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– but necessary

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Global Parking Rates Survey





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Dear Parking Trend Readers,

The summer and its warm restful days, of which many of us have no doubt used to go on vacation, is now gradually drawing to a close. Concentration on business determines our daily routine again, senses become sharper and our attention focuses on the world of »parking«.



Gerry Trost-Heutmekers

Seminars, congresses as well as large-scale international conferences loom up on the horizon. If you study the situation concerning stationary and moving traffic in a city or town a bit closer you come to the conclusion that parking, or parking space management, has a lot in common with mobility in general.

Take, for example, electric mobility. The term embraces sustainability, clean environment, renewable energy, environment protection. Put in a nutshell, the improvement of our living conditions on this planet. High expectations are attached to changes in drive systems technology for motor vehicles, and a lot of money is being invested in getting a step closer to the goal of traffic sustainability.

We notice that policies now seem to be to approach the car park companies encouraging them to make a contribution to expanding infrastructure with the aim of promoting E-mobility. This comprises the provision of parking lots with power points, plus the necessary supply technology. In my view, we are currently going through a »hype phase« as far as E-mobility is concerned. Electric mobility in the sense of sustainability and climate protection only makes sense when »green electricity« is produced. In other words, by environment-friendly power stations. But that is still along way off. As long as electricity is produced by »dirty power stations« using fossil fuels such as oil, coal and gas or by nuclear power stations, then climate protection is not on the cards. Present combustion technology in motor vehicles offers far greater potential for a »green environment« than E-mobility. The vehicles must be lighter and pollutant emission must be reduced. This is technically feasible – but the will must be there. Research and development in the field of electric mobility must not be to the detriment of pollutant reduction in conventional cars.

I wish you all the best.

Kind regards
Gerry Trost-Heutmekers



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Innovation in Tickets

Whatever system Fleischhauer tickets are used in, they are always a reliable means of granting access to both people and vehicles.

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11th installation in Belgrade

The demountable free-standing parking deck FastPark gained its 11th installation in the city of Belgrade. Located in one of the most famous and crowded places in the Serbian Capital, Slavija Trg, the new parking solves the most critical issues in parking demand of one of the most important urban centralities. A huge number of



Photo: TheMiner / Panoramio
Doubling the car spaces: FastPark installs a parking deck at Trg Dimitrija Tucovi at Belgrad.

buildings which host activities from the service sector (incentive houses, retail, hotels, etc.) and a proportional car parks number of can now dispose of a brand new parking system with capacity 128 car spaces.

The installation has allowed JKP Parking Servis, the city owned company engaged for a long time in local parking management, to double the existing parking area in only 30 days.

The safety of investment comes along with the cost effectiveness of the system, consequently allowing the highest return on investment conceivable for a parking structure. According to FastPark the payback period of the initial capital expenditure corresponds to a time span of just a few years of parking management. ■

► www.fastpark.com



New distributor in Kuwait

Circontrol has recently signed a new distributor in Kuwait. The new partner is Universal Projects Company. Unipro offers security and turnkey solutions for government or private corporation businesses since 1997. Circontrol has over ten years of experience in supplying efficiency solutions for car parks and security systems. The company is providing parking guidance systems linked with energy management and LED lighting. Latest innovations in its product range are solutions for electric vehicle charging stations. ■

► www.unipro.com.kw



Online parking community?

Google has developed something like an Android social network for parking spots. Called »Open Spot,« it relies on people rather than sensors or other sophisticated technology to locate parking spots that are being vacated.

Open Spot users indicate when they're leaving a spot. The phone's location awareness indicates that person's location on the map and shows that information to other Open Spot users in the area.

Spots remain open for a maximum of 20 minutes. After 20 minutes parking spots expire. Color-coding indicates how long they've been open and the probability that they're still open. ■

► <http://openspot.googlelabs.com>

New app for Android: »Open Spot«
Screenshot: <http://openspot.googlelabs.com>

Parkmobile Group

Parking with the iPhone

The Parkmobile Group launched a mobile application for the iPhone. With this app, Dutch and English Parkmobile customers have the capability to start and stop their parking transaction using their iPhone and GPS location.

»We are very excited that we can give our customers the possibility to automatically look up the correct zone number and start a parking transaction,« says Allard Hansma, Marketing Manager of the Parkmobile Group. He continues: »With the launch of GPS we take pay by phone parking to the next level – we've made it even more convenient for the customer. Just launch the app, confirm your location and you are parked from the comfort of your own car.«



The app consists of multiple functionalities to start and stop parking sessions as well as giving the customer the possibility to key in a duration time or extend a parking transaction. The app also provides you with a history of your last five parking actions.

Looking forward Hansma says: »At the moment we're concentrating on the GPS locations and upgrading the accuracy where possible. Getting all the correct locations of the parking meters and spaces in the Netherlands and United Kingdom is not a one day job. The app learns every day about these locations.«

- ▶ www.parkmobileapp.nl
- ▶ www.parkmobileapp.co.uk

London Gatwick: sight of the north terminal



Gatwick Airport contract

Apcoa is delighted to announce the award of a new four and a half year parking management contract at Gatwick Airport. This significant addition to the company's airport portfolio means Apcoa now operates the entire public parking estate at Gatwick, including all 32,000 parking spaces. The new contract includes the management of an additional 12,000 parking spaces, bussing and forecourt management for both terminals.

Gatwick Airport Ltd (GAL) operates the UK's second largest airport with the busiest single-use runway in the world, handling approximately 35 million passengers a year for 80 airlines.

Just 28 miles from London, Gatwick is predominantly focused on scheduled and low cost flights, serving 13 domestic and 189 foreign destinations.

Apcoas Managing Director Chris Pullen comments: »We are delighted to have been appointed as Gatwicks' single provider of parking management for the public car parks. As the UK's market leading airport parking operator, we will be bringing our considerable experience and expertise to this very important airport. We look forward to working closely with Gatwick to further enhance customer service and satisfaction over the coming years.«

- ▶ www.apcoa.co.uk

Agreement on truck parking areas

LABEL, IRU and ITF sign cooperation

IRU, together with the International Transport Forum (ITF), signed a cooperation agreement with the EU funded LABEL project to stimulate the development of truck parking areas (TPAs) offering sufficient levels of security and comfort. The agreement notably includes the setting of criteria for security and service quality levels, public display of LABEL test audits of TPAs and the support from IRU and ITF to ensure the sustainability of LABEL TPA standards and certification, involving all competent governmental and non-governmental authorities, as well as business partners at national and international levels. All partners are encouraged to enter TPAs location and available services into TRANSPark, a web-based application jointly developed by the IRU and ITF to help drivers / operators to identify and locate safe parking areas best suited for their needs along their routes.

- ▶ www.iru.org

BPA Annual Conference

The BPA Annual Conference will take place at the Royal Borough of Kensington and Chelsea's Conference and Events Centre on Wednesday 6th October 2010. Title of the event »Parking: It's everyone's business.« The conference will seek to examine how effective and efficient parking services may be delivered through collaboration and strategic partnerships. The new Masterclass sessions want to give practical tips to delegates on how to deliver more with less and give a better understanding of parking management across all sectors. ■

► www.britishparking.co.uk

People in Parking



Photo: BPA

New BPA President: Graham Brown

The new president of the British Parking Association (BPA), Graham Brown, launched the BPA's Master Plan for Parking, which sets out the Association's priorities for

what government must do to achieve success in the parking arena. The issues covered include the regulation of the private parking sector, charging for hospital parking, the Blue Badge Reform Strategy, and establishing a regulator for the bailiff sector. Graham Brown said: »The BPA has done much in the last three years to implement self-regulation [of the private parking sector] which has seen excellent progress. But government now needs to help with further regulation.« ■

► www.britishparking.co.uk

Cale

Successful in Norway, Germany and Poland

Cale Deutschland received an order for furnishing of parking places for motor caravans. A new station for campers, with supply, waste disposal and 14 platforms for supply of electricity, was opened close to the unique thermal spa Bad Wörishofen. Each supply platform provides 28 campers with two sockets each for electricity. This was an especially demanding order as a 5.000 litre large underground tank for the receipt of waste water from the campers was needed. This challenge was solved in cooperation with the company Dehoust GmbH from Nienburg.

Further growth in Norway

Oslo municipality has started to replace a large number of MP 104 terminals for credit card and coin payment with CWT 2110. The MP 104 terminals in question will be re-installed and are replacing older terminals which have not handled credit card payments. Many private par-

king companies like EuroPark AS, Park Nordic AS, Q-Park AS and Time Park AS have continued to use Cale terminals for new installation sites, says Cale.

Radom is located 100 kilometres south of Warsaw and counts 230.000 inhabitants. Like many other larger cities, the increased number of cars causes problems with missing parking facilities in the city centre. The company Projekt & Parking, which already handles around 10.000 parking spaces around Poland, has been awarded an agreement for the parking management in Radom. All terminals are connected to CWO, making it possible for service technicians to immediately act on any disturbance. Further, it enables the municipal authority to keep track of the current status of the terminals as well as check that the company managing them is performing adequately. ■

► www.calegroup.se



Photo: Cale

On-street parking: Cale's CWT 104 terminals have recently been installed in Radom, Poland.



»Top 100« honours the most innovative companies in Germany. This year, Designa Verkehrsleittechnik GmbH is on the list. The mentor of the project is Lothar Späth (in the middle), retired premier of the German federal state Baden-Württemberg – here with Designa's managing director Dr. Thomas Waibel (l.).



DESIGNA

German TOP 100 award of innovators

Designa has been awarded as one of Germany's top 100 innovators. The company's managing director Dr. Thomas Waibel explains the key to this success: »We are open to solutions from unrelated sectors which, cleverly integrated, can produce unique results.« This clear visionary approach helps the Kiel company and its 250 staff develop and produce fully automatic technologies for multi-storey car parks and install them all around the world.

Foothold in other sectors

The latest innovation from the far north of Germany has already found a firm foothold in other sectors: »Application Service Providing« (ASP), meaning outsourcing whole administrative areas and work processes to a single service provider. Designa recently began providing this service to its customers to run multi-storey car parks. With ASP, all an operator's car parks are connected via the internet and run from a central server, cutting costs for staff, software updates, servicing and server downtime. Thus, every single multi-storey and underground car park around the world can be monitored simultaneously, and manipulation of the server is no longer possible. The Kiel company's creativity pays off: a full 85 per cent of its current turnover comes from innovations made over the past three years. For several months the

Vienna University of Economics and Business (WU Wien) tested the level of innovation at a total of 248 medium-sized companies in Germany. The 100 best, among which was Designa, are to bear this seal of quality for one year. »Good ideas do not arrive on the market all on their own. We work hard on them day in, day out. Of course, we are delighted that our commitment is now being rewarded, and it shows us that we are on the right path. In some ways it also shows that we are not going to run out of good ideas in future, either«, Waibel said.

Altogether, 32.500 people work for top innovators across Germany. They are always tinkering around and are not afraid of change, as their employers use stringent innovation management to create the perfect conditions for creativity, getting the best from their staff. It also makes them a significant driving force for the German economy: in 2009 they netted an overall turnover of EUR 11.1 billions. Of the 100 medium-sized companies which bear the seal of quality in 2010, 42 are the national number one in their sector and ten are world market leaders. The 60 family-run businesses in this year's »Top 100« show that an awareness of tradition and a willingness to change are not mutually exclusive. Of the 100 companies, 86 have grown faster than the average for their sector over the past three years. ■



Premier parking destination

Q-Park is opening a parking destination in Rockingham Street in Sheffield City Centre. This is the area of Sheffield where the cutlery works and the Assay Office used to stand, and so artwork depicting this historic landmark will be placed around the new car park, which is centrally located near, restaurants, bars, hotels, Sheffield University and retail outlets. The facility plays host to over 530 car park spaces which are all angled for easy parking.

Equipped to the highest degree of customer service facilities, the parking destination offers free buggy and umbrella hire, a shoe shine machine, 24 hour CCTV, jump leads and an AED heart defibrillator machine for emergencies. Furthermore, the new car park



Strategic location: new Q-Park facility on Sheffield's Rockingham Street

has power sockets for charging electric cars, a floor coating that absorbs spilt fuel and is cleaned with a machine that uses less water than other cleaning machines. The Rockingham Street car park also has an eye catching green façade, illuminated signage and clear road markings for navigation around

the car park. For safety reasons and to maintain cleanliness a Q-Park host will carry out regular patrols. The pedestrian entrances are secure; only those with a parking ticket can gain access to them and there are vehicle entrance security shutters which serve to keep out those with criminal intent of any description from entering the building.

Said Adam Bidder, managing director of Q-Park: »We hope businesspeople, shoppers,

commuters and tourists will try out our new Q-Park and enjoy all that it has to offer by way of design, safety, convenience and service. The car park is also a positive step forward for the future Sevenstone development as it is seen is a key strategic location for serving new retail and leisure facilities.«

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Major Contract in the US

Skidata, self-appointed innovation leader in car access systems, will deploy a parking management solution for the third-busiest airport in the world, the Dallas/Fort Worth International Airport. The contract provides for a turn-key solution for parking access management at the airport, including hardware, software and tools for administration. Implementation is scheduled to be completed in 2013.

The Dallas/Fort Worth (DFW) International Airport's current parking control system will be replaced by a Skidata solution to manage more than 40,000 parking spaces for air travelers and airport employees. Skidata was awarded the contract with the DFW Airport Board based on its experience in centrally-managed large-scale PARCS (Parking Access and Revenue Control Systems). Skidata has extended worldwide experience in large airport parking management as well as multi-site installations.

Tom Rollo, President and CEO of Skidata, Inc., said: »Skidata is thrilled to be part of the DFW team and to contribute to roll out such a technologically advanced strategic project. We're ready to meet the challenge and deliver a solution tailored to meet the needs of DFW for the next two decades.«

Integrated solution

SKIDATA will equip the Dallas/Fort Worth International Airport with a unified solution, providing hardware, software and tools for administration. So-called »intelligent« software solutions support airport management with functional planning

options, aiming to improve their efficiency. The system self-monitors, which frees employees from routine tasks and enables air travelers and airport staff to benefit from advanced technology. An Automatic Vehicle Identification (AVI) system will enable regular customers to access and exit parking areas smoothly and rapidly.

Largest US project

In 2000, Skidata, Inc. was established in New Jersey to promote and distribute Skidata's parking solutions in the US. The company's tenth anniversary in North America is marked by the launch of the parking management system for Dallas/Fort Worth International Airport, Skidata's largest US project so far.

»We are investing extensively in the US,« stated Charles Egli, CEO of Skidata AG, »and are delighted to have won this project against stiff competition. We have implemented major airport projects all around the globe and today we are extremely pleased to have scored a success in what represents a high-potential market for our parking business.« Skidata has deployed parking solutions for the Munich, Zurich, Montreal, Abu Dhabi and Amsterdam airports, among many others.

Armin J. Cruz, VP of Parking at DFW said: »Our success depends on reliability. We analyzed the Skidata technology used at the Munich Airport very closely and are confident that Skidata will provide us with the sophisticated solution we expect, one that meets our specific requirements.«



Third-busiest airport in the world: Dallas/Fort Worth International Photo: Dallas/Fort Worth International Airport

Maintenance of multi-storey and underground car parks

Maintenance isn't sexy – but ne

[says Prof. Sven Hansson PhD of the Royal Institute of Technology, Stockholm]



By Dipl.-Ing. Jitze Rinsma,
Keypoint Parking
Enschede, The Netherlands

Engineers and planners are frequently asked just how important maintenance and servicing are. This topic always was, still is, and will continue in the future to be unpopular. Not a great deal of attention is paid to the theme in training, and the »maintenance« department's reputation is not really something to write home about. This state of affairs is not exactly conducive to good maintenance and servicing. Regular inspection, reporting and maintenance are extremely important, both from the safety and cost aspects – not only for running a car park well but also to avoid unnecessary maintenance work and unpleasant surprises. The planning of car parks also involves two additional problems:

1. If the future operator is unknown at the planning stage, then the subject of maintenance won't be addressed later on.
2. Many of the consultants involved in the planning of car parks, also including architects, designers and equipment suppliers, very often have no relationship with the subject.

Long-term maintenance schedule

Operators strive to achieve a high degree of reliability and an optimum utilisation factor of the car park, attempting to accomplish the goal at the lowest possible cost. Maintenance must be brought in line with this aim. A maintenance schedule is, therefore, required to keep car parks in good condition on a long-term basis at low cost.

The high maintenance costs involved are invariably underestimated by operators. There is a big difference between an ordinary, run-of-the-mill car park with natural ventilation

and a luxury underground car park. An ordinary car park with natural ventilation only has one lighting system, an emergency lighting system and just one means of access. In comparison, a modern underground car park requires technical systems for access control, lifts, lighting, ventilation, carbon monoxide and auto gas sensors, fire detection systems, evacuation systems, coated floors and fire-retardant materials for wall and ceiling coverings.

Maintenance costs can be kept within limits by putting a good maintenance schedule in place. Initially, functional, construction as well as technical installation aspects coupled with careful execution during the construction phase play an important role. This is then followed by maintenance during actual operation for which a multiyear schedule must be drawn up, taking practical aspects into account.

Summary

Maintenance and servicing are a sizeable cost factor in the operation of a car parking facility. Due diligence at the planning stage and during construction is of great significance in keeping costs to a minimum. The operator has a major role to play during this phase. On the other hand, the operator is often unknown during planning and construction. One of the options available here is to engage an expert with practical experience to take charge of operation and management. It is also very worthwhile bringing in consultants early on who have experience in the projection of multi-story car parks and who are also prepared to listen on the subject of optimised maintenance costs. A multiyear maintenance schedule should be put in place at the latest when the facility is commissioned in order to properly carry out maintenance and repairs or have them done by an outside firm. Costs can be limited by adopting this approach with maximum reliability and operational safety being achieved at the same time.

   > on page 17



Good floor coating extends maintenance intervals.

ecessary

Good planning and professional accomplishment: generously dimensioned ramps with acceptable slopes save refurbishment costs later on.

Keeping operations going

What actually do maintenance and servicing imply – Maintenance involves all measures necessary for the purpose of keeping the car park in good condition or putting it back into the condition necessary for operation. This can include brief daily routine checks or large-scale inspection. Servicing includes preventive measures as well as repair work.

As far as the building itself is concerned, the condition of the concrete and paintwork is of eminent importance. Walls, floors and ceilings must be regularly coated/painted and, if necessary, immediately repaired in conformity with the maintenance schedule. Preventive maintenance signifies that the technical systems are in line with the legal provisions, inspection guidelines and the supplier's instructions. They must be regularly checked, cleaned and measured. Items such as

filters and bearings must also be replaced, if necessary. The term »repair« is understood to mean the remedy of a disruption/fault established or notified.

Good planning and professional execution minimise the scope of maintenance required. A concept that meets standards and planning requirements is, therefore, of great importance. It ensures the right structural layout, amply sized bends, wide lanes and ramps, acceptable ramp slopes, generously dimensioned parking spaces with no obstacles between them, and adequate ceiling heights – all serving to keep the damage caused by cars to a minimum.

An example from the Netherlands

Damage caused by cracks in walls and floors, leaks in expansion joints and water-resistant coatings often occur in multi-storey and underground car parks in the Netherlands. Cracks in concrete supports are also noticed. Such damage is caused by wrong planning, errors in execution, or a combination of both. Repairs thus become unavoidable and expensive – reason enough to make sure such faults simply don't occur. The draft standard NEN 2443 is designed to prevent the kind of damage described happening in the Netherlands.

The following should be observed in connection with technical car park equipment:

1. Harmonise entrance and exit doors with function and operating conditions.
2. Harmonise pedestrian doors with function, operating conditions and resistance to vandalism.
3. Only install emergency power systems that are in line with legal requirements.
4. Implement building management systems that allow for registration and evaluation of faults.
5. Vandalism-resistant, dust and watertight lighting systems.

Good floor drainage as well as durable coatings and utilities are also important factors.

Warranty periods for the equipment installed must also be taken into consideration. Maintenance costs can be reduced by submitting justified claims in good time.

> p. 14



Photo: Sika

The multiyear maintenance schedule

The compilation of a medium-term maintenance schedule requires a number of activities. It must first of all be established what is to be included and who is responsible for the various measures contained in it – the operator or the owner? The nature of the maintenance and the amount of detail must also be defined and described. Existing maintenance contracts are collated for this purpose.

A note should also be made of the work the operator himself is prepared to carry out and what he can do to keep the schedule up-to-date. The floor areas must be measured for this purpose. The scope of marking work, wall surface areas and the number of lighting and technical systems must be determined.

Finally, the condition of the equipment must be ascertained and the point of time determined when maintenance work is to be performed or equipment replaced. A method of doing this in the Netherlands is the NEN 2767 standard which serves to measure the condition of buildings and equipment. Classification ranges from 1 = very good to 6 = very poor. The standard enables the technical quality of buildings and equipment to be established in detail. The result is a condition report in which deficiencies are registered. Everything must be recorded in the schedule. The residual service life of the various replaceable parts relative to usage, inspections carried out, replacement and large-scale maintenance must be established. The results

are also included in the schedule. Allowance must subsequently be made for the financial aspects: the duration of the schedule, the condition in which the multi-storey or underground car park is to be at the end of the period, price levels, eventual inclusion of project costs and financing.

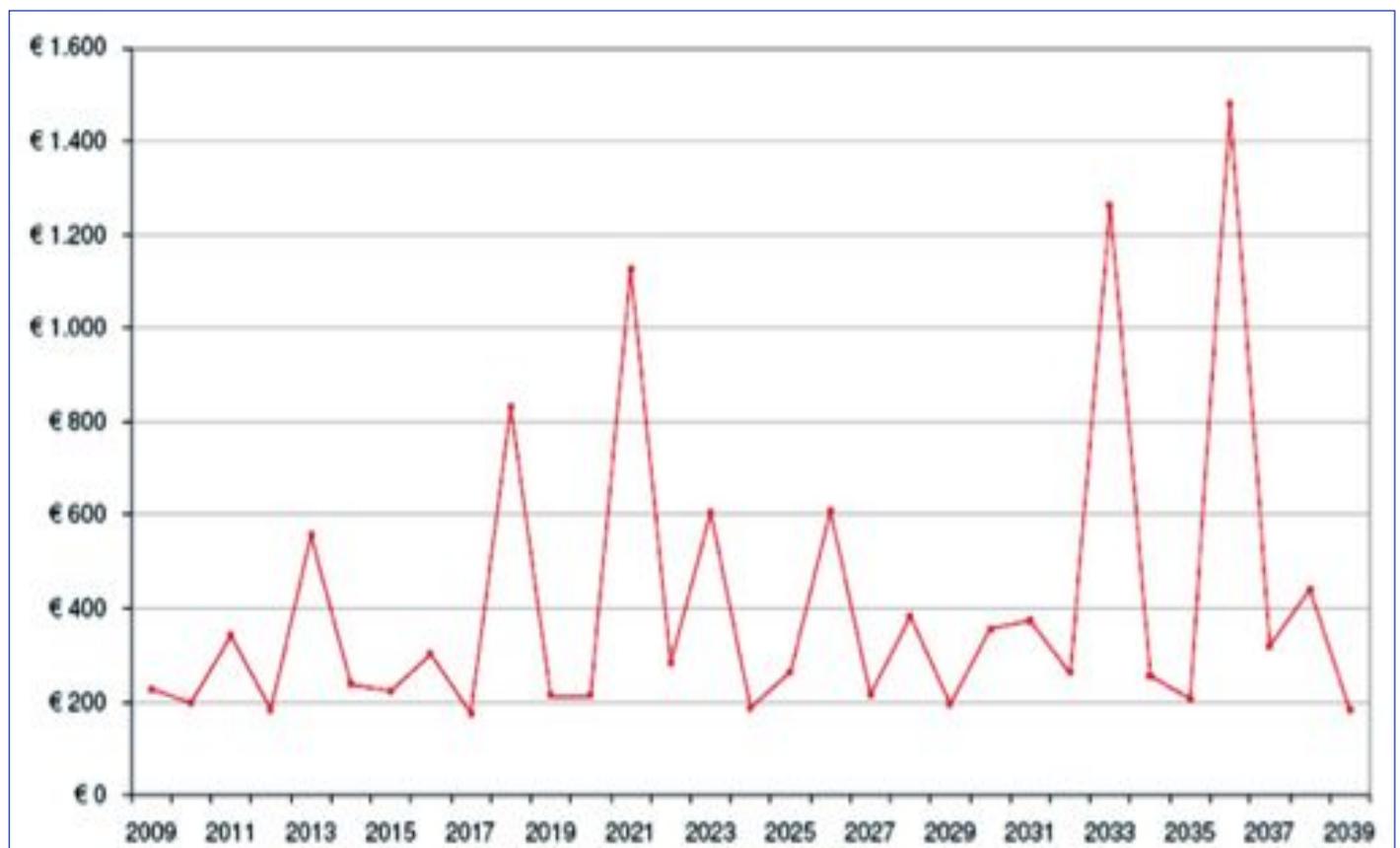
Project costs and financing

Factors such as inflation, price increases and service life of the individual pieces of equipment must be included in the calculations. This all enables the schedule to provide an overview of the annual costs over the full planning period.

Quite a few operators put aside a certain sum each year to cover the cost of maintenance and servicing incurred. Another possibility is to include the costs emanating from the maintenance schedule 1 for 1 in the annual management costs.

The chart below shows the curve for the maintenance costs associated with an underground car park in Enschede city centre. This car park has a capacity of 1.650 spaces and is of high quality. The chart also shows the annual maintenance costs per parking space necessary in order to keep the facility in good condition. Additional large-scale work is also required, for example, in recoating the floors. Operators are very often not aware of the fact that a large sum is required each year for this particular work.

After completion, the schedule must updated every one to two years on the basis of reports on inspection, analysis



Van Heek underground car park in Enschede / Netherlands: forecasted future maintenance costs in € per parking space.



VINCI Park:
a leader in car park
management.

12 countries

500 cities

2 300 car parks

1 280 000 spaces

Lead Story

> p. 14 and repairs. Experience gathered by operators and changes caused by inflation, price developments associated with services and products must also be taken into consideration. A strong increase in the number of disruptions/faults in certain systems can make earlier replacement necessary – or extend the service life through reduction in the number of faults.

Maintenance organisation

Many people are unaware of the technical systems involved in the operation of multi-storey and underground car parks. An example from the Netherlands: ▾

Systems	Maintenance	Laws and regulations
Lifts	Dependent on usage	Law on lifts, annual inspection
Access systems, folding doors	Dependent on usage and supplier instructions, at least once a year	Machine guidelines P47/NEN EN 12543
Emergency lighting	Checks required once or twice a year	ARBO law and NEN 1838
Fire alarm system	Checks/maintenance in accordance with supplier's instructions	NEN 2654-1, NEN 2654-3
CO/LPG sensors	Checks/maintenance in accordance with supplier's instructions	

Various types of contract are available in cases where operators do not carry out technical maintenance themselves but commission outside companies to do the work: ▶

The question of which type or intermediate type of contract is selected (e.g. external hire, taking care of everything oneself, partial or full commissioning) depends on the way the facility is managed. For example, a contract covering the onward transmission of a tele-service-system for the lift and a maintenance contract for the parking system is sufficient for a multi-storey car park with just one entrance and exit, two pay machines and a lift. The operator or a local electrical firm can replace the defective lamps and check the emergency lighting. The storey, however, in connection with closed underground car parks is somewhat different. In this case, the authorised authorities must regularly check whether the facility still complies with the regulations. The operator has to ensure that the results of such checks are addressed.

Gauging, reporting, knowledge

Regardless of whether an operator carries out maintenance himself or farms it out, good reporting is essential. The company responsible for maintenance must, therefore, be asked to submit a report together with an analysis defining the disruptions/faults per system at the end of a maintenance period (e.g. once a year). Such reporting also involves the submission of improvement suggestions in an effort to keep



Type of contract	Description
Capacity contract	Man for x hours
Firm contract	Maintenance of facility x
Outcome contract	Facility x is in condition y
Performance-related contract	Facility x functions in conformity Performance z from draft (reliability, convenience, etc.)
Outsourcing ownership	Here responsibility and ownership are taken over; owner facility x provides function with achievement requirement z

costs as low as possible. For instance, it can be pointed out that in certain areas the number of times preventative maintenance is performed should be increased.

An example: by measuring the number of operating hours of a ventilation system one can determine on the basis of the expected service life whether a part must be replaced after 15 or 25 years. Either a direct or random check must be made to establish whether a company has carried out maintenance in compliance with the contract. This is different in the case of a performance contract. An inspection of the system's actual condition by an independent organisation is required to judge whether it complies with the contractually agreed condition. ■■



Zusammenfassung

Die Unterhaltung und Instandhaltung stellen in jeder Autoparkanlage einen beträchtlichen Kostenfaktor dar. Wenn diese auf einem Minimum gehalten werden sollen, ist eine sorgfältige Prüfung im Planungs- und Baustadium von großer Wichtigkeit. In dieser Phase sollte der Betreiber eine führende Rolle spielen. Andererseits ist der Betreiber in der Planungs- und Bauphase oft noch gar nicht bekannt. Eine in diesem Fall zur Verfügung stehende Möglichkeit ist die Einstellung eines Fachmanns mit Praxiserfahrung zur Leitung des Betriebs und Managements. Ebenso lohnenswert ist das frühe Hinzuziehen von Beratern, die sich mit der Vorausberechnung von Parkhäusern auskennen und ein offenes Ohr für das Thema Betriebskostenoptimierung haben. Spätestens bei der Inbetriebnahme der Anlage sollte ein mehrjähriger Unterhaltsplan vorliegen, um die ordnungsgemäße Unterhaltung und Instandhaltung entweder selbst auszuführen oder von einer Fremdfirma vornehmen zu lassen. Diese Vorgehensweise kann nicht nur bei der Kostendeckelung helfen, sondern sorgt gleichzeitig auch noch für größtmögliche Betriebs- und Ausfallsicherheit.

Récapitulation

L'entretien et les services sont un facteur de coûts assez importants dans la gestion des parcs de stationnement. Une grande vigilance est de rigueur pendant la phase de planification et la construction pour maintenir ces coûts au plus bas. Il revient à l'exploitant un rôle majeur pendant cette phase. Or, ce dernier est encore souvent inconnu pendant la planification et la construction. L'une des options dans ce cas est d'engager un expert doté d'une expérience pratique pour prendre en charge le fonctionnement et la gestion. Il est aussi précieux de faire appel de bonne heure à des consultants ayant l'expérience de la conception de parcs de stationnement à étages et également préparés à se pencher sur la question de l'optimisation des coûts d'entretien. Un programme d'entretien pluriannuel doit avoir été mis en place au plus tard au moment de la mise en service du parc pour que l'entretien et les réparations soient effectués correctement ou bien pour qu'ils soient effectués par une société externe. En adoptant cette approche, on peut ainsi limiter les coûts tout en assurant un maximum de fiabilité et de sécurité de fonctionnement.

Recapitulación

El mantenimiento y la asistencia son un gasto mensurable en la explotación de aparcamientos de coches. Actuar con el debido cuidado en la fase de planificación y durante la construcción, es de gran importancia para mantener los costes al mínimo. La explotadora juega el papel más importante durante esta fase. Por el otro lado, la explotadora, frecuentemente es desconocida durante la planificación y las obras. Una de las opciones aquí, es que un experto con experiencia práctica se encargue del funcionamiento y la gestión. También es muy útil disponer pronto de consultores, que tengan experiencia en proyectar aparcamientos de varias plantas y que también estén preparados para optimizar los gastos de mantenimiento. Se debería establecer un esquema de mantenimiento de varios años, lo más tarde cuando sea puesta en funcionamiento la instalación, para así realizar correctamente reparaciones o hacerlas realizar por una empresa externa. Pueden limitarse los gastos, adoptando este esquema, logrando al mismo tiempo la máxima confiabilidad y seguridad operativa.

Top 10 architecturally impressive car parks

Spectacular parking from underground

Parking garages and car parks are often just buildings. But not in any case: There are also examples in this special area of architecture. Parking trend international presents ten of the most spectacular parking facilities worldwide.

Hochalpen-Parkhaus [Kaiser-Franz-Josefs-Höhe, Austria]

The Großglockner at 3.798 m is Austria's highest mountain. The Hochalpen toll road, just opposite, was officially opened on the 3rd of August 1935. The number of visitors exceeded expectations right from the start. The economic boom in the 1950s, following World War 2, meant that a large part of the population could afford the luxury of a car, making the trip to the mountains a mass phenomenon. The journey, not more than a daytrip even from Vienna 400 km away, became a kind of pilgrimage with stickers as a reminder decorating literally hundreds of thousands of cars.

Opposite the Großglockner: the highest lying multi-storey car park in the world on the Kaiser-Franz-Josefs-Höhe in the Austrian Alps.



Photo: private

1

In 1964, a multi-storey car park – can be reached via a by-road – was opened on the Kaiser-Franz-Josefs-Höhe and is still the highest lying structure of its kind in the world. The alpine parking facility accommodates 900 cars. It is pictured in old brochures together with the Pasterze glacier but masked out nowadays, somewhat embarrassingly, because conservationists take a bit of a dim view of people driving cars in the mountain regions. ■

Marina City [Chicago, USA]

Completed in 1964, these identical towers were designed as a small town square in the heart of the city – originally the complex included a concert hall, retail stores, a skating rink and bowling alleys. Parking for the structure is likewise self-contained: The lower third of the 65-story towers is a continuous up-spiral parking garage with space for 896 vehicles each. The garage was made famous in the 1979 feature film »The Hunter«, in which Steve McQueen, playing a bounty hunter, is involved in a high-speed car chase up one of the parking spirals. At the top, McQueen's target loses control of a 1980 Pontiac, careens out of the building and plunges into the Chicago River below. ■

Feature film setting: A high-speed car chase in »The Hunter« with Steve McQueen took place in the Marina City parking garages.

Photo: Shutterstock

2



Photo: minimax

3

Car Silos at the Autostadt [Wolfsburg, Germany]

Volkswagen's Autostadt – an automotive-themed amusement park – includes a car museum, driving courses, car-factory tours and these 20-story car silos. European VW buyers can opt to pick up their cars from the robotic car silo instead of the dealership – the automation ensures they will receive a car with an odometer that reads zero. After spending a day enjoying the park, customers watch the central robotic arm travel up the tower and choose their vehicle from the beehive of cars. ■

und to the Alps

4

Parkhaus Engelenschanze [Münster, Germany]

The Parkhaus Engelenschanze is more of a parking palace than a parking garage. People tend to feel vulnerable in parking garages, so an effort to incorporate light and open spaces is ideal. The multi-storey car park with 480 spaces on 7 levels is a stand alone just off the city centre near the railway station. The car park with its glass façade all around the corner is an eye catcher in the city environment. Inside, the car park has a system of ramped parking floors around an empty space in the middle. This empty space and the outside glass

facade provide during daytime sufficient light to achieve required lighting levels at the parking floors. The empty space also avoids mechanical ventilation systems. The floors of the car park are coated in light grey colour with simple indication of parking bays. Also the walls and ceilings are kept in light colours. The project is a good example of a relatively simple and efficiently built car park. From the EUR 8.4 million project EUR 3.5 million was subsidised by the town's »redemption fund«. No wonder, that the Engelen-



Photo: Institut Feuerverzinken

Winner of the EPA Award 2005: the Parkhaus Engelenschanze in Münster, Germany.

schanze in Münster, Westphalia/Germany, was winner of the European Parking Award in the category »best newly built car park« in 2005. ■

Parc des Célestins [Lyon, France]

Since the 1990s Lyon has been hiding thousands of cars under its numerous squares and riverside roads (embankments). One of the more than 20 underground car parks is quite magnificent: the Parc des Célestins with 435 parking spaces. A straight ramp leads from the narrow street under the Place des Celestins. Here is the front end of a large subterranean chamber with a circular floor plan: the car is driven on a spiral driveway 22 m under the city. The radius of the chamber is dimensioned such that the driveway and the diagonal parking spaces are located on

both sides. The first of a total of three concentric concrete cylinders is located on the periphery (53 m in diameter). A second, centre cylinder, separates the parking ramp from the exit ramp which winds upwards in the opposite direction. The third, inner cylinder, is located behind it.

The orchestration of light and shadow on the surfaces, the views framed by overlapping arches and the spiral-shaped slope of the ramps between the concentric supporting structural elements is

all very impressive. The inner cylinder creates a seven-storey hollow structure split up into 14 segments in the floor plan – each consisting of a pre-cast concrete slab with an arch at its centre. ■



Artistic concrete: playing with light and shadow in Lyon

Photo: www.mimoo.eu



Photo: www.mimoo.eu

Different atmosphere: parking place of the Hotel Puerta America

Underground parking, Hotel Puerta America [Madrid, Spain]

5-Star Hotel Puerta America is a celebration of avant-garde interior design and architecture, it brings together 19 of the world's finest designers. Each of the twelve floors bears the imprint of a different talent and measures 1300 m². Teresa Sapey designed the interior of the car park. When asked about her commission (the design of the car park), she observes that she has always been drawn to hideaways and thinks that car parks harbour this element of the unknown. For Sapey, it is the ideal place to reinvent space and play with lighting to create a different atmosphere to that of the sordid and grey places that car parks are more often than not. ■

Bosch Parkhaus [Stuttgart, Germany]

The multi-storey car parks P20 and P21 at the »Neue Messe Stuttgart« thrust out like two giant fingers over the A8 motorway. Five storeys accommodate 4.200 cars. Of the 440 m long, 100 m wide and 22 m high structure 100 m are located, unsupported, at a height of 10 m above the motorway. The parking spaces are used both by visitors to the exhibition grounds as well as people using the neighbouring Stuttgart airport. Not only the design of the structure is spectacular but erection was too. In an attempt to avoid obstructing the motorway the car park was literally pushed over it with the traffic flowing below. A photovoltaic system has recently been installed on both roofs of the car park. Over 4000 solar modules arranged on 7.000 m² of roof surface annually produce approx. 800.000 kWh of »green« electricity; sufficient to provide electricity for up to 300 four-person households. ■



Parking highlight in Venice: attractive reminiscence of Art-Déco



8

Autorimessa Comunale [Venice, Italy]

Tourists who arrive at Venice by car will get either to Piazzale Roma or to the Tronchetto Island where they can find big parking lots. For friends of high-class architecture more interesting is the Autorimessa Comunale at the Piazzale Roma. The white-painted Art-Déco object with its characteristic window belts consists of two nearly symmetric buildings. The shifted car decks are connected with spiral ramps. The bright ambience is due to overhead lights. At the same time they enclose a vaulted parking area below. ■

Fietsenstalling [Amsterdam, the Netherlands]

A bike is shorter and slimmer than a car. The design of the building – located not far from the main railway station in Amsterdam and accommodating 2500 bikes – certainly takes this fact into account. The

Fietsenstalling is intended to clear the railway station forecourt of the bikes parked at random there. Measuring 105 x 13.4 m, the bike park is very much of linear design, divided into two decks running parallel to the quay and positioned above the water. The outer decks slope in the opposite direction. Next to the main bridge the building is of two-storey design and four-storey for cyclists next to the small bridge. 13 concrete cross beams span the columns located in the canal basin and on which the whole of the structure rests. Each deck consists of 12 self-supporting cassettes (8.2 m long, 6 m wide and 0.5 m high) and two similar 3.3 m projecting cassettes at both ends. Red asphalt – used on all Amsterdam's cycling paths - has also been used for the deck surfaces. ■



Fietsenstalling in Amsterdam: parking space above the water for 2,500 bicycles

Photo: Shutterstock



Cantilevered:
More than
4,000 cars can
park right above
the Autobahn
in Stuttgart.

Photo: Bosh

Avenue de Chartres [Chichester, United Kingdom]

Chichester is a walled town dating from the middle ages and located close to the English south coast. The Avenue de Chartres multi-storey car park modernises the history of Chichester with a new-styled town wall. The car park is designed to serve as a public building accommodating private cars and, as such, convince the pedestrian of the advantages of driving a car. In other words, the motorist can easily find his or her way out and have no difficulty in finding the car later on. The building comprises a winding town wall linking a bus station with the city centre and a triple-storey car park. The latter includes standardised park decks made of pre-cast concrete components extending out behind the wall in a gentle arc. The tapering footpaths provide the motorist with a connection to the wall. Each of the four footpaths is colour-coded to remind the driver of his parking space. The colour of the aisles can be seen on the spiral-shaped faces of the glass bricks on the towers. ■

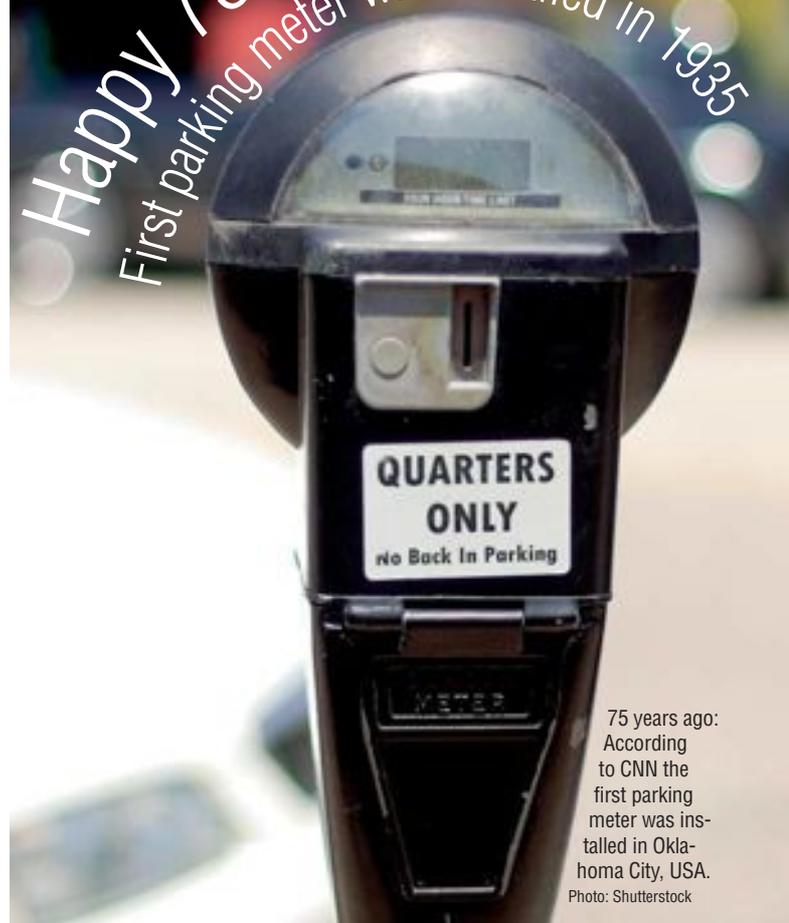
Connecting
parking with
local history:
car park
»Avenue des
Chartres«
in Chichester



Photo: www.birdsportchmouthrussum.com

10

Happy 75th anniversary!
First parking meter was installed in 1935



75 years ago:
According
to CNN the
first parking
meter was
installed in Okla-
homa City, USA.
Photo: Shutterstock

As you sift through your pockets looking for change to pay the parking meter these days, stop and take a moment to wish it a happy birthday. It is 75 years ago that the first parking meter was installed. CNN online calls it »coin-gulping contraption« and »despised«. However, the first 150 of them were put in place in downtown Oklahoma City, Oklahoma, on July 16, 1935.

Concerned that parked cars – that sometimes never moved for weeks – were hurting downtown businesses, city officials were eager for a solution, according to the Oklahoma Historical Society. The inventor and designer was probably Carl Magee, who applied for a patent of a »coin controlled parking meter« some weeks before. Not surprisingly Magee practiced two of – what polls have consistently found to be – America's most despised professions: law and journalism.

Increasing profit

A case contesting the legality of meters was quickly settled in the city's favor, wrote Michael Dean of the Oklahoma Historical Society. Stores on city blocks with meters saw an increase in business and profit. And soon every block wanted some. By 1941, 140,000 were in use, the Smithsonian Magazine wrote. Today, the number is in the millions in the United States alone. The first parking meter in Europe was installed in Basel, Switzerland.

Magee left his job as editor of a daily newspaper and started a parking meter company. The design of the device has remained largely unchanged over time. ■



The opening meeting of the Scientific & Technical Committee in Torino, January 2010:

Summary

The Torino Congress Organizing Committee has set up an interdisciplinary Scientific and Technical Committee (STC) to prepare the Scientific Programme of the Congress: Parking: the new deal. Everybody related to E.P.A. understands the importance of Parking and that it is undoubtedly an integral part of the urban mobility system, but many institutions and stakeholders have not yet reached this conclusion. The STC is a highly qualified interdisciplinary group looking at parking from many professional viewpoints in order to create a wider communications platform. The results have been very exciting: the parking industry and its important contribution for the future functioning of the European cities has been discussed over the last six months by 21 top level experts with a range of 15 different disciplines, 5 universities, 3 national institutions, motor car producers, parking operators, designers, from 6 different European countries (France, Germany, Italy, Spain, The Netherlands and the United Kingdom). SIT1 (Higher Institute on Territorial Systems for Innovation), a non-profit Association set up in Torino in 2002, is giving hospitality and the logistic support for the meetings.

15th E.P.A. Congress: Torino, September 2011

The scientific preparation

The STC will have had 5 meetings to conclude the first phase of the development of the Scientific Programme for the Congress, and the results to date are very promising.

The meetings are a crescendo. The experts kindly accepted our invitation to participate on this committee, many of them very curious about dedicating so much time and effort to discuss parking. Today this is an enthusiastic group that has discovered the potential of managed parking as an integral part of the urban mobility chain and the enormous potential in considering parking structures as urban mobility infrastructures and possible ways of transforming a huge problem into a huge opportunity. The layout of the scienti-

fic programme will be established on the 10th September and then presented at the E.P.A. General Assembly in Liverpool. The four macro themes are:

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

Innovation The themes are directly related to all the players in the field: the future of the vehicles and the changing requirements on the parking offer, sustainable parking construction and transformation, car parking and electric mobility, connecting to mobility info systems and new services, energy suppliers and car designers and updating parking norms.

Management The way cities will be accessed in the future will change and parking, that is a management activity, can have an important role. The indications on how to transform the parking infrastructure to a mobility infrastructure, the role of the operator and his parking structure and the macro management of the area where the parking garage is positioned, the role of the local authorities, innovative services for the future and how to manage new opportunities for operators of all sizes.

Economics on an urban scale, the cost of congestion and the parking contribution, a parking business model for on-street and off-street parking to illustrate what goes into managing parking and the huge costs involved, new

Zusammenfassung

Das Organisationskomitee des Turiner Kongresses »Parken: der neue Deal« hat zur Vorbereitung des diesbezüglichen wissenschaftlichen Programms einen interdisziplinär wissenschaftlich-technischen Ausschuss namens STC (Scientific and Technical Committee) ins Leben gerufen. Allen mit der EPA befassten Personenkreisen ist klar, wie wichtig das Parken ist und wie zweifellos es einen integralen Bestandteil urbaner Mobilitätssysteme darstellt, doch diese Erkenntnis lässt bei vielen Institutionen und Interessengruppen noch auf sich warten. Der STC ist eine interdisziplinäre Gruppe hoch qualifizierter Fachleute, die zur Bereitstellung einer breiteren Kommunikationsplattform das Thema Parken aus verschiedenen professionellen Blickwinkeln beleuchtet. Die Ergebnisse sind ausgesprochen spannend: in den letzten sechs Monaten ist die KFZ-Parkindustrie und deren maßgeblicher Beitrag zur zukünftigen Funktionsfähigkeit europäischer Städte von 21 führenden Experten aus 15 verschiedenen Fachdisziplinen, 5 Universitäten und 3 nationalen Institutionen in sechs europäischen Ländern (Frankreich, Deutschland, Italien, Spanien, Holland und Großbritannien), darunter Autohersteller, Parkhausbetreiber und Designer, diskutiert worden. Das 2002 in Turin gegründete SiTI-Institut (etwa: Höheres Institut für innovative Flächennutzungsplanung) sorgt bei den Zusammenkünften für die erforderliche logistische Unterstützung und Bewirtung.

Récapitulation

Le comité d'organisation des congrès de Turin a mis en place une commission scientifique et technique interdisciplinaire (STC) chargée de préparer le programme scientifique du congrès »Stationner: la nouvelle donne«. Tous ceux qui sont en rapport avec l'E.P.A. sont conscients de l'importance du stationnement et qu'il fait incontestablement partie intégrante du système de mobilité urbaine, mais beaucoup d'institutions et d'acteurs ne sont pas encore parvenus à cette conclusion. Le STC est un groupe interdisciplinaire hautement qualifié qui considère le stationnement d'un point de vue interprofessionnel dans le but de créer une plus large plateforme de communication. Ses résultats sont très intéressants : l'industrie du stationnement et son importante contribution au fonctionnement futur des villes européennes y a été discuté pendant les six derniers mois par 21 top experts représentant quinze disciplines différentes, cinq universités, trois institutions nationales, des constructeurs automobiles, des exploitants de parkings, des dessinateurs, en provenance de six pays européens (France, Allemagne, Italie, Espagne, Pays-Bas et Royaume Uni). Le SiTI (Higher Institute on Territorial Systems for Innovation), association sans but lucratif fondée à Turin en 2002, héberge les réunions et leur apporte un soutien logistique.

Recapitulación

El Comité Organizativo del Congreso de Turín, estableció un Comité interdisciplinario científico y técnico (STC) para preparar el programa científico del Congreso, »Aparcamiento, el nuevo trato«. Toda persona relacionada con E.P.A. comprende la importancia del parking y que es indudablemente una parte integral del sistema de movilidad urbana, pero muchas instituciones y partes interesadas aún no han llegado tan lejos. STC es un grupo interdisciplinario altamente cualificado, que considera el aparcamiento desde numerosos puntos de vista profesionales para crear una plataforma de comunicaciones más amplia. Los resultados han sido muy esperanzadores: La industria de los aparcamientos y su importante contribución en el funcionamiento futuro de las urbes europeas ha sido tema de discusión durante los últimos 6 meses por 21 expertos de máximo nivel, con una gama de 15 disciplinas diferentes, 5 universidades, 3 instituciones nacionales, fabricantes de coches a motor, operadoras de parkings y diseñadores provenientes de 6 países europeos diferentes (Francia, Alemania, Italia, España, Países Bajos y Reino Unido). SiTI (Instituto superior de sistemas territoriales para la innovación) es una asociación sin ánimo de lucro, instalada en Turín en 2002, que acoge y proporciona ayuda logística a las reuniones.

parking products and benefits, cost saving and growing markets, pricing as a tool, benchmarking of parking fees at EU level, a critical look at tariffs and taxes. In order to support the above mentioned themes, scientific research programmes will

be carried out in the next 6 months.

Congress Output The results of the congress proceedings will be turned into a position paper that will be presented to the EU Transport Commission as a white paper on parking in European cities. The

purpose being to envision the role of parking in the urban mobility of the future and capture the attention of people that are into mobility but not into parking, illustrating how to use parking as a regulatory tool for sustainable mobility and accessibility so-

lutions for people who live in city centres, reinforcing the link between town and mobility planning, urban quality & parking. The next issues of Parking Trend and e-mail newsletters will keep you updated with the development of Congress preparations. ■



The Committee visited by the President of AIPARK

COMPOSITION...

... of the Scientific & Technical Committee

Laurence A. Bannerman, Bernd Beer, Roberto Bertasio, Mario Carrara, Piero Craveri, Antonio Gennari, Jacques Le-gaignoux, Nick Lester, Giuseppe Mancini, Massimo Marciani, Peter Martens, Marco Mauro, Giuliano Mingardo, Antonio Musso, Angelo Patrizio, Francesc Robusté, Antoni Roig Alegre, Andrea Roli, Andrea Rosa, Riccardo Roscelli, Gerhard Trost-Heutmekers.

Visit the congress website for more details:

► www.epacongress.eu

3rd Iberian Seminar

Common path of Spain and Portugal

From 20th to 22nd of October the 3rd Iberian Seminar will take place in Albufeira, Algarve – is a result from a joint initiative of the Portuguese and Spanish parking associations in this area.

This is already the third initiative of this kind. It began in Oporto in 2006 and was followed by Saragoza in 2008, allowing the associates, the people responsible for urban management and other guests to share experience, which is important for both countries and mutually benefiting from the paths and evolutions that are exclusive of each region.

After the first seminar, its huge advantage became already obvious, as it allowed, together with a larger experiences sharing, to know the distinct basis and legal practices of parking management and the different ways of realization and implementation in the neighboured countries. In spite of their enormous differences, in parking sector development, Spain and Portugal have a common path and a similar legislative basis. And it is very interesting to observe and register the different ways of realizing the recognized need of parking management as a fundamental

element to promote the quality of urban mobility.

Natural approaching

Being aware of this reality, it was possible, through the natural approaching of the management of both associations, to get to the joint accomplishment of the first two Iberian Seminars, followed by their »Hermanamiento« (Brotherhood) in 2009 – and already as a natural result of this joint effort this third Albufeira Seminar. The choice of a touristic town corresponds to one of the worries of this Seminar: the crossing from the big lines of urban parking to the specifics that make each town a problem and a different challenge.

This richness of situations, that consequently demands innovating and creative solutions, is one of today's urban management realities. Albufeira has a very specific set of problems, common to all this kind of towns, which is a strong seasonal demand, concentrated in one third of the year. This particularly makes

the viability of the parking infrastructures associated to big investments difficult. All the same, the on-street management can and perhaps must have demands and exploration models totally different according to the time of the year.

Parking and urbanism

The proposed themes for the Seminar are centered in the always present relation between parking and urbanism and in the technological evolutions that are getting closer and of which we underline the electrical cars and the ways of payment. In all the referred aspects there is no fundamental disagreement in the priorities and ways of approaching of the parking problems of both countries, for which reason we are convinced that, once again, this Seminar will be a success from the technical point of view, to-

gether with a pleasant fraternization moment among all the agents of our business.

I cannot forget referring the enormous honor and importance that will be for us the presence of all those interested from all over, who wish to know the specific problematic of the parking business in the Iberian Peninsula and, simultaneously, to spend a few days in nice company in a high quality touristic complex in one of the most beautiful Portuguese areas. ■

► www.iparkseminar.com

*Antonio Cidade Moura
President ANEPE
(Associação Nacional de
Empresas de Parques de
Estacionamento – Portuguese
Parking Association)*

EPA Awards 2011 – Rules and Regulations

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 par-

king 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 submitted 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.

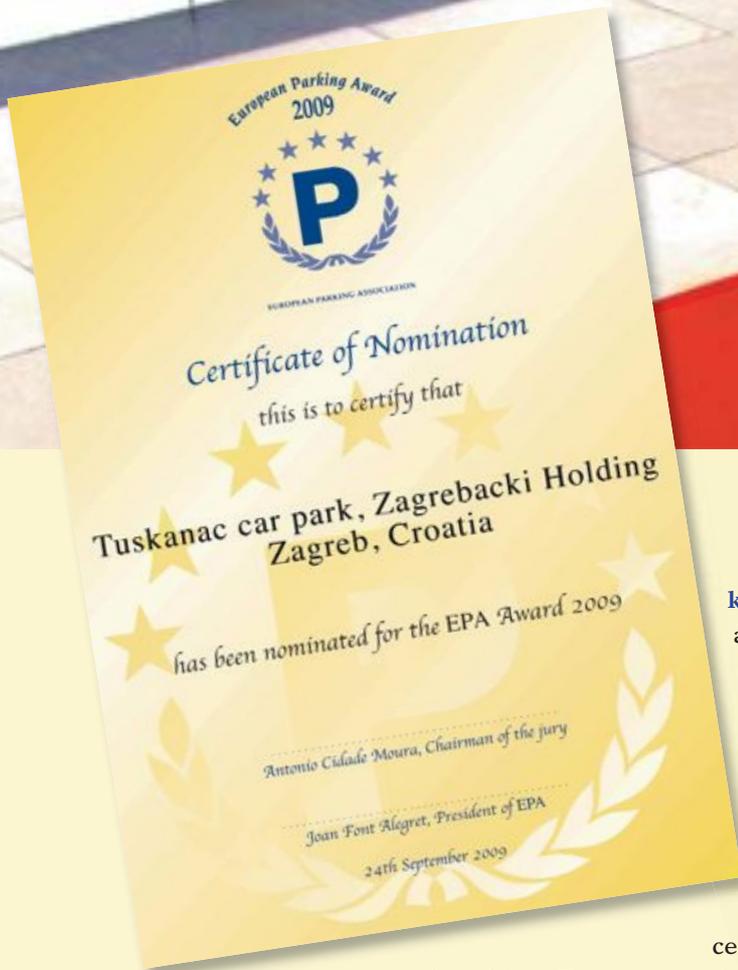
Category 2 –

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.

> p. 26





> p. 25

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 pro-

cess 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 technical 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 pa-

ges/slides, suited for both printing/copying, and 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.



The red carpet is laid out –
in Torino 2011

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 15/8/2011 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 different countries to assess the shortlisted 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 shortlisting, 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:

European Parking Association;
Richartzstraße 10;
D-50667 Köln
Tel +49 (0) 221 257 1018
Fax +49 (0) 221 257 1019
epa@europeanparking.eu

EPA members

Current contact details

AUSTRIA

Wirtschaftskammer Österreich, Fachverband d. Garagen-, Tankstellen u. Servicestationsunt.
Alexander Piekniczek
Wiedner Hauptstr. 63
A- 1045 Wien
Phone: +43 5 909003252
Fax: +43 5 90900282
alexander.piekniczek@wko.at
▶ www.wko.at/tankstellen

BELGIUM

Federation des Parkings de Belgique a.s.b.l.
J.M. Cordier
Rue de l'Evêque 1
B- 1000 Bruxelles
Phone: +32 2 5495860
Fax: +32 2 5140936
jmcordier@skynet.bl
▶ www.fedparkbel.be

CROATIA

Croatian Parking Association
Mate Kraljevic
Ilica 45
HR- 10000 Zagreb
Phone: +385 1 4816025
Fax: +385 1 4816035
mkraljevic@zagrebparking.hr
▶ www.cpa.hr

CYPRUS

Vert & Blanc Car Parks
George Haggigeorgiou
199 Chr. Haggipavlou Ave.
CY- 3302 Limassol/Cyprus
Phone: +357 25 34 19 91
Fax: +357 25 34 19 62
daisy@logos.cy.net
▶ www.vertetblanc.com.cy

FINLAND

Finnish Parking Association
Sebastian Koreneff
Simonkatu 2 A (Forum)
FIN- 100 Helsinki
Phone: +358 9 6947500
Fax: +358 9 6947875
seba@bk-group.com
▶ www.bk-group.com

FRANCE

Federation Nationale des Metiers du Stationnement
Marc Gendrot
18, avenue des Champs Elysees
F- 75008 Paris
Phone: +33 1 42255537
Fax: +33 1 49539713
p.rochefort@fnms.fr
▶ www.parkopolis.com

GERMANY

Bundesverband Parken e. V.
Gerhard Trost-Heutmekers
Richartzstraße 10
D- 50667 Köln
Phone: +49 221 2571016
Fax: +49 221 2571019
office@parken.de
▶ www.parken.de

GREAT BRITAIN

British Parking Association
Jane Hack
Stuart House,
41-43 Perrymount Road
GB- Haywards Heath RH16
3BN West Sussex
Phone: +44 1444 447 300
Fax: +44 1444 454105
info@britishparking.co.uk
▶ www.britishparking.co.uk

HUNGARY

HUNGAROPARK
József Tóth
P.O.B. 1766
H-1465 Budapest
Phone: +36 1 302 2392
Fax: +36 1 266 2269
tothj@hungaropark.hu
▶ www.hungaropark.hu

IRELAND

The Irish Parking Association
Keith Gavin
Unit 3, Borrowside Business
Park Sleaty Road
Carlow
Phone: +353 59 9136886
Fax: +353 59 9135185
info@parkingireland.ie
▶ www.parkingireland.ie

ITALY

AIPARK
Laurence A. Bannerman
Corso Giuseppe Garibaldi, 7
I- 00039 Zagarolo (RM)
Phone: +39 06 9576245
Fax: +39 06 9524198
aiparkroma@tin.it
▶ www.aipark.org

LUXEMBOURG

VINCI PARK
Gerard Jeitz
83 rue de Strasbourg
L- 2651 Luxembourg
Phone: +352 481336
Fax: +352 481336400
info@vincipark.lu
▶ www.vincipark.lu

THE NETHERLANDS

VEXPAN
Annemarie Philipsen
Gooimeer 4-15
1411 DC Naarden
Phone: +31 35 6943245
Fax: +31 35 6947427
info@vexpan.nl
▶ www.vexpan.nl

NORWAY

NORPARK
Egil Ostvik
Nedre Slottsgate 8
N- 157 Oslo
Phone: +47 22421307
Fax: +47 22335238
post@norpark.no
▶ www.norpark.no

PORTUGAL

ANEPE
Antonio Cidade Moura
Rua S. José no 35 D
P- 1150-321 Lisboa
Phone: +351 21 3244112
Fax: +351 21 3430626
geral@anepe.pt
▶ www.anepe.pt

SLOVAK REPUBLIK

Slovak Parking Association
Milan Taska
Kosická 2
SK- 01001 Zilina
Phone: +421 910 276 414
taska@parkovaniezilina.sk
▶ www.spa-parking.sk

SPAIN

ASESGA
Amparo Revuelta
Plaza de Santo Domingo 1, 1A
ES- 28013 Madrid
Phone: +34 91 5480416
Fax: +34 91 5480219
asesga@asesga.org
▶ www.asesga.org

SWEDEN

SVEPARK
Sten Åke Håkansson
Östergatan 39
S- 21122 Malmö
Phone: +46 40 605 69 10
Fax: +46 40 605 69 04
kansli@svepark.se
▶ www.svepark.se

SWITZERLAND

ParkingSwiss, c/o AGVS
Sonia Riveiro
Mittelstrasse 32
CH- 3012 Bern
Phone: +41 31 307 15 46
Fax: +41 31 307 15 16
info@parkingswiss.ch
▶ www.parkingswiss.ch

Conference and meeting of the members of the Bundesverband Parken e.V.

The parking industry meets at Schalke

Almost 200 participants from all over Germany, including numerous members of the Bundesverband Parken e.V., attended the association conference at the FC Schalke 04 stadium. Five speakers held talks on topics centring around parking space management. Besides traffic and environmental issues, the successful marketing of parking services in general was also on the agenda as well as legal and tax aspects associated with company management in the parking industry.

A representative of the host city of Gelsenkirchen together with Werner Schardt, chairman of the Bundesverband Parken e.V., welcomed the conference attendees in the »Glückauf Club Flöz Fritz« highlighted by the impressive backdrop of the Veltins arena in Schalke.



Werner Schardt



Claus Schnell

Claus Schnell, head of the association's traffic policies committee, »kicked off« the event by holding the first talk. »The city's lifeline is its accessibility« Schnell said. The retail business, gastronomy, residents and commerce depend on it. Environment zones which have been created in all large German cities restrict private transport. In Schnell's opinion, good traffic control and professional ma-

nagement of parking spaces are better than the rigorous reduction of traffic volumes by introducing city tolls and environment zones.

It was exactly this theme that Klaus-Peter Sehnert, deputy vice president of the German Automobile Club ADAC, took up. He closed ranks with BV Parken right from the beginning of his presentation. »We are on the same wavelength – the ADAC's answer to environment zones is a clear »no.«« The influential automobile association doubts the figures put forward by many cities on the supposed improvement of air quality. Sehnert spoke in this

connection of »creative authorities«. A critical examination conducted in the form of measurements taken by the ADAC was unable to sustain the alleged success of environment zones. On the contrary, the ADAC demands measures to effectively reduce particle emissions caused by existing traffic volumes. Traffic lights synchronised on »green«, for instance, reduce undesired fine particulate matter emitted by cars by half. Sehnert also recommended that the partly decades old municipal service vehicle fleets be renewed by introducing dustcarts or buses with hybrid-drive electric drive systems instead of continuing



Full house: nearly 200 attendees at the Bundesverband Parken conference

to use outdated diesel vehicles with no filters and high fuel consumption.

Sehnert was also critical of city tolls. Parking space management that functions well coupled with user-friendly car parks is a considerably more effective way of regulating inner city traffic. Additionally, urban public transport in the form of busses and railways combined with Park & Ride stations must be expanded in many places. The deputy ADAC vice president cited Oslo, Stockholm and London as examples where tolls are levied or have been levied for the use of public traffic infrastructure for quite a long time. In all three cases the introduction of a toll has had no positive effect on the environment, with optimisation of traffic flows only having been achieved to a certain extent.



Dr. Karl-Ludwig Ballreich

Parking makes inner cities attractive

Dr. Karl-Ludwig Ballreich, head of the Bundesverband Parken e.V. marketing committee, announced the next talk, in

the course of which Prof. Dr. Rolf Monheim addressed the question of how the product »parking« can be better marketed. The scientist from the University of Bayreuth recommended that the subject of parking be ridden of ideology. The poor image



Prof. Dr. Rolf Monheim

that pay parking no doubt has derives, above all, from street parking. »Motorists simply don't take much notice of multi-storey car parks«, the professor explained. They compete with on-street parking.

»Multi-storey car parks should take priority in the case of stationary traffic in inner cities«, Monheim added. Research work which he carried out with his institute showed that users of multi-storey car parks reached their destinations much easier on foot and wasted considerably less time and resources in searching for a parking space than when parking their car in the street or somewhere else. In spite of these factual results, motorists persistently try to find a free parking space in the open. Motivation: supposed closeness to

Schalke and gets up-to-date

destination, and cost. Professor Monheim criticised the lack of information supplied to these potential customers. He blamed the parking industry for »inadequate market orientation«. Problems are also posed by the retail business's fixation with street parking as well as the »permanent lamentation by shop owners«. This must be countered by multi-storey car park operators conducting communication campaigns. »They promote benefits« he called to his listeners in Schalke. He suggested that operators create networks. Competitors too must co-operate to achieve enhanced marketing of the product »inner city« and its range of services.

The future of mobility still open

Those pretending to know how people will travel (be

transported) in 30 years time are fooling themselves. That was the conclusion drawn by Greenpeace expert Wolfgang Lohbeck. All the current hype about electric vehicles contains numerous unreal promises when viewed closer. No doubt of much surprise to many listeners, Lohbeck described the combustion engine as currently being more suitable than the pure electric drive. An emission of 60 grams CO₂/km is »state-of-the-art«, 80 grams is achievable when carmakers make every effort to build cars that consume as little fuel as possible.

Greenpeace, however, has examined the E-Smart in greater depth. In the final analysis, the electrically driven mini car produces only a few grams less CO₂ – after all, the production of electricity also emits carbon monoxide into the atmosphere. The use of nuclear power is tacitly

accepted and merely mentioned in passing, Lohbeck added, critically. Another issue are the lies made by the manufacturers about fuel consumption. The batteries also represent a problem in connection with E-mobility. They can't be produced in sufficient numbers for a mass market because lithium, the raw material, is scarce. Service life is also limited to just a few years and the problem of disposal is something one can't afford to overlook either. Even when assuming optimised battery energy density is achieved by the year 2020, electric cars don't represent any real progress from the CO₂ point of view«, Lohbeck explained in clearly renouncing electric mobility. In the end, the combustion engine offers greater potential if only one exhausts this potential to

the full, the Greenpeace representative concluded.

Current legal and taxation questions

In the course of a further talk, lawyer Ulrich Dieckert, Berlin examined in detail the data privacy problems that can arise through the use of video control systems (CCTV) in multi-storey car parks. CCTV represents a significant deterrent and enhances operator self-protection.



Ulrich Dieckert

In winding up, lawyer Jens Gewinnus from the Deutschen Industrie- und Handelskammertag (German Chamber of Commerce and Industry) spoke on the current status of company tax reform. ■



Jens Gewinnus

Impressive backdrop: »Auf Schalke« stadium



10 things to know about parking rules in Hungary

There is no free on-street parking

In the decision of November 17, 2009, the Hungarian Constitutional Court declared the legal provisions regulating the paid on-street parking as well as the whole Parking Decree of Budapest null and void, to be valid from July 1, 2010. The decision concerned two laws. One of these was the Highway Traffic Act empowering the operators of public roads (i.e. generally the municipalities) to demand a fee for parking in public areas. The other was the Municipalities Act, which empowered the Municipality of Budapest Capital (rather than the respective districts) to pass decrees on this subject within the special double municipality system of Budapest.

As both laws provided for this empowerment in a short sentence each, the 19-page long reasoning of the Court explained in detail that the situation was unconstitutional due to the incomplete regulation of the regulatory powers of the municipalities.

Due to the decision, it was to be expected (and it would have been welcomed by several



By Joseph Tóth,
President of the Hungarian Parking Association - Hungaropark and Member of the EPA Policy and Strategy Committee

NGOs) that if the necessary legislation could not be passed in time, there would be no paid on-street parking in Hungary whatsoever after July 1, 2010. Political and professional organisations agreed that the lack of parking regulation would lead to a chaotic situation and was to be avoided. The time limit of more than seven months determined by the Constitutional Court was theoretically more than enough for carefully elaborated legislation. Yet in April 2010, the general elections were held in Hungary. The new bill was introduced by the outgoing government relatively late (in March 2010), and it only contained an amendment to the Highway Traffic Act. To amend the Municipalities Act needs a two thirds majority, and as the go-

vernment only had minimal support in March, they did not even attempt to propose a comprehensive solution. Due to the procedural rules of the Parliament, there was no time for debate of the bill before the elections. Some NGOs and constant opponents of the parking system were about to celebrate.

The parties which have won the election have, however, a majority of over two thirds in the Hungarian Parliament, so they had the opportunity to amend both laws in a short period. In less than a week after the second turn of the elections on April 25, the preparation of the legislation started. In the drafting committee, which mostly comprised lawyers and politicians, the parking industry was represented by Joseph Tóth, President of the Hungaropark.

In spite of the short time limits, on May 17, 2010, two MPs have introduced the bills containing the necessary amendments. A fast-track procedure was used for the bills, so the new laws could be passed on June 1, 2010. Owing to the continuous cooperation, also the new Parking Decree of Budapest Capital, now based entirely



on the new legal provisions, has been passed on June 3.

Since the first paid on-street parking systems were launched in Hungary in 1996, there was no instance of such a well-organised and swift legislative procedure.

The new regulations contain several elements reflecting political considerations (e.g. private companies cannot be parking operators, no interest can be demanded for late payment), but professional demands were also properly addressed. Most of the proposals based on the experience of Hungaropark were accepted, which is a major for the parking industry.

The main features of the new system are summarised by the Hungaropark in the following ten points:

1. OPERATORS

The public service of on-street parking cannot be provided by private companies, only municipalities or operators owned exclusively by municipalities. Contracts already made with private companies remain in force, but cannot be prolonged and their geographical scope cannot be extended either.

2. LEGAL RELATIONSHIP

Parking is a private-law relationship between the parking

Summary

In a decision passed in Fall 2009, the Constitutional Court declared the laws regulating paid on-street parking in Hungary null and void. Due to the lack of a valid legal regulation, paid parking in Hungarian cities would have to be abolished from July 1, 2010. The general elections in April, 2010, have interrupted the otherwise slow process of legislation, so the opponents of parking systems were about to start cele-

brating the free (and chaotic) on-street parking. The newly elected Parliament, however, succeeded in passing the necessary laws in three weeks, which means that even after July 1, 2010, there is no free on-street parking in Hungary. The President of the Hungaropark participated in the drafting of the new regulation, so we can now receive first-hand information on the legal rules concerning paid on-street parking in Hungary.



Photo: Shutterstock

fees are determined by the local municipality within the limits of the legal maximum. In 2010, the maximum parking fee is HUF 544 (~EUR 1,9).

5. MINIMUM FEE

The minimum fee is the sum of the fee for 15 minutes of parking in the case of classical P&D system, for 30 minutes for vouchers, and for one hour of parking in the case of manual collection of fees. The minimum parking time to be paid for is now the same everywhere in the country. In the case of mobile payments, the rule does not apply for parking terminated within one minute (false start).

6. GRACE PERIOD

In the case of payments for less than one hour of parking, no fine has to be paid within 5 minutes after the ticket has expired. In the case of longer parking times, this period is 15 minutes. A grace period applies for valid parking tickets only: if no parking fee was paid, there is no grace period.

7. FINES

In the case of unpaid parking, the fee for one hour of parking and a fine (surcharge) has to be paid. If paid within 15 days after the parking notice was issued, the fine is the parking fee for the paid period of the respective day plus two hours; if paid after 15 days, the fine is 40 times the parking fee for one hour. Municipalities cannot determine the sum of the fines themselves. Moreover, the sum of the fine cannot be less than the parking fee for a whole day.

8. PERIOD OF LIMITATION

The period of limitation for the parking fee or fine is one year, while no interest for late payment can be demanded. The operator has to inform the keeper about the debt in a notice within 60 days. The law contains all the provisions which have to be observed by the providers (operators) when recovering fine claims. There is no essential change

as to the previous regulations, but the procedure is now regulated by a law.

9. USE OF INCOMES

Parking fees and fines are due to the owner municipality; the incomes from parking fees and fines as well as their use has to be recorded by the municipality. Practically, information on the total amount of parking fees and their use will be published through the homepages of the municipalities.

10. PROACTIVITY

The easiest way of avoiding unnecessary conflict and stress is still paying the parking fees properly, rather than hoping for the evasion of fines or the failure of recovery. Parking fees are not applied to make the life of citizens harder. On the contrary: as there is not enough place for the increased number of vehicles, available places have to be distributed. Who does not pay parking fees may be misusing YOUR parking slot. ■

operator and the motorist. No involvement of government authorities (e.g. Police) is necessary for the recovery of fees and penalties.

3. LIABILITY

The car owner of the vehicle is liable for the payment of fees and fines. It is of no importance who actually drove the car.

4. FEES

The parking fee cannot exceed two times the average price of one litre of unleaded 95 gas in the respective period. Actual

Zusammenfassung

In einer im Herbst 2009 verkündeten Entscheidung hatte das Verfassungsgericht von Ungarn die bisherige gesetzliche Regelung des gebührenpflichtigen Parkens auf öffentlichen Straßen für null und nichtig erklärt. In Abwesenheit einer geltenden Gesetzesregelung wären ab dem 1. Juli 2010 in ungarischen Städten somit keine Parkgebühren mehr zu entrichten gewesen. Dann wurde der auch anderweitig langsame Gesetzgebungsprozess durch die Parlamentswahlen im April 2010 aufgehalten, so dass die Gegner von Parkverordnungen schon das kostenlose (und chaotische) Parken auf der Straße feiern wollten. Dem neu gewählten Parlament ist es jedoch gelungen, die erforderlichen Gesetze in nur drei Wochen durchzubringen. Es wird also auch nach dem 1. Juli 2010 in Ungarn kein kostenfreies Parken auf öffentlichen Straßen geben. Da der Vorsitzende des Parkierbundes Hungaropark an der Ausgestaltung der neuen Regelung beteiligt war, können wir unsere Informationen über die Rechtsregeln für das gebührenpflichtige Parken auf Ungarns Straßen nun aus erster Hand beziehen.

Récapitulation

Dans un arrêt rendu à l'automne 2009, la Cour constitutionnelle a déclaré nulles et non avenues les lois régissant le stationnement payant sur chaussée en Hongrie. Faute de réglementation valide, le stationnement payant dans les villes hongroises devait être aboli à partir du 1er juillet 2010. Les élections législatives d'avril 2010 ont interrompu par ailleurs le lent mécanisme législatif de sorte que les opposants aux systèmes de stationnement s'apprêtaient à célébrer le stationnement sur chaussée gratuit (et chaotique). Néanmoins, le Parlement qui vient d'être élu à réussi à voter les lois nécessaires en l'espace de trois semaines, ce qui veut dire que même après le 1er juillet 2010, on ne pourra pas stationner gratuitement sur chaussée en Hongrie. Le président de l'Hungaropark a participé à l'élaboration de la nouvelle législation de sorte que nous pourrions bénéficier d'informations de première main sur la réglementation en matière de stationnement payant sur chaussée en Hongrie.

Recapitulación

En una resolución del pasado otoño 2009, la Corte constitucional declaró nulas e inválidas las leyes reguladoras de los aparcamientos callejeros de pago en Hungría. Debido a la falta de regulaciones legales válidas, el aparcamiento de pago debería haber sido abolido en las ciudades húngaras el 1 de julio de 2010. Las elecciones generales de abril de 2010 interrumpieron ese, de otro modo, lento proceso legislativo y los opositores de sistemas de aparcamiento estuvieron a punto de lograr el parking libre (y caótico) en la calle. Pero el nuevo parlamento elegido logró hacer pasar en tres semanas las leyes necesarias, por lo que tras el 1 de julio de 2010, sigue sin haber aparcamiento libre en las calles de Hungría. El Presidente de Hungaropark participó en la creación de la nueva regulación, de forma que ahora disponemos de información de primera mano sobre las reglas legales aplicables al aparcamiento de pago en las calles de Hungría.



Photo: Wikimedia Commons/Wizard

Parking Policy

Goals, Conditions, Procedures and Implementation

For more than 15 years, the European Parking Association (EPA) not only underlines parking problems, but also makes efforts to improve this situation. Experience of towns and results of its activities are not only presented at congresses, in PTI bulletin, but also in individual commissions and other bodies. The main tool to improve the most critical situation in our cities is the »Parking policy«.

Parking policy represents a set of measures with the goal to create optimal conditions for parking, which must respect needs of all preferred users of given space.

Such solution must completely comply with measures necessary for sustainable urban mobility. Parking policy implementation can provide:

1. Better traffic service
2. Reduction of the volume of undesirable traffic
3. Improvement of conditions for parking.

The objective assessment of the situation and of following procedures requires appropriate data on dynamic and static traffic as well as social-demographic and urban planning data.

The critical analysis of such data and of their impact on problem solution represents an integral condition for solving parking needs including necessary mobility in towns.

The parking policy must also indicate space limits and regulatory measures. Such information is necessary for other solutions oriented on mobility in town improvement, but also for needs for the territorial development, mainly what concerns its spatial arrangement and accessibility. It should be especially underlined that the measures oriented on goals of parking policy of a town cannot replace measures determined in the town development documentation.

Solving parking policy goals

1. The improvement of the traffic servicing is conditioned by:
 - a) Necessary number of short-term and long-term parking slots for vehicles for:
 - Servicing of important facilities
 - Supplying Residents
 - People with disabilities
 - Other people commuting using individual traffic,
 - b) Areas necessary for people commuting using a different mode of traffic
 - Public transport (stops, turn around)
 - On foot and using a bicycle (pathways, pedestrian crossings and so on)
 - c) Target oriented organization of traffic (static and dynamic).
2. Reduction of the volume of undesirable traffic

A suitable solution has a major impact on traffic service and mobility in towns. The

Summary

This article shortly presents the procedures how to create and implement the parking policy in our towns, initiated and prepared by the Slovak Parking Association in close cooperation with EPA, also considered as one of the starting points for the future EPA guideline in this field.

impact of the Parking policy on efficient solution is limited. The task of the parking policy is to indicate the consequences of the present modal split on possibilities and accessibility of space and its limits for satisfaction of general needs of society. Achievement of this goal in principle is possible only:

- a) By a reduction of traffic requirements
 - b) Suitable change of the modal split.
 3. Improvement of conditions for parking and garaging
- The conditions for short-term and long-term parking and garaging depend strongly on

possibilities to use the whole available space, on its complete regulation and on management of parking.

The options for improvement of short-term and long-term parking conditions and garaging are strongly influenced and sometimes even limited by objective needs of other users of the given space.



Photo: Wikimedia Commons/Janneit

These are represented by needs to maintain or improve the human factor of the given space and to provide its primary functions (housing, improvement, ecologic requirements, and so on).

The improvement of static traffic needs in **centers of towns and in multi-functional areas** to a decisive extent is conditioned by the complex coordination and regulation of the traffic system. A satisfactory improvement can be reached by regulatory and organizational measures.

On the other hand, in areas with **dominating housing function (dwellings)**, it is necessary to provide mainly sufficient areas and space for long-term parking and gara-

ging of vehicles of residents. Efficiency of regulatory measures in such areas is substantially lower than in town centers.

Implementation of the parking policy

For systematic procedure of implementation we need:

- To create structures for qualified management of the implementation process
- To use all suitable space for short-term and long-term parking of vehicles, on-street and off-street (a parking system covering the entire area)
- Efficient regulation and efficient control of parking in the entire area.

Municipal bodies are responsible for the creation of structures for management of the implementation process. This means to establish an independent professional team for a long-term coordination and management of all activities related to technical, administrative, organizational, regulatory, legislative and financial measures.

These are mainly represented by: An update of the project for organization and management of traffic in accordance with the conditions of parking policy

- Definitions of areas
- Definition of coordination of the on-street and off-street parking
- Elaboration of adequate documentation
- Selection of the main operator
- Decision on method of regulation and operation of parking services and facilities.

The independent professional team shall closely cooperate

with the urban policy and overall traffic policy teams.

According to goals determined in the parking policy and above-mentioned conditions for an efficient implementation of measures for regulation of traffic and parking, the local authority must decide on method and procedures for its provision. This is mainly about the selection of an entity authorized for implementation and operation of parking facilities and services, as well as about the method of its cooperation with the authority and checking of its activities.

Within the cooperation with the local authority it is also necessary to agree upon the method and performance of other important tasks necessary for functionality of a town:

- To analyze the efficiency of implemented measures
- To implement necessary modifications conditioned by the development of the traffic situation
- To initiate an update of measures and tasks in order to achieve goals of the parking policy.

Conclusion

Our towns built during many centuries cannot cope with present and future increase of automobile traffic without elaboration of a concept for coordinated town development guaranteeing sustainable mobility.

A reduction of negative impact of parking needs can be achieved by a gradual implementation of measures defined by parking policy. ■

by Rudolf Surový and Igor Dula

Traffic experts of the Slovak Parking Association

Zusammenfassung

Dieser Artikel umreißt kurz die Verfahren zur Formulierung und Implementierung der Parkplatzrichtlinien in unseren Städten. Initiiert und vorbereitet vom slowakischen Verband für Parken Slovenská parkovacia asociácia in enger Zusammenarbeit mit der EPA und als eine Ausgangsbasis der zukünftigen EPA-Richtlinie in diesem Bereich zu betrachten.

Récapitulation

Le présent article présente brièvement les procédures à appliquer pour créer et mettre en œuvre une politique de stationnement dans nos villes. Il a été initié et préparé par l'Association slovaque de stationnement en coopération étroite avec l'EPA et est également considéré comme l'un des points de départ des futures lignes directrices de l'EPA dans ce domaine.

Rescapitulación

En breve este artículo presentará los procedimientos para crear e implementar una política de aparcamiento en nuestras ciudades, iniciada y preparada por Slovak Parking Association en cooperación con EPA (Environmental Protection Agency), además será considerado como uno de los puntos de partida para la futura revista de EPA en este campo.

Traffic experts of the Slovak Parking Association



Rudolf Surový



Igor Dula

Photos: private

In cooperation between AUDI AG and Scheidt & Bachmann GmbH wireless communication between motor vehicles and the parking infrastructure has been implemented in the »travolution« project. Photos: AUDI AG



The parking wizard in the »travolution«

Unique Car-to-Infrastructure communication in multi-car parking facilities

High traffic volumes, growing need for parking space and, as a result, increasing search for parking options call for innovations in parking space management. Modern infotainment systems having navigation features can no longer be dispensed with in motor vehicles in present times. Wireless communication between motor vehicles and the parking infrastructure has been implemented for the very first time in the »travolution« project that is being implemented in cooperation between AUDI AG and Scheidt & Bachmann GmbH.

At the time of approaching the parking facility the car driver gets useful information via the MMI on-board monitor regarding the number of vacant parking slots available and the parking fees payable. If the car driver decides to enter the car parking facility, he / she simply confirms this via the car on-board computer. The entry into the car park takes place comfortably and quickly without a parking ticket.

The time-consuming payment procedure at the car parking facility is also dispensed with. The motor vehicle is used as the unique identification of the car driver and thus enables the payment, e.g. via a credit card or direct debit mandate. Payment is confirmed comfortably using the MMI control knob. The dispatch of the receipt via e-mail is initiated auto-

matically in the background. The customer can leave the car parking facility comfortably and quickly.

This means sustainable benefit of comfort for the car driver. The customer can neither lose / misplace parking tickets nor is he / she required to wait in queues at the pay stations. The need to have the right amount of change or to request for a receipt at the pay station in order to bill the travel costs is thus circumvented. And last, but not least, dispensing with the need for cash at the pay machines at nights enhances the feeling of security on the part of the customers.

The so-called Car-to-Infrastructure technology also provides value addition to the operator of the car parking facility in many ways. To begin with, the MMI car on-board monitor is used as a communication platform for the car parking facility and facilitates addressing customers in a targeted manner. The payment feature at the exit enables transparent and fair billing of the parking period correct to the nearest minute both for the car driver and the operator of the car parking facility. The payment feature also has a favourable impact on the traffic flow within the car park: Queues at the exit, caused by car drivers who have forgotten to pay for the parking ticket at the pay stations, are prevented. Moreover,

SATEL

Radio modems deliver parking information

Car drivers in cities and towns, and among them foreign visitors in particular, appreciate information on available car parks and vacant parking places. In this application, radio modems are used to deliver parking information from the parking area or garage gates to displays placed at strategic locations along the main city entrance routes, as well as at the parking area entrances.

Advance information on available parking areas and vacant parking places helps the drivers to find the parking space quickly, thus improving the quality of the public service, enhancing the flow of city traffic and reducing downtown traffic congestion.

In Bolzano, a medium-sized town in Italian Tyrol, the parking place displays in 15 parking areas have been equipped with SatelLine radio modems. Another SatelLine, polls the parking area



In Turku, Finland, nine garages in the city area use SATELLINE radio modems to transfer information on vacant parking places.
Photo: SATEL

displays, and transfers the information on vacant parking places to 15 traffic service displays mounted at selected locations along the downtown access routes. A similar arrangement helps drivers in the city of Turku, Finland. Nine garages in the city area use SatelLine radio modems to transfer information on vacant parking places. One of the radio modems is the Master station that polls the others continuously. At the entrance and exit gates of the garages, electronic devices count the incoming and outgoing vehicles. The number of vacant parking places is transmitted through the SatelLine to the Master station that links the parking space information further to 7 parking area displays. The display screens, showing the name of the garage and number of vacant parking places, are located in close vicinity of the garages. ■

► www.satel.com

olution« project



The entry into the car park takes place comfortably and quickly without a parking ticket.

the operational costs of the car parking facility can be reduced in a sustained manner in many ways, by working without parking tickets, decreasing the number of pay stations in the car park, and by cutting down on the service effort resulting from fewer cash receipts. Pay stations tie up capital resources both at the time that they are procured and during operation, and are the primary targets of vandalism and break-ins.

Apart from the enhanced levels of comfort for customers and the favourable impact with respect to increase in sales revenue and cost reduction, the improved CO₂ balance is the

decisive advantage of the Car-to-Infrastructure technology. The efficient organisation of the traffic flow for cars looking for parking spaces both outside and within the car parking facilities and the quick turnaround times for entry, payment and exit leads to sustained reduction in the emission levels and makes a meaningful contribution to environmental conservation and the future of the motor vehicle.

»travolution« project

The aim of the »travolution« project, which is being promoted and pursued by Audi in Ingolstadt, is to enable motor cars to communicate with traffic signals, car parking facilities and petrol stations. This networking feature streamlines road traffic and, thus, reduces CO₂ emissions. The system permits entry into a parking facility without the use of any media and prevents incorrect fuel being filled up in the car tank. In addition, this system offers the feature of on-line payments when refilling fuel and while parking. The charges are automatically debited to the credit card or customer card after entering the confirmation in the multi-media interface, MMI. ■

► www.scheidt-bachmann.de

Looking for Solutions?

The question says it all. Today's Parking World no longer simply requires a set of machines for entrances, exits and a paystation accompanied by a PC with a reporting facility. In the past years this has evolved into a search for partnerships with agile and flexible Parking Manufacturers, able to deliver tailor-made solutions.

In view of that market tendency, Amano decided to completely throw their proven – yet »machine oriented« – concept overboard. Amano's Xparc concept is the result of this change of heart.

Xparc

The search for such a new concept was driven by the idea that an AMANO Parking Solution should be capable to connect with »the customer's needs« in a seamless way.

Embracing the worldwide standard TCP/IP was a first means to an end. Where the typical serial communication methods provide more than sufficient stability, the use of networked devices provides a flexibility that is unsurpassed.

Indeed, the use of standard network devices facilitates the connectivity of the standard Amano parking devices. But more important, the integration with Xparc of any other network enabled device that adds to the manageability of a carpark becomes a feasible task.

Xtra!

The sky is the limit if your concept is based on a very open system architecture. In the few years that Xparc has been on the market, numerous examples have proven Amano right. License Plate Recognition, monitoring with CCTV camera's, Voice Over IP based intercom solutions ... they are typical examples of Carpark Management facilities offered by Xparc solutions. The ease of integration with third party applications was proven by offering solutions for hospitals, supermarket groups or universities. The integration with the customer's existing software environment offers increased flexibility and moreover: a time saver!

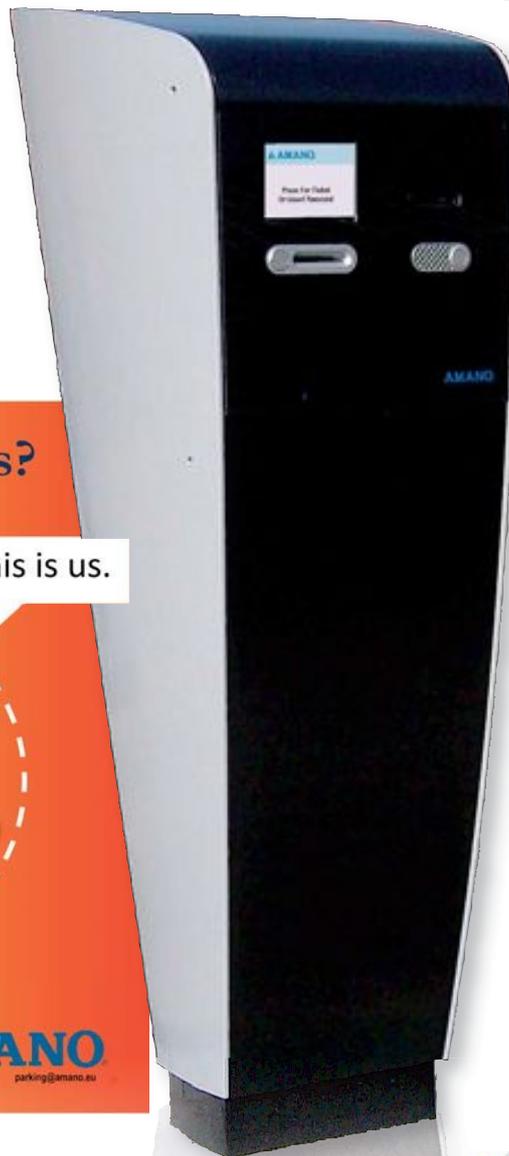
Finally!

The typical carpark owner will obviously welcome the perfect technical solution with both hands. On the other hand, there is a growing tendency towards design requirements. One often says »beauty

is in the eye of the beholder«.

That is true but Amano's decision to create a complete new and in the Parking World unprecedented design, ensures that virtually everyone likes Xparc. ■■

► www.parking@amano.eu





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Global Parking Rates Survey

Parking Remains Expensive in the World's Global Cities

Whether to park for a day or to have access to parking anytime during the month, the world's top global cities remain amongst the most expensive places to park a car. No one region dominated in this year's survey with a good mix of North American, European, Asia Pacific and the Middle Eastern cities all represented in the top ten. The only region not represented was Latin America, however, demand drivers in that region continue to improve, suggesting parking rates will almost certainly be climbing over the next few years.

Leading the list of the most expensive cities to park a car for a month is London; The City and West End submarkets ranked number one and number two in the world. Monthly parking rates in The City topped the global list at \$933.00 USD per month (643.00 GBP) followed by the West End at \$874.00 USD (602.00 GBP). Highlighting the bounce back in a number of financial centers, parking rates in The City increased 2.1% over the past 12 months while West End rates increased 2.0% (in local currency terms) from 2009 levels. In the third spot was Hong Kong at \$745.00 USD per month (\$5,800.00 HKD).

Interestingly, two Australian cities again made the top ten list; Sydney at number seven and Perth at number eight (Brisbane was not far off the top ten coming in at 15). The highest daily parking costs were dominated by European cities with Oslo in the global number two spot at \$54.52 (352.00 NOK) followed by London's City submarket, London West End, Amsterdam, Vienna, Athens and Copenhagen all making the top ten list. For this year's survey, Abu Dhabi, UAE was the recipient of the number one position as the world's most expensive place to park for the day at \$55.00 USD. The cheapest city to park is again Chennai, India at \$0.96 for the day.

Colliers' third annual global parking rate survey now tracks 147 central business districts from all corners of the

globe. The intent of this survey is to provide corporate real estate executives with the relative cost of parking, both on a daily and monthly basis.

Methodology and Definitions

Readers will be able determine the relative cost to park a car both within countries and across borders. With data for 2008, 2009 and 2010, year-over-year pricing trends are now available and something that will be a feature of future reports. The survey methodology varies by country but in almost all cases Colliers' researchers have surveyed the majority of parking garages with their respective central business district (CBD). Survey only includes covered or underground parking garages located in prime CBDs. Parking rate data was collected during the month of June

2010 and includes all relevant taxes. Sources include third parties, owners/operators and Colliers International.

Daily Parking – The customer is permitted to park for a full day and is not impacted by »early bird« restrictions.
Unreserved Parking – The customer is guaranteed a space upon entry.

By Ross J. Moore, Chief Economist
 Colliers International/USA

► www.colliers.com



Top 50 monthly parking rates

Unreserved median rates in USD

London – City	932.99
London – West End	873.50
Hong Kong	744.72
Tokyo	654.00
Rome	615.00
Zurich	605.64
Sydney	591.28
Perth	563.37
Brussels	549.94
New York – Midtown	538.00
New York – Downtown	529.00
Copenhagen	516.88
Vienna	496.22
Amsterdam	482.28
Brisbane	469.47
Manchester	462.87
Calgary	432.93
Geneva	431.34
Birmingham	428.05
Oslo	425.98
Boston	425.00
Bristol	419.34
Antwerp	393.70
Milan	393.70
San Francisco	375.00
St. Petersburg	356.40
Stockholm	332.80
Munich	322.09
Toronto	321.09
Chicago	320.00
Hamburg	307.58
Philadelphia	300.00
Melbourne	296.07
Leeds	294.55
Seattle	285.00
Paris	282.97
Taipei	279.00
Shanghai	278.73
Madrid	276.82
Auckland	272.44
Montreal	267.96
Moscow	267.30
Wellington	265.63
Edmonton	262.60
Frankfurt	259.59
Vancouver	254.78
Athens	246.06
Washington	245.00
Glasgow	243.77
Dubai	240.00

Parking rates in Europe

unreserved in USD – exchange rates June 1, 2010

	daily	monthly
Tirana Albania	5.46	182.00
Vienna Austria	48.10	496.22
Minsk Belarus	6.00	120.00
Brussels Belgium	18.33	549.94
Antwerp Belgium	19.68	393.70
Sofia Bulgaria	10.06	116.99
Zagreb Croatia	10.83	123.03
Prague, Czech Republic	16.91	222.18
Copenhagen, Denmark	41.68	516.88
Tallinn, Estonia	18.89	196.75
Helsinki, Finland	29.53	36.91
Paris, France	34.45	282.97
Berlin, Germany	22.15	153.79
Düsseldorf, Germany	30.76	224.53
Frankfurt, Germany	29.53	259.59
Hamburg, Germany	29.53	307.58
Munich, Germany	24.61	322.09
Stuttgart, Germany	24.61	209.15
Athens, Greece	46.14	246.06
Budapest, Hungary	16.80	225.00
Dublin, Ireland	10.11	28.54
Milan, Italy	19.68	393.70
Rome, Italy	23.38	615.00
Riga, Latvia	10.46	174.70
Vilnius, Lithuania	8.55	178.20
Podgorica, Montenegro	11.81	141.73
Amsterdam, Netherlands	49.21	482.28
Eindhoven, Netherlands	17.22	169.78
Rotterdam, Netherlands	25.84	187.01
The Hague, Netherlands	38.14	232.53
Utrecht, Netherlands	22.15	182.08
Belfast, Northern Ireland 1	4.51	94.32
Oslo, Norway	54.52	425.98
Warsaw, Poland	10.57	111.78
Lisbon, Portugal	17.22	184.55
Bucharest, Romania	–	123.03
St. Petersburg, Russia	25.92	356.40
Moscow, Russia	24.62	267.30
Belgrade, Serbia	8.46	237.60
Bratislava, Slovakia	8.86	177.16
Madrid, Spain	30.76	276.82
Stockholm, Sweden	40.96	332.80
Geneva, Switzerland	26.26	431.34
Zurich, Switzerland	34.61	605.64
Istanbul, Turkey	5.73	–
Kyiv, Ukraine	10.00	80.00
Birmingham, UK	23.22	428.05
Bristol, UK	23.22	419.34
Edinburgh, UK	27.57	233.61
Glasgow, UK	18.86	243.77
Leeds, UK	21.77	294.55
London – West End UK	50.79	873.50
London – City UK	52.24	932.99
Manchester UK	26.84	462.87

Top 50 daily parking rates

Unreserved median rates in USD

Abu Dhabi	55.00
Oslo	54.52
Tokyo	54.50
London – City	52.24
Sydney	51.18
London – West End	50.79
Amsterdam	49.21
Vienna	48.10
Athens	46.14
Copenhagen	41.68
Stockholm	40.96
New York – Midtown	40.00
Dubai	40.00
The Hague	38.14
Zurich	34.61
Paris	34.45
Honolulu	32.75
Boston	32.00
Chicago	31.00
New York – Downtown	31.00
Düsseldorf	30.76
Madrid	30.76
Los Angeles	29.63
Brisbane	29.61
Melbourne	29.61
Helsinki	29.53
Frankfurt	29.53
Hamburg	29.53
Hong Kong	28.25
Edinburgh	27.57
Manchester	26.84
Geneva	26.26
Philadelphia	26.00
San Diego	26.00
St. Petersburg	25.92
Tel Aviv	25.89
Rotterdam	25.84
San Francisco	25.00
Seattle	25.00
Perth	24.87
Moscow	24.62
Munich	24.61
Stuttgart	24.61
Rome	23.38
Birmingham	23.22
Bristol	23.22
Toronto	22.36
Berlin	22.15
Utrecht	22.15
Leeds	21.77

Engineers search for parking perfection

When we someday dig into the archaeology of the late 20th Century, there is no question we will marvel at society's contorted efforts to integrate the automobile into everyday life. Cars, whether we like it or not, are not going away until we cannot afford to run them anymore. It's a variant of another expression but probably more true to say that for many people they'll give you their steering wheel only when you take it from their cold, dead hands!

The other day someone sent me a funny and fascinating video clip about an underground automated car parking system built in Budapest by the Wöhr company of Germany. A great topic for CityCaucus.com, I thought, so I began researching the topic somewhat. Little did I realize that the search for urban parking perfection has been a long quest of engineers. There seems to be countless systems that propose to be the best for parking your car for you, with the lowest footprint on the urban landscape.

Wöhr's pitch is very Eurocentric. Let's keep the public squares open for people and hide the autos underneath. It looks like a great idea, but of course you have no idea of the return on investment without a lot of study. Burying these systems ain't cheap. I began to find more systems touted on YouTube, and all of them rely heavily on computer animation. That suggests to me that the automated parking systems are still for many cities stuck on the drawing board.

For example, there's Revo-park, with its computer animation that reminds me of the sets from a first-person shooter game like Quake. Then there is US-based Boomerang Systems who seem to diss all those mamby-pamby Asian and Euro-

pean alternative technologies with good old American ingenuity. Then there is this system from Israel, and the very important presentation by a gorgeous TV host. I don't understand Hebrew, but it's fascinating to watch nonetheless.

Then there is Assa's Chess Parking System, labeled as »the best parking system EVER«! They certainly have the best name of a manufacturer. Then there is the absolutely horrifying Parkomat (clip seen above) which promotes its modular parking towers to scale up and down based upon need. The buildings themselves look like bad airplane hangers, but situated in your downtown core.

To me the best vision for a car-friendly world has always been Disney's Magic Highway from 1958. This clip touts how »spacious, well-planned communities will be closely integrated with the highway system.« It's a classic bit of wishful thinking by 1950s urban planners and the US automotive industry, who seemed to be working hammer and tong back in those days. Of course, those were the days when father went to work, and mother and child went shopping.

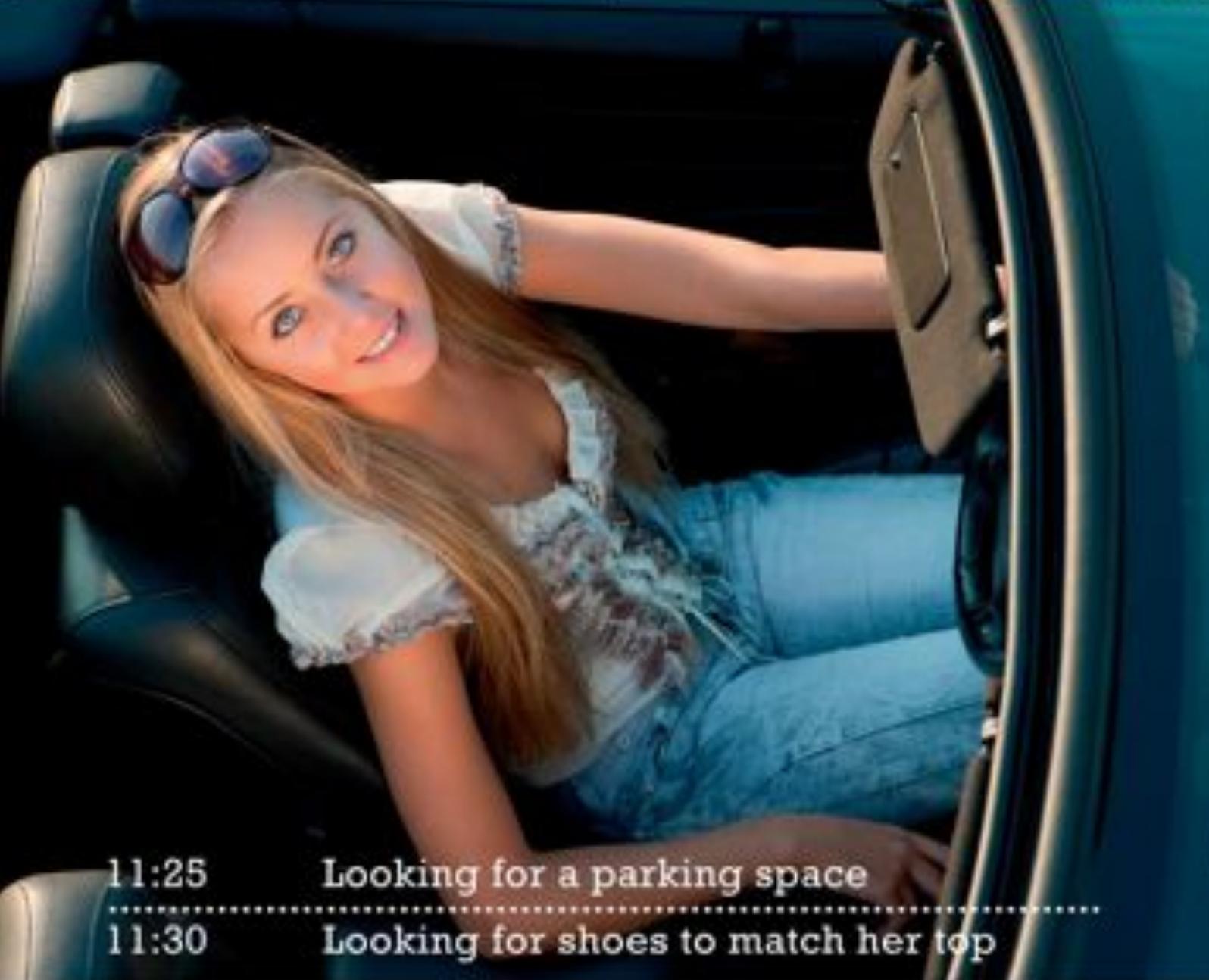
I guess it's fair to say that parking is an impor-

tant business, albeit not a very efficient one. It's interesting to me that for all the energy some companies have put into these computer-controlled stacking systems, so few real world installations of them seem to exist. I guess we'll continue to park the old fashioned way for some time to come, that is unless you can get me to let go of the steering wheel. ■

by Mike Klassen in CityCaucus Feature



► www.citycaucus.com/2010/07/engineers-search-for-parking-perfection



11:25

Looking for a parking space

11:30

Looking for shoes to match her top

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British threesome

ANPR International, Metric Parking and Mouchel announce partnership

A trio of leading companies in the UK parking industry have announced a unique partnership to provide the market with the first end-to-end solution delivering Off-street Revenue Generation, Enforcement and Notice Processing as a complete specialist package. The package has been brought about by ANPR International, Metric Parking and Mouchel with all partners bringing to the new collaboration the best that they have to offer within their respective areas of expertise.



anpr
INTERNATIONAL

The core to this partnership was the advent of the Automatic Number Plate Recognition (ANPR) enforcement technology that was developed by ANPR International and interfaced directly with Metric's range of Pay & Display equipment and then linked through to Mouchel Traffic Supports ICPS notice processing software to enable a highly efficient and very effective means of ensuring revenue protection and parking compliance within car parks.

One stop solution

In a joint announcement, all three partners say the deployment of this technology combined with the other enhanced services offered by the Group, will have beneficial effects for the whole of the industry, local authorities and private operators alike. The system now means that the Partnership can offer to the industry a one stop solution to off-street parking management, with the latest innovation in Pay & Display equipment linked to a 24/7 ANPR compliance system, all handled from a single back office function enabling very streamlined and effective notice processing and electronic paperless permit management. Metric's UK Sales & Marketing Manager Richard Boulton

METRIC

commented: »We are very happy to be partners with ANPR International and Mouchel in supplying this unique package which covers everything front-to-back from very efficient revenue generation through the pay and display machines to digital ANPR technology for reading number plates day and night, and finally improved customer compliance with seamless integration.«

Martyn Attwood, ANPR International Technical Director, was equally enthusiastic. »When we developed our ANPR solution 'eyeTRAFFIC', we always had a clear objective that this would have a dramatic impact on the Parking Industry with particular focus on the Pay & Display sector. It was for this reason we sought to develop the partnership as we did, teaming up with Mouchel and Metric who are the industry leaders in their respective fields.«

»This three prong partnership is the only one in the market with the capability of delivering a 24/7 technology package right now, and each partner will be demonstrating and selling this end-to-end solution.« Attwood further added »ANPR International has solely used Metric parking machines and Mouchel's ICPS system for the last four years, due in main to the quality, reputation and support from both Companies. The level of service and innovation that both Companies offer through their respective products and services made them the obvious choice for the partnership«.

Strong synergy in the consortium

Scott Gow, Mouchel Business Development Director, added »We are a Company that local authorities recognise and trust and between the three partners we have very strong synergy



Effective enforcement technology:
ANPR – Automatic Number Plate Recognition

active in the community. To allow this you have to embrace technology not fear it. This partnership offers Local Authorities and the Private Sector to adopt a powerful yet fair and consistent system to the end customer.

Managing an age old problem

»In terms of the partnership, this total seamless solution will not be found anywhere else. It is very much a 'first' and we believe all three leading brands demonstrate confidence to the market. ANPR based parking systems continue to grow in the market and for Mouchel and Metric to be able to expand their product and services base into the delivery of this system makes us keen to move the partnership forward.« He added

that the package would not only provide more accountable enforcement, but allow for a safer, more positive and diverse role for Civil Enforcement Officers, yet provide Parking Service Managers with a cost effective solution to managing an age old problem.

As part of the Technology on offer the Partnership are able to supply not only the latest in P&D equipment, ANPR cameras and Notice Processing software, but a range of complimentary services including pay by phone, electronic permit management and even notice processing, issuing and collection. The Partners finished by commenting that this was only the start, and indicated that much more was to come from the Partnership in the coming weeks and months ahead. ■

- ▶ www.mouchel.com
- ▶ www.anpr-international.com
- ▶ www.metricgroup.co.uk

and are able to demonstrate a presence across a very broad sector within the Parking Industry and have knowledge of every council in the country. One or the other of the parties within this consortium has a good relationship with local authorities and strong products and services that we will now collectively offer«. We all recognise that the market is changing to allow the role of the CEO to become more pro-

BemroseBooth sold to Paragon Group

Shelter under the Paragon umbrella

■ BemroseBooth announced that their business has been sold as a going concern to the Paragon Group. This acquisition is to strengthen the product offering to both the parking and transit markets, while ensuring continuity of supply and product enhancement to all clients.

Paragon Group is responsible for over 1,200 employees and has UK and Pan-European manufacturing facilities. Its extensive portfolio of products and services will complement the manufacturing capability of the Hull and Teesside sites, allowing BemroseBooth Paragon Ltd to become a global manufacturer to the parking and transportation markets. The company's initial focus is to

stabilise production and supply. The synergy between the UK sites and Paragon's Argent facility allows for greater market infiltration and technological advancements, allowing both businesses to drive ticketing technologies and innovations forward in an ever-changing environment.

The RFID capability at Argent provides increased opportunities and access to a range of market leading products. BemroseBooth's team in the UK will have increased focus on the development of tickets and labels for transit, parking, and secure logistics, leading change and driving enhancements. ■



SFpark project introduces new coin and card parking meters

In 2011 the San Francisco Municipal Transportation Agency (SFMTA) will launch SFpark, a new approach to parking management that will make parking in San Francisco more convenient.

The San Francisco Municipal Transportation Agency (SFMTA) SFpark project launched in July 2010 the first phase of new parking meter installation for the SFpark pilot project. Approximately 190 new smart meters will replace existing meters along Hayes Street and four other blocks in Hayes Valley and the Civic Center. Each new meter will accept credit/debit cards, coins, and eventually SFMTA parking cards.

Over the next three months, as part of the SFpark pilot project, the SFMTA will install nearly 5,100 new coin and card meters to replace existing meters in SFpark pilot areas, including Hayes Valley, Civic Center, the Financial District, SOMA, the Mission, Fisherman's Wharf, the Marina, and the Fillmore District.

»Cities are making great contributions towards reducing greenhouse gas emissions and congestion,« said Mayor Gavin Newsom. »San Francisco is the first city in the world to implement a parking-based approach to congestion management. By making it easier to park, we also improve our economic competitiveness.«

»Installing better parking meters is just the first step towards making parking easier to find and easier to pay for,« said SFMTA Executive Director/CEO Nathaniel P. Ford Sr. »Circling for parking accounts for approximately 30 percent of city congestion. By reducing double-parking and circling, SFpark will reduce congestion and air pollution, and promises to support our efforts to make Muni more reliable.«

SFpark combines new parking management technology and approaches to make parking in the City more convenient. In addition to coin and card meters, SFpark strategies will include

real-time parking availability information, longer time limits, and demand-responsive pricing. By managing parking so that it is easier to find, drivers will circle and double-park less. This will help to keep streets clear for buses and emergency vehicles, make roads safer for cyclists and pedestrians, and reduce greenhouse gas emissions.

Starting early next year, parking officials will start adjusting the meter rates and time limits to gauge how that influences behavior. More than 8,000 wireless sensors will be embedded in the asphalt to monitor empty spaces and the amount of time each vehicle stays parked in one spot.

Rates will be adjusted based on demand

Currently, the city charges \$2 to \$3.50 an hour to park at a meter, depending on the neighborhood. Under SFpark, the base price could range from 50 cents to \$6. Rates could reach as high as \$18 an hour for special events.

The prices will vary by time, location and day. To minimize confusion, the price will not fluctuate more than 50 cents an hour and won't be changed more than once a month. The Municipal Transportation Agency will analyze the usage and set the prices.

SFpark also will incorporate 15 city-owned parking garages, with some 12,500 spaces, tying the prices to parking availability on the street.

The public will be able to track real-time parking availability online and with smartphone applications starting next year. Electronic signs will also direct drivers to open spots.

If the project proves successful, San Francisco could be trumpeted as a model. »I don't think it will be a national precedent, but a worldwide precedent,« said Donald Shoup an economist and professor of urban planning at UCLA and a guru of the parking-reform movement. ■

► www.sfpark.org



Single-Space Meters – covering nearly 4,700 spaces across all eight pilot areas.

Photo: SFpark

Walking under the stars

The roof of the City parking garage was the »place to be« in the summer of 2010 in Linz



Every day at the Blue Hour, starting at 7:00 pm, the changing Triennale program took place on the roof of the City parking garage. In comfortable hammocks, with the refreshing Triennale drink, people could enjoy in the Triennale-Lounge on parking level 13, designed by Michael Kienzer, the evening sun and chill out in a relaxing atmosphere there. Wooden steps open up new perspectives of the city, presenting Linz in its mixture of culture, industry and nature.

The top level of the City Parking Garage was the location for sitespecific works on the theme of car/cinema by Triennale artists. The works change in a 10-day rhythm.

The Moviemiento Summer Cinema was shown in 2010 on the roof of the parking garage (Level 14) under the stars, thus

offering not only the film program, but also unusual and atmospheric views across Linz and the outlying Mühlviertel. Before every screening a Triennale film program curated by Christine Dollhofer (Crossing Europe) was shown.

Triennale Linz 1.0 – is an exhibition format newly established in Austria. Together the State Gallery Linz, the LENTOS Art Museum Linz & OK »Offenes Kulturhaus« Upper Austria show a representative cross-section of the current Austrian art scene, positioning Linz as a new center of Austrian contemporary art.

▶ www.triennalelinz.at

▶ www.moviemiento.at



Parking enforcement in France?

Seen on 13th August 2010 in Colmar: after stopping on the roadside for a short break, the driver, on returning, of the city tourist train found a parking ticket issued by the police municipal behind the windscreen wipers.



Aberdeen driver faces £18,000 bill for parking Council goes to court over woman's pile of unpaid tickets

The local authority is taking legal action against Claire Williams – a 27-year-old assistant at a city law firm – after she ignored dozens of parking tickets. She had a pile of the £60 penalty notices inside her black Volkswagen Beetle as it was parked in North Silver Street, and admitted there were many more in her office.

The council will launch an action against her at Aberdeen Sheriff Court, just two days after agreeing a raft of strict new measures to crack down on rogue parkers. The council has the power to impound and destroy persistent offenders' cars – but a spokesman declined last night to say if that would be considered in this case.

Council leader John Stewart said: »I think once someone reaches a particular level of disregard for the rules, I don't think it is disproportionate to have these sanctions. I certainly think (taking Ms Williams to court) is the right action to take. We should be pursuing people to the maximum, particularly when they have substantial sums like that.«

Ms Williams works as an assistant at Lindsay and Kirk solicitors and estate agents in Huntly Street and lives at Pitmedden. She said yesterday: »I cannot afford parking. I cannot afford anything. I have some debt problems and, to be totally honest, parking fines were not at the front of my mind. I used to live in Aberdeen and I had a parking permit but I moved to Pitmedden and couldn't use it any more. I have kept just about all of the tickets and have photocopies of them. I have almost all of them at my office. I have paid some of them and I have kept the paperwork – I understood it was about £18,000 of fines.« Ms Williams, who is originally from Aberdeen, added she had been in contact with the

council and planned to pay the fines. Last night, her home was deserted, with no black Beetle in the drive. Neighbours at Pitmedden's Croftland said they were astonished by the number of parking fines involved. One man said: »It's outrageous. I believe she works with a legal firm, and that makes it even worse.«

Another neighbour said: »I have seen her coming and going in her Beetle, but only know her to say 'Hello' to. It seems incredible anyone could build up that amount in unpaid parking fees. Maybe she will have to sell her car – but that wouldn't be enough to pay it back.«

It was revealed earlier this year that the local authority is due more than £2million in unpaid fines from hundreds of motorists, with one Aberdeen driver alone racking up 300 parking tickets. Opposition Labour councillor Willie Young said people would be »horrified« by the level of outstanding fines. »It is absolutely ridiculous for one person to have so many tickets,« he said. »The ordinary citizens of Aberdeen who pay to park their cars will be horrified so many tickets have been issued to this person. They will also question why the city council has allowed such a situation to develop without, it would appear, anything being done about it.«

Councillors also agreed that the £60 fines should be increased to £80, with the introduction of the new charge dependent on the publication of revised Scottish Government guidelines. In Aberdeen, illegal parkers currently face a £60 fine, which can be reduced to £30 if it is paid within two weeks, but rises to £90 if it is has not been paid within 63 days. ■

by Calum Ross and Alistair Beaton

► www.pressandjournal.co.uk

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Photo: ADNEC

With 12 Halls totalling 55,000 square metres (180,000 square feet), Abu Dhabi National Exhibition Centre (ADNEC) is the largest exhibition venue in the Middle East.

The 3rd Middle East Parking Symposium

As the leading forum for parking in the region the 3rd Middle East Parking Symposium has moved to The Abu Dhabi National Exhibition Centre (ADNEC), one of world's leading fair buildings worldwide.

The Middle East has been described as the world's newest parking market and the growth of the Middle East Parking Symposium (MEPS) since its inception in 2008 is a reflection of this industry's development in the region. To accommodate this growth and maintain its position as the leading forum for parking in the Middle East, MEPS has moved to a new venue for 2010, The Abu Dhabi National Exhibition Centre (ADNEC), a state of the art venue, rivaling that of any exhibition centre in the world.



Now into its 3rd edition MEPS has two successful and sold out shows behind it and the events growth over this period can be seen as a reflection of how quickly the parking industry is growing in the Middle East. The Middle East Parking Symposium is featuring both the leading regional companies and international manufacturers as well as a three-day conference with the focus on the issues facing the industry in the ME region.

▶ www.parking-me.com

Calendar

EPA Annual General Meeting
24th September 2010
Liverpool, UK

BPA Annual Conference
6th October, 2010
London, UK
▶ www.britishparking.co.uk

The 3rd Middle East Parking Symposium
10-12th October 2010
Abu Dhabi National Exhibition Centre, UAE
▶ www.parking-me.com

NPA's 59th Annual Convention and Exposition
Boston, USA
11th-14th October 2010
▶ www.npapark.org/events_convention.php

3rd Iberian Seminar
20th-22nd October 2010
Albufeira, Portugal
▶ www.iparkseminar.com

IPA Annual Chairmans Lunch
4th November 2010
Burlington Hotel, Dublin, Ireland
▶ www.parkingireland.ie

Australian Parking Convention
7th-9th November 2010
Sydney Convention and Exhibition Centre in Darling Harbour
▶ www.apc2010.com.au

2011 15th European Congress of the European Parking Association
»Parking: The new deal«
14th - 16th September 2011
Lingotto Congress Center Turino, Italy
▶ www.epacongress.eu

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Publisher

Dr. Wieland Mänken
Phone +49(0) 22 03/35 84-0

Publication Manager

Andreas Borchert
Phone +49(0) 22 03/35 84-153
andreas.borchert@maenken.com

Editorial Team

Marko Ruh (Editor)
Phone +49(0) 22 03/35 84-114
marko.ruh@maenken.com

Gerhard Trost-Heutmeckers,
Phone +49(0) 2 21/2 57 10 18
epa@europeanparking.eu

EPA Editorial Team

Laurence A. Bannerman,
Igor Dula, Francois LeVert,
Liam Keilthy, Peter Martens

Advertising Team

Jörn Backhaus
Phone +49(0) 22 03/35 84-173
joern.backhaus@maenken.com

Wolfgang Locker
Phone +49(0) 22 03/35 84-182
wolfgang.locker@maenken.com

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