-site, Chantry provides an XML API. This allows LFV and 3rd parties, such as airlines, direct access to the booking engine through their own web front-end. This is an important first step for LFV in creating an on-line airport portal for booking a range of airport products and

services in a single shopping basket transaction. Thomas Casel, Head of Commercial Business at Arlanda, commented »We are very pleased to be working with Chantry, who undoubtedly have a proven track record and can provide the sophisticated technology solution we require«. The LFV Group consists of the State enterprise (Luftfartsverket) and its subsidiaries and associated companies. LFV operates 16 airports and is responsible for air navigation services in Sweden. It employs just over 4,000 people.

Amsterdam Schiphol Airport

Schiphol Group have been offering a pre-booking service for their P3 Smart parking for a number of years but decided in 2008 that they needed a system with more capability to drive their parking business forward. In particular the new system should:

- support a much greater range of parking products
 - optimize the parking occupancy
 - provide more channels to market thereby increasing sales
 - identify their customers to more effectively market to them
- Schiphol Group went into the marketplace with a tender in-

Photo: Wikipedia / Shirley de Jong



Schiphol Plaza, Amsterdam/Netherlands

Photo: Daniel Asplund



Terminal 5 at night: Arlanda Airport in Stockholm/Sweden



Schiphol Airport, Amsterdam/Netherlands

Wellington Airport aerial,
New Zealand

itation, and after a considered and lengthy evaluation process awarded the contract to Chantry.

The system went live in 2 phases. The first phase was a new web-site for consumers and affiliates that went live at the end of May 2009. It sells the full range of car park services and a wider choice of parking products. As well as this increased choice, Schiphol Airport customers enjoy the comfort of being able to manage their bookings on-line (i.e. amend or cancel) for the first time. The new system also intelligently up-sells and cross-sells parking products thus ensuring Schiphol Group achieve maximum yield.

The 2nd phase, due for completion late Summer 2009, opened up new sales channels by offering dedicated B2B interfaces for corporate clients, agents and airlines. This includes the ability to make multiple bookings and supports a range of different payment options including on-account bookings, credit card payments and electronic bank transfer options.

»The award of this contract is strategic to our business in Europe and beyond«, said Theresa Hughes, Chantry's Managing Director. »It consolidates our position as the number one supplier of pre-booking systems in Europe. Schiphol Group want to take pre-booking to the next level. This is a really exciting opportunity for us to work together with one of the World's largest and most progressive Airport Groups to produce a system of unparalleled sophistication whilst still being intuitive and simple for the customer.«

Wellington International Airport

Wellington Airport's new on-line car park booking service is a first for New Zealand airports and allows the customer to access considerable savings by booking early.

The Airport was aware of the potential of on-line pre-booking for parking, stimulating demand that should result in an overall increase in revenues.

Airport visitors can now seek the lowest rate available for car

parking by pre-booking a space online. Customers are encouraged to go online as soon as their travel arrangements are finalised to access the best discounts. »We have responded to customers' inquiries as to how we can provide guaranteed priority access to our car parks. Customers know when they are travelling and they want certainty at a good price. The new on-line booking system offers customers flexibility in choice and supports corporates seeking the best price of the day«, said Wellington Airport CEO, Steven Fitzgerald.

The new booking system is a clear 5-step process available through the airport web site www.wellingtonairport.co.nz. It realistically supports the traveller, whose plans may change, allowing booking changes and cancellations up to the day of travel and receive a full refund during the launch offer. The process is fully integrated with existing car park equipment, simplifying car park entry and exiting. Customers use the credit card at the boom gate, negating the need to carry a ticket or go to either the kiosk or payment machines separately.

Wellington Airport set out to source a proven product to ensure reliability for customers from day one, selecting UK-based Chantry's Parkspace solution, hosted in the UK. The arrangement with Chantry involves modest set-up costs with on-going transaction-based processing fees.

»The successful implementation of Wellington's on-line pre-booking solution on schedule to a client literally on the other side of the world, proves not only our global capability but also our commitment to customer excellence« comment a delighted Theresa Hughes, Chantry's Managing Director. »Our solution can enable any airport anywhere in the World to truly develop customer service with the significant potential benefit of increasing non aeronautical revenue, very important in these commercially challenging times.« ■

Further information:

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Electric Vehicles become a reality

Benefits and Challenges for the Parking Industry

New business opportunities have just been opened in front of us with the necessity of recharging electric vehicles. Recharging stations are now the tools that can bring new parking customers, new rates to be applied, new services to be provided. Additionally, the parking operators will also obtain other benefits such as: reduction of dirtiness in floor and walls, noise reduction, heat reduction, pollution reduction and less ventilation activity.

Most car manufacturers are currently developing electric cars. During the coming months and years there will exist a broad range of all kinds of models. The electric vehicle (EV) is a reality, but in order for it to succeed, it is essential to make a clear, energetic commitment to create the necessary infrastructures.

The market segmentation for EV has different models: full electric vehicles and hybrid plug-in models. Each of those models has different batteries capacities represented in kWh. For example, the full electric car batteries can store around 30-40 kWh energy so it can drive along 120-150 kilometres. There actually exist two standards methods to recharge the batteries: Standard (230Vac-16A – 3.6kW) which takes around 6-8h to fully re-

»The car parks will play an important role on the new electric vehicles industry.«

Moises Barea, Export Manager at Circontrol SA

charge the battery and Fast (400Vac-63A – 42kW) which will take 20-30min.

New business opportunities

However, the most common use for current grids should be the standard recharge, since the fast recharge requires a large amount of energy in a very short time, and current power grids are not prepared to support the possible simultaneity of fast recharges. That means that the EV will necessarily have to be parked for many hours while it is being charged.

However, due to the lack of energy power infrastructure in most of the cases, the recharging stations cannot only just be a simple »plug«, and it is necessary to control, to measure and to make an intelligent recharging to avoid the collapse of existing electric equipment and to make the users pay for the energy consumption they use.

In order to meet these challenges, Circontrol has developed an intelligent system which is capable to charge the customers for the energy consumption they use by means of standalone or networked stations which allows payment through RFID prepayment cards or post payment at the existing car park pay stations.

The intelligent recharging stations Circontrol allows schedule load, recharging control based on kWh, expiration time on the user cards and energy quality metering with harmonic filtering and balance loading. In addition, built in electrical safety protection self reclosing and protection system against electrical theft are added features of those recharging posts. It is expected to achieve a percentage of approximately 3-4% of EV from the total actual cars in European countries until 2014. That means that a car park with 500 bays will need to allocate at least a quarter of this percentage to offer service to this new kind of users, which would mean around 5-10 bays to EV. To provide the electricity it might be necessary to increase the actual parking energy power to prevent an over runs of the circuit breakers.

Further information:

José Manuel D'Opazo Blázquez / jmdopazo@circontrol.com



Electric vehicle and recharging stations models



With the Sitraffic Epos electric charging station, Siemens Mobility offers a solution which is more than just a filling station for electric cars; it is an integrated system with an info-terminal and payment system. Sitraffic Epos is a modular system which can be configured as a sole charging point or as a station with up to ten satellite connections.

Park & Charge

Smart electric charging with Sitraffic Epos from Siemens

The Sitraffic Epos electric charging station from Siemens Mobility is more than just a charging plug for electric cars, it is a complete unit with an info-terminal and payment system. The station is an important component of the supply chain from electricity generation, via distribution, through to use in the car.

The automobile industry is working feverishly on cars which do not need gasoline or diesel. The range of electromobiles is currently much smaller than that of cars powered by traditional fuels. A network of charging points as closely spaced together as possible, and reliable information about their locations are therefore important for electric cars, which means making considerable changes in infrastructure ranging from power generation and distribution to automobile components and the provision and billing of the necessary amounts of electricity. The Sitraffic Epos charging station fulfils these requirements. Siemens wants to make a significant contribution to the future use of electric cars with it.

The smart charging station from Siemens is markedly different from those previously tested and used in pilot applications. Sitraffic Epos is a modular system which can be configured as a sole charging point or as a station with up to ten satellite connections. It can be installed anywhere where

multiple electric cars need to be charged, i.e. in public places, where it can be combined with car park ticket machines, for example, or on company property. The occupancy of a charging station can be wirelessly reported to a back office system, which therefore continually monitors the utilization and availability of the charging stations. The integrated user identification of Epos – which is achieved by means of a contactless card – allows optimum access control and gathers information about actual usage and billing. High standards of safety are also ensured: the Epos charging satellites are only powered when a car is connected and the terminal has actually been released.

The charging station is fitted with a color display which guides each user very simply through its operation. The connection to a data center means that additional information can also be shown on the display, such as city information, tourist destinations or nearby hotels and restaurants. It is planned to transmit the locations of the electric charging stations directly to the route planners in automobiles. This way, the driver will always know where to find the nearest available charging point.

Since the electric charging points have the same design as the Sitraffic pay & display machines from Siemens, they blend into the cityscape.

Further information:
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Copenhagen creating more bike parking areas

Another bike parking area accommodating up to 7.000 bicycles is due to be completed in the Danish capital by 2013. The project is designed to bring the city's traffic infrastructure in line with its ambitious environment goals.



Photo: Christian Alsing

Cyclists omnipresent in Copenhagen

By 2015, half of all trips within Copenhagen's boundaries will be made by bike. 37% of the Danish capital's population are already using their »boneshaker« to go to work, school or university.

More than 1 million Euros are being invested in converting the forecourt of the main railway station into a flexible »Park and Ride« parking area.

Copenhagen had already set up approximately 5.000 new areas at central points in the city by 2009. These included special installations for the famous Copenhagen »Christiania« transport bikes, very popular for taking the little ones to the nursery. The marked parking spaces bear the logo »I bike CPH« but don't have stands. ■■

Information on cycling in Copenhagen:

- ▶ <http://www.cycling-embassy.dk>
- ▶ <http://www.copenhagenize.com>
- ▶ <http://www.cphx.dk>
- ▶ <http://www.dcf.dk>
- ▶ <http://www.copenhagencyclechie.com>
- ▶ <http://kk.dk/english.aspx>
- ▶ <http://www.ibikecph.dk>

General Copenhagen and Denmark Tourist Information:

- ▶ <http://www.visitcopenhagen.de> and
- ▶ <http://www.visitdenmark.com>

Calendar

Intertraffic Amsterdam

23rd-26th March 2010
Amsterdam, RAI
the Netherlands
www.rai.nl

IPI – International Parking Institute

Conference & Expo
10th-13th May 2010
Mandalay Bay
Las Vegas, Nevada, USA
www.new.parking.org

Autostrada Polska

16th International Fair of Road Construction Industry
11th-14th May 2010
Kielce, Poland
www.autostrada-polska.pl

3rd Iberian Parking Seminar

20th-22nd October 2010
Albufeira (Portugal)
www.iparkseminar.com

2011

15th European Congress of the European Parking Association

14th-16th September 2011
Lingotto Congress Center
Turino, Italy

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