Parking trend

www.europeanparking.eu

international

publication of the European Parking Association | Volume 40 | no. 4-2023

Austria | Belgium | Cyprus | Finland | France | Germany | Ireland | Italy | Luxembourg | Portugal | Slovak Republik | Slovenia | Spain | The Netherlands: 8.50 Euro
Croatia 63.75 Kuna, Great Britain 7.50 Pound Sterling, Hungary 2,550 Forint, Norway 74.50 NOK, Poland 39.10 Zloty, Sweden 80 SEK, Switzerland 15.75 CHF

PARKING IN MOTION

We have a passion for the future – for over 70 years.
From traditional or hybrid systems to ticketless or free-flow installations - your future is already part of our technology.

Scalable, open, and tailored to your needs.

Next to hardware are dozens of flexible software products, from customer journey add-ons to parking space administration solutions representing the full range of services for the industry.

Be part of the parking and mobility future with DESIGNA.

Smarter solutions for a digital planet.

designa.com

Digital Solutions

DESIGNA

Sébastien Fraisse

Dear reader,

This is the first time I have been asked to write as a member of the EPA Board. Therefore I would first like to take this opportunity to thank my colleagues from the FNMS for agreeing to let me represent them. Additionally, I want to thank the entire EPA community for the trust it has placed in me by electing me to the Board of our association.

I am aware that many have questioned why the CEO of a major Group would want to sit on the EPA Board himself, as it is not customary or usual.

Quite simply because, like many of you, I share the conviction that important things are at stake for our industry and our activities in Brussels, and that we need to be more present, more vigilant, smarter and more active there. In this regard, I fully support the vision that Nigel Williams has defended since 2022 with his candidacy for the position of President.

Indeed our sector is often affected by the too many texts and directives drafted in Brussels: EV Charging, European Disability Card, Fire Safety, cross-border enforcement, data, … These are all crucial issues to address, but in recent years only the last one seems to have been the subject of sustained and constant attention from EPA.

However, I am also convinced that this vision will remain vain and without results if we do not mobilize and if we do not give ourselves the means to act:

1/ That's why it was relevant to set up the EPA in Brussels as we did.
2/ That's why EPA needs more resources, and more visibility on these resources. The issues and initiatives at European level are medium to long-term, and therefore FNMS had argued for a significant increase in membership fees for national associations, in order to provide the EPA with both sufficient and sustainable resources. Consequently , while the national association's fees have increased, they are not enough to support EPA's budget on their own or sufficiently. It will now depend on the mobilization of corporate members who have therefore an important responsibility.
3/ And that's why it is important that the major players of the sector, including their executives, get involved: I wanted to see for myself what EPA could do for us, but also what we have to do for EPA. I believe that the more CEOs will be themselves EPA Board members, the stronger the association will be and the more effectively it can act to protect and develop the interests of our industry.

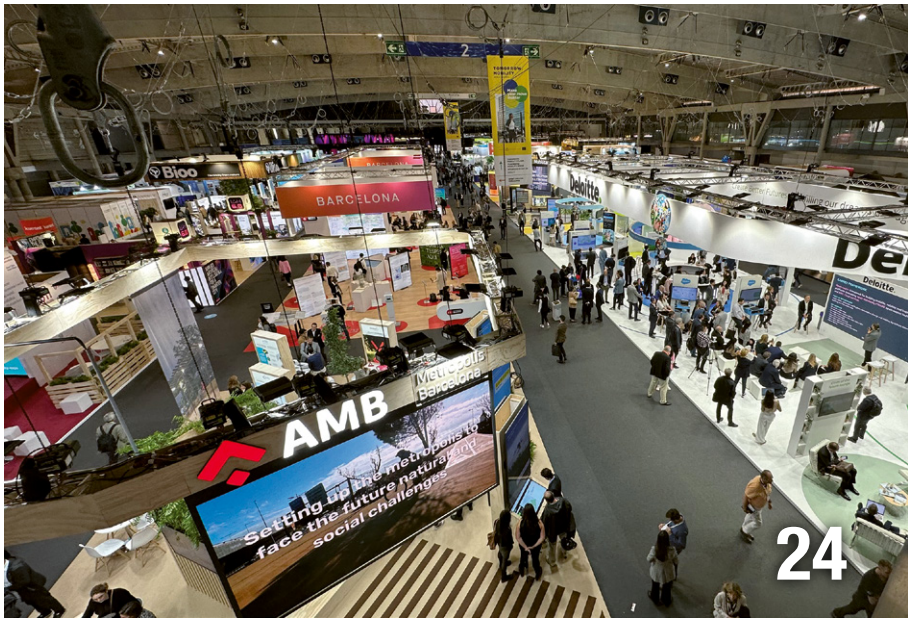
Kind regards

Sébastien Fraisse
President INDIGO Group Executive Board
Vice-President FNMS
EPA Board Member

>> CONTENTS

11

Title photo: Scheidt & Bachmann



New partnership with Flowbird to revolutionise charging infrastructure

Opcharge UK, a prominent electric vehicle (EV) charge point operator, has announced a strategic partnership with Flowbird, a leader in parking solutions in the UK. This collaboration aims to advance growth and enhance customer-centric charging infrastructure throughout the UK. Opcharge has set an ambitious goal to deploy around 20,000 fully funded charging stations nationwide, marking a significant step in EV energy provision and infrastructure development. Flowbird brings its expertise in parking management to the partnership, creating a synergistic approach to reshape the EV landscape.

The partnership's first project involves installing 40 charge points for Wokingham Council, focusing on improving EV charging accessibility and convenience. The chargers will be supplied by Compleo, an Oxfordshire-based charging company with existing relationships with both Opcharge and Flowbird. ■

© Opcharge

Opcharge is an operator of e-mobility infrastructure – making the world greener.

EasyPark Group intends to acquire Flowbird Group

EasyPark plans to acquire the Flowbird Group, as the company announced on 9 November 2023. This would make it the world's leading mobility platform provider. EasyPark is already active in Europe, North America and Australia. Over the past 40 years, the Flowbird Group has established itself as a partner to cities and municipalities in over 80 countries.

"The next chapter of EasyPark Group's growth journey means doubling down on helping cities become more livable," says Cameron Clayton, CEO of the EasyPark Group. "This opportunity offers new possibilities for employees at both companies, and we're excited to be able to welcome Flowbird Group into the EasyPark Group team. Combined, we aim to take greater responsibility for the digitalization of urban mobility and aspire to become the leading global mobility platform provider as soon as the deal is closed," Clayton continues.

Frédéric Beylier, CEO of Flowbird Group, says: "We look forward to joining forces with EasyPark Group. This highly complementary combination aims to create an integrated player in the mobility space enabling new multi-modal mobility solutions for the benefit of commuters and travelers looking for effortless mobility solutions and sustainable traveling."

The Flowbird Group operates under the brands Flowbird, YourParkingSpace, TPARK, Extenso Cloud and Yellowbrick and offers devices and services such as parking machines, software and Park & Charge. The portfolio also includes ticketing and payments with debit and credit cards as well as mobile wallets. The EasyPark Group owns and develops the EasyPark, ParkMobile, RingGo and Parkline apps and is represented in over 4,000 cities in more than 20 countries.

The owners of the EasyPark Group, the investment firms Vitruvian Partners and Verdane, have stated that they support the planned takeover. In addition, the current owner of the Flowbird Group, Searchlight Capital Partners, L.P., has agreed to reinvest the majority of its capital in the EasyPark Group. The acquisition is subject to the customary approvals of the relevant authorities. The parties have agreed not to disclose the terms of the transaction. ■

Cooperation with Stuart will open last-mile delivery hubs

Q-Park has partnered with Stuart, a leading on-demand logistics platform in Europe, to establish Last Mile Delivery Hubs in their parking facilities in Manchester and Leeds. Stuart, founded in 2015 and acquired by GeoPost group two years later, operates in 126 cities across six European countries. The company is known for connecting businesses with a fleet of independent couriers for efficient urban delivery services.

"We are delighted to welcome Stuart into two of our major cities in the UK. The last-mile delivery sector continues to grow where the aim is to reduce emissions and our parking facilities provide a sound basis for them to operate in a more sustainable way," said John Denton, Head of Commercial at Q-Park.

The delivery hubs are located at Q-Park Piccadilly Place in Manchester and Q-Park Sovereign Square in Leeds. These hubs are part of Q-Park's strategy to transform parking facilities into multi-functional Mobility Hubs, offering services beyond car parking, such as shared mobility schemes, electric fleet charging, and retail spaces. Stuart's delivery vehicles use Q-Park's PaSS Automatic Number Plate Recognition System for entry and exit. These hubs aim to promote urban sustainability and liveability by facilitating deliveries through a 100 percent electric vehicle fleet, with a focus on reducing emissions and enhancing operational efficiency in urban areas. ■

Strategic deal with Austrian parking pioneer HANDYPARKEN

EasyPark conquers Austria

© EasyPark

EasyPark is expanding its reach in Austria through an agreement with Austria's leading provider of digital services and communications, HANDYPARKEN, operated by A1 Telekom. EasyPark will take over all contracts and agreements, with the exception of Vienna, and become the most wide-spread app for digital parking services in the country.

"We are absolutely thrilled to continue with our exciting expansion plans across Austria and Europe. As we broaden our reach and amplify our impact, we will be able to fulfil our vision to make cities more livable, by revolutionizing urban landscapes through the creation of innovative, intelligent, and seamlessly integrated digital services," said Cameron Clayton, CEO of EasyPark Group.

The deal means that a total of 16 new cities will be added to the EasyPark app so that the company will be present in 120 Austrian cities by the end of the year. ■

New contract for parking and environmental enforcement in the UK

APCOA has been awarded a new contract with Sefton Council for the provision of parking and environmental enforcement services for a period of five years. Sefton, a coastal borough in the UK with nearly 280,000 residents, will benefit from APCOA's enforcement officers, who are multi-skilled, delivering both parking and environmental enforcement; working with the Council to enforce parking regulations, uphold local laws and byelaws, and the councils Public Space Protection Order, to issue penalties for antisocial behaviours such as dog fouling, and littering.

© APCOA

APCOA's enforcement officers deliver both parking and environmental enforcement in Sefton.

"The majority of people across the borough already understand and adhere to the rules and regulations which keep our wonderful borough on the move, as well as safe and clean. But our partnership with APCOA will further encourage greater responsibility from motorists, visitors to our town centres and dog owners in order to keep Sefton's parks, open spaces, and neighbourhoods clean and our roads and car parks free of antisocial or dangerous parking which affects us all," said Cllr Paulette Lappin, Sefton Council's Cabinet Member for Regulation and Compliance.

"APCOA is delighted to win this prestigious contract following a highly competitive tender process. It is clear recognition of our value, quality, and expertise as well as the ability to incorporate a range of services which, in partnership with Sefton Council, will benefit residents and visitors alike," stressed Kim Challis, APCOA's Regional Managing Director UK&I. ■

© APCOA

Looking forward to "the next chapter of growth under the leadership of SVP": Philippe Op de Beeck, CEO of APCOA

Strategic Value Partners to acquire APCOA Parking Holdings

APCOA Parking Holdings and the US investment firm Strategic Value Partners LLC (SVP) announced an agreement at the end of October 2023 on the acquisition of 100 per cent of APCOA by SVP. According to the parties involved, the transaction is expected to be completed in the next three months, subject to the necessary regulatory approvals. The funds managed by SVP, a minority shareholder in APCOA since 2014, will acquire all shares from the current majority shareholder Centerbridge and other minority shareholders.

Philippe Op de Beeck, CEO of APCOA, said: "We thank Centerbridge for their support and are looking forward to our next chapter of growth under the ownership of SVP. With this backing, we will continue to focus on maximising the value of our clients' assets, developing our digital services, and increasing our push into EV charging and inner-city sustainable mobility."

John Brantl, Co-Head of SVP's European Investment Team said: "We are excited to partner with the team at APCOA to unlock significant value, particularly around increasing automation, capitalizing on underutilised space and monetizing EV charging. Through organic growth, operational improvements and investing heavily in innovative technologies, we look forward to helping the APCOA team take the business to the next level." ■

Cooperation with Ulmer Parkbetriebsgesellschaft continues

In Ulm, Germany, DESIGNA has equipped eight different parking areas with advanced parking technology and hardware, contributing to the city centre's infrastructure with over 3,000 parking spaces. The provider will continue its cooperation with Ulmer Parkbetriebsgesellschaft, provider of well-lit, staffed parking areas with modern equipment.

The most recent project is the new train station parking facility Parkhaus am Bahnhof with 540 spaces, operational since 2022 and fully outfitted with DESIGNA technology. This parking garage includes two entrances and exits, multiple pay stations, an LPR system set for launch in mid-September 2023, and areas designed for "Kiss+Ride" convenience near the station. It forms part of the mobility hub at Ulm's main station, facilitating transitions between cars, trains, trams, and buses. Expansion plans for car sharing and bike parking are also underway.

A unique aspect of this project is the use of bright yellow for DESIGNA hardware, enhancing visibility and creating a welcoming atmosphere. DESIGNA prides itself on flexible project implementation, customizing software and hardware to client needs, with options for post-installation adjustments. The partnership between DESIGNA and Ulmer Parkbetriebsgesellschaft continues to grow with this latest installation, combining aesthetic design and functional software for an improved parking experience in Ulm. ■

© DESIGNA

Bright yellow DESIGNA hardware are now featured at Ulm's train station parking.

Austrian financial service provider takes on brand name Riverty

Infoscore Austria GmbH, a leading player in Austria's debt collection market for 27 years, has rebranded itself as Riverty. The rebranding marks the company's expansion in Austria with a focus on consumer-friendly financial products. Riverty, under its new name "Riverty Services Austria GmbH", aims to influence Austria's payments industry significantly, emphasizing fair, inclusive, and sustainable growth. The company's CEO, Jan Altersten, highlighted this as a pivotal moment in their global development, following successes in other countries.

Riverty's approach centres on addressing individual financial situations and needs. Their product portfolio includes solutions in payment, accounting, and receivables management, designed for both consumers and enterprises. The brand symbolizes a fluid financial management system that supports seamless payments and financial stability, even in challenging situations. The rebranding aims to enhance the payment experience for consumers and promote customer loyalty and economic growth. ■

Reorganisation to be fit for the future

The Schweers Group, based in Meerbusch, Germany, has undergone a significant restructuring. Effective September 1, 2023, the group's parent company has been renamed "Schweers International GmbH." Michael Schweers serves as the Managing Director of this newly named umbrella company. Under Schweers International, various subsidiaries including Schweers Consult GmbH and its Nordic branch, PanStreet International GmbH, Schweers Technologies, Inc. in the USA, and Schweers Australia Pty Limited, are positioned to continue their work in global software development and local application services. These services are particularly focused on market and parking management SaaS for international clients.

Alongside this reorganization, Dirk-Oliver Harms and Hecham Haykal have been appointed as managing directors of Schweers Consult GmbH and PanStreet International GmbH, respectively. The restructuring aims to build a future-oriented and sustainable organization. ■

Airport parking platform takes on Venice and Treviso

Parkos, a platform for comparing and booking airport parking, has announced a partnership with Marco Polo Park of the SAVE Group parking management company for airports in Venice and Treviso, expanding its footprint in Italy.

With over 12 million passengers served by the SAVE Group airports in 2022, this partnership aims to provide travellers with enhanced convenience and flexibility when it comes to airport parking options. Parkos users will now have the opportunity to seamlessly compare and book official parking facilities at these prominent Italian airports.

"We are delighted to join forces with Marco Polo Park and expand our offerings to passengers travelling through Venice and Treviso airports," said Arne Bos, Managing Director at Parkos. "Our mission has always been to make airport parking easy and transparent. This partnership further underscores our dedication to providing travellers with the best parking solutions available."

Marco Polo Park is equally excited about this collaboration. "This partnership is a valuable opportunity for our passengers, and it will enhance the convenience and flexibility of their airport experience," said Gaetano Trapanese CEO at Marco Polo Park – SAVE Group. "We look forward to working closely with Parkos to provide our travellers with an exceptional parking experience."

By partnering with Marco Polo Park, Parkos continues its commitment to simplifying the travel experience for passengers, offering them a range of parking choices tailored to their needs. ■

People in Parking

Peter Minev joined the **APCOA** Executive Board on 1 September 2023. As Chief Technology & Product Officer, he is responsible for all of the company's technology and product development. Minev has extensive experience in technology and product development leadership roles, including at VMware, a global leader in private cloud computing and virtualisation, Careem, which was acquired by Uber, and Clark, a major European digital insurance platform. Most recently, he has been a member of Clark's Executive Board since 2021, first as CTO and then as CTPO. He has also been a board member of the British fintech company Titanbay since December 2022, a position he continues to hold.

Katrin Teichert has been the new Managing Director of **APCOA PARKING Deutschland GmbH**, the operator's German subsidiary, since 1 May 2023. She has over 25 years of experience as a manager in the automotive, mobility and service industries. Most recently, she successfully expanded the international B2B business in the French Mobivia Group.

Stanley Robotics recently announced that **Olivier Benguigui** has joined Stanley Robotics as its new CEO, while former CEO **Clément Boussard** will assume the role of Chairman. According to Stanley Robotics, Olivier Benguigui brings a wealth of knowledge in technology and innovation as well as recognised experience in the strategic development of growth companies. The Paris-based company is active in the parking, logistics and mobility sectors and promises: "Autonomous Valet Parking is just the beginning."

The **EasyPark Group** has appointed **Arne Van Helleputte** as the new Country Director in Belgium. He will be responsible for leading and accelerating growth in the Belgian market. Arne Van Helleputte has worked throughout Europe at Daikin, a major consumer electronics company. Most recently, he led sales and business development at a SaaS start-up providing mobility services to enterprise customers. With a vision to make cities more liveable, Arne will focus on building partnerships and adapting EasyPark's offering to the needs of the Belgian market.

At the end of the summer, **Metric Group** introduced a new Head of Customer Service, **Ashley Bailey**. He has a track record spanning more than three decades in the supply and support of equipment to the transport, parking and revenue control industries. Ashley was Metric's Head of Customer Service for eight years. ■

Visualisation of the Mobility Hub for the new Hamburg district of Oberbillwerder

Mobility Hubs

Improving quality of life

Our lead article is about mobility hubs. We interviewed several experts from the public and private parking management sectors about this. As you can see from the answers, there are different approaches and concepts. One thing seems to be clear: Mobility hubs are in vogue and are a future solution for liveable cities in Europe.

POLIS is the leading network of European cities and regions working together to develop innovative technologies and strategies for local transport. POLIS therefore represents the public sector. Daniel Alberto Herrera Meek is an expert from this group on our lead topic. Daniel works as a project manager for the initiative and has already been involved in several projects dealing with mobility hubs. He gives us an introduction from a public perspective.

POLIS

What is your/POLIS' definition of a mobility hub (MH)?

MH (shared and electric) are on-street locations that combine (e)bikes, (e)cargo bikes, (e)scooters, and/or (e)cars, offering users a wide range of transport modalities for different purposes.

What are the main functions of a MH?

Mobility hubs are an important element of the Mobility-as-a-Service approach. The MH concept contributes to organize mobility around multimodality. Users can choose >

the appropriate mode of transportation for a particular occasion instead of relying on their own car. Mobility hubs facilitate last-mile trips and serve areas and time schedules that are often underserved by traditional public transport.

What are the main benefits of a MH?

MH seek to reduce the overall number of cars on public streets while respecting the citizen's need for individual and flexible mobility options. They encourage more sustainable travel behaviours from users and contribute to the overall reduction of CO_2 emission by fostering a modal shift from private vehicles to shared and multimodal mobility. A dense network of mobility hubs can enhance the accessibility of certain areas by providing alternative mobility options in otherwise underserved areas. MHs can increase the catchment area of public transport by facilitating the first/last mile connectivity. MHs address the issue of urban cluttering often related to shared mobility by physically clustering the vehicles, preventing them from blocking streets and sidewalks. Thus, they can benefit the general acceptance of shared mobility.

Summary:

- Reducing CO_2 emissions as well as the emission of NO_2 and fine dust.
- Promoting the uptake of active mobility which benefits the physical well-being of citizens and reduces traffic-induced noise.
- Facilitating multimodal and intermodal mobility while increasing the accessibility of public transportation.
- MH reduce the pressure on public streets due to reduced parking demands.

What types of facilities do you think typically belong to a MH?

MHs (shared and electric) can vary in size (minimalistic, light, medium, large), type of location, and type of offer. They can be small and located in residential areas, with just one or two parking spots, or bigger and positioned close to major public transport interchanges. MHs can offer additional services such as lockers, Wi-Fi hotspots or bike repair stations.

Where should MHs ideally be located in cities?

The key is that they should always be where supply and demand meet (defined by the cities' mobility goals). At POLIS we generally consider there are three main types of mobility hubs that determine where they can be in a city:

1. **Interregional mobility hub:** An example of an interregional eHUB could be a train station that combines a large range of bus, tram, metro local, and intercity trains with a variety of (electric) shared mobility options for the last mile of travel. This type of hub may offer several additional services such as bike racks, a covered waiting area, and food and drink options.
2. **Regional mobility hubs (2 types):** A mobility hub defined by mid-range distances that can be covered with the offered public transportation connections. They often come about as a combination of a local train station and park-and-ride facilities. This depends on how close to the city centre the regional Hub is. The closer to the centre the more the usage of non-car mobility options is desired and should be nudged by the transport options of the Hub. Regional Hubs can be the main mobility access for a specific satellite centre (commercial, business, educational, touristic, cultural).
   2 types: (a) close to the city centre; (b) far from the city centre or main mobility access for a satellite centre
3. **Local/Neighbourhood hub:** This type of eHUB is closely linked to the spatial context when it comes to its size and the mobility options included. Overall, it is characterized as an access point for first/last mile mobility. It is located in close range to specific arrival or departure points like residential areas or office buildings. The idea of the local Hubs is to strongly promote the usage of micromobility and shared vehicles as an alternative to privately owned cars. At best, the users integrate the shared options into their everyday mobility.

What kind of companies/organisations could be considered as MH operators?

From a public perspective: Public transport providers or the cities' transport authorities. MH's operators are normally public. Companies offering mobility services in hubs (shared) – whether they are public or private – are called mobility providers.

Can you name 3 best practices of exemplary MHs in European POLIS cities?

- Amsterdam – Neighborhood hubs
- Leuven, Belgium – Combination of MHs with urban freight logistics (lockers)
- Arnhem-Nijmegen, Netherlands – Excellent nudging and stakeholder engagement campaigns to attract users.

We also asked some of the largest European operators about their concept for mobility hubs. They all represent the private sector of the parking industry. What the operators say.

© INDIGO

INDIGO is making "soft mobility" a focus of development and support for its customers, by encouraging cycling and deploying charging stations for electric vehicles in its parking areas. Examples are secure parking spaces called "cyclopark", electric recharging stations or the implementation of fleets of bicycles for companies

INDIGO

What is INDIGO's definition of a mobility hub?

In an evolving environment where people no longer only focus on a unique transport mode, we see that usages get more complex and hybrid. We define MHs as places regrouping several different mobilities in one location, allowing people to easily switch from one mode to another.

What are the main functions and benefits of a MH?

We consider that a MH allows the user to access a various range of options in terms of mobility. We believe therefore that the parking cannot be solely considered as a pause or a time-out but rather a platform to reach a full range of destinations, of activities and of meetings.

What types of facilities do you think typically (should) belong to a MH?

All types of mobility usages should be located within the MHs, enabling the users to connect to its destinations in a full hybrid mode, switching for cars to EV or bikes while recharging one's EV when needed.

Where should MHs be located in cities?

The role of an operator such as INDIGO is to connect the users with all the diverse facilities that a city can offer. MHs are by definition platforms to access and navigate within it. Naturally, car parks are ideal places to develop MHs as they are originally connected to roads, pedestrians' journey, and public equipment as stations, airports, etc. And they now offer solutions for bikes, EV charging points. What better place to support the modal transfer?

What are the main challenges for traditional parking operators to operate a MH?

Of course parking operators will have to adapt their carparks, making their design evolve and deploying more and more services and partnerships to ease the multimodal facilities. but the most challenging issue when discussing MHs is probably to identify the most relevant business model. Offering the access to hybrid and complementary mobility solutions to the users happens to be part of the roadmap for operators like INDIGO. Nevertheless, finding the relevant model to both match the customer need and his willingness to pay for it at a fair price is still an open and unsolved issue.

Can MHs be a successful business or is it more a way of optimizing the customer relationship?

As previously answered, MHs have been so far more ways to reinforce the customer relationship and promote the usage of alternative decarbonated mobilities. It is also a way to be better positioned, useful and therefore appreciated within the local environment.

Can you name best practices of MHs by INDIGO?

As a concrete illustration of INDIGO's engagement in promoting the access to hybrid and alternative mobility solutions, we are proud of our:

- 233 car parks in France with charging points for EV, 369 in Europe
- 162 cycloparks in France (secured areas or not), 203 in Europe
- 103 car parks in France with both charging points and cycloparks, 135 in Europe
- Partnerships with carpooling and carsharing companies
- Bike-sharing private solutions for B2B clients
- 50 carparks integrated the "Pass 2 roues" program for motorcycles by the city of Paris (multipark solution for motorcycles within Paris)

CONTIPARK – part of Interparking Group

What is Contipark's definition/understanding of a mobility hub?

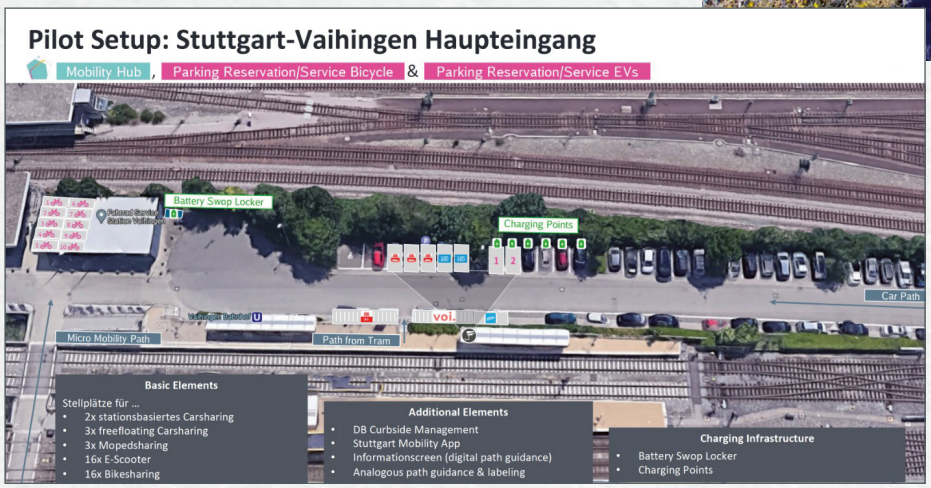
For Contipark, MHs are so-called "connected mobility solutions through flexible offers". They include sharing vehicles as well as bicycles, e-scooters or e-mopeds.

What are the main functions and advantages of a MH?

MHs are a useful addition to Contipark's stationary transport offering. The aim is to make the last mile as convenient as possible for Contipark customers or to offer them a complementary mobility alternative – for example for sightseeing. The main function and particular advantage of a MH is the provision of practical connected mobility solutions, which are intended to make it easier to switch from the car in tight city centres. In this way, mobility can be seamlessly integrated – an advantage that should not be underestimated. Especially for busy city centres: The car can be parked conveniently and safely in a Contipark car park and customers can transfer directly. This makes mobility inclusive.

Which (technical) facilities/equipment typically belong to an MH?

A certain minimum technical offering is essential. Technical solutions must be availa- >



© Contipark

Best practice example from Contipark in pictures: Pictures from a mobility hub in Stuttgart-Vaihingen.

ble digitally. And last but not least, the solutions must be plug & play. The aim is immediate, spontaneous availability of the technical solution, which can be used immediately by Contipark customers when needed.

Where should MHs ideally be located in cities?

Ideally, MHs should be located in the city centre or at train station locations or at P+R facilities at small train stations. Anywhere where different mobility services can be sensibly harmonised. MHs can also be an interesting alternative for local residents in urban areas. For example, if an (e-)scooter is offered for the last few metres from a central garage for the short journey home. The advantage is obvious: no long search for a parking space on the doorstep thanks to a convenient mobility solution.

What are the biggest challenges for car park operators when operating an MH?

Traffic safety, i.e. access for alternative mobility options. Background: Underground car parks generally only have vehicle lanes that are not designed for scooter or bicycle drivers. There is great potential for danger here, which should be avoided at all costs, and last but not least, the parking regulations – at least in Berlin – are a challenge when you look at how e-scooters are "parked" here…

Can MHs be a successful business model or is it more about customer loyalty?

For Contipark, it is less a business model in its own right than a "value-adding" service for car parking, i.e. an additional benefit to attract and, of course, retain customers. For example, through the resident model just mentioned.

APCOA

What is APCOA's definition/understanding of a MH?

A MH is created as part of the development of an APCOA urban hub, which also includes charging (AC, DC, HPC chargers) and smart logistics applications, e.g. parcel lockers, storage, micro last mile depots, fleet hubs. A MH is created when alternative mobility offers are made available outside of parking for private cars – for example, by offering the option of (virtual) car rental, car sharing or micro mobility vehicles such as mopeds, scooters or bicycles. In our opinion, the cases parcel stations, logistics hubs integrated into the "Mobility Hub" by other providers (e.g. public transport providers) have nothing to do with a MH.

What are the main functions and advantages of an MH?

Diversification of the mobility offer for commuters, urban residents and visitors. In addition, possibility to switch from car to micro mobility for the last mile(s). The advantages for APCOA are revenue diversification and the opportunity to tap into new customer groups.

Which (technical) facilities/equipment typically belong to an MH?

In particular, equipment with a strong network (localisation of vehicles, opening & closing), branding of the mobility zones (user guidance by partners). In some cases also stations ("racks") for micro mobility or – as in the example of autonomous valet parking (with partners Bosch, Daimler) – also highly sensitive sensors.

Where should MHs ideally be located in cities?

Within cities, close to public transport stations, especially for micro mobility and in paved multi-storey or underground car

parks, space-related generally a rare commodity in cities. In the future, it will also be essential for the management (charging, cleaning, inspecting, disinfecting, ...) of corresponding rental, sharing, taxi and other fleets thus avoiding unnecessary peripheral traffic.

What are the biggest challenges for car park operators when operating an MH?

Commercial models with partners, excluding station-based car hire. Locating vehicles in multi-storey/underground car parks. Correct utilisation by consumer and shared mobility customers.

Can MHs be a successful business model or is it more about customer loyalty?

They are already an extremely successful business model at APCOA because they can only be implemented if they are scalable and commercially viable. In this respect, they are still a long way from a mass roll-out, but rather in the initial phase.

Q-PARK

What is Q-Park's definition of a mobility hub?

A Q-Park Mobility Hub (QMH) is a parking facility where different modalities are offered for commuters, visitors and/or residents. A QMH is a location where people can interchange between car, public transport and/or shared (micro)mobility. This may include bicycle parking, shared micromobility services, rental car services, etc. It is equipped with EV Charging Points, this may include fast-charging services. A QMH is connected to a digital ecosystem, enabling ANPR, pre-booking, parking app options and/or season ticket options. A QMH may offer additional services such as urban logistic services, locker walls, retail and/or workspaces.

Where should MHs ideally be located in cities?

There is not just one definition of a MH. It all depends on the perspective or lens you look to the MH concept and the goals which needs to be achieved. Due to the geographical location of the MH, the customer needs and the services offered, the concept will look different depending on above and a lot of other variables.

There are different types of MHs based on location and target groups. This enables cities to develop an inner-city network based on the targeted modal split

1. Expand car-free zones,
2. Give more space to active mobility: walking and cycling,
3. Facilitate parking at the peripheries of the city.

Many inner-city Q-Park locations qualify for a City Center Hub or even a Neighbourhood hub.

What are the main functions of a MH?

Supporting the ongoing mobility and energy transition – with

- seamless parking services: offering purpose build parking facilities to free up public space,
- EV charging: offering EV charging points and EV fleet charging hubs;
- optimise people movements and multimodal travel by combining transport modes, such as public transport, car sharing and bicycle parking;
- optimise movements of goods: last mile logistics and locker walls, pick up and drop off services.

Supporting Cities and Municipalities implementing their Sustainable Urban Mobility Plans. An accessible city is important for liveability and economical attractiveness. Improving quality of live and liveability while optimising movements of people and good in urban area.

What are the main benefits of a MH?

A QMH offers urban solutions towards accessibility, liveability, housing, sustainability and mobility equality. It supports the ongoing mobility and energy transition. A QMH seeks to combine public and private modes of transport with public and private parking facilities. When transport nodes converge, they form a hub, making individual and sustainable mobility feasible. Meeting the needs of residents, commuters, visitors and the economic function of an urban area. A QMH transforms search traffic into destination traffic and allows for optimised kerbside management.

What are the main challenges for traditional parking operators to operate a MH?

Cooperation with cities and municipalities: Alignment with Policy makers regarding flanking policies and measures which go further than only parking. The MH concept must become part of the urban infrastructure and offered mobility services should contribute to the ambitions of the city or municipality. Policy makers play an important role in this.

Effects of an ongoing transition which creates "chaos": i.e. uncertainty for the future which asks for discovery and exploration of new concepts. The only certainty: the current way is not sustainable and not future proof, change is required. Public and private partners need to reinvent themselves and their businesses, new ecosystems will be >

© APCOA

According to the APCOA definition, an MH arises when alternative mobility options such as scooters are made available.

developed. The only way is learning by doing and optimise if required.

Customers want a customer journey which is seamless and simple. Customers only use services and concepts which deliver direct value and comfort to their journey without unnecessary efforts. It is hard to predict the customer behaviour upfront. MH combine various services in one place. Even more difficult is offering complementary services that meet customer demand. This requires an experiment with adjustments in concept if necessary.

Can MHs be a successful business or is it more a way of optimising the customer relationship?

As sustainable mobility partner, Q-Park helps get SUMPs moving in the right direction. We contribute our considerable knowledge and experience. Together with our public and private partners we seek ways to make sustainable mobility in urban areas successful. Measures we can help introduce include: transitioning from on-street to off-street parking; transforming search traffic to destination traffic with smart navigation and pre-booking; facilitating EV charging and shared mobility; providing bicycle parking solutions, sharing concepts; offering logistics services at the edge of the city and before low- and zero-emission zones.

Can you name best practices of MHs by Q-Park?

A recent one is the Q-Park Mobility Hub Den Haag Centrum where Shell and Q-Park have a partnership agreement on MHs and EV charging services. Also the city of The Hague participated during the concept development process to assure a fit with the SUMP plans. Last two years, the MH concept in The Hague Centrum was developed as a joined effort. The location was opened on October 26, 2023, after an intensive process for concept development and realisation.

The Mobility Hub includes the following services: Parking services, Shell Mobility Kiosk (convenience store), shared micro-mobility and -vehicles, bicycle parking, EV charging services (AC/Regular and DC/Fast), logistic services (parcel lockers), laundry services, solar panels on rooftop including local battery storage. ■

Best practice: Q-Park Mobility Hub Den Haag Centrum in partnership with Shell opened at the end of October.

© Q-Park

DISCO

Project Meeting in Barcelona

After the DISCO kick off meeting in Brussels on the 16th and 17th May 2023, the first Project Meeting took place on the 23rd October 2023 in Barcelona. In total 47 partners from all over Europe came together to discuss the current status of the project and the next steps. The intense project meeting was led by the DISCO Project Coordinator Paola Cossu and by Paola Astegiano, the Technical Project Manager.

In the first six months of the project, several aspects related to the various project topics were addressed. The main activities focused on defining an initial set of DISCO-X (DISCOCURB, DISCOPROXI, DISCOESTATE, DISCOBAY, DISCOLLECTION) requirements and in starting creating a cut view of the metamodel suite. The multiple interactions between the DISCO-X, the Living Labs and the Work Package Leaders led to define the DISCO-X requirements (in terms of data, infrastructure, systems, tools, etc.) and in the preliminary set-up of the Living Labs' use cases and their implementation paths. All this information will be included in a dedicated deliverable due at the end of the year.

The information collected will be then used as an input to define the architecture of the Urban Freight Data Space (UFDS): information such as data format, data sources, accessibility, etc. are fundamental to start the planning and the development of the UFDS.

The first six months of the project marked also an important effort in terms of communication and dissemination activities: DISCO has been presented in several events which help both in promoting DISCO's progress but also in creating synergies with ongoing projects.

The project's official website will also be launched in the coming weeks.

In conclusion, this was a successful and informative meeting, highlighting the relevance of personal exchange and discussions. The next project meeting will take place in Thessaloniki on the 22nd and 23rd April 2024. ■

The DISCO Project Meeting took place in the Vèrtex Building in Barcelona.

EPA Participants: Laurence A. Bannerman, President Emeritus, and Melina Keinemann, Communications Coordinator

© EPA

About the DISCO Project

DISCO stands for 'Data-driven, Integrated, Syncromodal, Collaborative and Optimised urban freight meta-model for a new generation of urban logistics and planning with data sharing in the European Living Labs'.

The overall goal of the EU funded DISCO project is to contribute to the achievement of the following: significant reduction of greenhouse gas emissions resulting from transportation and reduction of climate emissions by 55%, both by 2030. More precisely, DISCO aims to support cities in undertaking the digital transformation of urban logistics and sustainable planning and to optimally and strategically manage urban space, in order to accelerate the achievement of the EU mission cities goals by 2030.

Living labs throughout Europe

In the implementation phase, the project will demonstrate 23 flagship solutions on optimal and flexible use of urban space for logistics in 8 European Living Labs, including Copenhagen, Ghent, Thessaloniki, Helsinki, Padova and a Spanish Cluster of Barcelona, Valencia and Zaragoza. Furthermore, four follower Cities and Regions joined the projects: Prague, Piacenza, Aarhus, North Hesse.

The European Parking Association, in supporting the advancement of sustainable mobility solutions, is a partner in this important project contributing with its vast experience in the field of the management of parking for vehicles in general, both on and off street. In particular EPA will contribute with indications related to appropriate technologies, management solutions, payment and regulatory processes and the introduction of new mobility services such as electric vehicle charging and data standards.

EAVP platform

Charting the course for standardized AVP across Europe

For automated valet parking to be widely adopted, establishing standards in the growing domain is crucial. Interoperable systems will make the parking experience safer, more efficient, and convenient for the user. In January 2022, ERTICO-ITS Europe launched the EAVP (European Automated Valet Parking) platform to fulfil this mission, with EPA requested to join as founding member.

Automated valet parking (AVP) is one of the major use cases of Connected, Cooperative, and Automated Mobility (CCAM), which is a core area of ERTICO's work. The EAVP platform joins the ranks of the different projects and initiatives that ERTICO is working on to enhance smart and sustainable mobility. It brings together stakeholders of the ecosystem with a view to foster innovation and interoperability and facilitate the widespread deployment of AVP. Ultimately, EAVP aspires to create a model that applies at the European level.

"ERTICO is an incubator for new technologies and systems through its various platforms. We are proud to host the EAVP platform. Connecting the dots is our motto. Cooperation with our colleagues at EPA is delivering tangible results in the space of connected and automated driving. The EAVP platform provides essential input for the European Commission DG GROW efforts on the European type approval for automated driving systems", says Joost Vantomme, ERTICO CEO.

EAVP brings together leading sector representatives, including original equipment manufacturers (OEMs), suppliers, service providers, and EPA as umbrella for public and private sector parking operators. Along with city representatives, the platform's members are working to understand user needs to realise the full potential of AVP in Europe. This technology is still in development, but it has the potential to revolutionize the way we park our cars.

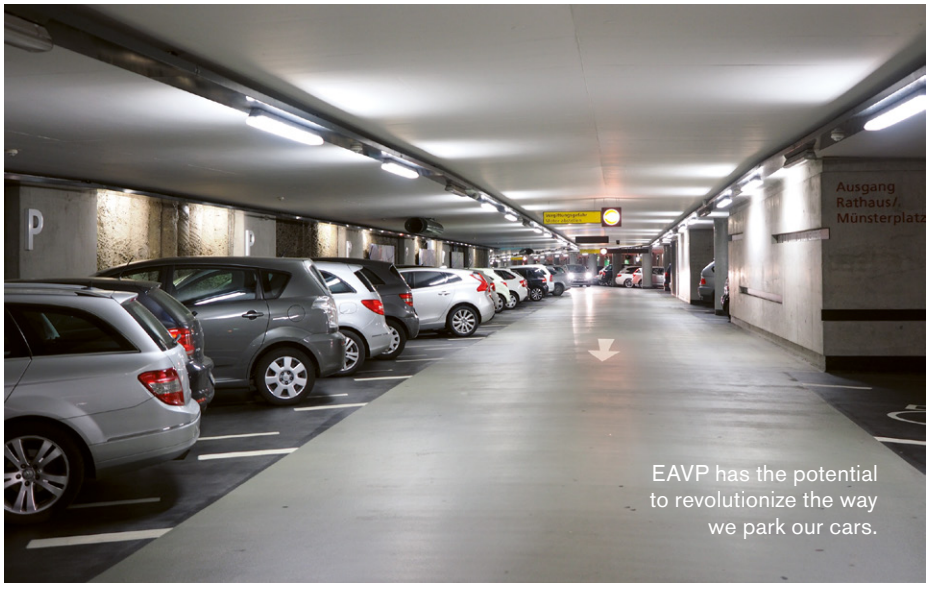
To ease its progress, the platform supports pilot programs to evaluate AVP technologies and services, while ensuring that they are aligned with EU legislation. These efforts will result in the development of standards that will facilitate seamless AVP integration across Europe and beyond.

Providing a seamless AVP user experience

EAVP partners have already reached a relevant milestone by defining the 'Customer Journey'. It depicts eight steps that seek to simplify the entire AVP process for the user. The journey reduces human interaction to booking and payment, allowing the vehicle to find a parking spot, park, and return autonomously. All they have to do is stop the vehicle at a drop-off area and the smart parking infrastructure installed in the parking garage takes over. This process saves drivers the trouble of searching for a parking space and the process of parking in very narrow or complicated lots. Fewer manoeuvres also mean a safer experience.

The resulting document, available on the EAVP website, is the first outcome of the collaboration of the platform members BMW, Bosch, Kopernikus Automotive and EPA. This is an important step to streamline the automated valet parking experience and develop relevant European standards.

EAVP members are now working on making the EAVP customer journey process more consistent. Part of this includes checking if some vehicles can use certain services in specific parking spots. The goal is to create a standard way to easily exchange relevant information. This helps the platform



EAVP has the potential to revolutionize the way we park our cars.

© Hans via Pixabay

ERTICO

is a public-private partnership that advances thought leadership and stakeholder engagement to drive Intelligent Transport Systems (ITS) initiatives, from European projects to innovation platforms and collaborative initiatives globally.

EAVP customer journey: The graphic shows the concept and potential of the technology

make sure that automated valet parking systems work well together and give users a reliable and pleasant experience, no matter the type of vehicle or parking place.

"With automated valet parking we take drivers' parking experience to the next level. That's why we aim to further push the roll out of our smart infrastructure technology and make it accessible to many customers. A key aspect for our success is common standards and the right partners – with EAVP we bring together the right stakeholders to unlock the full potential", Robert Exler, Product Management Automated Valet Parking at Bosch.

Benefits for all stakeholders

AVP is a win-win solution for both parking operators and service providers. For parking operators, AVP enhances the overall management of parking facilities, reducing operational costs, and allowing for better customer service. AVP also presents lucrative revenue opportunities by attracting new customers and optimizing parking space. With vehicles driving autonomously, parking operators can maximize capacity without expanding physical space. For service providers, AVP presents the opportunity to extend their offerings within parking facilities. They can integrate additional services such as automated electric vehicle charging, car wash, and even minor repair work. These value-added services will generate new revenue streams and enhance the customer experience.

Cities significantly leverage AVP integration as urban centres aim for more sustainability. By eliminating the time looking for available parking, traffic is reduced and, with it, the resulting emissions. Another advantage for cities is multimodality support. By mitigating the time users need to find a parking spot, it is easier and more accurate to plan the switching between different transport modes. The driver simply leaves the car at the parking pick-up area and can hop on a bus or train to reach their destination. Due to the space optimisation, cities can make more efficient use of public spaces.

The future of AVP: reaching harmonisation

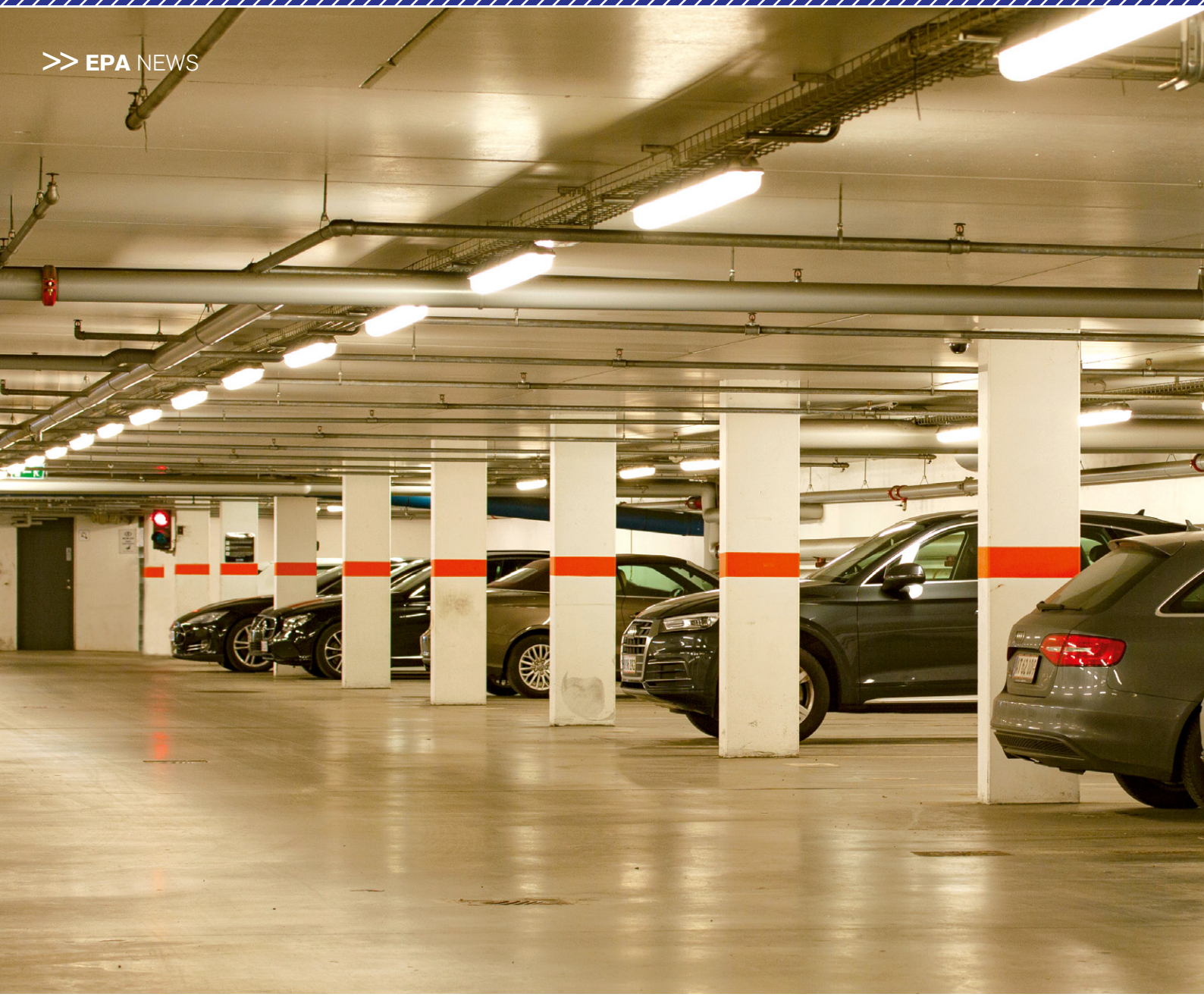
To foster a uniform and interoperable AVP, EAVP is on a mission to bring the ISO 23374 standard together with the Alliance for Parking Data Standards (APDS). The ISO standard provides the necessary framework for the design, development, and deployment of AVP technology. This is accepted as the international standard for AVP systems, enforcing interoperability of the various AVP systems from different suppliers with the vehicles of different manufacturers. Adhering to it guarantees that AVP systems meet safety and performance criteria. The APDS defines a standardized set of data elements and exchange protocols for parking-related information. EAVP seeks to align the interfaces between the AVP system and parking management system to ensure a simple and standardized interaction of both systems worlds. This will make the parking process very simple. As a result, drivers will enjoy a reliable, hassle-free, seamless parking experience across different AVP-enabled parking facilities.

EAVP encapsulates the essence of EPA's vision: safety, security, efficient usage of public spaces, and delivering a seamless customer experience. It promotes standardization, enables innovation and collaboration, enhances the user experience, addresses urban mobility challenges, and strengthens the parking industry's competitiveness. ■

Further information

Website: eavp.eu

LinkedIn: European Automated Valet Parking (EAVP)



Introducing the EPA members

DPPB – Danish Parking Association

Danske Private Parkeringsselskabers Brancheforening (DPPB), the Danish Parking Association was founded in 2002. The DPPB has five member companies, all of which are traditional car park operators. The association's members probably cover 80 to 90 per cent of all private parking management in Denmark. Although the DPPB covers the majority of private parking management in Denmark, it has relatively few members, which allows the organisation's staff to work closely together in a rather informal and basic internal structure.

The formal structure is a board with currently three members, including a chairman who generally acts as spokesperson for the association. The day-to-day business of the association is managed by a secretariat, which is overseen by the association's lawyer.

Influence on private parking in Denmark

Over the years, the DPPB has had a significant influence on the framework conditions for private parking in Denmark through constant contact with legislators, ministries, consumer organisations, the press and others. The association has been and continues to be instrumental in paving the formal way for industry innovations

© Shutterstock

such as ANPR and app-based parking metering.

The DPPB was also the driving force behind the establishment of the National Complaints Board for Parking Management in 2018. The board is chaired by a government-appointed judge, with the other members of the board appointed in equal numbers by the DPPB and consumer organisations. The panel handles the majority of all complaints about parking charges that are not settled amicably between the car park operator and the motorist.

Main goals

A large part of the DPPB's work is to improve the industry's reputation in the public eye. For years, parking management was seen as easy prey by the Danish press, politicians and consumer organisations, even though the vast majority of parking management companies strictly adhere to all legal and ethical requirements and are very committed to providing high quality services.

Of course, the DPPB has a varying number of national and international focus areas over time. For example, the association is committed to removing legal and other formal and structural obstacles to innovative technical solutions.

Contacts for other EPA members

DPPB's secretariat (mail@universadvokater.dk) will be pleased to connect any EPA member with the relevant DPPB contact person. ■

Board & secretariat

Chairman
Alex Pedersen,
Q-Park

Vice-Chair
Michael Christensen,
APCOA

Member of the board
Mads Gundersen,
Scan-Park

Head of the secretariat
Jørgen Pedersen,
lawyer

© all photos: Marko Ruh

Kompetenzforum Parken

Mobility in transition

With over 250 participants, the well-attended “Kompetenzforum Parken” (Car Parking Competence Forum) once again had a strong practical focus. Key topics of the event organized by the German Parking Association included electromobility, safety and customer service. However, there was also room for contributions from the category “Thinking outside the box” – as well as the opportunity for collegial exchange and networking. The event took place in the Congress Centrum Würzburg (see picture above) in the south of Germany.

Mobility is changing. This is indicated by current figures, which Michael Kesseler, Chairman of the Board of Bundesverband Parken e.V. (German Parking Association), referred to in his welcome address. According to a recent analysis, there has been a decline in car traffic in major cities compared to pre-corona times, with a particularly sharp drop of 14 per cent in Berlin. The main reasons for this are the increase in working from home and the switch to public transport. The fact that cities are reducing kerbside parking as part of the traffic turnaround, such as Hanover, “is good news for us”, Kesseler noted. The value of public space is being increasingly recognised, which in turn has a positive effect on multi-storey and underground car parks.

"Managers should like people."

Dr Steffi Burkhart, author and expert on New Work

Keynote "Human Capital"

In the opening lecture, Dr Steffi Burkhart, author and expert on New Work, spoke about the "recruitment and retention of employees", in her words "the scarce resource of the future". For this reason, Dr Burkhart advised making recruitment a "matter for the boss". However, it is particularly important that managers "like people". This is the only way to successfully retain employees as a boss.

News from the working groups

Electromobility is an important component of a sustainable transport transition. The working group Electromobility began its work in the German Parking Association in June 2023. In his presentation, Samuel Spaltner, head of the new working group, provided initial insights. Electromobility and charging infrastructure are desired by politicians and regulated by the EU. This is why the working group has also networked with a corresponding EPA working group.

The working group on data protection law, which was founded in June 2019, has been in existence for some time. Head Michael Bachmann explained the work on the draft version of the corresponding "Code of Conduct" for member companies of the German Parking Association. These recommendations gain additional relevance with the spread of licence plate recognition in free-flow parking systems. The aim is to create customised and practical data protection regulations as transparent and uniform standards for the members of the association, says Bachmann.

Research into Parking search traffic

Dr Petra K. Schäfer, Professor of Transport Planning at Frankfurt University of Applied Sciences, also provided an insight into an ongoing project. With "start2park" she and her team are researching how long it takes on average to find a parking space in Germany. So far, there has been no valid data on this. Aggregating the previous results, start-2park arrives at an average parking search time of one and a half minutes. Another finding: the more central the destination, the longer the search takes. One listener concluded that if car drivers were to head directly to a car park more often, search traffic could be significantly reduced and people would save time.

"The aim is to provide customers with a simple understanding of parking processes and the data processing required for this."

Michael Bachmann, Working Group Data Protection

Dynamic parking industry

Other speakers at the all-day conference presented various topics of practical relevance to parking management. In his closing remarks, Michael Kesseler concluded that the parking industry is "anything but at a standstill". He did not forget to thank Johannes Keppner for his expert moderation, which once again contributed to the very lively character of the event. ■

"The parking industry must adapt to electromobility."

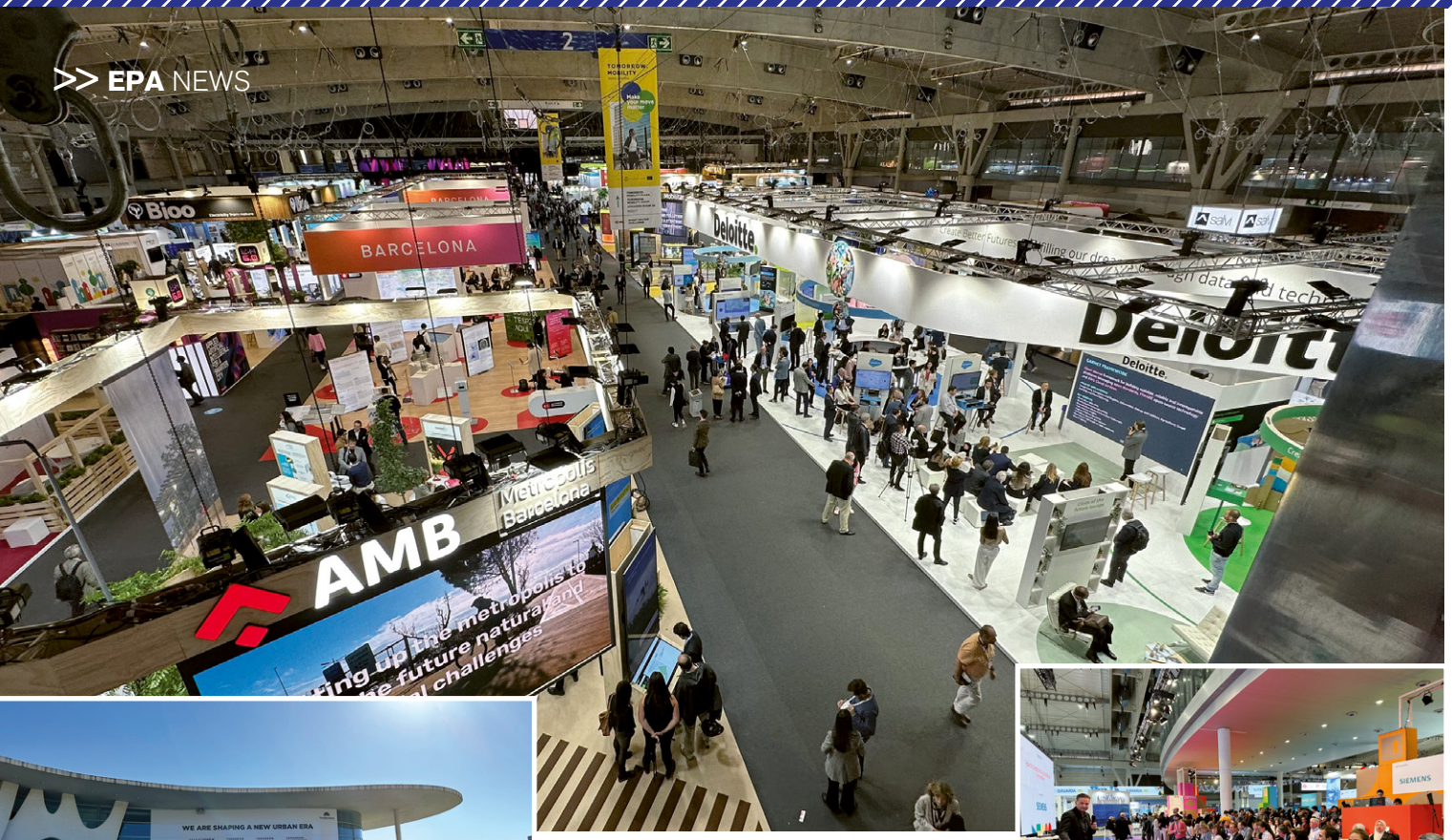
Samuel Spaltner, working group Electromobility

"I'm a big fan of car parks. I think everyone should park in multi-storey car parks."

Dr Petra K. Schäfer, Professor of Transport Planning, Frankfurt University of Applied Sciences

"Parking management is anything but at a standstill, even if we are primarily dealing with stationary traffic."

Michael Kesseler, Chairman of the Board, Bundesverband Parken e.V.



Impressions from Smart City Expo and Tomorrow Mobility World Congress in Barcelona

© EPA

Tomorrow Mobility World Congress in Barcelona

Laying the foundations for a sustainable mobility

From 7 to 9 November, a new edition of the Tomorrow Mobility World Congress took place in Barcelona, where global leaders, experts and visionaries had the opportunity to come together and join efforts to redefine the future of urban mobility.

This event is part of the Smart City Expo, where representatives from 140 countries and more than 1,000 exhibitors contribute their experiences and innovations for a smarter, cleaner, and more interconnected urban mobility landscape.

EPA strongly present at Congress and Expo

Several of the companies and entities that are part of the EPA were present at this international double event, either for their participation in presentations or debates or through their participation in the exhibition area.

On the second day of the Tomorrow Mobility World Congress in Barcelona, data collected in 779 European cities with more than 50,000 inhabitants showed that charging systems (congestion and pollution charging, parking charges, integrated ticketing systems and public transport fares) will be the package of measures with the greatest net benefit in small and medium-sized cities by 2030. As an integral part of mobility policies, the parking sector is therefore of decisive importance.

There was a general perception at the congress that we are at a crucial moment in laying the foundations for a sustainable mobility environment in the cities of the future. Without a doubt, this annual event is a must for all those who want to feel the pulse of innovation and new strategies in the world of mobility. It is undoubtedly an unmissable event for understanding the present and future of mobility. ■

Report from Jaime López de Aguilar, EPA Board Member on the Tomorrow Mobility World Congress in Barcelona, November 7-9, 2023

Associate Members of the European Parking Association

1. **AeroParker & MetroParker**
   www.aeroparker.com
2. **Amano**
   www.amano.eu
3. **ARVOO**
   https://arvoo.com
4. **Automatic Systems**
   www.automatic-systems.com
5. **CAME Parkare**
   www.cameparkare.com
6. **CCV**
   www.ccv.eu/en
7. **Commend**
   www.commend.com
8. **Designa**
   www.designa.com
9. **EasyPark**
   www.easyparkgroup.com
10. **Empark**
    www.empark.com
11. **EPCplc**
    www.epcplc.com
12. **evopark**
    www.evopark.de
13. **fair parken**
    www.fairparken.com
14. **Flowbird Group**
    www.flowbird.group
15. **GART**
    www.gart.org
16. **Genetec**
    www.genetec.com
17. **Hectronic**
    www.hectronic.com
18. **HUB Parking Technology**
    www.hubparking.com
19. **Ispark**
    https://ispark.istanbul/
20. **MG COMM**
    www.mg-comm.com
21. **mycicero**
    www.mycicero.eu
22. **Nagels**
    www.nagels.com
23. **Orbility**
    www.orbility.com
24. **ParkTrade**
    www.parktrade.com
25. **PARKUNLOAD**
    www.parkunload.com
26. **projekt w**
    www.projekt-w.de
27. **Planet**
    www.planetpayment.com
28. **Riverty**
    www.riverty.com
29. **SCANaCAR**
    www.scanacar.com
30. **Scheidt&Bachmann**
    www.scheidt-bachmann.de
31. **Skidata**
    www.skidata.com
32. **Smart Parking**
    www.smartparking.com
33. **UNIP**
    www.unip.biz
34. **Worldline**
    https://worldline.com

www.europeanparking.eu

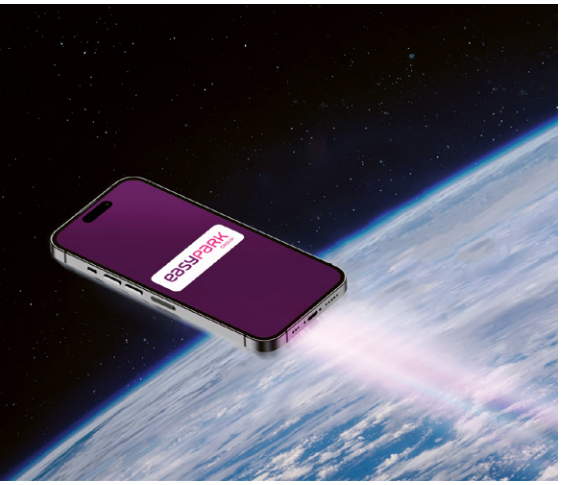
EasyPark Group

First parking app in space

The EasyPark Group is embarking on a unique mission to welcome extraterrestrial visitors to Earth. Having endeavoured to innovate in the parking industry for more than 20 years, the digital solutions provider has come up with an unconventional approach and asks: With all the UFO sightings, why haven't we made contact yet? Could it be that aliens simply haven't found a parking spot?

No, it's not an April Fool's joke: in a historically unprecedented move, the EasyPark Group is teaming up with the World Heritage Site of Grimeton radio station in Sweden to search for extraterrestrial life. The company announces that the EasyPark, ParkMobile and RingGo parking apps have been sent into space. According to the company, this is "a significant milestone in human technology". For more than two decades, the EasyPark Group has been working on transforming traditional parking systems into modern and convenient solutions that make cities more liveable. Now the EasyPark Group wants to expand its field of activity and make the earth a better place to live.

"At EasyPark Group, we are driven by innovation and challenges, finding unique and practical solutions to make life easier for drivers, and cities more livable. We wanted to illustrate our innovative work of the past 20 years in a bold and attentive manner. What started as a fun thought ended up in two questions: can we send our apps into space? Could it help make our cities and Earth more livable? A challenge we wanted to explore", says Cameron Clayton, CEO at EasyPark Group.



© EasyPark

Is there anybody out there… and searching for a parking spot? EasyPark sent its app into space.

© EasyPark

The app code was converted into broadcastable data signals

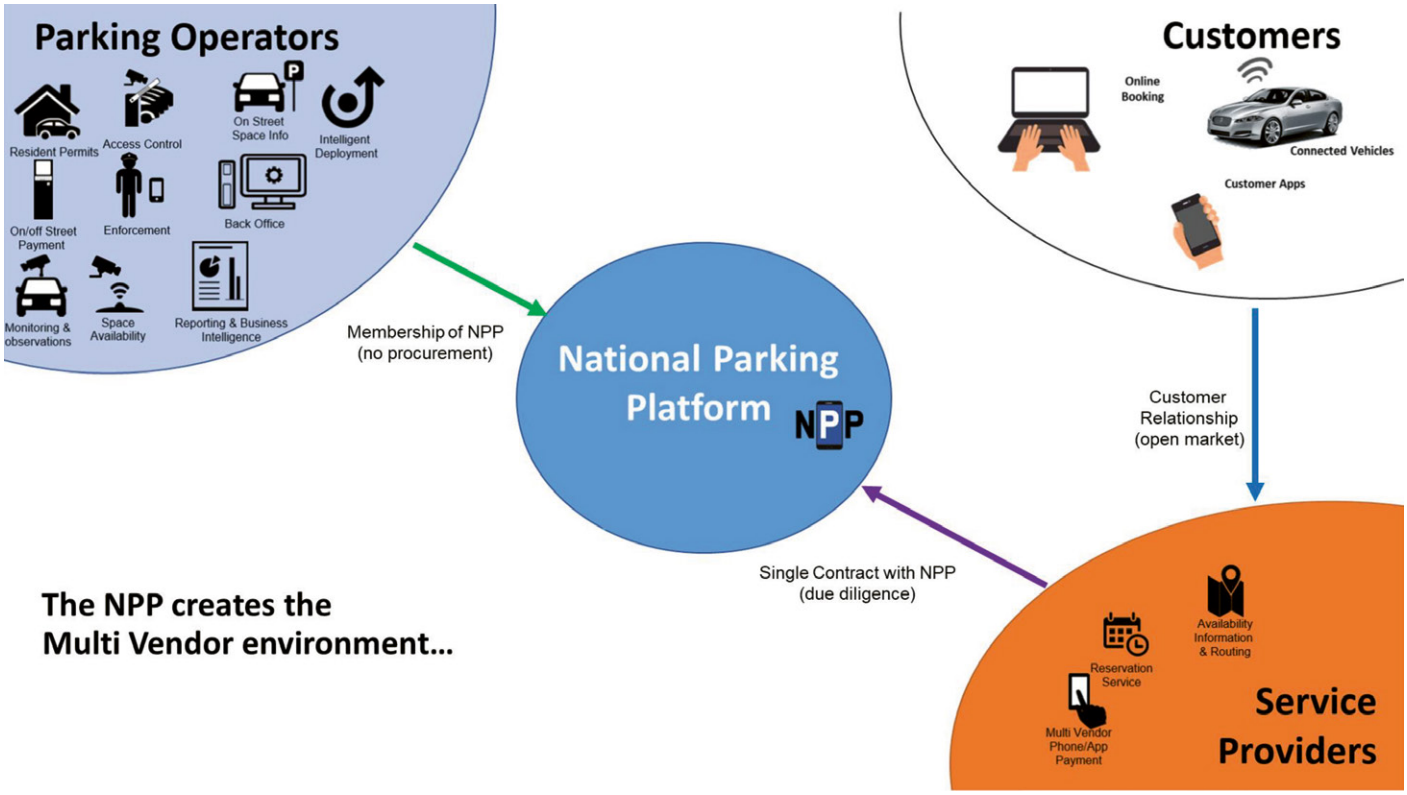
As the crowning glory of "World Space Week", the EasyPark Group was the first car park company to send its apps into space. This unique initiative also aims to unravel the mystery behind the more than 170,000 reported UFO sightings since 1905*, in which there has been no tangible contact with extraterrestrial beings.

Digital code transformed into radio signals

In collaboration with Grimeton Radio station, an UNESCO World Heritage site located southwest in Sweden, EasyPark Group and Grimeton have transmitted the full code of EasyPark Group's apps into space by transforming them into broadcastable data signals. The apps have embarked on an interstellar journey, traveling at a speed of light.

"We are helping EasyPark Group enable its initiative through our facility and our years of experience in wireless communication. With radio technology, we have sent the apps into space. Radio is still mainstream and it's exciting that radio continues to contribute to innovation in the field of technology and opens up for new possibilities", says Camilla Lugnet, CEO at The World Heritage of Grimeton. ■

*According to National UFO Reporting Center's databank, https://nuforc.org/



© NPP

National Parking Platform in the UK

Simplify and improve the customer journey

The National Parking Platform (NPP) is a major publicly-owned initiative in the UK funded by the Department for Transport (DfT) and hosted by Manchester City Council. It is open to public and private parking operators and service providers. The NPP will improve the customer journey across the full range of on-street and off street parking – both public and private – via a publicly-owned platform.

Customers will be able to locate suitable parking for their journey, check tariff and availability, pre-book a space and make payment through the NPP, before starting their journey – or even modify that journey as conditions change to use alternative parking.

The NPP manages data exchange between systems and is based on the Alliance for Parking Data Standards (APDS) technical specifications, which form the basis of ISO Technical Specification (ISO/TS 5206-1) and the revision of the CEN Technical Specification (CEN/TS 16157-6).

Enhanced digital visibility

The NPP makes parking data available to the customer via third-party apps. Car parks and on-street parking areas that supply data to the NPP have enhanced digital visibility which gives them an important commercial and competitive advantage. On-street authorities will be able to increase the efficiency of their operations, provide a better service and reduce the cost of compliance management.

From a customer's point of view NPP has been introduced to make paying for parking easier. It'll create a centralised system that ensures drivers don't need to have a variety of apps installed on their smartphones to pay for parking. Different parking app providers compete for business by offering the best customer experience. Essentially, it means that end customers can choose a single provider app and use it to pay for parking wherever they are, rather than having to download individual apps for each new location. As well as parking, other services have the potential to be integrated into this network, for instance to pay for electric vehicle charging alongside the parking.

The NPP today

Since 2019, the NPP is a strategic initiative from the parking industry with strong support from a wide range of partners including equipment and technology suppliers, commercial operators, Councils, and payment service providers. The pilot platform provides parking locations, tariffs and occupancy data from 11 local authorities to service providers and hence to customers. In addition, customers in Manchester, Oxford, Cheshire West and Chester and Coventry can now make payments through their service provider of choice at participating car parks and on-street locations. A working group of 19 local authorities all over the country is contributing to the NPP project, working with 28 private companies, amongst them equipment suppliers, service providers etc.

According to media, it is expected that the NPP will be open to parking providers across the UK by the autumn of 2024 as outlined in the government's Plan for Drivers. ■

More details: https://npp-uk.org

Orbility

Parking solutions for Royal Wolverhampton NHS Trust

A new ANPR system provided by Orbility is enhancing visitor experience and driving revenue growth at hospital operator and community healthcare services provider in the UK.

Orbility's new Ticketless ANPR (Automatic Number Plate Recognition) parking solution has been implemented at the Royal Wolverhampton NHS Trust in the UK, offering several advancements in parking management. The system provides real-time parking occupancy updates through display screens, informing patients and visitors about available parking spaces and potentially reducing stress and delays associated with hospital visits.

The parking solution includes full card payment facilities at exit lanes, designed for convenience and a smooth exit process. It also accommodates disabled users by offering free parking through the scanning of blue badges. Additionally, the system allows for tailored parking concessions, providing free or discounted parking to specific patient groups in need of such support.

Since the installation of this ANPR solution, the Royal Wolverhampton NHS Trust has experienced a significant increase in parking revenues, with a reported growth of over £50,000 per month. Orbility, the company behind this innovation, continues to focus on developing solutions aimed at improving the experience in healthcare facilities and benefiting the wider community. ■

Easier parking for hospital patients and visitors in Wolverhampton

Adaptive Recognition

Launch of Carmen Cloud for enhanced license plate recognition

New cloud-based LPR solution offers advanced recognition capabilities and operational efficiency.

Adaptive Recognition has launched Carmen Cloud, a significant advancement in automatic number plate recognition (ANPR) technology. This new cloud-based solution builds on the success of their previous offering, AR Cloud, and is designed to provide more flexibility and precision in license plate recognition.

Carmen Cloud promises to transform the LPR landscape with several key features. It offers cloud convenience, allowing users to access the system remotely, which removes the limitations associated with on-premise systems. The solution is also cost-effective, reducing the need for constant updates and maintenance. Moreover, Carmen Cloud guarantees high accuracy in recognition, functioning effectively even under challenging weather conditions and varied lighting.

Apart from standard ANPR services, the solution encompasses additional services to boost operational efficiency. These include make, model, and colour recognition (MMR) for easy vehicle identification, and an ADR Hazard Identification Number service for safe handling of hazardous materials. Additionally, Carmen Cloud introduces the Transport API, expanding its capabilities to include railway, container, and commercial vehicle code recognition, thereby broadening its application in different transportation sectors. ■

Carmen Cloud is the new LPR solution by Adaptive Recognition.

Flowbird

New parking and charging solution supports parking authorities and operators

Flowbird introduces solution for city-wide charging management, supporting cities in achieving net-zero targets.

Flowbird, a leader in mobility services, is increasing its footprint in the electric vehicle (EV) charging market with its new solution, Flowbird Park&Charge. This system offers cities an end-to-end solution for implementing and managing public EV charging infrastructure, integrating with Flowbird's existing management systems and mobile app.

Group Product Manager for E-mobility at Flowbird, Fredrik Maller, emphasizes the system's versatility: "Park&Charge offers an open platform, which enables the unification of e-mobility ecosystems." He highlights its role in enhancing operational processes and system reliability. The initiative aims to standardize public EV charging services and pricing, offering a more consistent and reliable experience for users. Flowbird's approach also includes partnerships with leading electric vehicle supply equipment suppliers, ensuring a diverse range of charging solutions for different urban scenarios.

The solution Park&Charge helps to manage charging infrastructure.

Flowbird's mobile app further simplifies the process for drivers, offering features like finding charge stations, managing session durations, and secure payments for both parking and charging. With an existing user base of 7 million, Flowbird anticipates increased adoption of its integrated parking and charging functionality. Frédéric Beylier, CEO of Flowbird, emphasizes the company's commitment to providing a seamless charging experience, akin to their established parking solutions. He states, "Our response to the public charging challenge is comprehensive – answering the need to deliver a charging experience that's as simple as parking." ■

An app makes charging as easy as parking.

Circontrol

Upgrade for semi-fast EV charger eVolve Smart

Enhancements focus on cybersecurity, electrical protection, and a new integrated contactless payment system.

Circontrol, a manufacturer of electric vehicle (EV) charging solutions, has announced significant upgrades to its semi-fast EV charger, eVolve Smart. The latest version of the charger includes improvements in cybersecurity, electrical protection, communications, and software. A notable feature of the upgrade is the new integrated contactless payment system, designed to simplify the charging process for users and promote electromobility across Europe.

The updated eVolve Smart charger is adaptable to various countries' technical requirements and legislations, particularly in Europe. It now offers a cloud-based contactless payment system, eliminating the need for a registration process and making long-distance EV travel more accessible. This system can be easily adapted to the needs of EV Charger owners through software updates.

In compliance with specific European standards, the eVolve Smart is aligned with the German Eichrecht Calibration Law, ensuring accurate billing and data security. It also meets the safety protections required in different European countries, including the PEN Fault for the UK and the NF for France. The charger is now equipped with a welded contactor detector and designed according to the V.3 norm from Elaad (Netherlands).

The new version also features enhanced connectivity, being OCPP 2.01 Ready and offering Wi-Fi connectivity and an improved RFID reader. Suitable for both public and private settings, the eVolve Smart charger delivers 22 kW of power with type 2 plugs, enabling approximately 130 km of charge per hour. It is also compatible with Dynamic Load Management (DLM) systems. ■

Circontrol's semi-fast EV charger eVolve Smart

OPTEX

Above-ground vehicle detection sensor to be launched in EMEA

OPTEX, the leading global sensor manufacturer, has launched its new series of highly reliable and very easy to install vehicle detection sensors for customers in Europe, the Middle East and Africa (EMEA).

An extension of its existing range, the new OVS-02GT sensors feature highly accurate microwave technology with short and long-range detection logic, helping to provide vehicle detection for gate and barrier automation at a wide range of commercial, residential, and industrial sites. "Our latest generation of vehicle detection sensors – the OVS-02GT – provides customers with a viable and accurate solution, that benefits from the expertise and knowledge of OPTEX's detection solutions which has been built over more than 40 years", said Toshiyasu Matsuyama, Business Development Manager OPTEX Japan.

OPTEX sensors can be mounted on walls or poles with no need for ground loops.

The above-ground sensors provide a solution for any site or environment where a ground loop cannot be installed, such as locations where digging is prohibited or not possible, the road surface is damaged or unsealed, or areas prone to flooding. They also remove the need for any disruptive and hugely costly civil or ground engineering works and can be simply installed on a pole or wall. "Traditional ground loops can provide a real challenge, often requiring both hugely costly and disruptive engineering works. The uncomplicated mounting of the OVS-02GT, combined with the easy settings adjustments via a dedicated mobile app can help customers reduce the installation time by a third compared to the installation of a conventional ground loop," points out Matsuyama.

The sensors can detect vehicles of any colour or composite material, both moving and stationary, within an adjustable detection range of up to eight metres, while also ignoring pedestrian traffic. ■

Volvo

Better EV charging options through its app and a partnership with DCS

Volvo Cars provides a major step in electric vehicle convenience, offering remote charging control and expansive charging station access across Europe.

Volvo Cars is set to enhance the electric vehicle (EV) charging experience with new improvements for its customers, simplifying the charging process at public stations through its Volvo Cars App. This app enables users to start and stop the charging process remotely via a smartphone. Additionally, the new Volvo EX90 will feature the "Plug & Charge" function, which automatically initiates the charging process at compatible stations without additional authorization.

In collaboration with Digital Charging Solutions (DCS), one of Europe's largest e-mobility providers, Volvo Cars will offer its customers access to over 590,000 public charging stations across 30 European countries via the Volvo Cars App. This partnership is expected to facilitate cross-border travel for Volvo EV drivers. "This will make fully electric driving and charging even more convenient and straightforward for our customers," says Julia Sandén, Business Owner for Charging at Volvo Cars.


Volvo drivers shall benefit from easier charging during cross-border travel.

The partnership aims to make charging easily accessible for everyone, as emphasized by Markus Bartenschlager, Chief Commercial Officer at DCS. Volvo plans to introduce various new features to enhance the charging process for both private and business customers, including remote control of charging via smartphone and specialized account and billing options for corporate clients. Additionally, subscription offers will provide preferential rates at high-performance charging stations, varying by market. ■

riverty

Comparison of free-flow parking in the Nordics and in German-speaking countries

In a presentation at the "Kompetenzforum Parken" Parking Competence Forum organised by the German Parking Association (see also page 22), payment service provider riverty drew a comparison between the Nordics and Germany with regard to free-flow parking. The result: in Northern Europe, the parking industry is already further advanced in this area. This is also due to differences in customer behaviour.

Michael Rogge from riverty described the variant of the parking process with a completely barrier-free entrance as free-flow parking. The vehicle is authenticated via licence plate recognition. To pay, the customer has the choice of paying the parking fee on site at the pay machine or by online payment no later than 48 hours after leaving the car park.

According to Rogge, there are significant differences between the Nordics and Germany in terms of framework conditions and customer behaviour. In Norway, Sweden and Finland, for example, non-payment for parking is not seen as an "offence", but as a service. Invoice payment in the free-flow environment has a high level of acceptance; according to riverty, up to 20% of parking transactions are paid for in this way. The conditions for determining the owner make this approach possible.

In Germany, however, non-payment is generally penalised with fines. This in turn leads to frustration among customers. Around 2-3% of free-flow parking transactions in Germany are not paid for, not even afterwards. The conditions for car holder identification are comparatively poor for operators because they are expensive, partially automated and time-consuming. Details of the costs and services can be found in the comparison table attached.

Framework conditions for free-flow parking in the Nordics and Germany

Country	Holder identification costs	"Invoice fee"	"Penalty" Control Sanction	Response time (holder identification)	Connectivity
Norway	0.03–0.05 €	5–7 €	60 €	immediately	Automated interface
Sweden	0.15 €	5–7 €	55 €	immediately	Automated interface
Denmark	0 €	20 €	90 €	immediately	Automated interface
Finland	0.30–0.40 €	5 €	50–80 €	immediately	Automated interface
Germany	4–5 €	–	17.5–35 €	7 days	Semi-manual enquiry

Source: riverty

Current challenges in Germany

According to riverty, the holder identification costs prevent consumer-friendly invoicing. In addition, a structure based on penalties leads to dissatisfied customers and has a negative impact on the reputation of car park operators. For these reasons, the German car parking association is working with the EPA to improve the conditions for owner enforcement in Germany and the EU in line with the Scandinavian model (cross-boarder enforcement initiative, as reported in PTI 3/2023)

Customer survey on free-flow parking

5,758 interviews with consumers were conducted by riverty in Sweden, Norway, Denmark, Finland, Germany, Austria and Switzerland, with at least 800 people in each country. The respondents were people between the ages of 18 and 65 who hold a driving licence, live in a household with at least one vehicle and pay for parking at least once a year. The interviews, which lasted around ten minutes, were conducted via web panels from the beginning to mid-October 2023.

riverty drew the following conclusions from the survey, amongst others. There is a lot of frustration among consumers when it comes to parking problems. The DACH region is already more familiar with free-flow parking than expected. Consumers appreciate the convenience of free-flow parking. In return, people are willing to share their data. Concerns about privacy are not as great as expected. The availability of preferred payment methods can influence the choice of parking space. There is strong interest (48%) in monthly billing for parking, which could play an important role in the future. ■

© Shutterstock

Parkopedia CEO

Travelling 1,000 km across Portugal in an EV – The Good, The Bad and The Charging Chaos

The rollout of new EVs on our roads is accelerating rapidly, but sometimes, the present can feel like a series of charging mishaps and unexpected detours. Spontaneous long-distance electric trips can still be challenging, as Parkopedia's Founder and CEO, Eugene Tsyrklevich found out on a recent trip across Portugal, experiencing chargers shown in the wrong locations, broken chargers, issues plugging in, expensive public charging and an overall disjointed experience. Below is Eugene's first-hand account of his latest EV experience.

Starting off on an unexpected note

With the summer holidays ongoing and international travel at its highest for July and August, I wanted to share my story and experience of a 1000 km trip across Portugal in an EV with my 'adventure' beginning at Lisbon airport. Due to a mix-up with the rental agency, I found myself behind the wheel of an all-electric Ford Mustang Mach-E that I picked up at near-full charge, with the car showing around 400 km of range. Initially unfazed and slightly excited for the journey ahead, I drove just over 200 km on the first day and arrived at my destination with just under 50 per cent charge which was a pleasant surprise from the previous reports of 'ambitious' range predictions on EVs. I wanted to charge the car overnight to

make sure I had enough charge for my next leg of the trip the next day so I used a few apps:

- miio: A Portuguese EMSP app that the rental car agency helpfully advised me to download. The app showed me that the nearest charger was a few minutes away, though I couldn't pay for this via the app.
- PlugShare: This app showed me the same nearby charger.
- Parkopedia: This location did not feature on the app.

Phantom Chargers – locating public chargers remains a significant problem

I drove to the location in 'Figueira da Foz' and found out that it was in fact a hotel. I checked with reception but was told that they actually have no EV charger at this location. I reported this issue to PlugShare and then abandoned the idea of charging for the night, though, on the positive side, PlugShare did remove that location in the following days.

The next day, I decided to head to a charger that was further away and drove to the local BP station where I could activate the charger through the miio app. Thankfully, the charger was actually there. However, there was another electric car nonchalantly parked, which was not charging but prevented me from plugging in successfully, as the cable was too short to reach my car. This meant that I had to park across multiple parking spaces to work around this. Once I addressed the cable issue, I successfully activated the charger through the miio app and sat down to do some work in a local restaurant. Puzzlingly, I was only getting 11 kW from the Type 2 43 kW charger, so after two hours of charging, I only gained 20 per cent of additional range. In addition, at that stage, I received a notification saying that my 20 euro preloaded credit had now run out – even though the app was still showing only the 1.53 euro charge.

Broken chargers continue to cause charging issues

In the same evening, I drove to a nearby town 60 km away and, as I had a long drive the next day, I decided to attempt a top-up charge again. So, I picked another fast charger on the miio app, which was at a fuel station. The charger was shown as being available, however, when I arrived there I found that the Type 2 plug that I needed was actually broken, though both miio and PlugShare showed it as available. I reported the issue on the PlugShare app but I can see that it's now showing CHAdeMO as being out of order instead of Type 2, so perhaps I picked the wrong plug when reporting the issue but it is more likely a system issue, highlighting a potential lack of verification.

So, I found another charger at another fuel station on the other side of the river, proceeded to drive over and upon arrival found a Nissan Leaf charging there. The driver informed me that we couldn't simultaneously charge at the stated 50 kW, which turned out to be incorrect, as I was able to charge the Ford with the Type 2 plug simultaneously without any issues, but showed even existing EV drivers are quick to believe what they read or have heard without verifying themselves. This time I charged for three hours and added only around 30% to the battery, so after 120 km of driving I ended the day close to where I started, with the same 50 per cent charge.

Extended charging sessions often needed – even with 'fast' chargers

The next day, I had 150 km of driving to complete, and barely enough charge for this (certainly not enough with the essential air-conditioning on during the current heatwave in Portugal), so I charged halfway through my trip for two hours at a fast food restaurant car park which had a fast charger.

Finally, having arrived at my end destination Porto, I parked in a local Saba car park that had a standard charger, which I was able to activate through miio and get the car to 100 per cent after eight hours of charging.

Today's EV reality

So, my takeaways after driving 1,000 km in an EV in Portugal are that there are still many challenges when it comes to covering long distances via electric power only:

1. Charging Discrepancies: The majority of stories and media reports that we read about EV infrastructure and range/charging anxiety etc. are true. In the first 48 hours of my driving, I experienced the following:
   i. Non-existent chargers being displayed in apps
   ii. Broken plugs/chargers
   iii. Being prevented from charging as intended with short cables and blocked bays
2. Time vs Distance: I spent more time charging than actually driving and the miio app was in my top five used apps last week with a staggering 90 minutes of usage
3. Unclear Costs: As an EV driver, I had no visibility into EV pricing. For example, my Porto charging session cost over 46 euros and breaks down as 21.84 euros miio energy, 16.04 euros for charging point activation and 8.80 euro in fees (approximately 20% of the total)
4. Seeking Seamless: The entire process of finding and paying for parking and charging is massively disjointed. I was not able to use Ford's in-car find charger functionality, as it wasn't enabled through Ford Pass, which is a significant limitation for those borrowing or renting a vehicle who do not personally own it

Final Thoughts

While my recent experience highlights that public charging can be a stressful experience for drivers, I know that many companies – including Parkopedia – are working hard to change this. We have a huge opportunity to address the very real issues facing EV drivers all over the world in realising our ambition to become the leading neutral aggregator of parking, charging and seamless payments globally.

On a personal note, I was very pleased to see that all of the chargers that I ended up using, were all listed correctly in the Parkopedia app, so that gives me great confidence that we're very much on the right track to deliver the charging experience desired by drivers. As the world pivots towards a greener future with EVs, addressing these teething issues is essential. My 1000 km journey was an eye-opener, reinforcing the need for a seamless, integrated, and user-friendly EV infrastructure. Here's hoping for smoother roads (and charging experiences) ahead! ■

Designa

Cutting-edge parking solutions for highway resting area in Germany

In a significant move towards enhancing the safety and convenience of truck drivers, Designa has partnered with Bosch Secure Truck Parking to install their cutting-edge parking solutions at the newly-established Break Autohof Hamburg Nordheide.

The collaboration marks a milestone in providing top-tier parking services for the trucking industry. Break Autohof Hamburg Nordheide will become a key rest stop and refuelling station for truck drivers in the region. Truckers can benefit from Designa's state-of-the-art parking management system, adding convenience and security to their pit stops.

Bosch Secure Truck Parking is committed to efficient parking space booking for truck drivers in Europe and offers a fast and convenient online platform. It has chosen Designa as a trusted partner to enhance the truck parking experience. ■

© Designa

The new rest area is designated to become a hot spot for truck refuelling.

Circontrol

Versatile EV charging points Nuovo Flaminia Shopping Centre

In Brescia, Italy, a major shopping centre has introduced a new electric vehicle (EV) charging station, set up by A2A, one of Circontrol's Italian partners.

This station is designed to cater to the varying needs of drivers, combining DC and AC chargers to accommodate different parking durations and power requirements. Located near the shopping centre that spans over 16,000 square meters, it includes three Circontrol chargers, offering a total of six charging points.

This infrastructure is based on Circontrol's Lite Charging Hub solution, which integrates various software and hardware components. One of the key features is the DLM 7 Lite, facilitating dynamic charging control by prioritizing fast DC charging while preventing mains overloading. The system ensures full power availability at the DC station and adjusts the power at the AC stations according to demand. This setup maximizes investment efficiency by avoiding the need for extensive upgrades to the public power grid.

Additionally, the Lite Charging Hub uses Building Monitoring (BMK) to monitor the charger's DC consumption, allowing prioritization of DC charging sessions without exceeding power limits. ■

© Circontrol

Recharging points installed at the Nuovo Flaminia Shopping Centre in Brescia

Metric Group

Bath and North East Somerset Council introduces emissions-based parking tariffs

Partnership with Metric Group aims to improve air quality and pedestrian safety in historic Bath.

Bath and North East Somerset Council, in collaboration with Metric Group, has launched a bespoke emissions-based parking solution aimed at improving air quality and pedestrian safety in historic Bath. This initiative, designed to accommodate the city's six million annual visitors, involves the implementation of parking tariffs based on vehicle emissions. The council has sought to create a system that is accessible and user-friendly for diverse visitors while accurately utilizing the latest vehicle-emissions data from the DVLA.

Over a six-month period, Metric Group's technical team developed software that calculates parking tariffs by simply entering a car registration number, integrating the length of stay and a vehicle's emissions data from DVLA excise duty bands. "The roll-out of emissions-based parking tariffs in Bath has been a real labour of love for us – it has really put our technical capabilities to the test and we're extremely proud that our parking terminals are now in use across the city," said Joe McManus, Sales and Marketing Director at Metric Group.

Andrew Dunn, the council's parking manager, emphasized the importance of a user-friendly system that aligns with Bath's historic character: "We needed reliable and user-friendly parking machines that fit with the historic aesthetic of Bath (...) in a solution that not only helps to discourage more polluting vehicles from the city, but that visitors can use hassle-free." The new parking solution is part of the council's broader strategy to improve air quality and reduce carbon emissions in the city. ■

© Metric

Emission-based parking in Bath, UK

HUB

Nancy spa features new access control system for easier visitor access

Valvital's latest resort implements advanced parking and pedestrian gate technology.

Valvital, operating under Compagnie Européenne des Bains, is a leading thermal group in France with 11 health resorts visited by over 50,000 guests annually. The most recent addition to their offerings is Nancy Thermal's Espace Santé, a spa destination which has now implemented a comprehensive access control system to enhance the visitor experience.

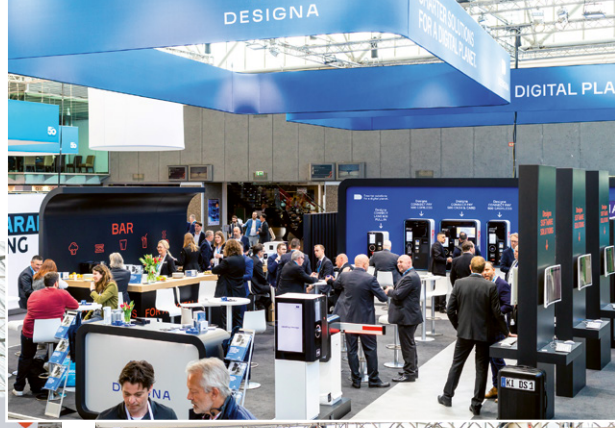
The system at Nancy Thermal has been provided by HUB and includes three Jupiter lane entry and exit stations, a mobile app named JPass, six License Plate Reading (LPR) cameras by Survision, and pedestrian gates by Magnetic (one mSwing and five mTripods). Since April 2023, this technology has been facilitating the access for guests and staff to the resort's underground parking lot, allowing quick and efficient vehicle entry by automatically recognizing license plates.

The access solution is part of HUB's commitment to providing seamless mobility, ensuring that visitors can easily access the spa services and hotel.

ally, subscription offers will provide preferential rates at high-performance charging stations, varying by market. ■

© HUB

At Nancy Thermal, relaxation now starts already with parking.



All © Intertraffic

Intertraffic Amsterdam 2024

EPA co-operates with the world's largest traffic exhibition

Intertraffic Amsterdam is the leading international trade event for infrastructure, smart mobility, traffic management, traffic safety and parking. A co-operation between EPA and Intertraffic has been successfully agreed for next year's exhibition and conference. The EPA will be represented with excellent speakers and an exclusive event. Details below.

Since its launch in 1972, Intertraffic Amsterdam has become the platform of choice for professionals from around the world to meet. From 16th to 19th April 2024, market leaders and experts attend this must attend event to do business and get up to speed on the developments in the fields of infrastructure, traffic management, safety, parking and smart mobility. World leading companies and stakeholders demonstrate their latest solutions during the four-day exhibition with a focus on personal encounters.

The programme

The programme focuses on user experiences, strategies, trends and intelligent technology enabling smart traffic, smart vehicles, seamless travelling and sustainable transport and addresses innovative technology improving urban parking, road safety, road infrastructure and smart and liveable cities.

In the "parking areas" of the exhibition and supporting programme – including speakers, sessions, keynotes and more – these key questions will be discussed: What are the latest parking solutions available? How do we create a seamless customer parking experience? How do we include parking in MaaS offerings? How do we optimise enforcement of parking regulations?

Some of the possible answers and solutions that will be presented in Amsterdam are: Next generation parking technology optimises parking space usage, improves the efficiency of parking operations and helps urban traffic flow move freely and also creates safe and liveable cities. Smart parking systems to help drivers find economical parking spaces and use phone-enabled automated payment solutions and low-cost sensors to reduce vehicle overcrowding in cities and pollution levels. ■

Impressions of Intertraffic Amsterdam 2022, which was the 50th anniversary edition

Intertraffic Amsterdam 2024

16th – 19th April 2024

Opening hours

16 April: 10.00–17.30
17 April: 10.00–17.30
18 April: 10.00–17.30
19 April: 10.00–16.00

Location

RAI Amsterdam
Europaplein 1078 GZ
Amsterdam
The Netherlands
intertraffic@rai.nl
www.rai.nl

EPA events at the Intertraffic

EPA will be flying the flag at next year's leading global trade fair in the mobility sector, Intertraffic Amsterdam. On Tuesday 16th April 2024, EPA will contribute to a session on kerbside management, with a special focus on the DISCO project, in which the EPA is involved (see also p. 17).

On Wednesday 17th April, EPA, in collaboration with Intertraffic, is organising an "EPA Parking and Mobility session" with introductory keynote speeches by EPA President Nigel Willias and Eric Bavelaar, President of the Dutch parking association Vexpan.

On Thursday 18th April a session about mobility-as-a-service is planned to which EPA will contribute with its expertise and views as well. More detailed information in the next PTI and all current EPA members will receive a dedicated invitation to join this exciting event.

Themes and presentations

Parking and mobility are now so closely linked. Interoperability and multimodality must be taken into account. Uniform data – based on APDS – is the basis for communication between the different players. All kinds of new types of Mobility Hubs are emerging. Will car parks become Mobility Hubs? Will shared mobility, free flow and station based be a competitive challenge for the use of urban space in city centres? New services such as automated valet parking are being promoted by the automotive industry and are expected to make better use of existing urban space, including parking infrastructure. But how to develop use and business cases for operators?

Electric mobility is driving investment in charging infrastructure across Europe. European directives are forcing the car park industry to provide charging points. What are the main challenges?

Vexpan will present the agreement of the parking industry in the Netherlands with the Dutch Ministry of Infrastructure and Water. The EPA session will furthermore feature keynote presentations from leading companies in the parking industry. A panel discussion will bring the challenging topics together.

The EPA session will be followed by a lunch organised by EPA and Intertraffic for representatives of the National Parking Associations, Corporate Members and honoured guests of the EPA partners in Europe. ■

EPA PROGRAMME AT INTERTRAFFIC AMSTERDAM

Tuesday 16 April (afternoon)
Themes: kerbside management, presentation of the DISCO project
Wednesday 17 April (morning)
10.00–13.00: EPA "parking session" with keynote speeches from EPA members and a CEO panel debate
(afternoon)
13.00–14.30: EPA VIP lunch for invited members and guests
14.30–16.00: EPA Board meeting, which will exceptionally be open to all Full Members (national associations)
Thursday 18 April (afternoon)
Theme: mobility-as-a-service

Calendar: International parking events

2024

April 16–19, 2024
Intertraffic
RAI Amsterdam
Netherlands

www.intertraffic.com

May 22–23, 2024
Parkex 2024
CBS Arena, Coventry
United Kingdom

www.parkex.net

May 29–31, 2024
Intertraffic China
China International Exhibition Center Shunyi Hall (CIEC)
Shunyi District, Beijing, China

www.intertraffic.com

June 9–12, 2024
IPMI Parking & Mobility Conference & Expo 2024
Columbus, Ohio, USA

info@parking-mobility.org

September 26–27, 2024
EPA General Assembly
Brussels, Belgium

www.europeanparking.eu

2025

June 25–26, 2025
PARKEN 2025
Exhibition and conference
Bundesverband Parken e.V.
RMCC Wiesbaden

www.parken.de

September 2025
21st EPA Congress and Exhibition
Brussels, Belgium

www.europeanparking.eu

Imprint

Parking *trend* international
is published by

Maenken Kommunikation GmbH,
Cologne/Germany, in cooperation

with

European Parking Association,
Richartzstraße 10,
50667 Cologne/Germany
www.europeanparking.eu

Publishing House
(responsible for editorial, advertising, production and circulation)
Maenken Kommunikation GmbH
Von-der-Wettern-Straße 25
51149 Cologne/Germany
www.maenken.com
Phone +49(0) 22 03/35 84-0
Fax +49(0) 22 03/35 84-185

Frequency: 4 x per year
Circulation: 4,100 copies
Unit price: see cover,
plus forwarding expenses

Publisher
Dr. Wieland Mänken

Editorial Team
Marko Ruh
(Chief Editor)
Kristina Samii-Merkner
(Editor)
pti@maenken.com
Tom Antonissen
(EPA Brussels Representative)
Elisabeth Herles
(EPA General Secretary)
Melina Keinemann
(EPA Communications Coordinator)
epa@europeanparking.eu

EPA Editorial Advisory Board
Laurence A. Bannerman,
Igor Dula, Edouard Lecomte

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

Print Shop
Silber Druck oHG,
Lohfelden (Germany)

Mönchengladbach on the way to becoming the digital city of tomorrow.

Scheidt & Bachmann

Digitalisation with license plate recognition

The motivation, the good atmosphere and, above all, the trend that we took away from PARKEN in Wiesbaden (and many other trade shows worldwide) continues.

In the numerous conversations during the tradeshows, we attended this year, our vision was more than confirmed: the demand for digitalization of parking processes remains very high. Thanks to the open system platform that entervo offers, the use of digital products is not necessarily tied to a new installation. This results in the great advantage that digital products can also be subsequently implemented in existing systems and a wide range of applications can therefore be introduced in a modular manner - completely adapted to the needs of the operator. While in some properties it is the growing popularity of online portals for long-term parkers, in other properties the focus is on the connection to mobility providers.

Online payment is a great addition to payment at the pay station and large displays on which, in addition to system information, online advertising can be placed at the entrances, leave our production with almost every system.

One platform for various operators

In the German city Mönchengladbach, Parking service provider ParkenMG and the city marketing company MGMG have listed 25 parking facilities from various operators on the platform www.parken-in-mg.de. More than half of them now work with license plate recognition, either as free-flow systems without a barrier, or ticketless in combination with license plate recognition and a barrier, or existing ticket systems that have been retrofitted with license plate recognition. Long-term parkers and registered short-term parkers are already being managed digitally for some customers. Many operators also accept registered customers from numerous mobility providers.

Smart parking for a smart city

"Since 2021, Mönchengladbach has been part of the "Smart Cities model projects" of the Federal Ministry of Housing, Urban Development and Construction. Smart parking through subsequent modernization of existing properties with license plate recognition also opens up new opportunities as an uncomplicated interim solution on the way to becoming a "Smart City," says Lars Randerath, Managing Director of ParkenMG GmbH and PPG-Nordpark GmbH. "The entrances to the parking garages will be ticketless and, if the customer requests, payment can be made without cash and using mobile devices. This is more convenient for drivers and more cost-efficient for the operator because hardware and ticket management are no longer required."

The switch to license plate recognition is the optimal basis for digital parking products. The license plate becomes a control medium and an online payment option can easily be offered. When mobility providers are connected, the participating parking garages appear in the corresponding apps. The navigation function and the display of available parking spaces reduce the traffic looking for a parking space. "The resulting reduced vehicle noise and lower CO_2 emissions also have a positive effect on the quality of life in the city center or in a residential area. I think license plate recognition is a trend that will become established in the coming years," sums up Lars Randerath. ■

SCHEIDT&BACHMANN

/ Digitalization with license plate recognition

License plate recognition is the ideal basis for using digital products such as online registration and maintance portals for long-term parkers, registration and validation for short-term parkers, online payment, late payment and digital enforcement.

Easily integrate your hardware payment options to further optimize the customer experience.

Convenient, smart and sustainable.

Easily digitalize parking - we have the expertise!

You want to get in touch with us?
Then simply scan the QR code with your smartphone.

www.scheidt-bachmann.de