

Parking *trend*



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Dear Reader,

It is a privilege to contribute this editorial as a newly appointed member of the Board of the European Parking Association. At a time when our industry is evolving at an unprecedented pace, I firmly believe that collaboration within the EPA network is more important than ever.

Parking today is no longer a standalone service. It is becoming a critical foundation of a broader, connected mobility ecosystem—one that brings together private operators, municipalities, governments, and mobility providers to jointly support accessibility, sustainability, and the future liveability of our cities.

This spirit of collaboration was clearly evident at the 2nd EPA Parking Day during Intertraffic Amsterdam earlier this year. Despite a busy calendar of competing industry events, attending in person was a deliberate choice for me. EPA's collaboration with Intertraffic provides a unique platform where operators, cities, policymakers, and technology providers come together to exchange ideas and align on the future of mobility, including parking management. The discussions reinforced a critical message that we must move beyond siloed approaches and embrace fully connected, data-driven ecosystems.

From my perspective, technology is the key enabler of this shift. Digitalisation, data, and intelligent platforms are transforming how parking assets are managed and how users experience mobility. But technology alone is not the end goal; it is a means to unlock greater value.

One of the most exciting developments in our sector is the emergence of urban mobility hubs. Across Europe, parking infrastructure is being reimagined to integrate electric charging, micro-mobility, logistics, and digital services into a single, multi-functional environment. This evolution reflects a broader shift from managing parking spaces to optimising urban space as a whole.

As we look ahead, the role of parking infrastructure will extend even further. Cities will increasingly operate across multiple layers—above, at, and below ground—where mobility, logistics, and urban life are seamlessly connected. Parking facilities will become dynamic platforms supporting everything



Nicola Veratelli, CEO APCOA Group & Member of the EPA Board

from last-mile delivery to community services and new forms of urban experience.

This is not a distant vision. It is already happening, and it underscores why engagement within organisations like EPA is so important. Through its working groups, initiatives, and events, EPA provides the platform for our industry to shape these changes collectively, ensuring that innovation is aligned with the needs of cities and citizens.

Looking forward, I am particularly excited about the EPA Annual General Assembly in Dublin this September. It will be an important opportunity to continue these discussions in person, strengthen partnerships, and further define the role of our industry in shaping future mobility.

I would strongly encourage all EPA members to participate, actively engage, and contribute their perspectives. The challenges we face are complex, but the opportunities are even greater.

By working together, we can ensure that parking remains not just part of the mobility system but a central driver of smarter, more sustainable, and more liveable cities.

Nicola Veratelli
CEO, APCOA Group
Member of the EPA Board

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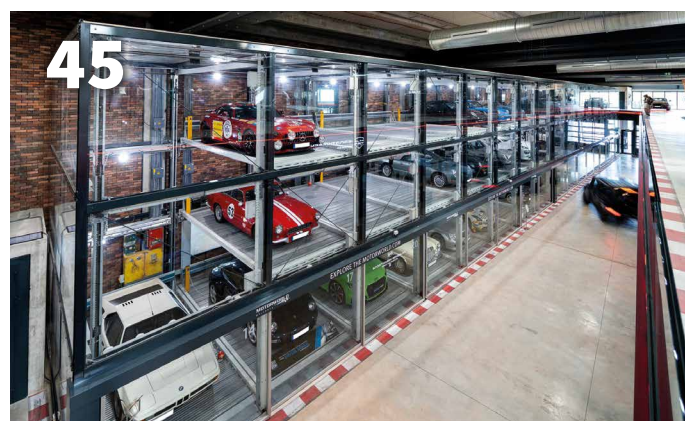
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Arrive Joins European Tech Alliance

Arrive has joined the European Tech Alliance (EUTA) and is thus aligning itself with other leading European technology firms such as Spotify, Stripe, Revolut and many others in supporting the EU's technology strategy and digital policy, which are committed to competitiveness, transparency, the rule of law and innovation. By joining EUTA, Arrive says it will advocate for policy measures that promote data-driven solutions and enable businesses to scale effectively. With a presence in over 90 countries and a team of 4,000 employees, Arrive brings expertise in the fields of smart infrastructure and the future of urban mobility.

Cameron Clayton, CEO of Arrive says: "Arrive believes that better mobility makes cities more livable and economies more efficient. Joining the European Tech Alliance allows us to contribute to shaping an

environment that supports innovation, enables data-driven solutions, and helps European technology companies scale. We look forward to working with the European Tech Alliance and its members to advance smarter, more connected and sustainable urban mobility ecosystems."

Victoria de Posson, EUTA's Secretary General says: "We are delighted to welcome Arrive to the European Tech Alliance. As a global mobility platform operating at scale and improving everyday mobility across cities, Arrive brings valuable expertise to our work on digital innovation, smart infrastructure and the future of urban mobility."

The EUTA represents 39 European tech companies from 16 countries that provide products and services to more than one billion users. As companies born and bred in Europe, EUTA members have a deep commitment to European citizens and values. ■



Arrive Launches EasyPark in Poland

The international mobility platform Arrive has now launched the EasyPark app for mobile payment of parking in Poland. According to the company, this makes Poland the 19th country in Europe where the app is available. EasyPark is a brand of Arrive and will "replace" the currently available Flowbird app for parking in Poland "in due course", the provider announced.

The app is initially launching in 13 Polish cities, including Gniezno, Kraków, Gdańsk, Sopot, Cieszyn and Żywiec. The initial focus will be on popular tourist destinations and locations near the border. Over the coming months, the app is set to be rolled out gradually across the whole country, according to Arrive.

One advantage for users of the app is EasyPark's Europe-wide availability. According to the provider, motorists can use it to pay for parking at more than 20,000 locations across the EU.

"As Poland's first historic capital, Gniezno was the obvious choice for us to launch the EasyPark app. At the same time, we are expanding our presence across the country – with an initial focus on regions near the border to highlight EasyPark's comprehensive Europe-wide coverage. Availability in Poland offers immediate added value for drivers who regularly commute between countries: they can pay for their parking using a single app, no matter which country their journey



Arrive is entering the Polish market with its EasyPark app.

takes them to," says Sylwia Grzegorzczak, Regional Director for Central and Eastern Europe at Arrive. ■



ALPINA Parking Digitises Multi-Storey Car Park in Klagenfurt



Partnership in Klagenfurt: ALPINA Parking and APCOA

According to ALPINA Parking, the company has introduced the first barrier-free parking system in the centre of Klagenfurt. The digital technology is supplied by Arivo. For the first time, ALPINA customers can use two parking apps.

The four-storey Heiligengeistplatz underground car park, with a total of 286 parking spaces at Villacher Ring 30, was taken over by ALPINA Parking GmbH from Vienna at the turn of the year. The facility has been in regular operation since the new technology was introduced in January. The digital parking system is provided by Arivo. Further modernisation measures are planned for the future.

With the new ALPINA Smile app, registered users receive discounts and added convenience, as payment is automatically processed via

their digitally stored payment method. At the same time, for the first time, customers can also park at ALPINA using the APCOA Flow app (as per the manufacturer's spelling) under the same terms and conditions.

"By recognising the APCOA Flow app, we are working together with APCOA to make

parking as simple and cost-effective as possible for our customers," said Maximilian Bichlmaier, CEO of ALPINA Parking. "The aim is to continue working together for the benefit of our customers and to implement such partnerships at further locations." ■



*Councillor
Kirsty North
with Matt
Croucher, Chief
Commercial
Officer of
Believ*

Believ Backs Biggest LEVI Deal

Hampshire County Council has selected Electric vehicle (EV) charge point operator (CPO) Believ to deliver what is expected to be the largest Local Electric Vehicle Infrastructure (LEVI) contract signed to date, bringing 17,180 public EV chargers to the county in a rollout backed by up to £90 million of Believ investment.

In what will represent a significant step forward in preparing Hampshire for the continued uptake of electric vehicles, the majority of chargers will be standard plus (22kW) sockets to support residential long-stay and overnight charging needs. The approach is designed to support residents without access to private driveways and help ensure charge points are available within a five-minute walk of households, where possible. The rollout will also include more than 800 rapid charge points (50kW+) to serve shorter top ups.

The project will be supported by £6.6 million of LEVI funding from Hampshire County Council, with Believ funding the remainder of the rollout through committed capital investment of up to £90 million. This funding structure is to enable the delivery of a large-scale,

future-ready charging network while minimising reliance on public finances.

Believ will be responsible for the end-to-end delivery of the programme, including design, installation, operation and long-term maintenance of the charging network. Installations are expected to begin later this year, with around 500 charge points planned for delivery in the first year of the programme.

Councillor Kirsty North, Hampshire County Council's Deputy Leader and Cabinet Lead for Universal Services, said: "As more people look to switch to EVs, ensuring access to reliable, convenient charging is essential – particularly for those without off-street parking."

Guy Bartlett, CEO of Believ, said: "This partnership with Hampshire County Council enables the largest EV charging programme delivered through the LEVI scheme to date. By combining public funding with significant private capital, we can move faster, reach more communities and make charging more accessible for residents all across Hampshire." ■

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IP Parking and ParkBee Strengthen Partnership



IP Parking and ParkBee are strengthening their collaboration with a direct integration between IP's parking management system and ParkBee's reservation platform. This is to enable parking facilities to connect more efficiently to the ParkBee network. The new service is available for locations in the Netherlands and Belgium.

ParkBee's booking platform actively matches motorists with available parking spaces, thereby opening up new marketing opportunities for unused parking spaces. Parking facilities gain direct access to the growing network of ParkBee users, providing greater visibility, higher occupancy and better returns on existing infrastructure.

This integration has been realized through IP Parking's Booking Agent API, enabling seamless reservation handling between platforms. Operators continue to manage their parking facility centrally within ParkBase, where capacity, tariffs, and access settings can be configured and adjusted. ■

IP Parking Again Selected by 's-Hertogenbosch

IP Parking has again been selected by the Municipality of 's-Hertogenbosch following a tender process. This contract extension underscores the strong and long-term cooperation built up in recent years. "It confirms the municipality's confidence in IP Parking as a reliable partner for the further development of modern parking solutions," IP Parking has announced.

Within this renewed partnership, IP Parking continues to support the municipality in further digitizing parking. Its fully connected parking platform focuses on optimising operational processes, whilst at the same time ensuring a user-friendly and seamless parking experience for the end user. Through the



deployment of license plate recognition, digital payment solutions and integrations with mobility services, the parking environ-

ment continues to evolve towards a flexible and future-proof system that meets the needs of modern cities. ■

People in Parking



Amit Prasad

Autopay Technologies GmbH has welcomed **Amit Prasad** as its new **Country Manager for the DACH region**. Before joining Autopay Technologies, Amit worked as Sales Manager at Arrive Germany and therefore brings with him experience from the German parking industry. Amit started on June 1 and has already spent several days in Oslo as part of his onboarding. The stated aim of the Norwegian parent company is to usher in the next phase of growth in the DACH region.



Terri Butler-Lee

PayByPhone, provider of mobile parking payments, announced the appointment of **Terri Butler-Lee as Global Director of Customer Experience and Support**. Butler-Lee reports directly to Anthony Cashel, PayByPhone's Chief Operating Officer. Based in the UK, she is responsible for leading PayByPhone's global customer service, care and support operations. Cashel says, "Terri has the passion and innovative mindset to drive our global service operations forward. She brings a wealth of digital transformation expertise to PayByPhone and has a proven track record of creating high-performing team cultures." Butler-Lee adds, "I am thrilled to be joining PayByPhone at such an exciting stage of its growth journey. I look forward to supporting a culture of operational excellence and continuing to enhance the digital customer experience as we innovate together."

Park Your Truck GmbH, European truck parking operator, is positioning itself for its next growth phase with an expanded leadership structure. **Matthias Mandelkow** has been appointed as an additional **Managing Director** alongside founder **Denise Schuster**. At the same time, **Sven Bräuer** assumes the role of **Chief Financial Officer (CFO)**.

Matthias brings more than 15 years of experience at the intersection of automotive,



(from left to right) Matthias Mandelkow, Denise Schuster, Sven Bräuer

parking and digital mobility. As co-founder and CEO of sunhill technologies GmbH, he built one of the first companies in mobile parking payments. Under his leadership, sunhill technologies became part of Volkswagen Financial Services AG. From 2020 to 2022, Mandelkow served as Executive Board Member for Operations & IT (COO/CIO) at Best in Parking AG in Vienna.

CAVU has welcomed **Nick Woods as Managing Director**. Nick joins the role with deep experience from across Manchester Airport Group (MAG), where he has held senior technology leadership positions since joining the Group in 2016. Nick is to lead CAVU through its next phase, building on the company's mission to make travel more seamless and enjoyable for passengers, while helping partners drive stronger commercial performance across the travel ecosystem.



Nick Woods

Arrive announced a strategic focus toward an AI-first future, anchored by the appointment of **Eugene Tsyklevich as Chief AI Officer (CAIO)**. In his new role, he will lead Arrive's mandate with AI as the catalyst between travelers and city infrastructure, making urban mobility more fluid and predictable. Tsyklevich previously served as the General Manager for Arrive's Automotive & Data business unit.



Eugene Tsyklevich

Cameron Clayton, CEO of Arrive, said "Our strategy is simple: move from tracking mobility to predicting it."



Interview with Theo Thuis

“There Will Be No Booking.com of Parking”

The main theme of this edition is **Parking 3.0**. Against the backdrop of digitalization, mobile apps and cashless payment systems, we had the opportunity to interview EPA President Theo Thuis on this topic.

When it comes to digitalization, a great deal revolves around data. This quickly leads to issues such as interoperability, compatibility, interfaces and data governance. EPA has done a lot of groundwork in this area, particularly through the Alliance for Parking Data Standards (APDS). What challenges remain?

Indeed, EPA, the BPA and the IPMI have been working on the standardisation of parking data for more than ten years. Today, we have an ISO-certified standard in place, but this is only the beginning because the work is so important. What we are seeing now is that parking is becoming part of a much broader, interconnected ecosystem of digital platforms. As operators, both public and private, we need to be very aware of this. The European parking industry is worth around €70 billion but compared with sectors such as automotive

manufacturers (OEMs) or public transport, we are still relatively small.

In an AI-driven, data-led world, many organisations will look at our industry and say, "Parking is now standardised and digitally organised." While this makes collaboration much easier, it also makes it easier for larger players to bring the sector under a single umbrella.

We should also ask: Who is communicating with the customer?

That is one of the key issues, especially for those who say we no longer need barriers or hardware. Initially, it is all about improving comfort and convenience for the customer. Today, a vehicle can already start and end a parking transaction automatically and even make the payment itself. That technology already exists, and we would like to retain control over it.

What does the car park of the future look like?

When we talk about private transport, mobility is increasingly destination-driven. Points of interest (POIs) will play an extremely important role because the better we can define a destination, the better we can plan both mobility and parking.

The owner of the infrastructure also has a key role to play. The car park of the future will become a multimodal hub where people can park and charge vehicles, as well as book and share different forms of transport. From an infrastructure perspective, the traditional car park will become much more integrated into the urban environment.

That is why the theme of our 2025 EPA conference was Reshaping Urban Space. We need to open up what has traditionally been a closed box and make it more accessible and multi-purpose. Our industry has a struc-



© (4) Marko Ruh (Maenken Kommunikation)

tural under-utilisation of capacity, and we need to make better use of the space we already have.

This also applies to freight and urban logistics. Cities are not only about private vehicles—they also need to accommodate the movement of goods. When this is organised effectively, car parks can become part of the logistics chain. In France, for example, Indigo is partly transforming several car parks near the Champs-Élysées into urban logistics centres. Ultimately, the right solution depends on local needs and demand.

That sounds like a very complex system.

Yes, exactly. It is a very diverse and highly segmented landscape. Imagine, for example, that Booking.com starts offering parking reservations.

We are also involved in the EAVP (Enhancing Automated Valet Parking) platform alongside ERTICO, BMW, Valeo, Skidata and other partners. In that project, the technology is already in the vehicle. The key question is: who will act as the aggregator? Who will bridge the gap between the automotive industry (OEMs) and the parking industry? That role will be extremely important.

National parking registers are essential for the efficient enforcement of parking regulations and debt collection, both for public and private operators. However, the situation varies considerably from country to country. What strategic objectives is EPA pursuing in this area?

The Netherlands is a good example. We have had a national parking register for around 15 years. It is managed by a foundation called

SHPV (Servicehuis Parkeer en Verblijfsrechten) and brings together around 100 municipalities—essentially all those with paid on-street parking. It is supported by the Dutch Vehicle Authority (RDW) and the Ministry of Transport. The data is also connected to the Dutch National Access Point (NAP) as referred to in NAPCORE (National Access Point Coordination Organisation for Europe). Through incoming EU regulations, our sector has a legal obligation to publish our parking data.

However, it is important to distinguish between the legal obligation to publish parking data through the National Access Points (NAPs) and the compliance and enforcement functions of national parking registers. The first is about making data available in accordance with the regulations. The second is about ensuring that the system operates effectively.

In the Netherlands, for example, there are 23 parking apps. They all comply with the required standards and can be used for on-street parking. Municipalities then enforce compliance using scan cars or on-street enforcement officers. That is how the enforcement process works.

So, does this make it easier for app providers to operate across different cities?

Exactly. The European Commission has made it clear that parking should be more convenient for citizens. Drivers should not have to ask themselves, "Which parking app do I need to download in this city?" That is why national registers or platforms are so important.

We now also have one in England, it's called the National Parking Platform (NPP) which was initiated by the BPA and the UK Government's Department for Transport. We know that several other countries are interested in the NPP model. In Belgium, we have the Belgian Parking Register, which is designed and developed by Be-Mobile.

In Germany, there is the smartparking initiative, a non-profit platform for cashless parking. Nearly 400 cities are connected to the platform, and it has also expanded into Austria, where around 50 cities are now connected.

Who should manage such platforms or registers?

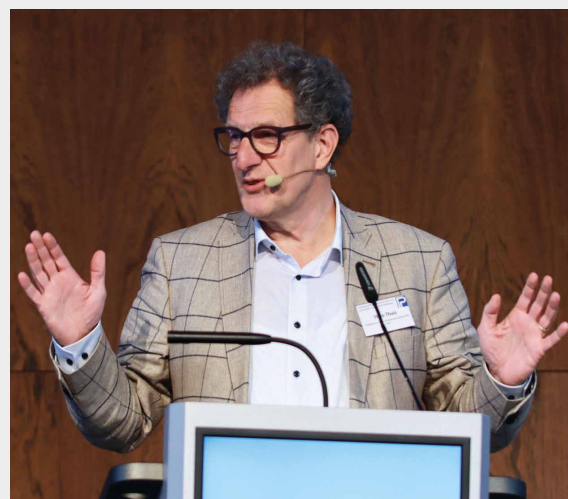
The discussion is whether this should be left to private companies or managed by the

public sector. Should these platforms be independent and not-for-profit?

Our position at EPA is that at national level they should be managed by an independent, not-for-profit organisation. We are therefore working on a framework that enables interoperability between the different national initiatives, because it is unrealistic to think that a single European parking register will be developed.

So, a supranational register would not work?

No. We should follow the needs and demands of the national parking associations. In my opinion, that is very important. If each country has its own parking register, it is in a much stronger position to connect with other parts of the mobility ecosystem through APDS.



What is the current situation regarding data protection? Have the necessary legal frameworks been established across all EPA member countries to permit the use of licence plate recognition (LPR)?

The new AI Act and the GDPR are working well. Enforcement systems use the licence plate as the key identifier for a vehicle, but it is very difficult to get the personal data linked to it, especially when it comes to non-resident drivers. That information is usually only made available to public authorities, and even this is applied in a very inconsistent way across EU countries.

When we are talking about autonomous driving, who pays the bill—the vehicle or the driver? And if there is an accident, who is responsible?



→ When it comes to accidents, the principle is quite clear: the responsibility lies with the vehicle and its manufacturer. The insurance industry is expected to manage this through smart insurance solutions. Otherwise, the system simply will not work.

Although fully autonomous Level 4 vehicles are not yet in widespread use, experts say that insurance companies have been preparing for this transition for more than ten years and will find the right solutions. In Germany, developments are now accelerating rapidly.



From your personal perspective, what are the three most important priorities for the further digitalization of parking in the coming years?

I see three main categories of challenges.

The first is the development of a connected ecosystem of platforms. We will see platforms from navigation providers, automotive manufacturers (OEMs), parking aggregators, public transport operators and many others working together. Our industry needs to become platform-oriented, with different platforms interacting and integrating with one another. I do not believe there will be a single "Booking.com of parking". The parking and mobility sectors are simply too diverse and segmented. Platform integration and interconnectivity will therefore be essential.

The second challenge is the relationship between cities and mobility. Cities define the regulations, access policies and on-street capacity that shape traffic and determine which vehicles can enter certain areas. These decisions have a direct impact on parking capacity and occupancy. At the same time, customer

expectations continue to grow. People expect parking to be convenient and seamless. Although parking is something people only think about for a few minutes during each journey, it is at that moment of arrival that convenience matters most.

The third challenge is ensuring that parking infrastructure remains accessible, both on-street and off-street. As parking assets become increasingly multimodal and multi-functional, it is not enough simply to develop new services—we must also ensure that the right people can continue to access them. This requires close integration with traffic management systems and careful consideration of the needs of different user groups. At present, these decisions are largely made at regional and city level, reflecting local priorities. The City of Amsterdam, for example, has identified 16 specific groups for whom access to a car is essential, including healthcare professionals, carers, emergency responders, craftspeople, older people and disabled citizens.

Governance is another important aspect of this challenge. As AI becomes more widely used, questions of responsibility and explainability become increasingly important. Who is responsible for a particular service? Can we guarantee that it works as intended, and can we explain how decisions are made? We are only at the beginning of this journey, and these issues will need to be addressed as AI becomes more deeply embedded in mobility services.

So, it remains a local business?

Yes, of course. But it uses platforms that are organised more globally.

Away from the problems and challenges, as someone who has been closely following the development of parking for decades, what fascinating digital solutions and services do you foresee?

It will be AI-driven. It will be comfortable, convenient and free-flow. It will be more planned, but also more precise, especially for short-distance journeys.

Studies by BMW in Munich and Erasmus University have shown that 38 per cent of all car trips in Europe are less than five kilometres. From a health point of view, that means we should promote more active travel.

We are moving towards greater flexibility and pay-per-use. There will be a new equilibrium between private and public transport. As private transport becomes cleaner, electric and more autonomous, it will increasingly focus on pay-per-use.

In London, you already have robo-taxis. In rural areas, because of labour shortages, you will see robo-shuttles emerging. Those developments are not that far away. Over the next 15 years, we will see all these changes, and from 2040 to 2060, transport will become fully electric and self-driving.

Last question, how can the parking industry as a whole benefit from all these developments?

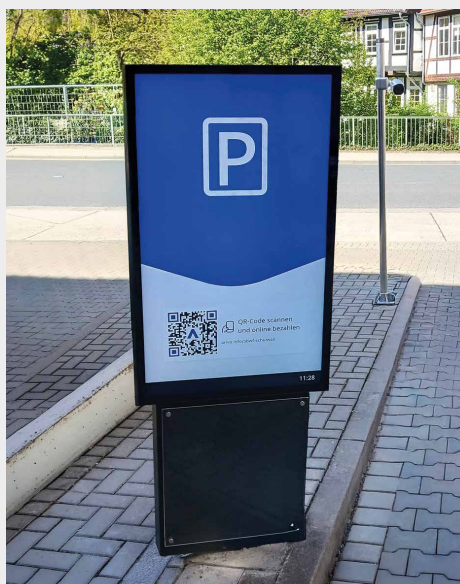
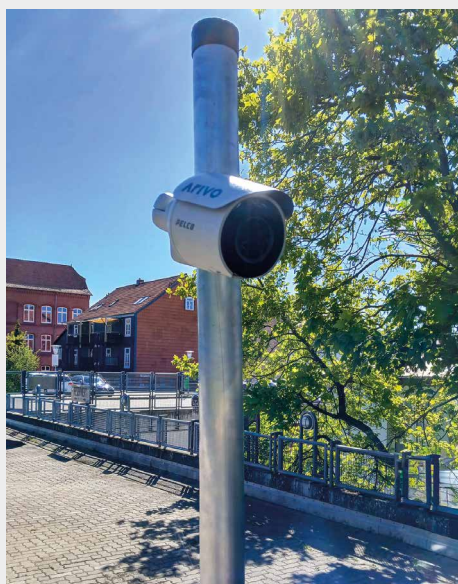
By continuing to develop our own standards and connecting them with the wider mobility platforms.

This is still a somewhat uncertain period because we do not yet know who will ultimately drive these various platforms forward. As the parking industry, we must ensure that we keep a firm grip on the helm. Otherwise, other companies will dictate the direction we take. If they see us simply as infrastructure providers, we will diminish our role, our capacity and our influence.

We must therefore stay closely connected with cities, both for on-street and off-street parking, whether publicly or privately operated. From an infrastructure perspective, we are extremely powerful, but we have to define the rules and organise the governance in a smart way.

We want to cooperate with other stakeholders because otherwise we would become isolated, but we do not want to be directed by a third party either. ■





In Wolfenbüttel town centre, just under 520 parking spaces are managed entirely via Arivo.

Wolfenbüttel opts for Arivo

Parking Without Barriers, Tickets or Cash

Wolfenbüttel Municipal Services in Lower Saxony, northern Germany has systematically modernised its city-centre parking infrastructure: in collaboration with Arivo, three central locations have been converted to a ticket- and cash-free parking system as part of a phased roll-out. The previous ticket and barrier system, which had become increasingly prone to faults and was maintenance-intensive, is now a thing of the past.

The Rosenwall car park, with 172 spaces, kicked off the process in the last week of February 2026. This was followed at the end of April by the Löwentor car park on Schulwall, with 188 spaces. At the same time, the Karlstraße car park, with 157 spaces, was integrated into the digital management system. This means that a total of just under 520 parking spaces in Wolfenbüttel town centre are now fully managed by Arivo.

ANPR as the Basis

The principle is the same at all locations: barriers and parking tickets are completely eliminated. The parking duration is automatically recorded upon entry and exit via the vehicle's number plate. For parkers, this means a noticeable improvement in convenience: lost tickets are a thing of the past, and the entire parking process runs much more smoothly. Payment is made cashlessly via a card terminal, QR code or the EasyPark app. Anyone who forgets to pay can settle

the parking fee online up to 48 hours after leaving the car park. Those parking for less than 15 minutes can leave free of charge.

The Karlstraße car park is available exclusively to long-term parkers. Authorised users can enter and exit without barriers. In future, administration and billing are to be managed digitally via the Arivo Customer Portal.

Measurable Relief in Day-to-Day Operations

According to Arivo, the switch represents a noticeable reduction in the workload for the city's public services: the new system completely replaces the previous analogue administration and the technology, which was prone to breakdowns. Recurring tasks such as handling cash and the associated costs of cash transport are no longer necessary. The overarching aim is to establish modern, sustainable mobility solutions in Wolfenbüttel and to provide residents with an attractive range of parking options. With the rollout now complete, Wolfenbüttel is demonstrat-

ing how the consistent digitalisation of municipal parking infrastructure can be successfully achieved. ■



Cashless payment options: via QR code, at the pay-on-arrival machine, using the EasyPark app or retrospectively online.

Billogram

Without Modern Payment Systems, Parking Will No Longer Be Competitive from 2030

What was regarded for decades as a technical side issue is becoming a core strategic issue for cities, operators and mobility platforms: the payment process. New EU regulations, instant payments, digital wallets, e-mobility and cross-border mobility are increasing the complexity – whilst users expect uncompromising simplicity.

Parking is in the midst of a fundamental structural transformation. What used to be an isolated process – from arrival to taking a ticket to payment – is now part of a seamless mobility journey. This is because parking is merging with navigation, e-charging infrastructure, subscription models, sharing schemes and, increasingly, cross-border use. For these user groups, it is no longer the parking space itself that matters, but whether mobility as a whole functions smoothly, transparently and fairly, according to Billogram founder Jonas Suijkerbuijk.

So whilst cities and operators have invested heavily in smart parking systems, sensor technology and digital services, one key component often remains underdeveloped: the payment process. Many payment solutions have evolved over time, are fragmented at a national level and are operationally complex. Different payment methods, a lack of real-time capability, manual

reconciliations and increasing regulatory requirements create friction both in day-to-day operations and in the user experience. In the view of Billogram's CEO, this in turn has a direct impact on revenue, scalability and the acceptance of new mobility services.

Jonas Suijkerbuijk has been tackling precisely these challenges for more than a decade. As founder and CEO of Billogram, he is responsible for building a European payment and billing platform that processes large transaction volumes daily in regulated markets. Billogram works across sectors with companies that face recurring payments, high complexity and strict regulatory requirements – including energy suppliers, telecoms providers, insurance companies and, increasingly, mobility service providers.

"The payment process is the most sensitive moment in the entire mobility experience," explains Suijkerbuijk. For him, this is often the only direct point of contact between the operator and the user: "If this mo-



© Billogram

Opinion

Fragmented payment systems hinder innovation, undermine the customer experience and jeopardise revenue models – says **Jonas Suijkerbuijk**, founder and CEO of payment service provider Billogram. He explains why payments in the parking and mobility sector are no longer merely a back-office issue, but are becoming a strategic part of the infrastructure of modern cities. "Anyone who fails to integrate, automate and scale payment processes will lose their competitive edge – well before 2030," says Suijkerbuijk.

ment doesn't work, it causes frustration among motorists, regardless of how modern the car parks, apps or barriers are." Based on this experience, Billogram views payment not as an isolated transaction, but as strategic infrastructure that determines cost-effectiveness, scalability and customer satisfaction in equal measure.

About Billogram

EPA Corporate Member (Bronze) Billogram was founded in 2011 by Jonas Suijkerbuijk and is a Swedish company offering a SaaS platform for invoicing, payment processing and customer management. Originally founded in Sweden, Billogram now operates in several European countries. According to the company, it employs over 100 staff at its headquarters in Stockholm.



Payment Processes as Part of Mobility

Whether it's parking, charging or multimodal use: payments are now an integral part of the user experience. Customers expect real-time payments, trusted wallets, local payment methods and transparent billing. And this applies across national borders too.

"Payments shape how mobility is perceived. Those who set up payment processes strategically lay the foundation for new services, flexible pricing models and stable revenue streams," says Suijkerbuijk. For operators and local authorities, payment mechanisms are therefore the enabler of new mobility concepts, rather than merely a transactional

function. In parallel, Billogram is currently developing a solution to combat fraud, as payment fraud has become an ever-greater challenge for mobility providers.

Fragmented Systems Hold Operators Back

According to Billogram, many car park operators still use separate solutions for billing, payment processing, debt collection and reporting. Experts say this fragmentation leads to high operating costs, complicates regulatory compliance and slows down innovation. "By 2030, nobody will accept five different payment processes for a single mobility journey," says Suijkerbuijk. In his view, operators without an integrated, scalable payment infrastructure will fall behind both economically and strategically: "Users no longer compare parking with the car park next door, but with digital platforms where payment happens seamlessly in the background."

"The payment process is the most sensitive moment in the entire mobility experience."

Jonas Suijkerbuijk,
Billogram

Regulation as a Competitive Advantage

New European regulations such as PSD3, SEPA Instant or digital identities are increasing the pressure to modernise payment processes. At the same time, Billogram believes these regulations can create the framework for automation, security and efficiency. "Regulation separates the pioneers from the laggards," says Suijkerbuijk. "Those who invest early stabilise payment flows, reduce operational friction and gain trust." According to Suijkerbuijk, the future of parking in Germany may well be decided not in the car park itself, but in the payment process: modern, integrated payment systems are a prerequisite for cost-effective operation, scalable mobility and the acceptance of new services. Those who ignore them may lose their competitive edge – long before 2030 arrives. ■



New Terminal 3 at Frankfurt Airport

A Car Park of Superlatives

With the opening of Terminal 3 on 23 April this year, Frankfurt Airport significantly expanded its capacity: the terminal is initially designed to handle up to 19 million passengers a year. The associated new car park, with a total of 8,500 parking spaces across eight levels, is one of the largest car parks in Europe.

Goldbeck was responsible for constructing the facility, which comprises two elongated structures. The Bielefeld-based main contractor built the car park on behalf of Fraport AG, stating that it was completed “in record time”. Despite the often difficult circumstances during the pandemic, the eight-storey structure was completed on schedule.

Claus Albrecht, branch manager of Goldbeck in Frankfurt am Main, sums it up: “It is one of the largest car parks we have ever built. The sheer size alone makes such a structure truly special. Added to this were the client’s specific safety standards, including emergency power supply and fire alarm systems, as well as the implementation of the traffic management plan to handle the enormous visitor flows. Nevertheless, the

planning for the new structures – up to 400 metres long – could be incorporated into our car park system with the usual minor adjustments.” Overpasses, access points, tunnels and bypasses were integrated without any problems. Goldbeck had presented its plans for this in 2019 as a fully executed BIM design (Building Information Modelling, BIM, is a digital planning method used in the construction industry) – and was awarded the contract.

Clear and Well-Organised Design

In addition to bright parking spaces, the modular construction method creates a largely column-free space, leaving plenty of room for manoeuvring and parking. A colour scheme helps guide users through the car park. Thanks to the open, rectangular design

of the two structures, the car park feels uncluttered despite its size. The total area of the car park is 240,000 square metres, which is equivalent to around 34 football pitches. The building is up to 26 metres high. According to Goldbeck, 10,000 floor slabs from the company’s own production and around 8,000 tonnes of steel were used in the construction. Claus Albrecht comments: “Ultimately, the most sustainable aspect of construction is always the reduction in material used. With an average thickness of around ten centimetres, Goldbeck’s car park floor slabs are over 28 per cent thinner than those made from in-situ concrete.”

Another advantage is that the special concrete developed by Goldbeck requires no coating whatsoever, as it is waterproof. The building components were transported en-



© (4) Marko Ruh

Designa technology is being used in the drop-off areas.

tirely by rail, right up to 200 metres from the terminal car park construction site. The car park was handed over to Fraport in April 2023.

Digital Guidance Systems

Spanning eight levels, accessed via various stair towers and lifts, the car park incorporates a multi-layered network of routes with a guidance system for cars and pedestrians. Five entrances and one central exit, plus four spiral ramps, are designed to help prevent traffic jams from occurring even during periods of high demand. A digital parking guidance system has been installed to aid navigation and manage traffic flows.

Sensors from MSR-Traffic are fitted above each of the 8,500 parking spaces to detect available spaces.

In addition to the individual 'green/red' indicators, real-time information on occu-

pancy status is transmitted to digital LED matrix displays. These are located both at the entrances and exits of each level and centrally at the ground-floor entrance, where an overview of all levels is displayed. This is also intended to reduce traffic caused by drivers searching for a parking space.

At the heart of the parking guidance system is the ParkGard Control Centre from MSR-Traffic. This software enables the operator to control, visualise and analyse vehicle counts and parking operations in real time. Thanks to the web-based application, multiple projects and individual areas can be managed simultaneously, divided into different user groups, as is the case at Terminal 3.

Skidata Implements a Forward-Looking Solution

The car park management system for Terminal 3 is provided by Skidata and offers a range of access technologies. Depending on the area, entry and exit are handled either via a traditional ticket, via a QR code for online bookings, or completely barrier-free using automatic number plate recognition. In addition, flexible payment options are available: on-site at pay stations, directly at the exit gate or via smartphone.

According to Skidata, the company has achieved seamless connectivity and integration with Fraport's existing systems. A key advantage of the Skidata solution lies in its scalability. The system is designed to grow in



line with the terminal's requirements without the need for adjustments to the IT infrastructure. Additional services such as e-charging infrastructure, special parking areas or fleet solutions can be flexibly integrated into the central software platform.

"For Terminal 3 in Frankfurt, we have implemented a solution that combines technological capability with maximum user-friendliness," says Ralf Klomp, Managing Director of Skidata Deutschland GmbH. "The intelligent integration of number plate recognition and digital services creates a future-proof platform that can efficiently manage even the complex requirements of an international air transport hub."

Online Marketing as the Core Business

The majority of the public parking capacity there – just under 4,000 spaces – is marketed via online advance booking. According to Fraport, 80 per cent of terminal parking spaces are now pre-booked. 1,425 spaces are available for walk-in customers. In addition, there are around 100 charging points for electric vehicles, which are marketed exclusively online. Furthermore, 1,475 parking spaces are leased to car hire companies. Exclusive quotas for contract customers under →



Skidata's solutions were chosen for the car park.

→ the 'Corporate Parking' scheme round off the currently planned use of the total of 8,500 parking spaces.

Innovative Solutions for the Terminal Drop-Off Area

In addition to the multi-storey car park, the new drop-off areas at Terminal 3 also fall within the remit of Fraport's Parking & Mobility division. There are significantly more parking spaces available for dropping off and picking up passengers than at Terminal 2. In addition to short-stay parkers – mainly those dropping off and picking up passengers – taxis, hotel buses, crew buses, car park shuttle operators, public transport buses and long-distance coaches also benefit from generous stopping facilities and a modern coach station in the non-public area.

Fraport describes the processes at the drop-off areas as forward-looking. Number plate recognition eliminates the need for parking tickets; the number plate serves as the central entry and exit identifier. For stops of less than ten minutes, the "Fast Exit" is free of charge.

Designa Integrated the New System During Operations

The technology behind it comes from Designa. As part of its long-standing collaboration with Fraport, this has been the most complex project to date at the Frankfurt site, according to the Kiel-based company. A Designa

Facts and Figures

- 8 levels with 8,500 parking spaces in the Terminal 3 car park
- Construction period: 3 years
- 52 entry and 10 exit barriers, 23 pay-on-exit machines
- 5 access points for different customer groups/services, 1 central exit
- 99 electric vehicle charging points
- 3,860 parking spaces for online pre-booking
- 1,425 parking spaces for drive-up customers
- 1,475 parking spaces for hire cars
- 1,740 spaces for long-term parkers and other uses
- Level 3 of the car park is directly connected to Level 2 of the main terminal building via two pedestrian bridges
- Photovoltaic system on the car park roof to provide a partial supply of electricity; sufficient to power approximately 900 detached houses

na service team is therefore permanently on site.

The hardware used also differs significantly from the existing systems. The new generation of Designa Connect double-deck terminals is being deployed for the first time on the approach roads to Terminal 3. Integrated into the barriers are, amongst other things, LPR cameras from Survision, displays and digital access control systems. At the same time, the payment options have been expanded. In addition to traditional methods, Pay-by-Plate and PayMobile are now available for the first time. In addition, interfaces to third-party systems have been implemented, for example to manage specific

traffic flows such as ride-hailing services or taxis. According to Designa, the installation comprises a total of: ten cashless terminals, eight cash-and-card terminals, eleven entry and exit terminals, 13 double-deck terminals and 36 barriers.

The on-site installation was carried out within a tight timeframe of around three months, whilst Terminals 1 and 2 continued to operate without any restrictions, according to Designa. The aim was to integrate the new system directly into the existing system landscape. As a result, two operating models are now running simultaneously: ticket-based at Terminals 1 and 2, and ticketless at Terminal 3 – all on a shared infrastructure. ■



Gerald Krebs, Senior Vice President of Parking & Mobility at Fraport AG is also chairman of the board of the German Parking Association (Bundesverband Parken e.V.)

Interview with Gerald Krebs

“The Digital Revolution has Effectively Taken Place Here”

On the day Terminal 3 opened, we met Gerald Krebs, Senior Vice President of Parking & Mobility at Fraport AG. We spoke about the unique aspects of car park management at Frankfurt Airport.

Keyword: Smart Parking – what does Fraport mean by this?

We deliberately look at it from the customer's perspective, aiming to make the parking process as convenient and straightforward as possible. Here are a few exam-

ples of what digital solutions make possible here: advance bookings, which allow you to reserve your parking space with ease; the entry process via a QR code; a parking guidance system that, thanks to individual space monitoring, guides you through the entire car



One of the car park ships is up to 400 metres long.

park to your booked space; and the whole area of number plate recognition, both in the car park and on the approach roads.

Or a special service given the size of our car parks: anyone entering with an advance booking is recognised by the entry terminal. Via our central software, the customer receives a notification in the wallet where they've stored their digital parking ticket, telling them where their car is parked. We also send an email with the location. This means you can easily find your car again when you return from holiday after two weeks. We're constantly working on a whole range of solutions to keep optimising the system.

If I book a parking space in advance, am I allocated a specific parking bay?

With our premium product, Business Parking, specific rows of parking bays are allocated. With the standard products, you book on a flat-rate basis and it operates on a first-come, first-served basis. But there's always guaranteed to be a space available. Ultimately, you're paying for the convenience: the proximity and the width of the parking space.

A few years ago, something like this wouldn't have been possible at all...

The digital revolution has really taken hold here. In essence, we've become a major e-commerce retailer. We currently have up to 2,000



The car parks are designed for different user groups: entrance to the P12 hire car area.



Parking guidance system with individual parking space detection throughout the car park

customers a day booking a parking space online. Around 80 per cent of our parking spaces in the terminal car parks are booked in advance. Our car parks are therefore full of vehicles belonging to people who went online beforehand and made a purchase decision there. This has also significantly changed the scope of our parking management tasks. We carry out search engine marketing and work closely with the Park.Aero platform, a joint venture between five airports in Germany and Austria.

When will the new car park be full for the first time?

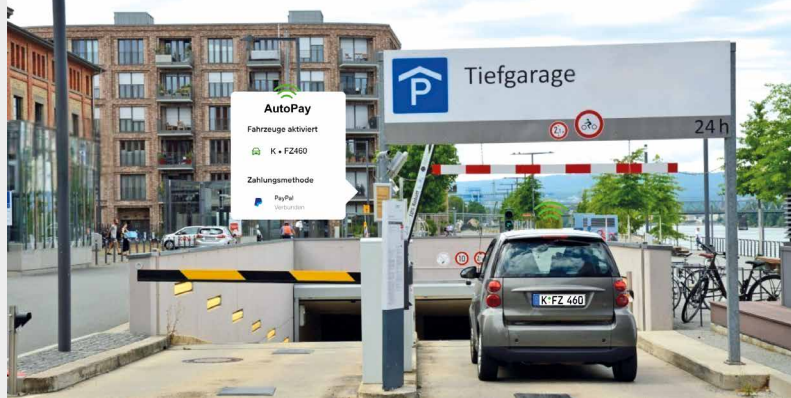
The car park's occupancy rate is closely linked to passenger numbers at Terminal 3. The new terminal will provide us with growth capacity at the airport over the coming years. With the relocation of Condor – the second-largest airline here in Frankfurt – Terminal 3 will already be well utilised by summer 2027. We therefore expect that, over the next two to three years, we will experience periods for the first time when the car park will be full. ■



Up on the roof: the car park with a bridge connection to the new Terminal 3, with the Frankfurt skyline in the background.



Gerald Krebs looks out over the photovoltaic system on the roof of the car park. This can supply the electricity needs of around 900 households.



© (2) PayByPhone

PayByPhone also offers off-street solutions, including the particularly convenient AutoPay, where the entire parking process, including payment, is fully automated.

PayByPhone

Parking Made Easy

PayByPhone, headquartered in Vancouver, Canada, is one of the world's leading providers of mobile parking solutions. Its app-based solutions are in use in over 1,300 cities and with numerous car park operators in North America, the UK, France, Germany and Switzerland. We asked about the technical background and how the system works.

According to the company, more than 110 million motorists worldwide already use PayByPhone. In Germany, the company is represented at more than 530 locations, across local authorities and operators. PayByPhone provides cities and local authorities with a digital infrastructure that enables them to offer parkers various cashless payment methods via the app. In this context, PayByPhone acts as the 'merchant of record' vis-à-vis the payment providers and handles the entire payment processing.

Users benefit from simple and intuitive operation. After downloading the free app, car owners register and enter their vehicle details and a preferred payment method once. At PayByPhone locations – provided location services are enabled on the smartphone – the app automatically detects the current parking space or nearby parking zones and displays them directly on the home screen. The user confirms the location, selects the registered vehicle and sets the desired parking duration. With just a single tap, the parking process begins and payment is initiated. Users in Germany have a wide range of options to choose from, including PayPal, credit card, Google Pay, Apple Pay and payment via their mobile phone bill. In some cities, the service is further supplemented by SMS parking.

Seamless Integration

Behind the scenes, PayByPhone says it works closely with enforcement authorities, car park operators and other technology providers to deliver a seamless digital parking solution to cities, local authorities, operators and users. Central to this are integra-

tions with leading parking system providers such as Skidata, Scheidt & Bachmann Parking Solutions, Designa and Goldbeck Parking Services. These connections enable car parks and car park operators to use PayByPhone for digital payment processes.

For users, this results in convenient features based on Automatic Number Plate Recognition (ANPR) technology. With "Pay-on-Exit", for example, ANPR automatically records the vehicle's number plate and arrival time upon entry to the car park, meaning a ticket is not required. Before exiting, users pay their parking fee via the PayByPhone app for the automatically calculated duration. Once payment has been made, the exit barrier opens automatically as the vehicle approaches. 'AutoPay' is even more convenient: drivers can enter and exit without having to open the app or take a ticket. ANPR cameras record entry and exit, calculate the parking duration, and PayByPhone automatically charges the payment method linked to the account. This requires a one-off activation of the feature within the app.

A Complement to Traditional Methods

According to PayByPhone, digital parking solutions are being introduced in public spaces as a complement to offer motorists greater flexibility and convenience. At the same time, local authorities must ensure that analogue payment options – such as traditional parking ticket machines – remain available to provide barrier-free access for all user groups.

On private land, however, the requirements are more flexible. PayByPhone adopts a technology-neutral approach and offers

digital services tailored to different needs and local authority frameworks. In addition to payment via the app, these include registration-free SMS parking and browser-based web payments.

Fees and Business Model

PayByPhone itself does not set any parking fees, the app provider emphasises. These are defined exclusively by the respective clients – that is, cities, local authorities or private operators. Contrary to a widespread assumption, PayByPhone does not take a share of the parking fees charged for the actual duration of parking. This revenue goes entirely to the respective operator of the parking spaces. The same applies to any penalty or additional charges, for example, for exceeding the parking time.

PayByPhone's business model is instead based on a fixed transaction fee per parking session, agreed in advance by contract – regardless of whether the session lasts just a few minutes or several hours. This fee generally remains constant throughout the entire contract period. According to PayByPhone, the client decides whether to bear the fee themselves or pass it on to users.

The transaction fee, often referred to as a service charge, covers the technical and operational aspects of the service. According to PayByPhone, this includes secure payment processing, compliance with regulatory and banking standards, the protection of sensitive user data, the continuous development of the app, the provision of receipts and transaction overviews, geolocation services for location detection, as well as customer service and support. ■

Designa: Westfield Hamburg-Überseequartier

Complex Parking Solution for One of Europe's Largest Inner-City Projects

Westfield Hamburg-Überseequartier in HafenCity is one of Europe's most ambitious inner-city development projects. For the management of parking facilities, Designa implemented a solution that brings together different requirements, user groups and traffic flows within an integrated system.

The starting point was a car park originally designed in a traditional manner, as reported by system provider Designa, which was selected for the project. However, during the detailed planning phase, this concept was fundamentally refined. Working in close consultation with the client, a bespoke solution was developed that combines various technologies within a single facility.

Integrated System Solution

The scheme now utilises ticketless systems for short-stay parkers and Designa's free-flow products. This is complemented by features such as dynamic pricing – that is, flexible, demand-driven tariffs – mobile payment and the integration of long-term parkers. The aim was to create a solution that is both operationally efficient and user-friendly.

The challenge was to reconcile a wide range of uses at Westfield Hamburg-Überseequartier – from retail and catering through to leisure facilities, hotels and other services. According to Designa, the requirements for car park management are correspondingly diverse. To serve and manage the various user groups and traffic flows within a single system, the Kiel-based company specifically combined areas with and without barriers to meet the respective requirements.

In collaboration with Videte IT, a specialist in security technology, video surveillance, access control and car park management based in Neumünster, a camera-based parking guidance system was implemented. Individual space detection enables the precise identification of vacant parking spaces and helps visitors find a parking space quickly. As a result, this helps to reduce traffic caused by vehicles searching for a space and improves traffic flow within the car park.

Seamless Processes Behind the Scenes

A key feature of the project is the interaction between the individual components, explains Designa. Entry, parking guidance, payment processes and exit are coordinated in such a way as to create the smoothest possible experience for the user.

Designa's Digital Solution Modules form the foundation of the system architecture. Also in use is, amongst other things, the Contract Parker Module, which enables digital booking, automatic billing and centralised management, and is designed to reduce the workload involved in car park operations. Operators manage contracts, payment processes and access media via a web-based back office, whilst customers can manage their own access rights.

Flagship Project for Modern Car Park Systems

For Designa, the Westfield Hamburg-Überseequartier represents a showcase project that demonstrates the implementation of complex requirements within an integrated system landscape, the company states. It illustrates how car park management is increasingly evolving from isolated, stand-alone solutions towards networked digital infrastructures.



From isolated, stand-alone solutions to networked digital infrastructures: Designa's system solution at Westfield Hamburg-Überseequartier in HafenCity

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The European Parking Association (EPA) has been leading the way in Europe's parking sector since 1983! As an umbrella organization, EPA brings together national parking associations and corporate members.

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EPA's primary goal is to foster cooperation between professional parking organizations across different European countries. By exchanging professional experience among its members, EPA helps to improve smart parking management and sustainable urban mobility across Europe whilst driving innovation and progress in the parking sector. Join us and see your logo included on the 'Cor-

porate Members list' in the next issue of Parking Trend International! We offer four options for Corporate Membership, each with different levels of benefits. *For detailed information about the different categories of Corporate Membership see:*

<https://europeanparking.eu/membership-categories/>

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**EPA GOLD MEMBER**

Best in Parking – Pioneering Parking & Mobility Infrastructure in Central and Southeast Europe

Founded in 1976 Best in Parking has evolved into one of Central and Southeast Europe's leading parking and mobility infrastructure companies.

Best in Parking AG is a leading developer, owner and operator of parking and mobility infrastructure across Austria, Italy, Croatia, Switzerland, Slovakia, Slovenia and Serbia. The company covers the entire value chain — from planning and sustainable construction to customer-oriented operations, with continuous investment in renovation and maintenance. Its portfolio currently comprises around 100,000 parking spaces at more than 200 locations in over 40 cities, with a clear focus on prime city-centre locations and high-frequency points of interest.

In parallel to its core business, Best in Parking is actively driving the transition to sustainable mobility. The company already operates more than 1,000 EV charging points, including fast chargers, as well as two photovoltaic plants, with further expansion

planned across its portfolio. Wherever possible, charging infrastructure is powered by self-generated energy.

Digital solutions complement the company's service portfolio. The Bmove parking app makes parking and charging easier and fully cashless, both on- and off-street. In addition, through its subsidiary RAO, Best in Parking develops integrated IT and Smart City solutions that support connected, more sustainable cities through efficient traffic, mobility and visitor management systems, including payment platforms.

Innovation and sustainability are integral parts of Best in Parking's long-term business strategy, with a focus on developing future-oriented mobility infrastructure and maintaining a resilient portfolio for the future.

www.bestinparking.com

**EPA SILVER MEMBER**

Marston Holdings: An Integrated Approach to Transport, Enforcement and Public Services

As cities and transport networks across Europe evolve, public authorities face growing pressure to manage mobility efficiently while maintaining public confidence and meeting environmental goals. These challenges require joined-up approaches that work from planning through to delivery.

Marston Holdings is a UK-based group operating across transport, enforcement, infrastructure and public services, supporting organisations through an integrated, end-to-end model.

Bringing Services Together

The group brings together capabilities spanning consultancy, front-line operations, technology, customer engagement and recovery. By connecting these areas, organisations can move away from fragmented delivery models towards more consistent, data-led approaches that improve efficiency while maintaining compliance and transparency.

Experience in Transport and Parking

Through its operational businesses, including NSL, Marston Holdings supports local authorities with parking and transport enforcement services. These activities focus on improving compliance, reducing congestion and supporting safer road environments.

Technology plays a central role, enabling accurate capture of events and consistent application of policy. This helps authorities manage increasingly complex urban environments while ensuring enforcement remains proportionate and fair.

A Focus on Proportionate Enforcement

Across its services, Marston Holdings emphasises accountability and proportionality. This is reflected in its recovery services, including Marston Recovery, where activity is supported by data-led decision-making and a strong focus on fairness and the treatment of vulnerable individuals.

Supporting Sustainable Places

The group also includes consultancy expertise—delivered through Project Centre—in transport planning, urban design and environmental services. Alongside this, environmental monitoring technology provides real-time data to support informed decision-making and more sustainable outcomes.

A Collaborative Approach

Working closely with public and private sector partners, Marston Holdings operates as a delivery partner, aligning services and expertise to support more efficient systems, better user experiences and sustainable communities.

<https://marstonholdings.co.uk/>

EPA BRONZE MEMBER



More than 360 Multi-Storey Car Parks in More than 36 Years

Whether it's a design solution, adherence to deadlines or quality of execution: you can rely on Huber Parking. We advise, develop, design, build, maintain and operate car parks – in a one-stop shopping fashion, should you wish. We are not interested in the short-term maximum benefit, but in the optimal overall benefit throughout the life cycle for all parties involved. In doing so, we rely on tried and tested methods where they work best - and

break new ground when required. This overarching can-do mentality combined with engineering-driven forward thinking has made us a successful family business on the international stage: with comprehensive expertise, passion and straightforward contact with our consultants.

<https://huber-parking.com/en/>

EPA BRONZE MEMBER



PBW. Parken verbindet (Parking connects).

Since 1994, we have been creating and managing parking infrastructure across Baden-Württemberg. We offer a range of services, from consulting and operations management to maintenance, refurbishment and the development of innovative mobility solutions. Our goal is clear: to shape the future of mobility with our expertise and know-how.

We manage around 310 parking garages and over 28,000 parking spaces in more than 50 cities across Baden-Württemberg. Short-term and long-term parkers, public sector employees and students rely on our services every day. With 215 locations and over 1,300 charging points, we are the undisputed market leader in charging infrastructure. Drawing on our expertise in e-mobility, we develop innovative parking and mobility solutions.

PBW is headquartered in Stuttgart. We are proud of the expertise and dedication of our 130-strong team. They develop and implement modern and efficient parking management solutions every day, drawing on their knowledge in operations, technology, refurbishment, and administration.

We are also an active member of Bundesverband Parken e.V., contributing to the association's committees for Verkehrspolitischer Ausschuss (Transport Policy), Technology, Marketing, Construction and Electromobility.

www.pbw.de



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The European Parking Card

Between Physical Security and Digital Reality

By Dan Wolff, Eurotran

Two years ago, we already explored in Parking Trend International¹ the European Commission's 2023 proposal for a harmonised European Parking Card (EPC) for persons with disabilities and the opportunities it could bring for cross-border mobility and parking enforcement. Since then, the legislative process has moved rapidly. Directive (EU) 2024/2841² establishing the European Disability Card and the European Parking Card for persons with disabilities is now in place. Attention has therefore shifted towards the technical implementation of the new card through a draft Delegated Regulation on its digital and security features.

The debate has also evolved. What initially appeared to be a rather technical discussion about QR codes and other security features (incl. potential RFID chips) has become a broader reflection on the future of parking enforcement, interoperability and digital mobility services in Europe.

For the European Parking Association, one key message remains unchanged: while stronger security features for the physical card are welcome, Europe should avoid locking itself into outdated technological (paper-based) approaches when parking enforcement itself is already becoming fully digital.

A Political Success – and a Sensitive One

The adoption of the European Parking Card is undeniably an important political and social achievement at EU level. The objective is clear: persons with disabilities should be able to travel freely across the European Union without facing administrative barriers, confusion over national parking permits or unjustified fines. The political sensitivity surrounding disability policy also explains why the Commission continues to prioritise a physical card, even while discussing digital (security) features. For many stakeholders representing persons with disabilities, the physical card remains an important token of their rights and accessibility needs.

This sensitivity is reflected in the latest consultation process on the European Disability Card and European Parking Card – digital features for the physical versions. The consultation opened on 15 April and closed 30 April, leaving stakeholders only two weeks to reply³. The European Disability Forum (EDF), one of the most active NGOs on this file, strongly supports additional accessibility requirements for the card itself, including tactile orientation markers to help blind and visually impaired users identify the correct orientation of the card behind the windshield “without sighted help”. EDF, under-

standably, also insists that security improvements should not come at the expense of privacy or accessibility.

At the same time, many parking operators and public authorities are asking a different question: if parking enforcement is already mostly digital, why are we still centering the discussion around a physical card?

From Visual Inspection to Digital Enforcement

EPA, having been involved in this file since 2023, also contributed to the recent European Commission consultation. Its response⁴, based on its own “shadow expert group” technical recommendations from June 2024, reflects the operational reality observed across Europe: parking enforcement increasingly relies on Automatic Number Plate Recognition (ANPR), scan cars and digital parking databases.

The current draft Delegated Regulation that was published for the consultation, focuses heavily on QR-code verification and optional RFID features. While these tools may help verify whether a card is authentic, they do not necessarily help enforcement officers determine whether parking rights are actually valid in practice. As EPA noted in its consultation response, verification alone is not enforcement.

Modern parking systems operate primarily through vehicle licence plates connected to parking rights databases. This is particularly true in cities using scan cars and ANPR-based enforcement. Without interoperability between the EPC and these digital systems, persons with disabilities may continue to face unnecessary fines simply because enforcement systems cannot recognise their parking rights automatically.

EPA therefore continues to advocate for:

- interoperability and integration with ANPR systems;
- interoperable national and/or European databases;
- mechanisms allowing vehicle registration information sharing for cross-border use;
- hybrid online/offline verification systems;
- recognising parking enforcers as authorised users (both public and private sector);
- future-proof legislation allowing technological evolution.

Importantly, EPA's position is not isolated. Similar concerns appear in contributions from several other stakeholders.

A Growing Consensus on Digitalisation

POLIS, the European network of cities and regions working on mobility innovation, shares many of EPA's concerns. POLIS welcomed the EPC initiative but questioned whether the proposed Regulation is “sufficiently future-proof” given that “the entire parking system is digitised”. POLIS also highlighted that QR-code solutions alone do not enable camera-based or scan-car enforcement.

Similarly, the French parking association FNMS (an EPA Full Member) emphasised that parking control systems across Europe already rely primarily on vehicle registration and database checks rather than physical inspection of cards. FNMS explicitly stated that RFID “is not suitable for controlling on-street parking” and called for interoperable APIs and database ecosystems instead.

These contributions demonstrate an emerging consensus among many parking and mobility actors: digital interoperability matters

more than adding increasingly sophisticated features to a physical card.

RFID: Innovation or Distraction?

One of the controversial aspects of the consultation concerns the possible inclusion of RFID chips in the new card. Interestingly, even within the same Member State, opinions diverge significantly. Authorities in Berlin expressed strong interest in RFID, while highlighting the usefulness of scan cars combined with national parking registers but dismissing these for short-term practical reasons (proper to the legislative situation in Germany). In further correspondence with EPA, Berlin representatives duly confirmed that a “national register linked to a national app system is currently the most efficient solution for the deployment of scan cars.”

Consequently, EPA responded that RFID risks becoming an unnecessary parallel technology. Parking operators across Europe have already invested massively in ANPR infrastructure and scan cars. Requiring additional RFID readers would increase costs without solving the core interoperability challenge (especially as a discussion remains whether such chips should be readable at a distance of >1m or not).

The debate becomes even more nuanced when looking at other German cities. Heidelberg, for example, has shown strong openness towards broader digital approaches. This illustrates a wider European reality: there is no single national (not even local) model for digital parking enforcement. Different cities and regions are progressing at a different pace and with different technological preferences, though the overall evolution is clearly towards a fully digital system⁵.

Privacy Concerns and the EDF Position

While parking operators focus on interoperability and enforcement efficiency, disability organisations understandably place greater emphasis on privacy and accessibility. EDF, for example, opposes storing vehicle licence plates on RFID chips (the one, optional, addition which EPA could support) because vehicles used by cardholders may frequently change. EDF also warned against the risk of “bulk harvesting” of disability-related data if RFID chips can be read from long distances. →





→ This illustrates the delicate balance the European Commission must now strike:

- preventing fraud;
- enabling effective enforcement;
- ensuring accessibility;
- protecting privacy;
- and preserving political acceptability.

The ongoing consultation process has therefore become much more than a technical discussion. It is effectively a debate about how Europe wants to manage mobility rights in an increasingly digital environment.

Beyond the Physical Card?

Despite the current focus on digital security features of the physical card, momentum towards further digitalisation is clearly growing. EPA continues to advocate for a long-term transition towards fully digital parking rights linked to vehicle licence plates and interoperable databases. Such an approach would dramatically reduce fraud, simplify cross-border enforcement and minimise the risk of unjustified penalties.

Encouragingly, broader EU policy developments may support this direction. In April 2026, the European Commission published its initiative for a “Simpler, Clearer and Better Enforced EU Rulebook”, explicitly highlighting the need for “future-proof and adaptive legislation”. The transport chapter also calls for further digitalisation and improved interoperability across transport systems. This broader simplification agenda may eventually influence future revisions of the EPC framework itself. It could also provide an opportunity for renewed discus-



sions with the European Commission’s DG Justice and Consumers directorate (DG JUST, in the lead on this file) on how digital parking rights and interoperability should evolve in the coming years.

The Road Ahead

The European Parking Card remains a major step forward for the mobility rights of persons with disabilities across Europe. Few stakeholders disagree on the ultimate objective: enabling seamless and fair access to parking rights throughout the Union. The challenge lies in how to achieve this objective in practice.

For EPA and many actors in the parking sector, the consultation has demonstrated that focusing solely on the physical card risks missing the bigger picture. Europe’s parking ecosystem is already digital. Enforcement increasingly depends on connected databases, ANPR systems and interoperable mobility platforms. The key question is therefore no longer whether digitalisation will happen — but how quickly European legislation will adapt to that reality.

As discussions continue between the European Commission, cities, disability organisations and the parking sector, the EPC may ultimately become more than a parking permit. It could become one of the first real test cases for how Europe combines digital mobility, accessibility, interoperability and data protection in everyday urban life. ■

¹ See https://europeanparking.eu/wp-content/magazines/PTI_0124/#22

² See <https://eur-lex.europa.eu/eli/dir/2024/2841/oj>

³ Despite such short notice, 53 responses were received which can all be found here: https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14767-European-Disability-Card-and-European-Parking-Card-digital-features-for-the-physical-versions_en.

⁴ See https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14767-European-Disability-Card-and-European-Parking-Card-digital-features-for-the-physical-versions/F33398809_en

⁵ This was also confirmed by representatives from Prague and Bratislava during the recent Annual Conference of the Czech Parking Association, another EPA Full Member.

EPA Note

This topic, as part of EPA’s Enforcement WG activities, will also be discussed at the EPA Annual General Assembly, 24-25 September in Dublin.

EPA and UITP Sign Cooperation Agreement

Building Bridges



The European Parking Association (EPA) and the International Association of Public Transport (UITP) have signed a Memorandum of Understanding (MoU) to strengthen cooperation between the two organisations and support the development of more integrated and sustainable urban mobility systems.

Representing the global public transport sector, UITP brings together public transport authorities, operators, industry suppliers, policymakers and research organisations from around the world. The agreement reflects a shared commitment to addressing modern mobility challenges and advancing sustainable transport solutions for the benefit of both organisations' members and society as a whole.

The agreement provides a framework for collaboration in several areas, including publications and knowledge sharing, participation in each other's conferences and events, exploration of joint opportunities within externally funded projects, training activities, and advocacy and communication initiatives. The UITP Academy could notably serve as a model for future EPA training programmes, for instance on multimodal mobility hubs.

Global Parking Transformation WG

Particular attention will be given to topics such as parking transformation, mobility hubs, multimodal integration, digital mobility platforms, shared mobility, and sustainable urban transport policies. The agreement also encourages cooperation between relevant EPA and UITP working groups and expert bodies to support the exchange of knowledge and best practices. In particular, EPA will be invited as a permanent observer to UITP's recently created Global Parking Transformation WG, to which meetings both EPA's President and President Emeritus have already participated.

For EPA, the partnership represents another step in strengthening relationships with organisations across the wider mobility ecosystem. As cities increasingly seek integrated solutions to challenges such as congestion, accessibility, decarbonisation and efficient use of public space, closer coopera-



The UITP represents the global public transport sector.

tion between the parking and public transport sectors is becoming increasingly important. This is also reflected through EPA's invitation for UITP to join its Annual General Assembly in Dublin in September (See EPA News article on p. 32).

The Memorandum of Understanding was formally signed in Brussels on 23 June between the UITP Secretary General and the EPA Executive Director during the UITP General Assembly and will remain in force for an initial period of three years. ■

UITP at a glance

UITP is the International Association of Public Transport and a passionate advocate of sustainable urban mobility.



2000

Member organisations



100+

Countries

13

Global offices



EPA Joins ERTICO – ITS Europe



A Seat at the Mobility Table

The European Parking Association's recent decision to join the ERTICO Partnership¹ marks an important step in EPA's ongoing efforts to position parking at the heart of Europe's evolving mobility ecosystem. While this development represents a new chapter in EPA's relationship with ERTICO - ITS Europe, the significance extends far beyond a formal partnership agreement.

Mobility is becoming increasingly interconnected. Parking is no longer a standalone activity concerned solely with vehicle storage. Today, it is closely linked to shared mobility, electromobility, urban logistics, digital mobility services, data exchange, and the efficient management of public space. As cities work to reduce congestion, improve accessibility, support decarbonisation, and manage competing demands on urban infrastructure, parking

has become an essential enabler of broader mobility objectives.

ERTICO – ITS Europe provides a unique platform where public authorities, cities, transport operators, vehicle manufacturers, technology providers, research institutions, and mobility service providers work together to shape the future of transport – including via EU-funded collaborative research projects. By joining this community, EPA strengthens its ability to ensure that the

parking sector is represented in such projects, discussions and initiatives that influence the future direction of mobility policy and innovation across Europe.

Collaboration Across Sectors

The partnership also supports the priorities set out in the EPA Manifesto 2025–2030². Whether the focus is resilient infrastructure, electromobility integration, urban logistics and kerbside management, or digitalisation



On 10 June 2026, ERTICO – ITS Europe welcomed Premium Partners to its annual Activity Development Day at the ERTICO offices in Brussels, bringing together over 80 experts from across the intelligent transport and mobility ecosystem. EPA's Executive Director and its European Affairs & Projects Manager attended and can be found on the right-hand side of the main picture.



© (4) ERTICO

and data-driven services, collaboration across sectors is increasingly necessary to deliver effective solutions. Parking cannot achieve these goals in isolation, nor can cities develop integrated mobility systems without considering the role that parking infrastructure and services play within them.

EPA already works closely with ERTICO through the Enhancing Automated Valet Parking platform (EAVP)³, expert contributions to each other's flagship events and partnering within EU-funded projects of mutual interest. Taking the next logical step of becoming a formal ERTICO Partner will enable further joint thought leadership and research initiatives for both organizations.

Statement by the EPA Executive Director

Tom Antonissen, EPA Executive Director, commented: "Having personally worked with several existing ERTICO Partners in the past, even serving as a member of the ERTICO Strategy Committee, I am very pleased that

we are now formally bringing EPA within the Partnership and I look forward to making the case for smart parking management being crucial for sustainable urban mobility.

As mobility systems become smarter, more connected, and increasingly data-driven, the need for collaboration between sectors will only grow. Through our membership of ERTICO, EPA can help ensure that parking expertise contributes to developments in intelligent transport systems, digital mobility services, automation, urban logistics, and multimodal travel."

Statement by the CEO of ERTICO-ITS Europe

Joost Vantomme, CEO of ERTICO-ITS Europe summarised: "We are happy to welcome the European Parking Association to the ERTICO Partnership. Parking is a critical enabler of smart and sustainable urban mobility, connecting infrastructure, services and users. By bringing EPA into our ecosystem, we strengthen our collective ability to integrate parking

into the wider mobility landscape and accelerate the development of seamless, multi-modal solutions across Europe."

Ultimately, joining ERTICO is about more than membership. It is about ensuring that the parking sector has a seat at the table where the future of mobility is being discussed and helping to connect the dots between parking, transport, logistics, technology, and urban development. For EPA and its members, that represents an important opportunity to strengthen the sector's voice and influence in shaping the sustainable, connected, and resilient cities of tomorrow. ■

¹ To see all +/- 120 ERTICO Partners divided over 10 categories please see here (EPA falls under the "Users" category): <https://ertico.com/who-are-we/our-partnership/our-partners>.

² See <https://europeanparking.eu/epa-manifesto-2025-2030/>.

³ See <https://eavp.eu/>.



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A view of the Millennium Footbridge over the River Liffey in Dublin city centre at sunset.

EPA Annual General Assembly ...

... Including EU Policy Forum on Mobility & Parking in Dublin

This September, the European Parking Association (EPA) will bring together its members – both the 20 national parking associations and over 65 Corporate Members from across geographical Europe – for its Annual General Assembly (AGA) 2026 in Dublin, Ireland.

Taking place on 24–25 September, this “members only” annual gathering combines EPA’s formal General Assembly with a high-level EU Policy Forum exploring the role of parking in Europe’s rapidly evolving mobility landscape.

Why Dublin, Why Now?

Hosted with the appreciated support from the Irish Parking Association (IPA) and Meet in Ireland, the event takes place during Ireland’s upcoming Presidency of the Council of the European Union. From 1 July to 31 December 2026, Ireland will be at the centre of European decision-making, chairing EU-level negotiations and helping to shape dis-

cussions on issues ranging from competitiveness and digital transformation to sustainability and infrastructure investment.

EU Policy Forum

The first day of EPA’s flagship event this year will open with a welcome from EPA President Theo Thuis and IPA Chair Brian Moore, before delegates turn their attention to the European policies and projects shaping urban mobility and parking management.

The first session will bring together speakers from the Irish Department of Transport, the European Commission and Eurocities. The newly installed Unit for Innovation and Urban Mobility at the Directorate-General for

Mobility and Transport (DG MOVE), will provide the European Commission’s perspective on the policies and initiatives influencing the future of mobility, while the Head of Mobility at Eurocities, the largest network of European cities with over 200 large cities among their membership, will offer their insights on relevant EU policies and EU-funded projects. Representing major cities across Europe on a wide variety of policy issues, Eurocities brings an important urban perspective to discussions on mobility, public space and city development. The session will be moderated by EPA Executive Director Tom Antonissen and conclude with an interactive Q&A.

The afternoon will continue with an interactive discussion under the thought-provoking moniker Beyond the “Parking Bubble”: The Value of Cross-Sector Collaboration, moderated by EPA President Theo Thuis. This session will explore how the parking sector can work more effectively alongside other parts of the wider mobility ecosystem and why such cross-sectoral collaboration is becoming increasingly important for cities and operators alike.

The panel will feature representatives from ALICE, the European Technology Platform for Logistics, ESPORG, the European Secure Parking Organisation, and UITP, the International Association for Public Transport. These organisations will highlight their own initiatives from the sectors they represent – urban logistics, truck parking and public transport respectively – and offer concrete ways for parking stakeholders to engage with them.

Together, the two Forum sessions reflect a key message for the sector: parking (policy) matters and is no longer a standalone activity. It is increasingly connected to wider discussions around mobility, logistics, public transport, digitalisation and urban development.

Alongside these sessions, EPA members' delegates will have ample opportunity to meet colleagues and exchange ideas during



Historic commercial buildings on Essex Street East and Eustace Street in Dublin's Old Town

a welcome lunch, coffee breaks and an evening programme in exceptional surroundings.

The first day concludes with networking drinks and a seated Gala Dinner hosted by EPA and its valued sponsors, EPA's five Platinum Members: APCOA, Arrive, INDIGO, Interparking and Q-Park.

The General Assembly

On the second day, EPA members will gather for the Association's formal Annual General Assembly.

The meeting is meant to fulfil EPA's statutory obligations and provides members with

the opportunity to review and approve the Association's annual accounts, budget and Board report, as well as participate in the elections. This year, members will elect seven open Board positions: one Vice President, three representatives of national parking associations and three representatives of Corporate Members¹.

Delegates will also hear activity reports from EPA's five Working Groups², highlighting the initiatives, achievements and projects delivered over the past year. These Board-level presentations provide a valuable overview of the practical work being undertaken by EPA members and experts across a wide range of topics affecting our sector, from policy and communications to enforcement and electromobility.

More importantly, the General Assembly enables members to contribute directly to the future direction of the Association and to the priorities EPA will pursue on behalf of the European parking community. ■

Why Participate?

The EPA Annual General Assembly is much more than a statutory meeting. It is an opportunity to engage directly with representatives of EU institutions, Europe's leading cities, mobility stakeholders and industry leaders in a setting designed to encourage dialogue, collaboration and the exchange of ideas.

EPA members have already received more detailed information about the venue and registration process. For organisations that are not yet members of EPA, there is still time to join the Association and participate in this year's event! Membership provides access to a strong European network, specialist Working Groups, policy engagement opportunities and industry knowledge that extends far beyond the two-day programme itself³.

At a time when the parking sector is playing an increasingly important role within Europe's wider mobility ecosystem, EPA membership offers a valuable platform to help organisations stay informed, connected and influential.

We look forward to welcoming our members – and new members – to Dublin this September!

¹ To see which positions are open for (re-)election, please check the timelines and mandates on <https://europeanparking.eu/board/>.

² For a brief overview, see <https://europeanparking.eu/working-groups/>.

³ For more information on EPA membership, please see <https://europeanparking.eu/membership/> and feel free to contact us at epa@europeanparking.eu.



ESPORG – The European Safe & Secure Parking Organisation

Truck Parking's Expanding Role in Europe's Mobility Ecosystem

Based on an interview with ESPORG, the European Safe & Secure Parking Organisation¹ – edited for length by EPA

For decades, truck parking was largely viewed as a practical necessity – somewhere drivers could stop, rest and continue their journey. Today, however, truck parking is increasingly recognised as strategic infrastructure, with implications for road safety, logistics, digitalisation, electrification and even military mobility. As Europe seeks to improve freight efficiency, support the energy transition and strengthen resilience, the role of Safe and Secure (Truck) Parking Areas is expanding far beyond their traditional function.

This evolution is reflected in the work of ESPORG, the European Secure (Truck) Parking Organisation. Through its involvement in the development of an 'EU Parking Standard', its advocacy for data sharing and interoperability, and its focus on sustainability and resilience, ESPORG sees truck parking as

playing an increasingly important role in Europe's wider mobility ecosystem.

From Industry Initiative to EU Standard

One of the most significant developments in recent years has been the introduction of the EU Parking Standard for Safe and Secure Parking Areas (SSPAs).

According to ESPORG, the EU Parking Standard is a good example of how industry expertise can inform public policy. It evolved from strong industry demand and technical groundwork. Early studies, including the 2018–2019 SSTPA study coordinated by ESPORG, highlighted the urgent need for harmonised security and service levels across Europe.

This work led to the establishment of the European Commission's Expert Group on

Safe and Secure Parking Areas. The Commission subsequently formalised the standard through Delegated Regulation (EU) 2022/1012, which supplements the driving and rest-time rules set out in Regulation (EC) No 561/2006, as amended by the Mobility Package².

For ESPORG, this legal connection is crucial.

Professional drivers must comply with strict driving and rest-time requirements. Without sufficient certified Safe and Secure Parking Areas, operators and drivers cannot legally and safely meet those obligations. Certification under the four-level system – Bronze, Silver, Gold and Platinum – therefore serves both as a compliance tool and as a quality benchmark.

"Certification raises standards across the board by creating a common, trusted lan-

guage for the entire supply chain,” ESPORG explains.

The benefits extend across the logistics ecosystem. Drivers, hauliers, shippers, freight forwarders and insurers all gain a clearer understanding of what to expect from a certified facility. Certification also supports improvements in security measures, operational procedures and service provision while helping build confidence among users.

ESPORG’s role is to translate the legal framework into practical implementation through initiatives such as their EU Parking Academy, pre-audit support and the promotion of certified Safe and Secure Parking Areas throughout Europe³.

Data Becomes as Important as Physical Infrastructure

Like many areas of the mobility sector, truck parking is becoming increasingly data-driven.

Drivers and fleet operators are no longer simply looking for a parking space. They increasingly need real-time information on parking availability, services, security levels, charging facilities and booking options.

According to ESPORG, “Data is becoming as important as physical infrastructure.”

The organisation strongly supports data standardisation, which is also required under the EU ITS Directive and its Delegated Regulation for information services related to safe and secure truck parking⁴. It advocates for both high-quality static information, such as location, security level and available services, and dynamic real-time

availability data provided in a standardised format.

ESPORG’s own parking map already provides an overview of certified and developing Safe and Secure Parking Areas within its network across Europe.

However, challenges remain. ESPORG points to uneven implementation of dynamic data across Member States and sees significant opportunities for collaboration with organisations such as EPA and the Alliance for Parking Data Standards (APDS) on common data models that could serve both truck and car parking environments.

For drivers, the benefits are immediate. Better information reduces search times, lowers stress levels and helps users find suitable parking more efficiently.

Truck Parking and the Energy Transition

The transition to electric mobility presents both challenges and opportunities for the truck parking sector.

According to ESPORG, heavy-duty vehicle charging operates on an entirely different scale from passenger car charging. Power requirements are significantly higher, grid connections are often insufficient, and investment costs can be substantial.

Yet truck parking facilities are uniquely positioned to support the transition.

“Truck parking areas are naturally positioned to become energy service hubs because drivers already stop there to comply with driving and rest-time regulations.”

This means charging can be integrated into mandatory rest periods, potentially im-

proving operational efficiency while supporting the wider decarbonisation of freight transport.

ESPORG identifies several challenges that must be addressed, including grid capacity, permitting procedures, financing and business-case certainty. At the same time, it sees opportunities in the form of new revenue streams, improved sustainability performance and the development of multimodal logistics hubs that combine parking, charging and other transport services.

To support this transition, ESPORG launched its Voluntary Green Truck Parking Standard⁵ in January 2026. Built upon the existing EU Parking Standard, the initiative introduces four progressive green levels and aims to encourage more sustainable parking operations.

ESPORG sees Safe and Secure Parking Areas as key enablers of the energy transition in road freight.

Planning Around User Needs

While technology and infrastructure are important, ESPORG emphasises that successful truck parking projects must begin with a clear understanding of user needs.

One of the key lessons emerging from truck parking development is that “Infrastructure must be planned around user needs rather than simply around available space.”

According to ESPORG, successful facilities combine location, security, services that support driver wellbeing, operational efficiency and financial sustainability.

The organisation also highlights the importance of blending public and private →



Truck Etape Béziers (France) — Winner of both the Green Truck Parking Management Award 2026 and the new “Home Away from Home” Award 2026.



Security team at Truck Etape Béziers

→ funding. Many transport infrastructure projects generate wider societal benefits that are not fully reflected in direct revenues. As a result, European programmes such as the Connecting Europe Facility (CEF)⁶ and its Alternative Fuels Infrastructure Facility (AFIF) can play an important role in helping bridge funding gaps and accelerating deployment.

To support operators and investors, ESPORG regularly organises webinars on funding and financing opportunities for Safe and Secure Parking Areas. These events focus on the entire financial lifecycle of a project, from project design and securing finance to construction cashflow management and long-term operational profitability.

Based on such a preliminary comparative introduction, ESPORG and EPA seem to have quite a few opportunities for joint advocacy on topics such as digitalisation, alternative fuels, data standards and sustainable mobility. Many of the challenges facing truck and car parking are indeed converging!

Parking and Europe's Resilience

Perhaps the most striking example of truck parking's changing role can be found in discussions around military mobility.

Secure truck parking areas are now recognised as strategic dual-use infrastructure within the European Commission's Military Mobility Package⁷ and the European Parliament's work on a 'Military Schengen'.

At ESPORG's Annual Conference in Brussels in March 2026, policymakers, military representatives and transport leaders gathered to discuss the issue. The conclusion was clear.

"In the context of military mobility, parking is no longer peripheral – it is essential."

The discussions highlighted the growing importance of dual-use infrastructure. While Safe and Secure Parking Areas are designed primarily for civilian logistics operations, they are increasingly expected to support military requirements in both planned and emergency situations.

Under the EU Military Mobility framework, parking areas may be required to support Host Nation Support operations, including planned movements, refuelling and rest activities. They may also be required to provide priority access during emergencies.



Winner of the 2025 ESPORG Award: Recharge City in Denmark.

As ESPORG notes, "a facility designed for truck drivers today could tomorrow become part of Europe's crisis response system."

This evolution requires preparation, common standards and close cooperation between stakeholders, but it also demonstrates how the role of truck parking is expanding beyond its traditional function⁸.

One Parking Ecosystem

Although truck parking and car parking are often viewed as separate sectors, ESPORG sees increasing overlap between the two.

"The strongest connections are digitalisation, electrification, user experience and data management."

Both sectors are investing in reservation systems, occupancy monitoring, payment integration and real-time information services. Both are adapting to the transition towards electric mobility. And both face growing expectations from users regarding safety, convenience and sustainability.

For ESPORG, these shared challenges create opportunities for greater collaboration across a comprehensive parking community.

As mobility systems become increasingly connected, many of the distinctions between truck and car parking are beginning to blur. Data standards, charging infrastructure, user experience and digital services are becoming common priorities across the wider parking ecosystem.

In conclusion, truck parking has gone from being somewhere drivers sleep to being strategic European infrastructure. In many ways, the challenges facing truck parking are no

longer confined to truck parking alone. As ESPORG's experience demonstrates, issues such as digitalisation, data sharing, electrification and user experience are increasingly shared across the wider mobility ecosystem. These themes will be explored further during EPA's EU Policy Forum on Mobility & Parking on 24 September in Dublin, where ESPORG General Manager Dirk Penasse will join the interactive session *Beyond the "Parking Bubble": The Value of Cross-Sector Collaboration*, moderated by EPA President Theo Thuis. ■

¹ <https://esporg.eu/>

² See https://eur-lex.europa.eu/eli/reg_del/2022/1012/oj/eng.

³ One may notice similarities with EPA's own European Standard Parking Award (ESPA, <https://europeanparking.eu/espa-off-street/>), which is currently being revised by EPA's Policy & Strategy Committee. These developments will also be presented during the EPA Annual General Assembly in September in Dublin.

⁴ See https://transport.ec.europa.eu/transport-themes/smart-mobility/road/its-directive-and-action-plan/safe-and-secure-truck-parking_en

⁵ See <https://greenparkingstandard.eu/>

⁶ See https://cinea.ec.europa.eu/programmes/connecting-europe-facility_en

⁷ https://transport.ec.europa.eu/transport-themes/military-mobility_en

⁸ An evolution EPA is expected to follow, in line with the Belgian Defense Minister's call to action during last year's European Parking Conference in Brussels and as part of Policy Priority 1 of the EPA Manifesto 2025-2030 (<https://europeanparking.eu/epa-manifesto-2025-2030/>).

Promotion

Scheidt & Bachmann Parking Solutions

entervo infinite – Ready for today. Built for tomorrow.

Annegret Ganzleben, City Parking Deutschland Betriebs GmbH & Co. KG, Nordendorf, on the introduction of entervo infinite from Scheidt & Bachmann Parking Solutions at the shopping centre and hotel in Munich-Trudering:

Digital freedom in everyday operations

I am responsible for several free-flow car parks and am happy to share my experience with entervo infinite as a free-flow system - a modern, cloud-based solution that has made my day-to-day work noticeably easier.

Full transparency – anytime, anywhere

As a Regional Manager and Authorized Officer, I particularly value the fact that I can access a complete overview of each site at any time via my mobile devices, regardless of location. The dashboard provides a clear snapshot of occupancy, revenue and the operational system status - well structured, intuitive and without detours. It can be tailored to my needs, which allowed me, for example, to easily add the discounting module.

Added value for clients and team

Our client benefits as well: a customised dashboard view has been set up for them, enabling them to track revenue development at any time. At the same time, our employees have exactly the functions they need for their operational tasks - clearly displayed, role-specific and easy to use.

Optimised customer communication on site

Within the car park itself, the fast transmission of licence plates to the large displays ensures optimal customer communication. We deliberately chose a free-flow



© Scheidt & Bachmann Parking Solutions

entervo infinite as a free-flow system at the Shopping Centre and Hotel in Munich-Trudering

system - and the feedback confirms this decision: no complaints, no negative responses.

The pay station as a point of contact is clearly structured, tidy and self-explanatory. The well-designed customer guidance saves both time and costs. The language selection is particularly appreciated, as it makes it much easier for our international hotel guests to use the hotel tariff.

Efficient back-office processes

entervo infinite also impresses internally. When a customer contacts the call centre because they forgot to request a receipt and did not retrieve the digital receipt ei-

ther, the intuitive operation and clearly structured interface allow for quick and efficient re-issuance - a major advantage for us.

The enforcement module for non-payers is logically designed, user-friendly and provides effective support for our processes.

My conclusion

entervo infinite is a modern, flexible and exceptionally user-friendly system that sets new standards in efficiency and customer orientation. A clear recommendation - and additional locations are already being planned. ■

Fastned

New Record Figures for Charging Revenue and Energy Supplied

Fastned, one of Europe’s leading fast-charging companies, has achieved new record figures for charging revenue and the volume of energy supplied in the first quarter of 2026. According to the company, charging revenue rose to 39.2 million euros during the reporting period, representing a 40 per cent increase on the previous year’s figure. In the 2025 financial year, Fastned had generated charging revenue in excess of 100 million euros for the first time.

This development is being driven by renewed acceleration in the growth of the European electric car market. The company reports that there are now almost nine million electric vehicles (EVs) registered across Fastned’s nine active markets. At the same time, the EV market share in Europe rose by 16 per cent in January and February compared with the previous year.

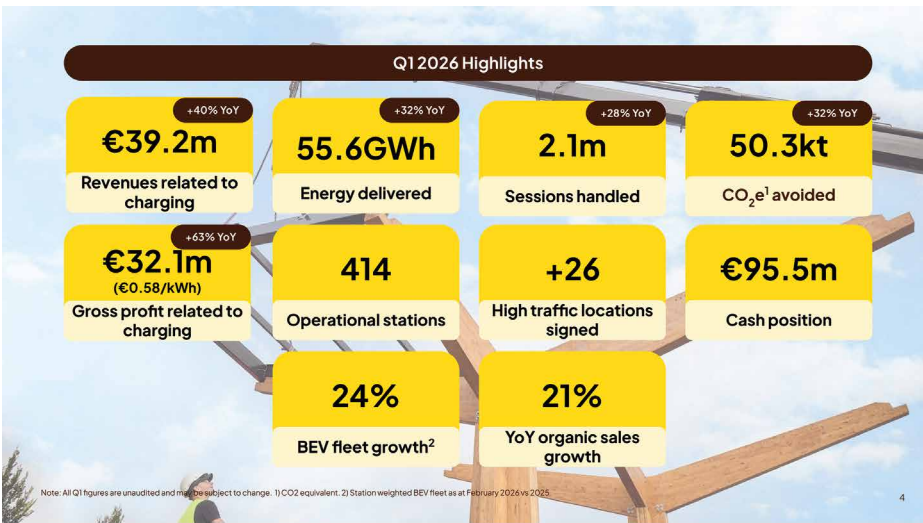
In the first quarter of 2026, Fastned supplied a total of 55.6 GWh of renewable energy to electric car drivers. Through more than 2.1 million charging sessions across nine countries, the company enabled over 277 million kilometres of emission-free driving. All three figures marked new quarterly records for Fastned.

Network expansion continues

The Netherlands-based company also continued its growth trajectory in terms of network expansion: in the first quarter, Fastned commissioned eight new stations in Denmark, Italy, France and the United Kingdom. A further four stations were expanded or modernised. According to the figures, the European Fastned network comprised a total of 414 fast-charging stations by the end of the first quarter of 2026.

German court upholds open competition

On 6 March 2026, the Düsseldorf Higher Regional Court ruled in favour of Fastned in a public procurement review case against the federal government’s Autobahn GmbH. The ruling states that fast charging is a sector in its own right and that access to charging locations on motorways must in future be awarded through open and transparent tendering procedures. Fastned has been advocating this principle since its foundation. Having already been confirmed in the Netherlands,



erlands, it has now also been reinforced at a high level in Germany.

“The global upheavals in the energy markets in the first quarter of 2026 demonstrate how urgently Europe must accelerate electrification and break free from its dependence

on expensive and unreliable imports of fossil fuels,” says Michiel Langezaal, co-founder and CEO of Fastned. “Affordable and reliable fast charging is crucial if electric cars are to become suitable for everyday use everywhere and for everyone.” ■



Expansion continues: This Fastned charging station in Castellanza, Italy, opened in March 2026.



© (2) Brussels Airport

6,000 m² of solar panels have been installed on the roof, generating 1,150 MWh per year.

Brussels Airport

New Parking Facility with 650 Charging Points and 6,000m² of Solar Panels

A new parking tower has been inaugurated at Brussels Airport, directly opposite the current drop-off zone. The building offers more than 2,500 parking spaces for both car rental companies and airport community staff. The parking facility is within walking distance of the terminal, covers an area of 90,000 m², and has eight floors. Its construction placed a strong emphasis on sustainable electrification and circularity.

Until recently, vehicles of car hire companies were located in Parking 2, right in front of the departures hall. These will now be relocated to the new facility. Service points and offices, previously situated in the arrivals hall, are also being relocated. As a result, all car rental services will now be centralised in one location, offering travellers a significantly more convenient experience.

Demolition with Focus on Circularity

During the preparatory works, the former parking area on the site was first demolished, with a focus on circularity. Through selective demolition, most materials were recovered or reused, including on other sites within the airport area. In addition to the circular approach to demolition, sustainable technologies were also used in the development of the new building. 6,000 m² of solar panels have been installed on the roof, generating 1,150 MWh per year. A special non-reflective film has been applied to the solar panels to prevent the

glare from the sun affecting visibility for the pilots. In total, 650 charging points for electric vehicles will also be installed.

With this new parking facility, Brussels Airport is taking a concrete step within Hub 3.0, the investment project designed to prepare the airport infrastructure for the future. The centralisation of car hire companies creates space for the future expansion of the arrivals hall and the development of an intermodal hub, where different modes of transport—train, tram, bus, bicycle, and car—will be optimally integrated. In a next phase, a pedestrian bridge will also be constructed to directly connect the car park with the terminal. ■



The new parking facility will serve as a central location for car hire services, within walking distance of the terminal.

MSR-Traffic

Parking Guidance System in Emmendingen Operates on a Sustainable Power Supply

Better wayfinding for road users – whilst reducing the energy supply burden: the expansion of the parking guidance system in Emmendingen has combined both of these benefits.

In collaboration with Netze BW and the town of Emmendingen in southern Germany, MSR-Traffic has integrated four new locations into the existing parking guidance system. What makes this project special is that the new signposts are completely self-sufficient in terms of energy. Instead of relying on conventional mains connections, the systems are powered by east-west-facing photovoltaic systems and battery storage.

The project thus kills two birds with one stone: modern traffic management and a sustainable power supply in a single system.

Particularly in areas where infrastructure costs, groundworks or mains connections would entail additional expense, solar-powered displays offer new opportunities for towns and local authorities to flexibly expand their traffic management systems, explains MSR-Traffic.

Parking Search Traffic

Various components from MSR-Traffic's portfolio were used: RoadSign Beta displays, matrix LED displays, tubular masts and photovoltaic systems, including mounting brackets and battery kits. In addition to the

sustainable energy supply, the main focus was on one thing above all: guiding road users more quickly and precisely to available parking spaces, reducing traffic caused by people searching for parking spaces and managing traffic flows more efficiently.

The sister company VOLTA GmbH from Pocking was responsible for on-site installation and implementation. The project demonstrates that modern parking guidance systems have long since become more than mere signposts – they are increasingly becoming intelligent and sustainable building blocks of modern mobility concepts. ■



New parking guidance system in Emmendingen by MSR-Traffic



© MSR-Traffic GmbH



Systemic approach: The integration of energy storage systems, combined with intelligent load management, is designed to support operators in scaling and running their charging infrastructure cost-effectively.

FENECON / The Mobility House Solutions

More Charging Points Despite Limited Grid Connection

FENECON and The Mobility House Solutions combine energy storage and load management into a single integrated system. This enables operators to install more charging points on their existing grid connection and operate their charging infrastructure more cost-effectively.

With the rise of electric mobility, many charging sites are facing a new challenge: it is no longer just a matter of setting up individual charging points, but of operating entire areas cost-effectively and scaling them up. Whether at a company site, in a logistics depot or at a public fast-charging park, the grid connection often becomes the limiting factor for further expansion.

Interplay between battery storage and charging infrastructure

According to FENECON and The Mobility House Solutions, two key factors are crucial for scaling up and operating charging sites cost-effectively despite limited grid connection capacity: flexible energy use and targeted control of the charging infrastructure. Using stationary energy storage systems and the FEMS energy management system, FENECON optimises the use of on-site energy sources, such as those from the grid connection and photovoltaic systems. Energy storage systems decouple energy procure-

ment and consumption in terms of time, for example to make locally generated solar power available for charging operations at a later time.

The solution from The Mobility House Solutions handles load management in parallel. During operational charging, ChargePilot dynamically distributes the available power across the connected charging points, taking into account the respective charging requirements of the vehicles by prioritising certain charging points, explains the provider.

Stable and scalable

The systems follow a clear division of roles: whilst the energy management system defines the available power framework, load management intelligently implements this during charging operations. Particularly at larger charging sites, different systems and control solutions from various manufacturers often coexist. The coordinated integration of energy management, battery storage and charging infrastructure reduces this complexity and enables stable and scalable operation.

“Many operators are now reaching the limits of their grid connection when expanding their charging sites,” says Heiko Bayer, Managing Director at The Mobility House Solutions. “With ChargePilot, we can control charging infrastructure in such a way as to avoid costly grid expansion and reduce operating costs. When combined with energy storage systems, this control system realises its full potential. That is why we are delighted to be collaborating with FENECON.”

Scaling charging infrastructure cost-effectively

For charging station operators, the system is primarily designed to improve the cost-effectiveness of their charging infrastructure. At the same time, it promises faster implementation and better scalability of charging projects. Ultimately, the solution also helps to relieve the strain on the electricity grids by better balancing energy flows at the site and reducing peak loads. This is an important prerequisite for the further expansion of electric mobility. ■



© APCOA

Entry and exit are handled via automatic number plate recognition.

APCOA and MILES

Pilot Project to Ease Parking Pressure in Berlin

Car park operator APCOA and car-sharing provider MILES are launching a partnership for ticketless parking in selected city centre locations. Since 1 April, customers have been able to conveniently start and end their parking sessions with their MILES vehicle at three APCOA car parks in Berlin.

The partnership covers two Charlottenburg locations as well as the Victoria Centre at Ostkreuz station. An expansion to further locations, including those outside Berlin, is being considered. Entry and exit are handled via automatic number plate recognition, a system that has already proven its worth at many APCOA sites.

Transaction via the MILES Platform

Physical parking tickets and manual payment processes at pay-and-display machines

are no longer required, as the transaction is processed in the background via the MILES platform. MILES users can start and end their hire directly in the car park. Vehicles can be parked in any free, standard parking space – there is no need to look for specific car-sharing markings for the time being.

The solution reduces the time spent on parking and ensures a seamless, hassle-free parking and hire process. In busy city centre locations in particular, increasing parking

pressure and a lack of public parking spaces are a constant problem. By diverting parked vehicles into multi-storey car parks, the burden on the roads is eased and the traditional ‘search-for-a-space’ traffic is reduced, which contributes to better traffic management and less congestion in inner-city neighbourhoods.

Integrating Car-Sharing into Everyday Life

“The partnership with MILES is another step towards improving the parking situation in

urban city centres. Together, we are ensuring less stress, greater convenience and time saved when parking, whilst also helping to relieve pressure on city centres,” said Stefanie Kochs, Head of Urban Hubs at APCOA Germany.

“Our aim is to integrate car-sharing into everyday life as easily and flexibly as possible. By linking up with APCOA’s car parks, we are taking the pressure of searching for a space off the streets and offering our users a reliable parking alternative in high-traffic areas,” says Peter Kormany, Project Manager for Business Development at MILES.



■ The partnership between APCOA and MILES in Berlin also includes the car park at the Kant Center site.

ChargePoint

World’s Fastest Standalone Charger

ChargePoint, a provider of charging solutions for electric vehicles, has unveiled ‘Express Solo’: which it claims is the world’s fastest standalone charging station for electric vehicles.

Capable of delivering a 600kW charging speed to a single EV, Express Solo launches ChargePoint’s next generation DC fast charging architecture as an industry-leading innovation. It will be ChargePoint’s first DC charger to also be sold across Europe. Deliver-

ing high-power, scalable EV charging in a single compact cabinet, installation is now possible in tight spaces, at lower construction costs, all while increasing charging speed, say ChargePoint. Express Solo delivers approximately 40 per cent higher power density than other DC charging solutions in the industry’s smallest footprint, making Express Solo ideal for the deployment of EV charging at sites that require fast charging in a limited space.

Express Solo can simultaneously charge two EVs, and it affordably pairs with an additional dispenser to charge up to four vehicles. When charging multiple vehicles, an Express Solo can deliver any combination of power levels up to 600kW per port, an industry-first innovation. This makes more fast charging ports available to drivers while increasing station owner revenue.

Scalable Solution

“The Express DC fast charging architecture delivers differentiation. Not just by higher output, but by how economically, efficiently, and flexibly that power is delivered. Express Solo combines unmatched power density, direct DC power input capabilities for solar integration and battery storage, and a modular architecture that scales with minimal cost and complexity. Collectively this redefines DC fast charging from a fixed asset into a future-ready energy platform,” said Rick Wilmer, CEO at ChargePoint. “For those with plans for expansion, Express Solo enables scalable configurations for any charging scenario, futureproofing a station owner’s investment by giving drivers an ideal fast charging experience today while offering flexibility for the EVs of tomorrow.”



Payment option for car parks and various indoor environments.



Urbiotica

Pay-per-Space System in Wrocław

Efficient management of regulated parking remains one of the great challenges for many European cities seeking to balance mobility, sustainability and citizen experience. In this context, the city of Wrocław has taken a decisive step by implementing the first pay-per-place system in Poland, marking a before and after in the way the use of public space is controlled and optimized.

This pioneering project not only responds to an operational need, but also aligns with current trends in urban digitalization, where data and automation play a key role in decision making and improving public services.

Technological Innovation in Parking Control

The implementation of the system has been possible thanks to the collaboration with PM3D, the company in charge of deploying and integrating the solution within the city's existing infrastructure. Their role has been instrumental in ensuring that the technology is properly adapted to both operational requirements and local regulations.

Specifically, the deployment has been carried out in Mennicza Street, a central area with high parking demand. There, the smart camera technology developed by Urbiotica has been integrated with Flowbird's parking meter network. This combination allows for automatic verification of whether a vehicle has paid correctly for the space it occupies,

eliminating reliance on manual checks and significantly reducing human error.

How the Pay-per-Space Model Works

The pay-per-space system introduces an important change in the way users interact with regulated parking. Instead of simply paying by time, the user must indicate the exact number of the space in which they have parked, either through the parking meter or through a mobile application.

This approach provides multiple benefits, amongst others the reduction of fraud and improper use of public space. Thanks to this, greater efficiency in parking management is achieved, allowing authorities to act with more reliable information in real time.

The adoption of this system represents a significant evolution in urban parking management. Among its main advantages are the following: Increased productivity of control personnel, improved collection without increasing the pressure on citizens, access to accurate data for strategic decision making.

For members of the public, this means a clearer and more transparent experience, a reduction in unjustified penalties, and greater availability of parking spaces thanks to more efficient turnover. Moreover, as it is a solution based on artificial vision, it is not necessary to install physical sensors in each square, which reduces costs and facilitates its implementation in complex urban environments.

A Replicable Model

The case of Wrocław demonstrates how collaboration between cities and technology providers can lead to innovative smart parking solutions capable of transforming urban mobility. The pay-per-space model is positioned as a solid alternative to traditional systems, especially in environments where accuracy, efficiency and digitization are critical factors. In addition, this type of solutions allows moving towards a data-driven management, where every decision is supported by real information on the use of urban space, facilitating a more strategic and efficient planning. ■

Motorworld Mallorca

Exclusive Automotive Experience with Innovative Wohr Parking Systems

Motorworld Mallorca offers a visionary centre for the island's automotive culture, lifestyle and premium services. But also an automatic parking system from Wohr offers maximum space efficiency, barrier-free access and the integration of e-mobility.

Aimed at car enthusiasts, brand lovers and investors, the venue not only offers exclusive showrooms showcasing classic and modern vehicles, restaurants and event spaces. It also features a smart parking system with car-lifts serving several floors. The project consists of Wohr's innovative Combiparker 560 parking systems, with three systems combining to deliver a total of 50 parking spaces on three levels and enabling the venue to meet the requirements of modern mobility.

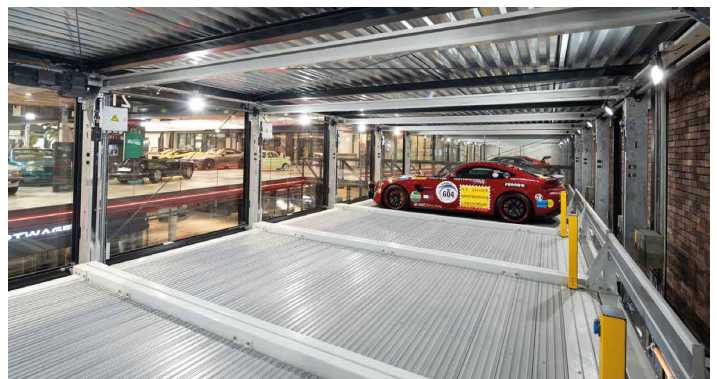
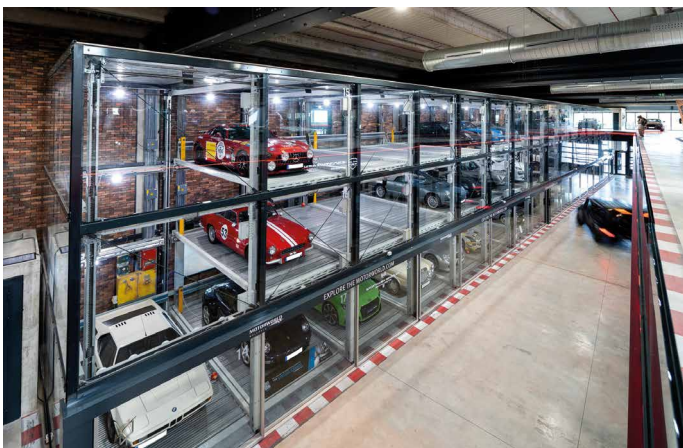
Efficiency Meets Design

The Wohr Combiparker system sets new standards in both functionality and aesthetics. The system not only provides the maximum use of space for as many cars as possible on a small footprint but also offers a flat platform design for comfortable entry and exit – as well as convenient access even for vehicles with low ground clearance. The uniform surface also ensures a high-quality appearance, while the intuitive RFID control guarantees easy operation.

The systems also feature integrated e-charging points and are therefore ideally equipped for the mobility of today and tomorrow. With these features, Motorworld Mallorca is not only a place for automotive passion, but also a prime example of intelligent infrastructure and future-oriented solutions. ■

Technical specification

- 3 x WÖHR Combiparker 560 systems
- 50 parking spaces
- Platform load capacity up to max. 2.8 t
- Platform width: 260 cm, Platform length: 535 cm
- Operation via RFID chip
- Equipped with electric charging stations on the platform



Lifestyle, mobility and smart parking solutions combined in a unique setting in the Balearic Islands.

Scheidt & Bachmann Parking Solutions

Modern Parking Facilities Enhance the Historical Experience in Swiss Open-Air Museum

At the start of April, the Ballenberg Open-Air Museum in the Bernese Oberland in Switzerland came out of its winter break and opened for the 2026 season. The aim is for visitors to start their day in a relaxed manner, regardless of whether they travel by public transport or by car. A new digital solution has recently been introduced for parking.

Car users have access to ample parking spaces at the Ballenberg West and East entrances. To reduce stress on arrival and departure, a new parking system ensures a smooth process. Upon entry, a parking ticket is issued whilst a camera records the number plate. The ticket and number plate are automatically linked.

The parking fee can be paid in cash or by card at the pay-on-arrival machine. Once the ticket has been validated, the system recognises the number plate associated with the ticket upon exit and opens the barrier automatically. For those who 'forget', a PayOnExit solution has been installed: this allows visitors to pay by card directly at the exit.



'Brächette' at the Ballenberg Open-Air Museum: this traditional autumn festival – the photograph was taken in October 2025 – centres on the processing of flax into linen.

Fully Automatic with PayByPhone

Alternatively, parkers can also use their smartphone, provided PayByPhone is installed on it. With the AutoPay function activated in the app and the number plate registered, the barrier opens automatically upon entry and exit without the need for a ticket. This was made possible by integration into the mobility CONNECT platform from Scheidt & Bachmann Parking Solutions, the supplier of the parking system in Ballenberg. PayByPhone implemented the digital solution in

collaboration with its partner SCHENK Systeme, which has been a wholly-owned subsidiary of Scheidt & Bachmann in Switzerland since last year. The app provider hopes that this project will mark an important step for PayByPhone in the field of off-street parking in Switzerland and serve as a springboard for further digital solutions in the Alpine country.

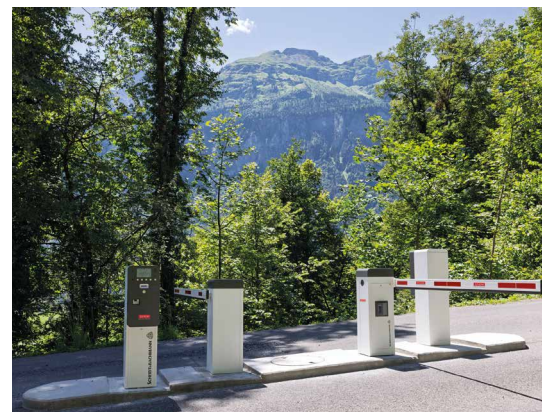
At the West car park, parking fees are still collected in the traditional way via a simple parking meter, but without any barrier system.



Public transport has also been taken into account: buses pass through the barriers using a special remote-control system.



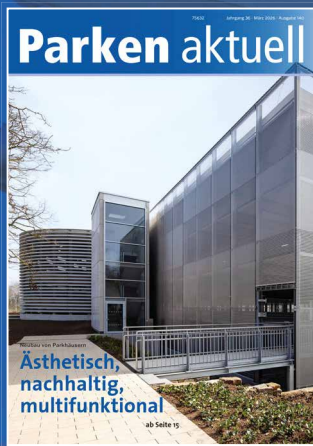
Dual-branded payment terminal



Entry and exit against a picturesque mountain backdrop

THE information sources for parking professionals

- THE trade journal for the German speaking region
- THE parking magazine with an European view



Parken aktuell

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*Results of a reader survey

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Helsinki Airport

Ticketless Parking Expanded

This spring, Finavia introduced ticketless parking at the Helsinki Airport. Since then, ticketless parking has been available not only in car park P4, but also in car parks P3 and P5.

Ticketless parking is part of Finavia's continuous development of ground access at Helsinki Airport. Finavia actively collects customer feedback and develops its services to improve the smoothness of travel. In ticketless parking, the customer's vehicle is automatically identified at the entrance based on the licence plate, and no physical parking ticket is needed. The change makes parking smoother and reduces concerns about keeping track of a parking ticket at the end of a trip.

The expansion began in April and was fully completed in May 2026. The P1 Premium and P2 car parks already have a ticketless parking system.

Even smoother parking

Drivers can enter Finavia's car parks and outdoor areas directly at any time of the day. The barrier opens automatically at the entrance once the vehicle is recognized by camera-based licence plate recognition. Upon returning from the trip, parking can be paid for at a payment machine or at the exit by entering the vehicle's license plate number. After payment, the barrier will open automatically at the exit. Cash payments for parking are still possible at Finavia's information desk, which is located on the first floor of the airport terminal.

To ensure ticketless parking operates smoothly, number plates should be clean and easily readable, for example free of

snow and dirt. Finavia recommends booking parking in advance as the primary option, as this allows customers to secure a parking space that suits their needs, the best price, and a smooth parking experience.

In addition to parking tickets, paper payment receipts will also become a thing of the past. With the digitization, payment machines in the P3, P4 and P5 parking areas will no longer print paper receipts. Instead, customers can download the receipt to their own device via a QR code at the time of payment. Receipts can also be retrieved online for up to seven days after the end of parking by entering the licence plate number, parking area and payment date. ■



Helsinki Airport terminal building



HUB Italia

Advanced Parking Solution for the City of Cagliari

Parkar, the company responsible for parking management and jointly owned by CTM SpA and the Municipality of Cagliari, together with HUB Italia, developed a project for the modernization and centralization of four parking facilities in the city centre: Manzoni, Cesare Battisti, Nazzari, and Piazza Nuova.

Cagliari, the main urban centre of Sardinia, is a port city that blends a strong historical identity with an increasingly international outlook. Its strategic location makes it a reference hub for tourism and commercial flows. In recent years, the city has experienced a growing demand for efficient and accessible services. In this dynamic context, mobility and parking management represent a fundamental lever to improve urban quality life and ensure a positive experience for both residents and visitors.

Before the intervention, the systems were outdated and no longer suited to meet the increasing turnover of users and their diverse needs. The goal was to create an integrated and reliable system capable of effectively monitoring and managing access, while also improving service levels and the perception of safety.

Scalable Parking System

HUB Italia implemented a modern and scalable parking system based on the JMS (Janus Management System) software, enabling the Municipality of Cagliari to monitor and manage all four parking facilities from a single interface. Through JMS, the operator can view the status of the facilities in real time, control access, analyse usage data, and respond promptly when needed. In particular, the advanced reporting and monitoring features have proven essential for improving operational management and supporting strategic decisions, always informed by performance analysis.

LPR for Subscribers

All parking facilities have been equipped with entry terminals, issuing tickets for occasional users and License Plate Recognition (LPR) systems for subscribers, as well as

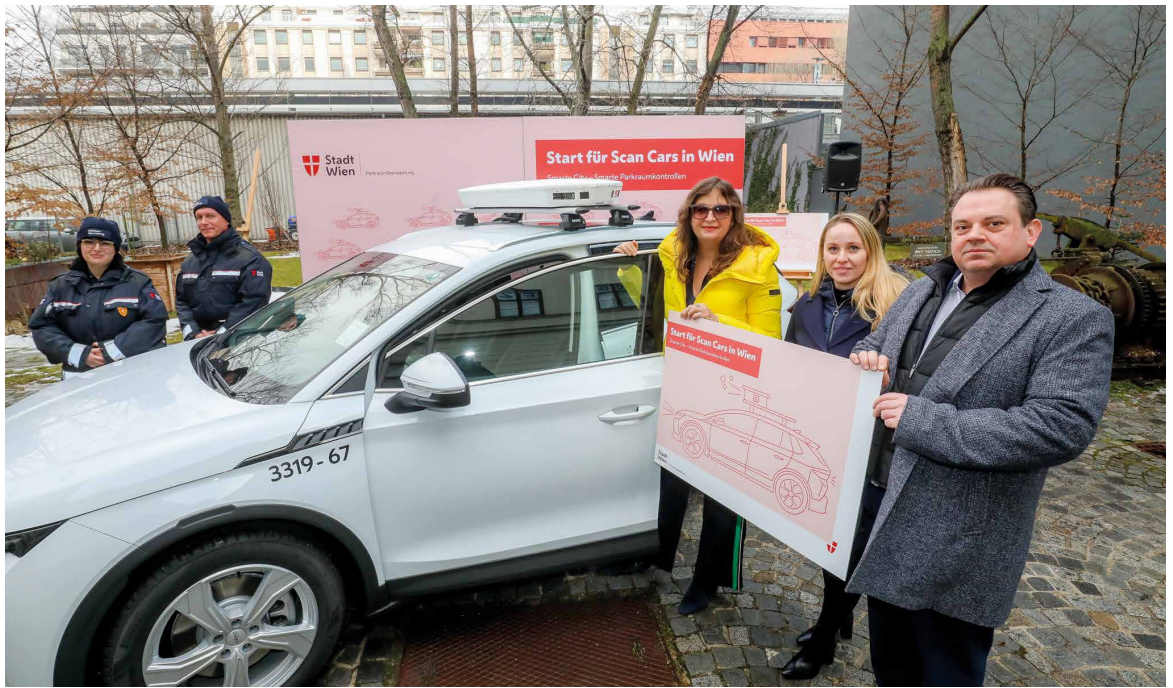


Automatic Pay Stations (APS) offering multiple payment methods, including cash, credit cards, and mobile/app payments.

Parkar has recognized HUB Italia as a trusted partner, with a strong presence in the region and the ability to provide timely maintenance and support services. The reliability of the technology and the performance of the JMS software have fully met the operator's expectations and the desired standards of excellence, especially in terms of operational control and data analysis.

HUB Italia has announced: "We are proud to have contributed to the modernization of the city's infrastructure, offering residents and visitors a smoother, more efficient mobility experience aligned with the identity and ongoing evolution of Cagliari." ■

(from right to left) Martin Schanda, Managing Director of CPB Austria, Michelle Krump Schmid, Head of Parking Enforcement, and Ulli Sima, City Councillor for Mobility



© City of Vienna/Christian Fürthner

Scan Cars

Test Runs for High-Tech Parking Enforcement in Vienna

A first for Vienna's parking enforcement service: at the start of the year, the first test runs were carried out with the new Scan Cars, and the software was programmed specifically for Vienna. The Scan Cars are vehicles fitted with special sensors for number plate recognition, enabling the digital monitoring of parking fees due.

The process is similar to the mobile phone scanning system used by parking enforcement officers for years, only faster and more efficient. Parking enforcement staff cover up to 15 km a day across the city's districts, and the new vehicles are helping to ease the burden of their important monitoring work.

A Digital First

Ulli Sima, City Councillor for Mobility, went to see the new vehicles for herself at the launch and discussed the innovations with her colleagues from the parking enforcement team: "Vienna is pioneering a digital first across the whole of Austria. The deployment of the Scan Cars is a further step towards modern parking management in our city. Following the introduction of the city-wide parking sticker scheme in 2022, the areas requiring monitoring within the city have almost doubled. By deploying Scan Cars, we have developed a smart and efficient solution and are saving staff

around 15 kilometres of walking per day in the larger districts."

Data Protection Compliant Checks

The new scan cars are being deployed in the more spread-out areas across twelve districts. The sensor is mounted on the roof of the car and scans number plates using optical character recognition (OCR), cross-checks them against the relevant database and flags up potential offences. The information is not stored, thereby ensuring full compliance with data protection regulations. Every reported suspected case is manually checked by a parking enforcement officer.

"The Scan Cars are a valuable aid for our staff. Alongside the first test phase this year, we are also launching training for our 650 staff members, which will take place over the course of the year, so that we are fully prepared when full-scale operations begin at the end of 2026. We know from international experience in cities such as Amsterdam, Prague and Paris that the use of such sys-

tems enables modern, resource-efficient and fair monitoring. I am delighted that Vienna is the first city in Austria to adopt this high-tech system," said Michelle Krump Schmid, Head of Parking Enforcement.

Austrian Software Company Awarded Contract

The decision to introduce digital parking management was taken by the Vienna State Parliament in March 2025. The two-stage tender process for the further expansion of digital parking enforcement was concluded at the end of November 2025. CPB Software GmbH, based in Vienna and specialising in such requirements, impressed the expert jury and was awarded the contract for the Scan-Cars' camera system.

"We are an international company operating in 23 countries. We are proud to be part of the City of Vienna's digitalisation strategy and look forward to this cutting-edge, high-tech project in Austria," said Martin Schanda, Managing Director of CPB Austria. ■

Calendar: International Parking Events

2026

1 September 2026

**Intercharge Network
Conference 2026**
Berlin,
Germany

<https://intercharge-network-conference.com>

18 September 2026

British Parking Awards 2026
London,
United Kingdom

<https://www.britishparkingawards.uk>

24–25 September 2026

**EPA Annual General Assembly
2026 & EU Policy Forum on
Mobility & Parking**
Dublin,
Ireland

<https://europeanparking.eu>

8 October 2026

Sthlm E-Mobility Summit
Stockholm,
Sweden

<https://ipmi.parking-mobility.org/2025/savethedate.cfm>

29 October 2026

Nationaal Parkeercongres
Utrecht,
The Netherlands

<https://vexpan.nl/evenementen/nationaal-parkeercongres/>

27–30 September 2026

**Canadian Parking Association
Annual Conference & Trade
Show**
Montreal, Quebec
Canada

www.canadianparking.ca/montreal2026/

3–5 November 2026

**Tomorrow.Mobility World
Congress**
Fira Barcelona – Gran Via
Barcelona, Spain

www.tomorrowmobility.com

24 November 2026

**Competence Forum
“Parken” 2026**
Würzburg,
Germany

www.parken.de

2027

29 March–1 April 2027

**Parking Industry Expo
(PIE 2027)**
Dallas, Texas,
USA

www.parkingtoday.com/pie27/

18–20 May 2027

**Infrastructure and Parking
Technology Trade Fair**
Warsaw,
Poland

www.parkingtechexpo.com/en/

16–17 June 2027

Parken Trade Fair
RheinMain CongressCenter
Wiesbaden,
Germany

www.parken-messe.de

28–30 September 2027

**22nd European Parking
Conference & Exhibition**
The EGG,
Brussels,
Belgium

<https://europeanparking.eu>

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