# Parking *trend*

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DESIGNA

# *Hi Everyone,*

Welcome to this new edition of PTI. As promised, it contains updates on our progress with the transformation of EPA and the eight priority topics identified in the "Vision for the Future of EPA". The three months since the last edition have been busy and productive as you will see from the various articles. The EPA board meets monthly to monitor progress and plan and coordinate future actions and events. Also, to ensure that we keep on top of things, we have formed an executive group comprising the two vice-presidents (Michael Kesseler & Stefan Sadleder), the EPA General Secretary (Elisabeth Herles), the EPA Communications Coordinator (Melina Keinemann), our new Brussels Representative Tom Antonissen and myself. This group meets for 45 mins every Monday. We have clustered our activities on the eight priority topics under four headings:

### 1. Data (EU ITS legislation and open standards)

- Alliance for Parking Data Standards (APDS)
- NAPCORE (National Access Point Coordination Organisation for Europe):
- European Automated Valet Parking (EAVP)

You will find an article on this important topic for our sector on page 22.

### 2. Electromobility

- EV charging points installation (building on last year's EPA study, which can be found here: https://www.europeanparking.eu/en/activities/ev-charging-study-in-europe/)
- EPA EVs & Fire Safety WG and participation in the EU Fire Safety Task Force led by AVERE, the European Association for Electromobility (https://www.avere.org/)

You will find an article on this hot topic on page 20.

### 3. Enforcement

- Cross-border enforcement of parking contraventions with the new draft EU Directive published on 1st March. We are now preparing a lobbying campaign towards the EU Commission, European Parliament and Council of Transport Ministers.
- Digital access to vehicle keeper/ holder data to facilitate free flow parking.
- GDPR application to parking. An APDS work group is developing guidelines that we will publish soon.
- PMR/Blue Badge Fraud. EPA and some of our members participated in an EU survey

on a potential European Disability Card, which would include an "EU parking card".

### 4. Kerbside Management

- The DISCO project on "Digital data Integration for multi actor, synchro modal, collaborative, and optimal urban freight system for smart urban planning". This is kicking off in May. See the interview with Laurence Bannerman on page 18 which explains this EU-funded project.
- EC Expert Group on Urban Mobility (EGUM), we have recently been invited by POLIS to join this group which is developing EU guidelines on UVARs as well as parking management.

Most importantly, in addition to the above activities, we have been working on the mechanics of transferring EPA's legal entity and secretariat to Brussels. This includes drafting the new governance and statutes, etc. It is not a simple task. Elisabeth and Tom have organised consultations with lawyers, notaries, and tax experts in both Germany and Belgium. We now have the transfer process mapped out.

Stefan chaired the kick-off meeting of the EPA Governance Working group at the end of April. Representatives from ten of our national associations participated in the online session. You will find the report on page 20. This group's recommendations will guide the future governance structure of our association. I urge you all to ensure that your national association participates in these online work group meetings which will take place every month until our next AGM in September in Brussels. They are very important meetings!

As I promised in my election nomination statement, we will consult extensively with your representatives in the national associations to collect as many views as possible and seek a broad consensus on the way forward for EPA. In parallel with the Governance Working Group meetings, I am holding sessions at the end of May/beginning of June to gather your views and opinions. I propose that we structure those sessions in four geographical groups e.g. the Nordics members together, the Eastern European members together, etc.

EPA's Policy & Strategy Committee is developing a survey for all the national associations to complete. The survey, which will be
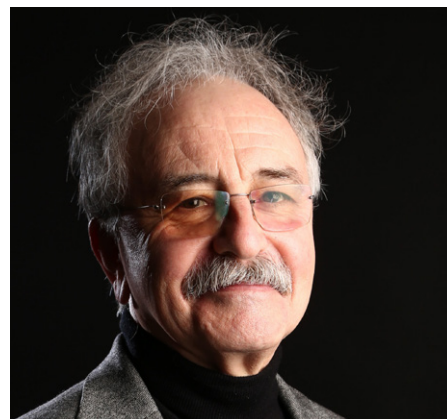


**Nigel Williams**

sent out in June, will help us get to know you all better so that we can serve your interests more effectively.

As I mentioned in the last editorial, this year's Annual General Meeting will take place in the afternoon of Thursday, September 14 and morning of Friday, September 15, 2023, in Brussels, Belgium. I hope you have already put those dates in your diary as this General Meeting is an extremely important one. We will put forward proposals for the new 'EPA 2.0' statutes (including the establishment of a new legal structure based in Brussels) and a detailed business/activity plan for EPA 2.0, for approval. We need every member to be represented as the decisions taken at the meeting will shape the future of EPA!

To make it more worthwhile for people to travel to Brussels and attend the General Meeting we will hold workshops and presentations on the Thursday afternoon and have a party that evening. After a year's hard work, it will be an opportunity to relax, have some fun, meet old friends, and make some new ones. I look forward to seeing you there.

Best wishes,

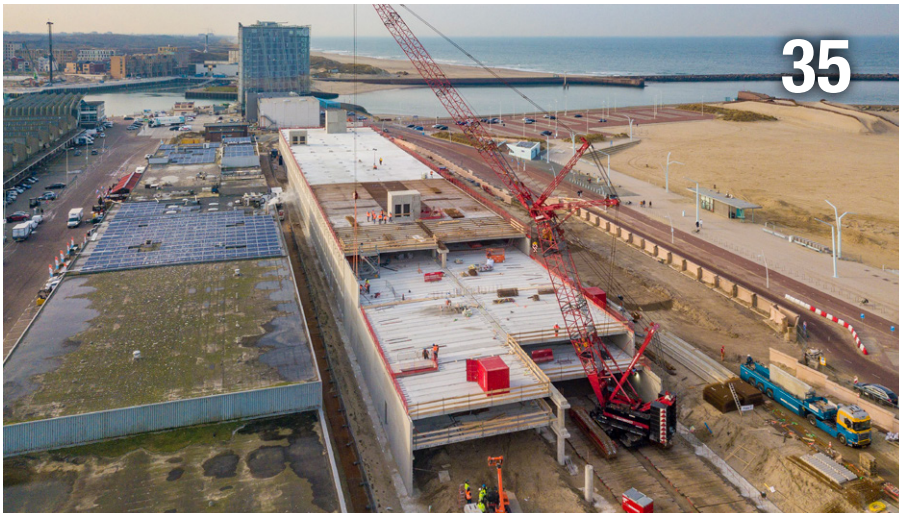**Nigel Williams**
President – European Parking Association

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**30**

Title photo: Scheidt & Bachmann

# 4-year EV charging contract with Blue Corner

APCOA signed a four-year contract with Blue Corner for the management of EV chargers at premium parking sites in Belgium. Blue Corner will equally provide training and other logistical and maintenance services that will support the long-term availability of its EV charging points at APCOA.

"Blue Corner is an ideal partner for us. Their focus on advanced EV technology combined with their knowledge of customers' EV parking behaviour, serves as a perfect match for APCOA in Belgium," says Luc Verduyckt, Managing Director at AP-COA PARKING Belgium. "As part of the



**(From left to right) Olivier Van Schap, Managing Director, Blue Corner, Luc Verduyckt, Managing Director, APCOA PARKING Belgium, Anthony Poschet, Segment Manager Public Charging, Blue Corner**

Blink Charging Group, Blue Corner is at the vanguard in the global shift to EV mobility in Europe as an end-to-end provider and a key enabler," adds Verduyckt. "By connecting parking, mobility and services for urban life, APCOA is positioned to be an integral part of the digital and physical urban ecosystem." "We are delighted to support professional parking operators like APCOA to build their EV charging network – and make a positive contribution towards a greener future in Europe," Olivier Van Schap, Managing Director Blue Corner said. ■



# Competitive Bidding Process Sees DESIGNA Win Bournemouth Airport and Exeter Airport Contract

DESIGNA UK Ltd. has been awarded a new contract to supply a customised parking system on behalf of Regional & City Airports at Bournemouth and Exeter airports. In a competitive tender process, DESIGNA secured this contract with an "innovative and customer-focused approach", according to the company. With the new facility at Bournemouth installed in May 2023, DES-IGNA aims to strengthen its presence in the airport sector and implement a range of im-

provements and innovative solutions in collaboration with Regional & City Airports. DESIGNA has also announced that the parking system at Exeter Airport will be installed shortly. DESIGNA's UK Managing Director Tony Jones said: "We are delighted to have been chosen by Regional & City Airports to be their parking partner for this contract. Our parking solution will enable an improved, enhanced customer experience for passengers." ■



**Bournemouth Airport is located northeast of Bournemouth in southern England.**

# ilogs becomes part of the DESIGNA family

ilogs information logistics GmbH, based in Klagenfurt, Austria, has been developing parking software solutions since it was founded in 1990. The Austrians have been working together with DESIGNA, the Kiel-based provider of parking systems, for many years. In the future, this cooperation is to be intensified. Under the Designa Axees Industries Holding, ilogs will change its name to DESIGNA DIGITAL SOLUTIONS GmbH.



**ilogs becomes DESIGNA DIGITAL SOLUTIONS GmbH**

The Klagenfurt location is to be expanded with new jobs in the course of the change of name. "We are proud to take this step into the future and hope to take further big steps

in the growth market of digital parking solutions with the new DESIGNA DIGITAL SOLUTIONS GmbH," said Oliver Suter, CEO DESIGNA. ■

**easypark**

# EasyPark Group strengthens the executive team

"We're very happy to announce two strong recruits to EasyPark Group's executive team. Scott Booker and Chris Camp have both exceptional backgrounds from digital marketplaces and tech. They will be powerful contributors as we continue to accelerate our growth and make cities more livable around the world," says Cameron Clayton, CEO of EasyPark Group.

Scott Booker has held leading positions at large scale, digital marketplaces. Most recently at Copart, a global leader in online vehicle auctions. "It is with great excitement and anticipation that I am joining the Easy-Park Group. I believe we have a tremendous opportunity in front of us to capture growth and bring to life our vision to make cities more livable. I am looking forward to being a part of the global team, scaling up in North America, and unlocking growth in other parts of the world. This is going to be a fun journey," says Scott Booker. Chris Camp brings experience from leading go-to-mar-
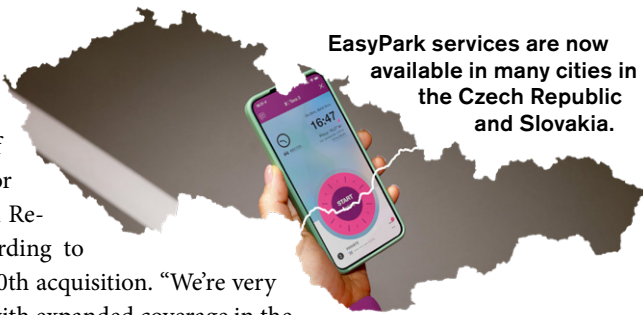


© EasyPark Group's

**New in EasyPark Group's executive team: Chief Customer Officer Scott Booker (left) and Chief Commercial Officer Chris Camp**

ket teams through periods of consistent rapid growth, most recently as Vice President of Sales at the global food ordering and delivery company DoorDash. "I am thrilled to be joining such a dynamic and innovative company. This is an amazing business, yet there remains much potential for growth", says Chris Camp.

Scott Booker and Chris Camp will report to EasyPark Group's CEO, Cameron Clayton. They started their new positions in April 2023. ∎

# Czech mobile parking operator MPLA taken over

EasyPark Group can now add Czech Republic to the list with the acquisition of MPLA, the largest operator in mobile parking in Czech Republic and Slovakia. According to EasyPark it is the Group's 20th acquisition. "We're very happy to continue growth with expanded coverage in the Czech market," says Cameron Clayton, CEO of EasyPark



**EasyPark services are now available in many cities in the Czech Republic and Slovakia.**

Group. "MPLA has been a pioneer in the digitalization of parking services in the Czech Republic. Becoming part of EasyPark Group will offer another dimension of simplicity and satisfaction for cities, parking operators, and drivers all over Czechia and Slovakia, as well as in neighboring countries," says Petr Váverka, one of the founders of MPLA. The Czech company MPLA, that EasyPark Group now has taken over, also operates in Slovakia, where EasyPark is already present since May 2022. With more than 20 countries and over 3,200 cities, EasyPark Group has expanded across Europe, the US and Australia in recent years and claims to offer the world's largest coverage among parking and mobility apps. With the acquisition of PARK NOW Group in 2021, which also includes the leading parking app in North America, ParkMobile, EasyPark Group now reaches around 45 million users per year and has seen annual transaction growth of 60 per cent over the last five years. ∎

INDIGO

# 347 charging stations in the Magenta car park in Paris

INDIGO, a leading global car park operator from France, is installing almost 350 electric charging stations in its Magenta car park in Paris, making it a so-called méga-parc. After just over two years of construction, INDIGO has renovated the car park, which is located near the Gare de l'Est and Gare du Nord stations and has 688 parking spaces, with an investment of almost 2.7 million euros. In particular, 347 charging stations were installed as part of this modernisation work, including 10 with 22 KW, an area for motorised two-wheelers with 86 parking spaces, 15 of which have charging facilities in a secured area, and a secured Cyclopark area for bicycles with 30 parking spaces.

By the beginning of 2023, nearly 1,200 charging stations were available to motorists in more than thirty Paris car parks of INDIGO. Over the course of the year, the company says it will add another 1,000 charging stations, bringing the total to 2,200 charging



**Entry of the INDIGO Magenta Gare de l'Est car park in Paris**



Alle Fotos © INDIGO Group

**The so-called méga-parc offers 347 charging stations.**

points in about 20 Paris car parks by the end of the year.

INDIGO and its partner Electra have also been offering the first ultra-fast charging station (150 kW) in Paris within the city walls since mid-December, allowing a vehi-

cle to be fully charged in 20 to 30 minutes. The station is located in the INDIGO car park at the Porte d'Italie and has four charging points. It is not only the first high-performance station in the capital, but also a first in an underground car park. ∎

# Sébastien Fraisse becomes President of the Executive Board of the INDIGO Group

Sébastien Fraisse was appointed President of the Executive Board of the INDIGO group by the group's Supervisory Board on 24 March, 2023. His new mandate is effective since April 1st. He succeeds Serge Clémente, who will remain a member of the group's Executive Board until 30 June 2023. This appointment is part of the reorganization of the INDIGO group proposed by Serge Clémente to its shareholders in autumn 2022.

"It is a change in line with the transformation plan we have launched to consolidate our historical parking activities, both on-street and off-street, but also to develop new services for the city, adapted to the environmental and societal transformations we are experiencing. I am particularly proud of the work accomplished within Indigo over the last few years," says Serge Clémente.

The President of the Supervisory Board, Michel Bleitrach, on behalf of the group's



**Sébastien Fraisse**

shareholders, paid a tribute to the work of Serge Clémente, who joined the group in 2011 and has steered its development, both in France and internationally. Under his leadership, the INDIGO Group has become

a global leader in parking and individual mobility, with operations in six European countries – France, Belgium, Spain, Luxembourg, Switzerland and Poland – as well as Brazil, Colombia and Canada.

Sébastien Fraisse, 51, is a graduate of the École Polytechnique and the École Nationale des Ponts et Chaussées. After starting his career at the Ministry of Public Works and then in the motorway sector, he joined the group in October 2012 as Deputy Managing Director in charge of France. He has been Managing Director of the INDIGO group since November 2022.

"I would like to thank the shareholders and Serge Clémente for the trust they have placed in me. Today, INDIGO is continuing to write its history, with a renewed management committee, which is carrying out the main lines of our strategic plan," says Sébastien Fraisse. ∎

**QPARK**

# Expansion of urban mobility through cooperation with Saarbahn



© Q-Park

**Saarbahn is a regional transport company with 28 trains and 138 buses.**

To promote the sensible networking of public transport and private car use is the main goal of the recently agreed cooperation between Q-Park and Saarbahn. Until at least the end of 2023, Saarbahn customers will benefit from discounted long-term parking rates in selected properties of the parking operator.

Q-Park maintains a total of 13 car parks in Saarbrücken. Thanks to the Q-Park app and number plate recognition, contactless parking is possible. The Q-Park locations are mostly in strategically important places, in the immediate vicinity of the city centre or with a direct connection to the Saarbahn stops. This allows customers to easily switch from their own car to public transport. In addition to long-term parking subscriptions, customers also have the option of booking a parking space via the Q-Park website. The Saarbrücker Verkehrsgesellschaft Saarbahn transports around 42 million people a year on the roads and rails in the state capital Saarbrücken and the regional association. Since 1997, Saarbahn has been the first European transport company to operate cross-border services as far as Sarreguemines in Lorraine, France. ∎

EPA

BMW / Valeo

# Strategic partnership for AVP Type 1 and 2

The BMW Group and Valeo are intensifying their long-standing partnership with a new cooperation. The aim is to develop fully automated parking technologies up to level 4.
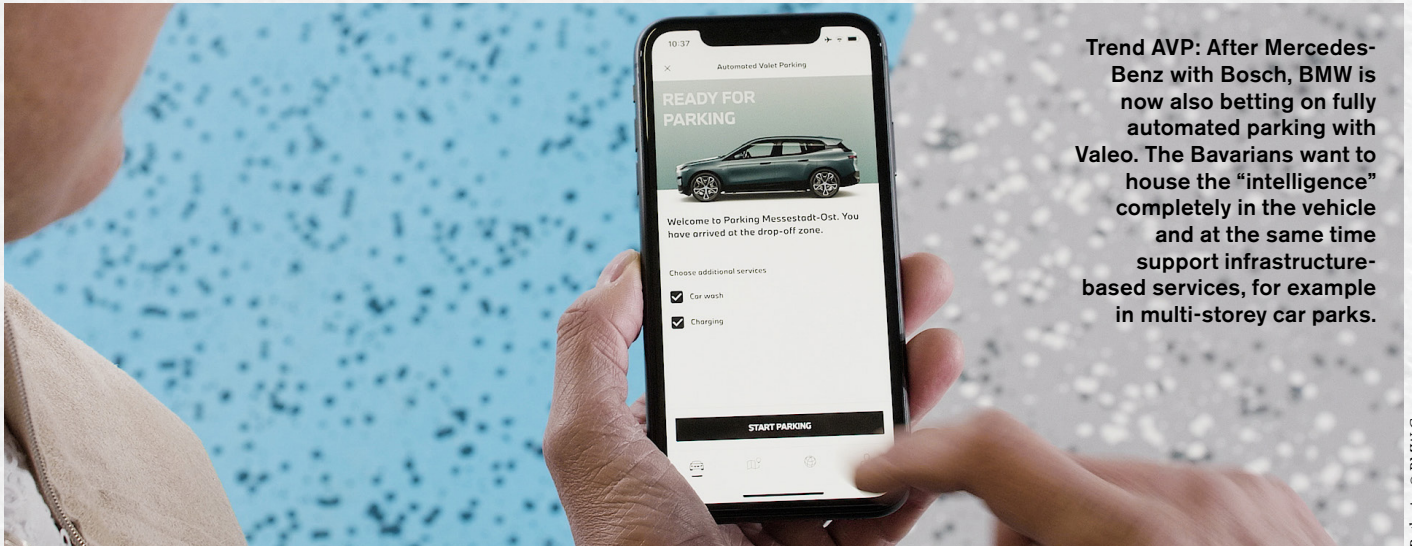


Trend AVP: After Mercedes-Benz with Bosch, BMW is now also betting on fully automated parking with Valeo. The Bavarians want to house the "intelligence" completely in the vehicle and at the same time support infrastructure-based services, for example in multi-storey car parks.

Both pics © BMW Group

Earlier this year, the two companies signed the contract for a strategic co-operation focusing on the joint development of next-generation parking functions. The assistance system is intended to provide a convenient and user-friendly solution for parking on private properties and public car parks.

## Vehicle-integrated technologies and sensors

The targeted functions, all based on vehicle-integrated technologies and sensors, range from the manoeuvring assistance "Automated Manoeuvre Assistance" to the Level 4 parking service "Automated Valet Parking". Infrastructure-based services are also being jointly developed to provide customers with fully automated parking and charging in suitably equipped public car parks and multi-storey car parks.

"This joint development is an important milestone for the BMW Group with regard to our new generation of solutions for automated driving and parking. With scalable L4 parking functions, we are strengthening our leading position in this field," says Nicolai Martin, Head of Driving Experience, BMW Group.

"We are proud of the long-term cooperation between BMW Group and Valeo. The joint development and delivery of automated parking solutions will allow Level 4 driverless operation in next-generation BMW vehicles," says Marc Vrecko, President Comfort and Driving Assistance Systems Business Group at Valeo.

### AVP Type and Type 2

The Automated Valet Parking (AVP) driverless parking service offers drivers and passengers a fully automated parking experience. According to a draft future ISO standard, AVP solutions are divided into two categories: In Type 1 systems, the required technologies, including all sensors, comput-

ing units and algorithms, run in the vehicle. In Type 2 systems, the required systems, including sensors and AVP management system, are built into the relevant infrastructure – for example, parking garages – and the vehicle is controlled by this infrastructure. BMW and Valeo's partnership supports both AVP systems, Type 1 and Type 2, the companies said. ∎

## EPA activities on AVP

The EPA is also intensively involved with Automated Valet Parking. A detailed article on the association's activities will follow in a later issue of Parking trend.

## Video about AVP project in France

Five years ago, Valeo and Cisco France already tested "Cyber Valet Services" in a French car park operated by Indigo as part of a joint innovation project. An image film shows how a BMW electric vehicle equipped with Valeo Park4U® Auto technology automatically drives into the car park and parks without a driver being on board. The QR code refers to the video.

MSR-Traffic

# New parking guidance system with camera monitoring

The German provider MSR-Traffic ensures safety and management options with its new camera-based parking guidance system CAMI. Its special feature: the number plate recognition offers a number of additional possibilities that other parking guidance systems do not have.

CAMI consists of two main components: Camera units above the parking entrance and guidance displays. CAMI guides the driver to the best available parking space with the support of the guidance displays. Each camera unit has an LED indicator that shows the availability of parking spaces.

## Special features

When parking, the camera automatically recognises the number plate and sends the information to the system server, which stores the location of the respective vehicle. If the customer forgets where his car is parked, he can easily find it via the search kiosk, an optional product. The information about the vehicle's location can also be used to organise various value-added services such as car sharing or valet parking. Number plate information, vehicle location, and the length of time of the parking process can also be passed on to other applications.

The generated data based on number plate information can create additional added value at the operator: The collected customer information can provide valuable insights into customer behaviour and help to make parking management more efficient and introduce dynamic pricing, for example. The camera unit also has an integrated audio function that can play commercials, background music or public announcements. CAMI also records all movements captured by the camera units, which provides additional security and helps to solve incidents.

## New Sonici RGB parking space sensor

The ultrasonic sensor type SONICI RGB is used for single space detection to detect the occupancy status of parking spaces. Ultra-bright, coloured LEDs indicate the status –



The new Sonici RGB parking space sensor can display over 16 million colour shades.



Unit of the parking guidance system CAMI

Both pics © MSR Traffic

occupied/available/reserved – of the parking space. The special highlight of the sensor: there are over 16 million colour shades for the configuration of the LEDs.

Based on an ultrasonic distance measurement, the sensor determines the distance to the ground or to the vehicle. The result of this measurement is transmitted to the control software via the controller. The manufacturer promises a long service life, low maintenance and uncomplicated commissioning. The housing is suitable for ceiling or rail mounting.  ∎

Promotion

# Trade Shows in 2023 – meeting points for innovative solutions

This year, June is the month for Trade Shows in Europe: Parking experts will meet in different countries to exchange information about the trends in the industry. The team at Scheidt & Bachmann Parking Solutions are looking forward to meeting old acquaintances and making new contacts. We will use the exhibition days to intensively exchange ideas with the guests at our stands. We will also present our innovative solutions that make parking and daily administrative processes easier in the long term. Below, we present a selection of the solutions we will be showing at the trade shows. ∎

- **Parkex, Birmingham, UK**
  **6-8 June 2023**
  **Stand P208, NEC Birmingham**
- **PARKEN, Wiesbaden, Germany**
  **28-29 June 2023**
  **Stand NORD-A21, RheinMain CongressCenter (RMCC)**

## entervo.sign (55" / 32")

First impressions count! The entrance area of your car park is the first opportunity to connect with your customers. Thanks to our entervo.sign you can conveying promotional and important information right from when the customer enters the car park in a high-quality, informative way. It offers eye catching options with flexible information display designs or as a pure digital sign.

**Scan the QR code and learn more**



## entervo.pay cashless

The entervo.pay cashless pay station is the easiest and fastest way for your customer to pay. As an operator, you no longer have to "dispose of" cash at great expense. Whether barcode ticket, QR code or license plate - everything can be processed, the pay station shows its full flexibility here.

**Scan the QR code and learn more**



## Hybrid Solution

Ticketless are for the many, tickets are for a few! Our hybrid solution combines ticketless technology with a ticketed back up in order to provide higher-levels of system redundancy.

**Scan the QR code and learn more**

## entervo smart web pay

With the entervo smart web, you can enable short-term parkers to easily pay online. In the case of barrier-free systems, the payment can still be conveniently settled hours after leaving the garage. There is no need to install an additional app.



**Scan the QR code and learn more**



## entervo smart contract

With entervo smart contract you can automate the process for your customers to apply and become a contract parker. The software as a service solution that supports you in customer contact, offers a self-administration area for customers as well as an administrator area. The car park owner/operator can showcase a range of contract parking packages and their associated price(s).



**Scan the QR code and learn more**



## entervo smart go

Your customers can easily and quickly register just once via your website for this digital service. All they need to do is enter their e-mail address, create a password, add their preferred credit/debit card details and if you are opting for license plate recognition, to add their license plate number. Customers pay according to the rate you desire for the length of time that they've parked (or stayed). There is no need to go to the automatic pay station. Pay-as-you-go at it's finest.



**Scan the QR code and learn more**
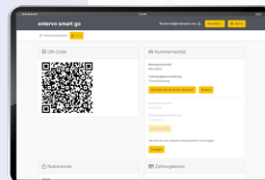
Interview with Autopay

# "Barrierless is no longer a vision"

Autopay is an internationally active company and pioneer of Seamless or Freeflow Parking. In a video conference, Parking trend had the opportunity to speak with Stig Ove Guldbrandsen, Mikkel Neple and John Alfred Hjortland at the Oslo headquarters of Autopay Technologies in Norway. Marisa Ette and Thomas Veith were present for Autopay Germany.

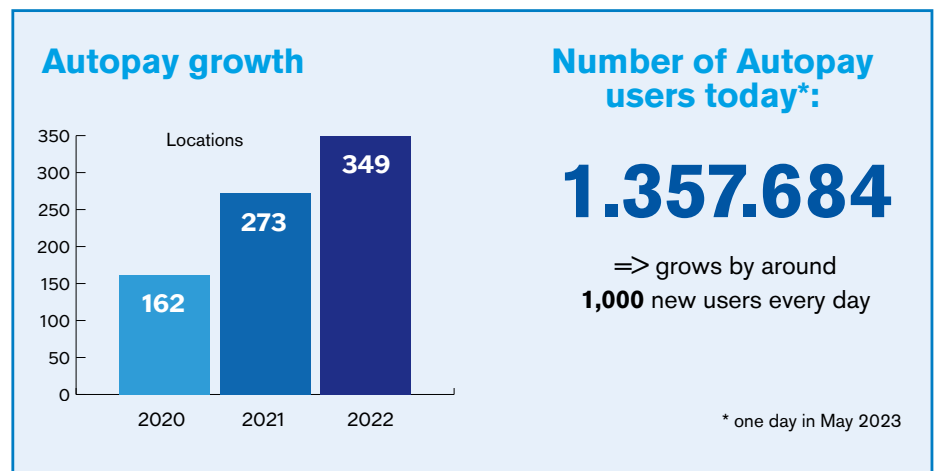*Autopay has been in existence for a decade. What has happened in that time?*

**Neple:** The company history actually goes back a bit further. Our founders and owners have been involved in parking management since the 1970s. Autopay was founded in 2013 as an independent software company. Our vision was and is to make parking more customer-friendly. The idea behind this was to invest in technology and separate it organisationally from parking operations. Since then, we have pushed ANPR (Automatic Number Plate Recognition) in the Nordic markets, which has led to significant growth of the company.

*How big is the team?*

**Guldbrandsen:** In Oslo we are a team of 30, of which around 20 are IT professionals. All of them work full time on the Autopay platform, constantly optimising and expanding it. We focus on the software solution.

*How is Autopay structured in terms of shareholders, owners and international companies?*

**Guldbrandsen:** Autopay Technologies AS is the product owner of the platform software.

**Autopay growth**

| Year | Locations |
|------|-----------|
| 2020 | 162 |
| 2021 | 273 |
| 2022 | 349 |

**Number of Autopay users today*:**

# 1.357.684

=> grows by around **1,000** new users every day

*one day in May 2023

The owner is Indigo Management, a family-run company that brings many years of experience in the parking sector with extensive expertise.

**Veith:** Autopay Deutschland GmbH was founded as a sales and service organisation for the DACH region in Germany and was the first player to realise freeflow parking on the German market. We prepared the field in discourse with the various state data protection authorities, for example in Bavaria, Baden-Württemberg and North Rhine-Westphalia, and set many standards that are now common

in the market. The owners of Autopay Deutschland GmbH are Huber car park systems international, Indigo Management and my company Lucarvin, each with one third.

*Does Autopay also cooperate with other operators like – in Germany – Contipark?*

**Veith:** We see our customers as partners and work with all interested car park operators – including Contipark, but also with smaller operators such as AmbiPark – where Huber is involved, ParkraumWelten and municipal partners, speaking for the German market.

## The interview partners

**Autopay Technologies AS, Norway:**

**Stig Ove Guldbrandsen,**
**Chief Executive**
**Officer**

**Mikkel Neple,**
**Commercial**
**Director**

**John Alfred Hjortland,**
**International Sales**
**Manager**

**Autopay Deutschland GmbH:**

**Marisa Ette,**
**Project Manager**

**Thomas Veith,**
**Managing Director**

*In Norway and Denmark, ONEPARK is a close partner.*

**Neple:** ONEPARK is the economically independent sister company in Norway and the second largest operator in Norway, among others with 90 percent of the airports in Norway in its portfolio.

*Autopay is active in Scandinavia, Iceland, Germany, Poland and Latvia. How and where do you plan to continue?*

**Guldbrandsen:** We can continue to expand wherever we see the prerequisites fulfilled in terms of owner identification. The obstacle is not so much the technology, but rather the legal requirements, which differ from country to country. Our focus so far has been on Scandinavia. We are currently expanding into various European countries. In Italy and UK we are about to enter the market. In total, we are currently represented at 370 locations.

**Veith:** I visited Autopay for the first time in 2015 and tested a first pilot operation in Germany in 2016. Since then, I have been a convinced advocate of the free-flow parking system. In 2018, we started with our first German installations. In the start-up phase, some adjustments were still necessary. The Norwegians did a great job, so we now have an excellent, mature product.

*Who takes care of the receivables management?*

**Ette:** Our customers, i.e. the operators, can decide that themselves. Most of them hire a service provider for receivables management; we provide advice and support with interfaces for the automatic transmission of data.

**Veith:** With Autopay, it is common for the operators to do the collection and invoicing themselves. In some countries, however, private providers do not yet have access to the necessary information to realise efficient debt collection. The EPA (European Parking Association) is working on harmonising the applicable regulations.

*Does Autopay generally refrain from using barriers?*

**Ette:** Our philosophy does not envisage any barriers or mechanical systems.

**Veith:** At least in the short-term parking area. In exceptional cases, entry barriers can make
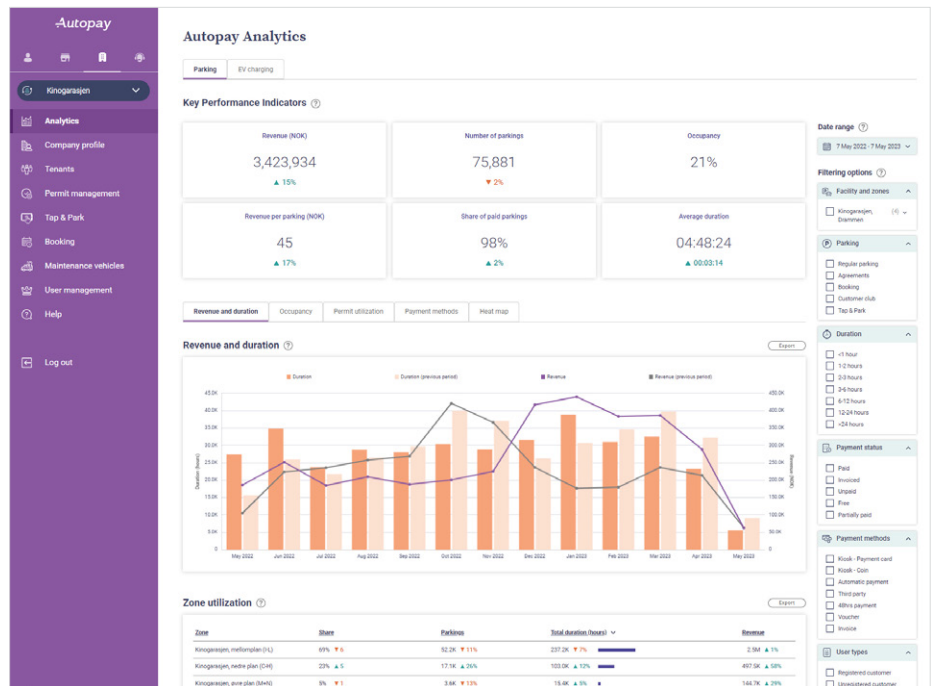


**Real-time data from the Autopay dashboard.**

sense, for example to demarcate exclusive areas for long-term parkers or to secure access for customers with advance bookings.

*Does traffic flow faster without barriers?*

**Veith:** Absolutely, with free-flow, entrances and exits are no longer a bottleneck, especially at peak times.

*Nevertheless, many operators are reluctant to dismantle their barriers. And they also shy away from collecting money, don't they?*

**Ette:** For many, this is new territory. We are convinced that it works excellently.

**Veith:** Experience shows that in Germany only 1 to 2 per cent of customers leave without paying. In barrier operation, there are similar failure rates due to technical faults alone. The barrier is then simply left open. We recommend that operators in Germany impose a penalty of between 15 and 25 euros for non-payment of parking fees. Compared to the catalogue of fines in the Road Traffic Act, this is little and fair. Our experience shows that more than 80 per cent then pay on the first billing.

**Guldbrandsen:** Not to forget that number plate recognition is the much more cost-effective technology.

*Nevertheless, you use several cameras.*

**Neple:** Yes, we basically work with two cameras per track, one from the front and one

from the back. We believe that the second camera is an absolute necessity and are convinced that we achieve the best results this way. Although this increases the complexity of the processing, it also significantly increases the quality and reliability of the system. This clearly sets us apart from other suppliers who only work with one camera.

*Which cameras do you use?*

Neple: We don't use ANPR cameras, which have the number plate recognition permanently built into the camera, but read the camera streams. This gives us and our partners more independence and flexibility in the choice of hardware – especially with regard to optimisations of the system. We use high-quality surveillance cameras with the best possible optics. At our core, we are a software house.

*Does your system also work with moving cars?*

**Ette:** Yes. Stopping at entrances and exits is not necessary for our number plate recognition. In fact, there is also no limitation to walking speed. Our solution is also used on toll roads.

*What about the rest of the hardware, for example the automatic pay stations?*

**Neple:** We cooperate with manufacturers whose products we recommend to our custom-  >

> ers and which our system supports. Integrations are an essential part of Autopay. Since we are hardware-independent, in many cases we can build on existing hardware installations.

### And the payment itself?

**Ette:** The end customers can pay on site at the "kiosk" – that's what we call the automatic pay stations. They can also pay online afterwards or at the kiosk up to 48 hours after parking. Important: All options work without prior registration. Online pre-bookings are also possible via interfaces, e.g. in a webshop.

**Neple:** The most convenient variant is automatic payment. For this, the customer has to deposit his payment data in advance.

### Which method do customers favour?

**Guldbrandsen:** That is very location-specific. In Scandinavia and Great Britain, cash is almost no longer used.

**Ette:** But in Germany, too, people are increasingly paying by card. Among short-term parkers, 80 to 90 per cent of payments are still made at the machine, followed by automatic billing and 48h post-payment. The share of automatic payment is growing, as customers recognise the convenience of carefree entry and exit. In Norway, we already have locations where more than half have automatic billing.

**Veith:** In Karlsruhe, Germany we have a customer who explicitly ordered Autopay without cash acceptance. Cashless is on the rise, but at some locations the landlords still insist on a cash option.

### How long does it take to introduce Autopay?

**Neple:** It can be done in a few days. The most time-consuming part is installing and configuring the cameras. In Norway, we once put 23 airports into operation at the same time.

**Veith:** In some places, foundations for the camera masts have to be built outdoors. In multi-storey car parks it's usually easier. In principle, there you only have to hang the cameras on the ceiling.

### Speaking of airports: Is dynamic pricing mainly used there?

**Hjortland:** A major advantage of our technology is that everything is done digitally,
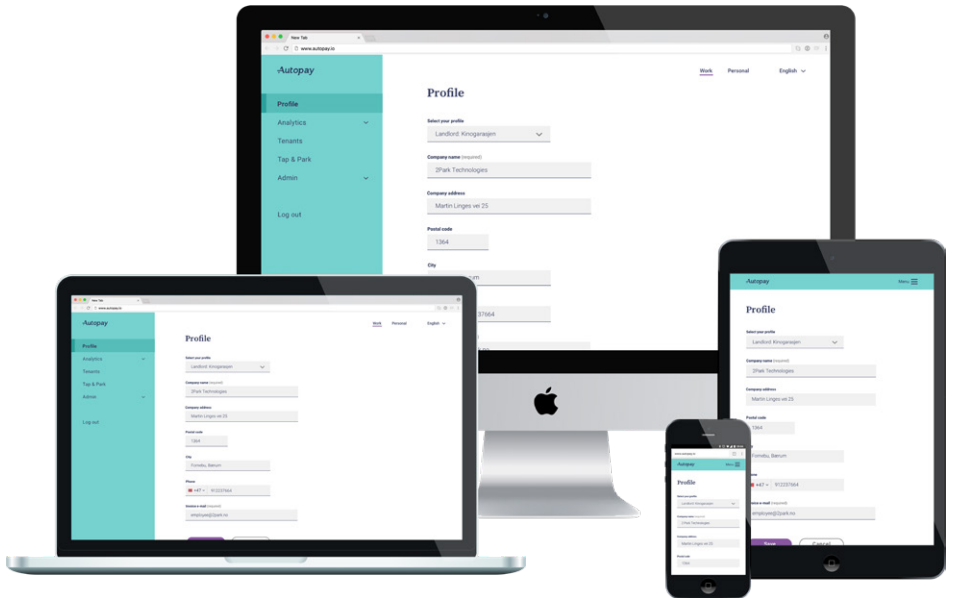


Beispiel eines Profilformulars in responsivem Design

which results in a lot of analytical data. To determine optimal fares, we have developed AI-supported software that calculates prices when booking at Norwegian and Swedish airports. In Norway and Finland, this pricing machine is also used at shopping centre car parks.

**Veith:** In Germany we are still in the planning phase. Individual operators such as APCOA or B+B already use dynamic prices, but not yet steadily dynamically calculated.

### Where else can demand-based pricing be considered?

**Guldbrandsen:** At charging stations, because electricity prices change at short intervals. We use intelligent prediction algorithms that learn from unexpected events – even the corona pandemic.

### What services does Autopay offer for charging?

**Neple:** Our customers here are also the car park operators. Payment for charging is handled via the same platform as parking fees. The charging process is triggered via a QR code at the charging station. We have also currently implemented e-charging projects with number plate recognition cameras at the parking space for the automatic start of the charging process.

### Do you see a new business segment for the parking industry here?

**Guldbrandsen:** We see e-charging as a relevant revenue component for operators and owners – if you do it right. To do this, the operator must above all choose the price

optimally so as not to suffer losses.

### Looking to the future: What are Autopay's next goals?

**Neple:** First and foremost, we want to grow with more operators who use the Autopay platform. However, we also want to be even more deeply networked with external partners. These can be hotels, hospitals, but also large airports. In addition to parking and charging, other applications of our technology are also possible, for example for authorisation for employee parking spaces, toll roads, delivery zones, environmental protection zones or even in fleet management. We can serve as a platform for the entire mobility ecosystem of the city.

### Does the system work everywhere or are there exclusion criteria?

**Guldbrandsen:** Autopay is scalable – from small car parks for long-term parkers to large airports with numerous zones and high frequencies. Complex situations, integrations and massive revenue streams can be managed with Autopay. All Autopay needs is a straight entrance and exit to a parking area or garage and a minimum size of about 40 spaces. And: Autopay has been developed for off-street parking.

### What are the advantages for operators besides cost savings?

**Hjortland:** Our live statistics are a really impressive and powerful tool, the dashboard is just incredible. It shows various KPIs (key performance indicators), for example origin of vehicles, entries, parking

Dynamic display panel at the exit with individualised text output.



Entry and exit lane with two cameras each for number plate recognition from the front and the rear.

duration, occupancy of parking levels, differentiated prices for parking and charging. This data can be filtered, exported and visualised as needed, for example in a heat map. Ette: For operators of several locations, this provides excellent opportunities for comparison. You can see the potential of properties very quickly and optimise your business.

*What does Autopay earn from?*
**Guldbrandsen:** We help car park operators make money. They no longer need expen-

sive equipment, they just license our system and remain their own boss. For us, it's a traditional software licensing business.

*Do you operate as Autopay?*
**Neple:** Only the software is branded with our logo. The physical devices like cameras and displays can be labelled as the operator likes.

*Last question: Can you imagine barrier-free, digital parking throughout the country?*
**Guldbrandsen:** Worldwide! Barrier-free is

no longer a vision, it is the standard. We want to encourage our partners to automate, network, scale and, above all, digitise their mobility services to the maximum. The expansion of AI in parking is also one of our goals. Long before Chat GPT was on the market, we were using AI for forecasting in our Dynamic Pricing Engine, which has proven itself in parking revenue management. ∎

The interview was conducted
by Marko Ruh, Parking trend

Interview with Laurence Bannerman on the DISCO project

# "When a vehicle stops the parking industry has to be there"

On May 16, 2023, a new project called DISCO was launched in Brussels. Among other things, it combines parking with urban logistics. We asked former EPA President Laurence Bannerman, who is closely involved for EPA in this Europe-wide real laboratory project, what exactly it is about.

### What is the DISCO project about?

It is an overall concept for the development, implementation, testing and demonstration of logistical solutions for city management. Logistic operations of course include parking. During the pandemic, the use of urban space has exploded due to deliveries in cities – accentuated as a post-pandemic phenomenon, it is increasing in the whole of Europe. Therefore, intelligent planning and management solutions are needed to enable smart integrated decisions. The aim is to set up integrated data-driven projects under real-life conditions and to develop smart tools to enable planners, logistics operators and infrastructure managers to have a set of tested criteria. On the one hand, the EPA members participate with their knowledge and experience in parking management. On the other hand, new business opportunities arise for operators that incorporate last-mile logistics.

Perhaps briefly by way of background: in our statement at the EPA Congress in Malaga in 2019, we noted that digital vehicle parking can include anything with a number plate. In other words: When a vehicle stops for services the parking industry has to be there. We also recognise the complexity of technology and data in the connected world. That is why we have launched APDS, the Alliance for Parking Data Standards, to provide a framework for real-time, purpose-driven data exchange and synchronisation. I believe the DISCO project will make parking even more dynamic.

### For how long will the project run?

Kick-off was on 16 May 2023 in Brussels. It is to run for 42 months with a budget of 8 million euros.

Urban logistics often has to deal with parked vehicles.

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**What are some of the envisaged results and deliverables?**

As far as the EPA is concerned, four relevant work packages are being tested to ensure that things work. Package one has to do with planning to harmonise technology and tools. Package two deals with measurable interoperability for multimodal transport routes in all areas of mobility. Package three defines the urban freight data space and outlines the principles for data sharing when it comes to multiple use of space. EPA members contribute with knowledge of their parking spaces. Package four explores the market and takes a look at business models, players, relevant organisations and the value chain. Then, following up there will be an intense disseminating and promotions phase to contribute in inspiring dynamic urban planning.

**How did EPA get involved in it and what is its role?**

EPA has been working with the freight sector for many years, in particular through the Scientific and Technical Committee (STC), collaborating n scientific events and events and doing research activities. The STC can be described as the think tank of the EPA starting back in 2010. Results are regularly presented at the EPA congresses. In Malaga 2019, Massimo Marciani, President of the Freight Leaders Council, gave an important presentation confirming possible synergies between our respective sectors. This has brought our sectors together in the public perception and confirmed their interest in parking. In June 2021 a large-scale survey at European level on curbside management focused on urban logistics was carried out by Erasmus University on behalf of the organisations of ALICE, POLIS and EPA. It received strong attention from the professional community. At the EPA Congress in Brussels 2022, there was a dedicated session on urban logistics coordinated by Paola Cossu, who also participated in EPA's Scientific Committee, which also attracted a lot of interest from EU and USA representatives. As part of these activities, EPA was invited to participate in urban logistics projects such as DISCO.

**Who are other major partners in the consortium?**

The entire ecosystem includes the European technology platform ALICE – Alliance for Logistics Innovation through Collaboration in Europe, of which EPA is also a member. A total of 47 partners are connected in the DISCO project, coordinated by two consulting agencies from Rome and Cologne. Organisations and experts come from 12 countries and as many Living Lab cities (demonstration and follower sites) participate in the project. So, it's real and Europe-wide and a pretty big deal. DISCO aims to contribute in making Europe the most data-rich continent in the world.

**How does this project, and the EU funding linked to it, fit within the 'EPA 2.0' action plan?**

In six points: 1st integration of resources, 2nd implementation of parking knowledge in a network with different mobility stakeholders, 3rd interacting with the European Commission – DISCO is the second project after the successful "Push & Pull", 4th introduction of mobility actors both from the logistics sector and from the Living Labs on



Laurence Bannerman

APDS-EPA standards, 5th raising awareness of new business activities for EPA members, and 6th contributing with EPA expertise on processes that enable doable solutions.

**Is this accompanied by a change in perception of the parking industry?**

Yes. Ten years ago, EPA released their survey "Scope of parking in Europe", in which we established that our parking sectors representatives are managing about over 40 million parking spaces, or a queue of 200,000 kilometres of parked vehicles. This indication has opened doors for our industry and changed awareness of us as an economic player. It became clear that we manage an important part of the urban space, not simply the cars. This variation in parking management has become apparent. Now we are interacting with others and with the DISCO project we are encountering and developing new activities.

The interview was conducted by
Marko Ruh, Editor-in-Chief of Parking trend.

## DISCO …

… stands for "Digital data Integration for multi actor, synchro modal, collaborative, and optimal urban freight system for smart urban planning".

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The EPA Working Groups hold regular virtual meetings (symbolic image).

New EPA Working Groups

# Competent support for top issues

In line with the EPA Action Plan, two new Working Groups were established in April 2023. They are the EVs & Fire Safety Working Group and the EPA 2.0 Governance Working Group.

Along with the previously established Congress Working Group and the Communications Working Group, EPA now has four active Working Groups (WG). The WGs and our various task groups and project groups now cover all our priority topics as well as our transformation to EPA 2.0 and our business-as-usual activities.

### EVs & Fire Safety Working Group

The kick-off meeting of the EVs & Fire Safety Working Group took place on April 4, 2023. Nine national associations (Full Members of EPA) and six Associate Members were represented at this meeting.

This EPA WG has several objectives. Firstly, to gain an understanding of the existing and proposed regulations concerning EVs and fire, at national, regional, and local levels across Europe and collect examples of case studies of innovations and best practices from our members. Secondly, to use the information collected to support the EPA's work within the EU Fire Safety Task Force led by AVERE (see below) to ensure that our members' interests are represented and that the Task Force's recommendations are pragmatic and well informed.

Thirdly, to report back to the participants in the WG and give them access to information, experience, and best practice from across Europe to support their own discussions and interactions with their respective national, regional, and local authorities.

The EPA Working Group will hold virtual meetings every two months. Please contact the EPA Secretariat if you wish to participate.

As mentioned in the editorial, the EU has established a Fire Safety Task Force led by AVERE, the European Association for Electromobility (https://www.avere.org/). Its goal is to draft EU-wide guidelines by mid-2024. EPA is an active participant in this Task Force.

The first activity of the Task Force is to conduct a survey to map out the existing and planned legislation and regulations on fire and EV regulations throughout Europe. We are part of a sub-group of the Task Force that is developing, and will soon conduct, that survey. We will need your help with this very important work.

### EPA 2.0 Governance Working Group Update

The kick-off meeting of this strategically important Working Group took place on April 18, 2023, chaired by Stefan Sadleder, EPA Vice President. Ten of our national as-

sociation members were represented. The objective of this WG is to get to know the views of our member associations on the planned EPA transformation in order to develop a consensus on the new statutes of 'EPA 2.0'. This WG is therefore working exclusively with EPA's 23 Full Members.

As you know, overall objectives of the transformation to EPA 2.0 are to build our association's standing and influence on the EU Level while simultaneously adding value to our members and their own members at the national level. To achieve this, we must ensure that our member associations are closely involved and have a strong role in our activities.

During the first meeting, the expectations of the participants regarding the EPA 2.0 Governance WG were collected and noted. Relevant questions and challenges that need to be addressed in the WG sessions were discussed. These discussions were clustered around the following topics: Structure, Finances and Governance.

The WG will hold monthly meetings until the EPA General Meeting in Brussels on September 14-15, 2023. The results of the WG sessions will factor into the transformation process. In parallel, our Belgian lawyers will start drafting the necessary legal documents, which will be shared with the members of the WG. The resulting statutes for EPA 2.0 will be presented to the General Meeting for approval.

We will keep EPA's members informed of progress with the transformation as part our commitment to full transparency and regular communication on these matters which are fundamental for future of our association and the entire European parking sector.

**Your voice is heard**

Lastly, please check that your association is participating in both the EVs & Fire Safety WG and the EPA 2.0 Governance WG, so that your voice is heard. If your association is not already participating, then please urge them to join. They simply need to send an email to the EPA secretariat (epa@european-parking.eu) with the contact details of your association's representative(s) to the WGs.

We look forward to seeing you all soon and hearing your views in our working groups!

Nigel Williams, EPA President and interim Chair of the EVs & Fire Safety Working Group

Stefan Sadleder, EPA Vice President and Chair of the Governance Working Group

Melina Keinemann, EPA Communications Coordinator

ARVOO

# New EPA member: Specialist for scancars

New EPA member ARVOO is a leading developer and global player in the field of image processing and ANPR systems. Its ScanGenius is available for scancar and scanscooter solutions. Starting with parking surveillance, ARVOO has continuously developed ScanGenius in-house, both in terms of hardware and software, in order to be able to respond to new market demands. In addition to its own ideas, ARVOO explicitly incorporates suggestions from customers. ScanGenius solutions are not only developed in-house, but are also completely built at ARVOO in the Netherlands.

Detecting parking violations quickly and efficiently is possible with ARVOO's ScanGenius camera system. Operations in Paris and Amsterdam have shown that enforcement with ScanGenius is 15 times more efficient than with staff. The inspection process can be carried out regardless of weather conditions; number plates can be read in both the colour and infrared spectrum, ensuring continuity of operation. Sharp panoramic images provide the necessary information in the event of a traffic or parking violation.



ARVOO describes itself as the founder of Scancars for digital parking monitoring.

The system is available for all vehicle types and can be transferred to another vehicle within 30 minutes. ARVOO has also equipped dozens of electric vehicles with the ScanGenius scanning system. ARVOO scancars with cameras in a roof box have become an indispensable part of the street scene in major cities at home and abroad.

**ANPR cameras**

ARVOO has developed its ANPR cameras over the last decades into powerful AI cameras that can do more than recognise number plates. The integrated artificial intelligence recognises objects, colours, brands and models. It measures speeds, recognises the direction of travel and analyses the vehicle class. This makes these ANPR cameras usable for many applications, be it parking/access control, detection of illegal traffic, enforcement of environmental zones, measurement of traffic flows or security in tunnels. The range goes from cameras for a single lane, low vehicle speed and short distance to cameras for a four lane, 250 km/h vehicle speed and 34 metres distance. ∎

Parking Data (sharing)

# Let's control our destiny!

Most EU policy initiatives in the transport and mobility sectors now focus on decarbonization and/or digitalisation as part of the so-called "twin green and digital transition". Our industry is undergoing a process of rapid digitalisation. Many of us are now involved with questions concerning parking data and data sharing. We are also increasingly involved with decarbonization efforts. In this article we want to share an overview of EPA's activities in these areas and the organisations with whom we cooperate for this purpose.

We apologise for the large number of acronyms in this article. The EU world in Brussels uses a lot of acronyms, please don't be put off by them. It is a language that we must learn.

To start, perhaps you are wondering "Why is data so important for the parking industry?"

The challenge for parking operators is that they must integrate disparate systems to carry out their business effectively and to fulfil their own or their clients' policies and objectives. The diagram on page 24 illustrates this.

### Different data formats

Each of these different systems and services has proprietary data structures and formats. Our industry needs a common language for data elements and definitions in the parking sector to allow all these systems to talk to each other. This common language enables operators to integrate services and equipment to create a better environment for their localities and customers and develop sustainable transport options for the future by linking with the transportation and mobility sectors.

This is why EPA founded the Alliance for Parking Data Standards (APDS)[1] in 2018, along with the British Parking Association and the International Parking & Mobility Institute. Their objective was to establish a common language for data elements and definitions in the parking, transportation, and mobility sectors. APDS facilitates seamless integration, compatibility, and communication between parking entities, the automotive industry, IT developers, map and app providers, and other stakeholders. The APDS technical specifications which are

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the various EU working groups and task forces to influence decisions in an effort to control our destiny.

The adoption of APDS by the European DATEX II standard for exchanging traffic-related data[2] as the basis for its revised parking standard was a major step forward for APDS. In addition, APDS is liaising with the European Telecommunications Standards Institute (ETSI)[3] on a Parking Availability Service Specification[4] that aims to provide parking availability information to road users.

APDS is developing guidelines for GDPR compliance in parking activities. It is also mapping the Open Charge Point Interface (OCPI)[5] protocol standards to the APDS technical specifications to facilitate electromobility. Furthermore, APDS is collaborating with Cycling Industries Europe[6] to explore the application of APDS' technical specifications to secure cycle parking. Overall, these initiatives allow us to contribute to sustainable urban mobility and facilitate effective data sharing in the parking, transportation, and mobility sector.

### Important legal obligations

The EU's objective of creating a Single European Transport Area requires a digital layer interlinking all the elements of transport. Building this Digital Architecture involves open, common standards and interfaces as well as an efficient, but secure data ecosystem. Under the Delegated Acts of the ITS Directive (2010/40/EU) each EU Member State must set up their own National Access Point; to facilitate access, easy exchange, and reuse of transport related data, to support the provision of EU-wide interoperable travel and traffic services to end users. Parking data is one of the data sets that each Member State must publish on their NAP. The importance of these legal obligations was underlined by a Commission official from DG MOVE at the EPA Board meeting in Brussels in April 2023.

The EU has formed an organisation NAPCORE[7] (National Access Point Coordination Organisation for Europe) to coordinate and harmonise 30 mobility data platforms across Europe. The 27 EU Member States plus Norway, Switzerland and the UK are participating in the NAPCORE project.

EPA has attracted the attention of EU policymakers through its work on parking data sharing and standardization within NAP-CORE. EPA is a member of the NAPCORE Advisory Board[8], and will formally sign a cooperation agreement with NAPCORE at the ITS Europe Congress in Lisbon. This agreement will allow for direct information sharing and joint workshops and will create additional opportunities to promote APDS as the standard for parking data.

> *»EPA has attracted the attention of EU policymakers through its work on parking data sharing and standardization.«*
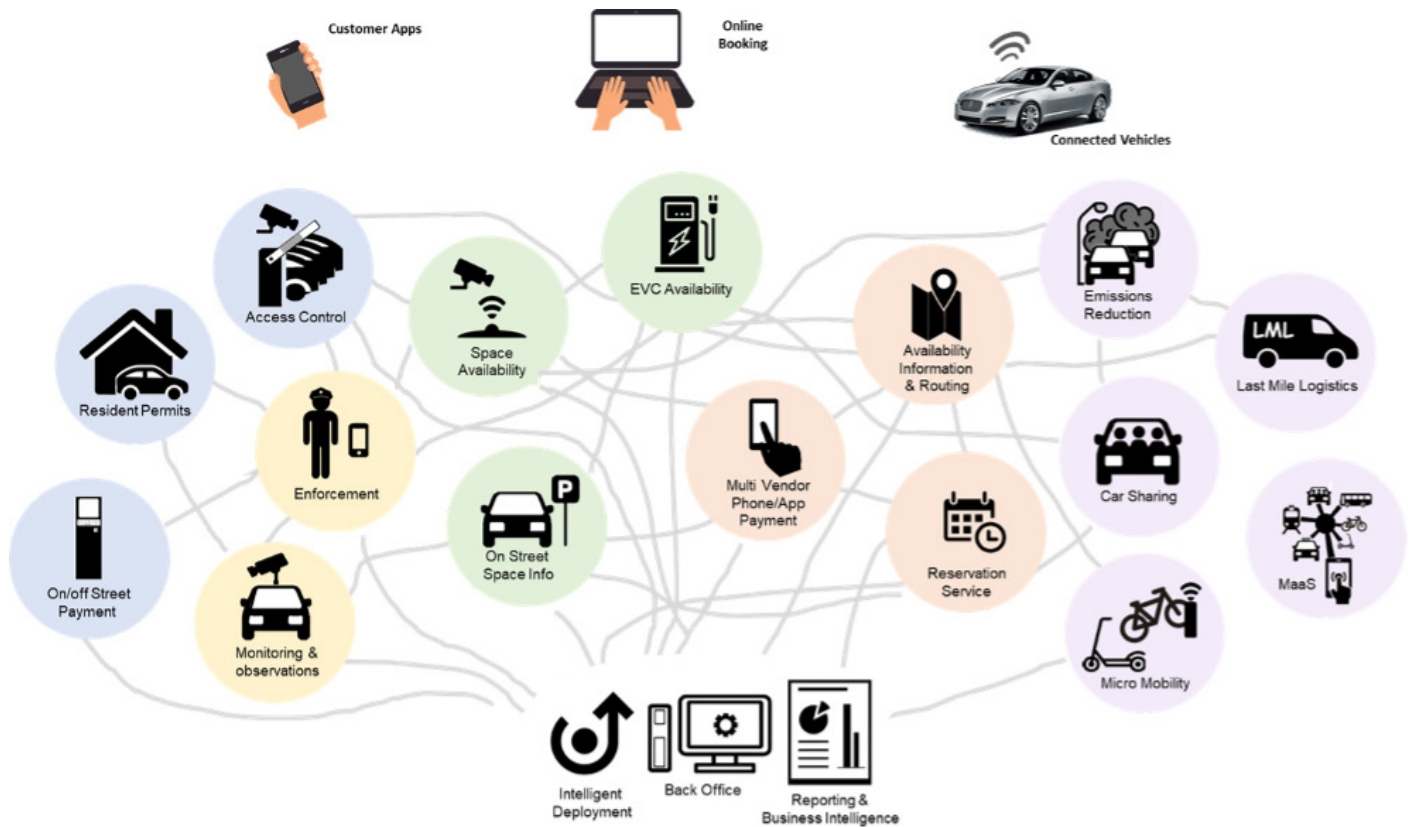
### Parking operators must provide data in the near future

The EU is reviewing its regulations on Multimodal Travel Information Services (MMTIS), which will impact how parking data is shared. Previously, parking data was part of the regulation for EU-wide Real-Time Traffic Information (RTTI), but it will now be part of MMTIS. This change aims to promote multimodal travel and facilitate parking services alongside the public transport sector. EPA will monitor and try to influence these developments as data related to EV charging and alternative fuels will remain part of the RTTI obligations. You should note that, under MMTIS, parking operators must provide static data on the location of on and off-street parking spaces from December 2024, followed by parking tariff data in December 2025, and dynamic data on available car parking spaces by December 2026.

EPA is working closely with NAPCORE and the European Commission. Our objective is to establish a long-lasting and future-oriented platform for parking data sharing that meets the operational and commercial requirements of our sector and complies with upcoming EU legal requirements for sharing parking data on National Access Points (NAPs).

We are working hard to help our members understand and comply with upcoming regulations concerning data sharing. We are conducting an audit of existing parking data

now the basis of both international ISO and CEN European standards provide that common language. APDS has the support of leading parking companies, including Interparking, APCOA, EasyPark, Scheidt & Bachmann, Q-Park. We must now all use it!

> *»The APDS technical specifications: We must now all use it!«*

### EU Commission realised central role of parking

Coming back to the EU Commission and their focus on the "twin green and digital transition", it is important to note that having virtually ignored the parking sector for many years, the Commission has now realised the central role that parking plays in the operation of our towns and cities. Effective parking and parking data management is now seen as a priority topic in the EU's drive to achieve decarbonisation. Our sector is now very much the focus of attention. We must seize the opportunity to participate in

in the NAPs and we have appointed external experts to define a 'European parking data profile' to support compliance with data sharing obligations. We will share the results of these efforts with you through EPA communication channels, including Parking Trend International.

> *»EPA is working closely with NAPCORE and the European Commission. Our objective is to establish a long-lasting and future-oriented platform for parking data sharing.«*

As part of our commitment to stay ahead of future trends, EPA is collaborating with car manufacturers and their suppliers through our membership in the European Automated Valet Parking platform (EAVP). EAVP was established by OEMs within ACEA and is now managed by ERTICO-ITS Europe. Members include BMW, Toyota, JLR, Cariad (VW Group), Honda, Bosch, Kopernikus and Faurecia. While automated valet parking (AVP) primari-

ly serves the automotive industry's ambition to achieve a certain level of automated driving, we believe it's crucial for our sector to be part of these technological advances. In the EAVP project, we are defining the AVP Customer Journey and identifying interfaces between APDS and AVPS ISO standards.

### Crucial for the future of our sector

Congratulations if you have read down to here! Parking data and data sharing may seem to be very technical and boring topics, but they are critical to the future of our industry. As Google, Facebook, Amazon, Booking.com and others have demonstrated "Data is King". Those who manage and control data effectively can literally take over the world.

Good quality data and effective data management allow data-driven modelling, improved visualization (via dashboards, etc) and improved process controls. These in turn allow informed data driven decision making. With large volumes of quality data, AI-backed analysis of customer behaviour and price analysis become possible along with the development of innovative IT-related services which improve the customer experience

and help us comply with data regulations and security requirements. Our objective is to help our members manage their data effectively, to influence decisions and legislation that affect us and, as much as possible, to control our destiny. We count on your strong support. An exciting future awaits! ■

Nigel Williams, EPA President

Theo Thuis, Chair of the EPA
Scientific & Technical Committee

Tom Antonissen, EPA Brussels Representative

1 www.allianceforparkingdatastandards.org/

2 www.datex2.eu/

3 www.etsi.org/

4 Draft Technical Specification
  103 916 V0.0.2

5 https://evroaming.org/

6 https://cyclingindustries.com/

7 https://napcore.eu/

8 https://napcore.eu/home/advisory-board/

# 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. **Planet**
    www.planetpayment.com

27. **Riverty**
    www.riverty.com

28. **SCANaCAR**
    www.scanacar.com

29. **Scheidt&Bachmann**
    www.scheidt-bachmann.de

30. **Skidata**
    www.skidata.com

31. **Smart Parking**
    www.smartparking.com

32. **UNIP**
    www.unip.biz

33. **Worldline**
    https://worldline.com

www.europeanparking.eu

Bielefeld University

# New multi-storey car park with green façade and photovoltaic roof

The state of North Rhine-Westphalia is building a new multi-storey car park for Bielefeld University with a total of 1,600 car and 100 covered bicycle parking spaces from 2024. The car park will replace the two existing car parks from the 1970s, the first of which will be demolished in 2023.

The new multi-storey car park will be built in two phases on the sites of the existing car parks. Measuring 130 metres long and 70 metres wide, the new car park will have six levels throughout with a total of 1,600 parking spaces. "The new building will seal less surface area than the existing car parks. And with a high-performance photovoltaic system and a green façade, it will be a positive signal for a future-oriented and sustainable design of the Bielefeld campus," says project manager Wolfgang Feldmann. In addition, 100 covered parking spaces for bicycles will be built next to the multi-storey car park.

While the existing multi-storey car parks are still characterised by grey concrete to-day, they will look much greener in the future: Both the façade and the roof of the new multi-storey car park will be greened. In addition, a powerful photovoltaic system will be installed, which could produce up to 700,000 kilowatt hours of electricity annually. According to the University of Bielefeld, this is about as much as 175 four-person households consume annually.

## Gain in space through new construction

"We particularly welcome the decision to reduce the number of multi-storey car parks, which means a gain in space for the development of the university," says Dr. Stephan Becker, Chancellor of Bielefeld University, and points out: "Sustainability – and this includes the question of mobility – is one of the central topics of our time. Bielefeld University is committed in various fields to reducing individual transport in favour of public transport and bicycle use. However, we also know that many students and employees are still dependent on cars. In this respect, parking spaces near the university remain important."

The new multi-storey car park will also be prepared for the need for charging facilities for electric vehicles. The prerequisites will be created so that in future around one third of the parking spaces can be equipped with e-charging points. ∎
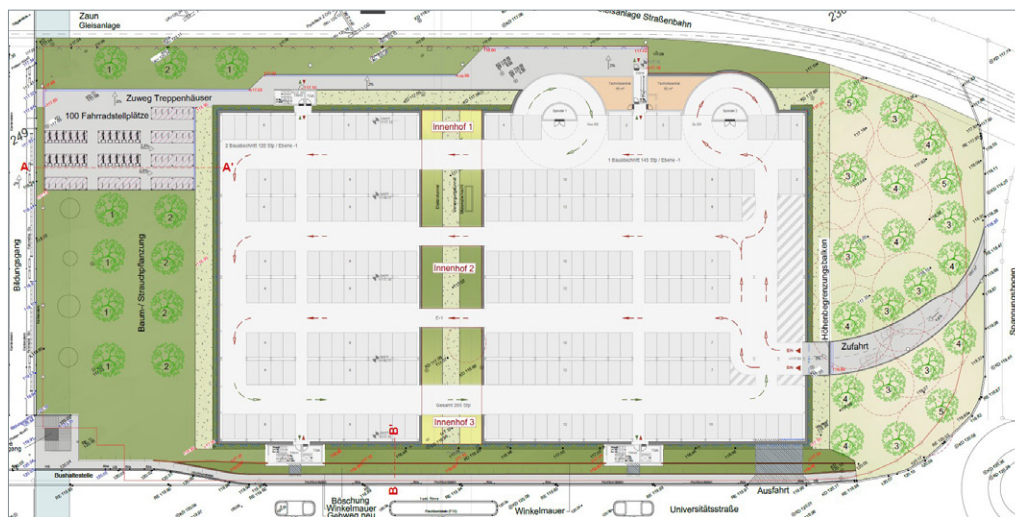


A plan view of the new multi-storey car park from the front and the floor plan give an impression of the size of the building.
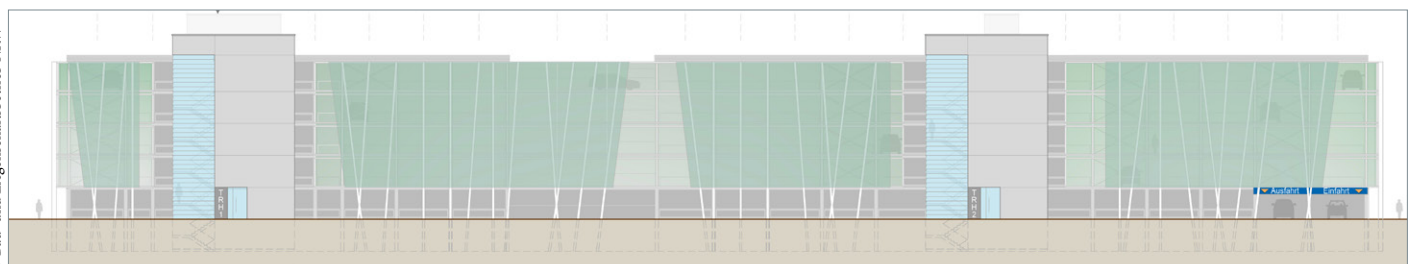


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## GO TO-U

# App for full charging service in Denmark

Clever, a leading Danish EV charging station operator, provides over 4,500 public charging stations available to EV drivers in Denmark. Now, with an app called GO TO-U, electric car drivers can easily find these stations and use the charging service.

GO TO-U provides a seamless EV charging experience, making the use of charging stations comfortable, confident, and highly mobile. With the app, EV drivers easily find the nearest Clever A/S station and monitor its status. In general, you can monitor up to three stations at once for twelve hours. If the 'Active Monitoring' function is on, you receive notifications about changes in the connector status (free/busy). This allows users to accurately plan the charging session, adjust the travel route and reduce the risk of encountering a busy charging station. As of the beginning of 2023, the Clever A/S network includes 4,500 charging points in more than 1,053 locations. The charging power varies from 11 to 300 kW. By the end of the year, Clever plans to expand its network to 20,000 public charging points across the country. With GO TO-U, EV drivers get access to more than 330,000 chargers at 17,500 locations in 64 countries around the world. ∎
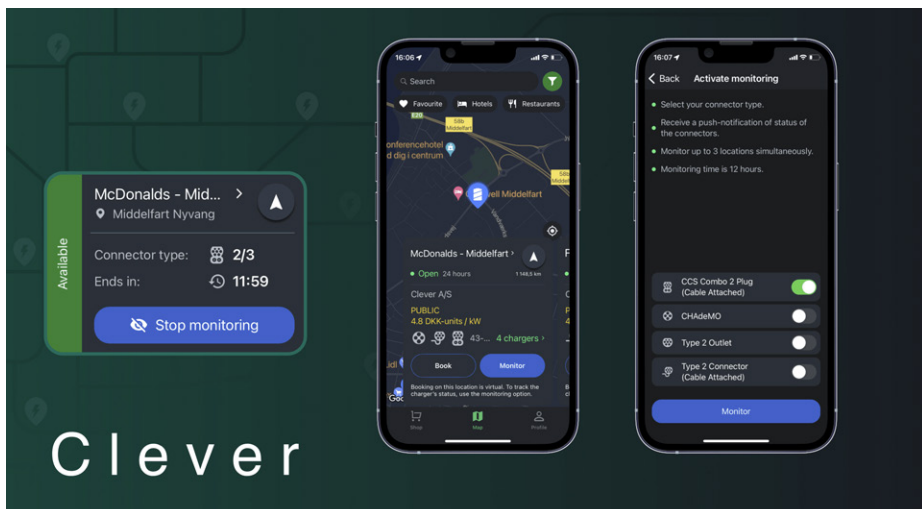


**GO TO-U provides a seamless EV charging experience.**

## Hectronic

# Payment Terminal HecPay allows 24/7 barrier-free charging

With the HecPay, operators can conveniently activate their charging points and enable their customers to make barrier-free payments by credit/debit card, charging card or mobile payment. With a high degree of flexibility and functionality, the HecPay makes it easier for operators of charging points or charging parks to simply upgrade existing charging infrastructure or to set up a future-proof charging infrastructure. Status messages can be issued and important key figures called up via remote access. This means the operators always has the charging infrastructure under control. The HecPay also enables barrier-free payment without having to install, operate and maintain a separate payment terminal in each charging station. ∎

Asked about

# What is inflation doing to the parking industry, Dr Friesen?

We asked Dr Mark Friesen about the profitability of car parks in the current inflationary phase. In the interview, the pricing and mobility expert also provided information on what car park operators can do in the current situation to optimise their revenues.

***How do you assess the current situation for the parking industry, Dr Friesen?***
Parking management is fundamentally a crisis-proof and high-margin business model, but is currently at a tipping point due to external factors. On the revenue side, we are experiencing slowly returning frequencies in the car parks after the Corona crisis. Especially in the downtown and shopping areas, occupancy was quite

decent again in the first quarter of 2023. The off-street sector is also benefiting from the reduction of on-street parking in many cities.
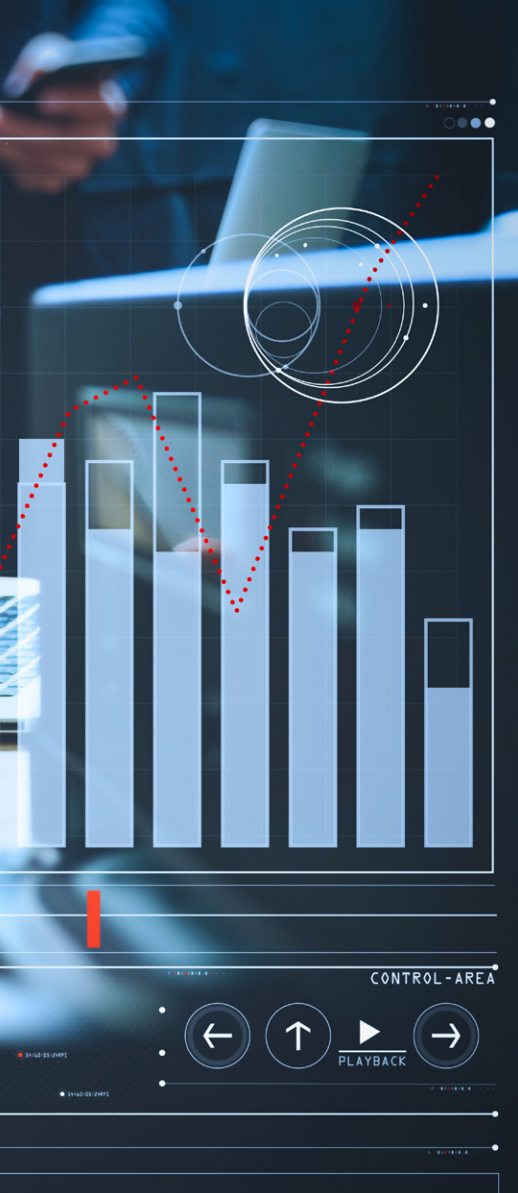
***Sounds quite good at first. So you see the problems more on the cost side?***
Yes, and operators are stressed by inflation in several ways. Through higher operating costs – electricity has become more expen-

sive, wages have risen, through leases that are linked to consumer prices via index rents, and through higher interest rates that make refinancing through loans more expensive.

***In summary?***
A classic business challenge: the revenue side has remained relatively constant, with rising costs that can hardly be influenced.

sive reporting and monitoring of transaction data helps. Ideally, you should even hire a revenue manager for this purpose.

**Rather illusory for smaller operators, isn't it?**
Not necessarily – at least someone should be involved in data analysis or take advantage of external support – and have an ear to the market: Despite all analytics, the exchange with the staff on site and their gut feeling should not be underestimated. I recommend everyone to actually walk the respective property themselves to develop a feeling for it.

**So it doesn't have to be the latest specialist software?**
Even the best BI (Business Intelligence) dashboard or, in the future, AI will not replace a human being. Parking is a local business and the parking process will remain physical in the future.

**Which brings us to the customers...**
... and the central question: Where does the customer decide to head for a particular car park? Signage is an important topic, as are parking guidance systems and apps. But opening hours, cooperation with retailers or discount campaigns can also positively influence customer decisions.

**Do customers stay with their parking location once they have chosen it?**
In our projects, we repeatedly find that car park customers are very loyal. Basically, location and accessibility are the most important decision-making factors, and comfort and price play a subordinate role. Most customers don't even know the price.

**What about additional services around the car park?**
I am still quite hesitant about new business and, above all, revenue models for parking. In other words, topics like parcel stations, bicycle parking or delivery services. Especially since such "mobility hub" services do not work at every location.

**And the charging of electric cars?**
That depends on the future expectations and the business model of a car park opera-

tor. Most of them look for partners and concentrate on their core business. Apart from the service idea, it is about getting frequency into the car park. The topic will gain importance in the future and become a hygiene factor for customers.

**So business with short-stay parkers brings the most?**
Yes, and there is definitely still room for improvement in the utilisation of car parks. To optimise this, a basic understanding of parking and usage behaviour is necessary – keyword: revenue management. In our projects we notice again and again what differentiation of performance and prices can achieve. You have more options than you think, it's a bouquet of measures that leads to success.

**Where are the differences in European comparison?**
UK, the Netherlands and Scandinavia are further along in their openness to new technologies, which is also noticeable in parking. But this is now coming more and more in other European countries as well. Dynamic pricing is rather difficult in some countries like France. In Germany, on the other hand, there are more possibilities. Basically, however, the trends in Europe are very similar. ■

**What can operators do?**
In my opinion, the only way out is to work on the revenue side.

**What options are there?**
To optimise prices, occupancy and dwell times, operators should first analyse transaction data to better understand their customers' usage patterns.

**You are an advocate of dynamic pricing. Should operators go for it now?**
Large operators in particular have now proven that demand-oriented pricing also works in the parking sector. This does not mean a clumsy increase in parking fees, but intelligent pricing. The goal is to control and better distribute demand.

**How do you find the optimal price?**
This is referred to as revenue management and means the simultaneous control of prices and capacities. In order to unfold the full potential of revenue management, comprehen-

**Personal**
Dr Mark Friesen is the founder and Managing Partner of QUINTA Consulting, a consultancy specialising in pricing in the mobility sector. For more than ten years, QUINTA Consulting has been advising operators, cities/municipalities, investors, insurance companies and funds on the commercial, digital and operational optimisation of parking space.

INDIGO Foundation

# Commitment to the service of cities

The French-based INDIGO Group recently adopted a strategic plan to strengthen its social responsibility. Part of this plan are far-reaching initiatives such as a climate plan, joining the UN Global Compact programme – and this year's establishment of the INDIGO Foundation, in which the group's employees are very much involved. This article deals with the latter.

INDIGO already supports numerous campaigns in the various regions of its business territory for the benefit of associations, culture, sport or social institutions. In addition to financial donations, the company also provides parking spaces, premises, technical infrastructure, personnel or marketing platforms.

Now, one of the world's leading car park operators has decided to drive its patronage activities even more proactively and to institutionalise this commitment. To this end, the "Fondation INDIGO" was created in 2023. The foundation is dedicated to a charitable purpose.

## Mission

Sébastien Fraisse, President of the Executive Board, says: "Because the city and its inhabitants deserve a dynamic, sustainable and inclusive city, the INDIGO Foundation supports general interest projects in the heart of the territories, proposed by the employees of



Start of the Race "Enfants sans Cancer" ("Children Without Cancer Run") organised by Imagine for Margo in Saint-Cloud, France. The aim is to raise funds for childhood cancer research.



*»INDIGO Foundation supports general interest projects in the heart of the territories, proposed by the employees of the INDIGO Group.«*

**Sébastien Fraisse, President of the Executive Board**

the INDIGO Group. It is based on our historical commitment to the service of cities and embodies our purpose 'Opening space for peaceful city motion.'"

The INDIGO Foundation is committed to the city and its inhabitants and supports projects of general interest that promote initiatives to improve the quality of life for all. Areas of intervention can be projects in the fields of sport, solidarity, culture and heritage. The projects are initiated and implemented by the INDIGO Group staff, who are very committed to the initiative. They propose the projects and accompany them once they are supported by the foundation.

## Governance and operation

High-ranking bodies have been established for the INDIGO Foundation at the executive, operational and legal levels. The Executive Committee decides on the projects to be funded and the orientation of the foundation. It is composed of two bodies. Panel A consists of three INDIGO representatives

with Sébastien Fraisse, President of the INDIGO Group, Benjamin Voron, Director of Communication and CSR, and Florence Lucas, Head of Finance and Staff Representative. Panel B includes two qualified external personalities, Marie-Claire Restoux-Gasset, Olympic champion in judo, and Foulques d'Aboville, Director of the "Sharing Culture" organisation.

A second body is the General Delegate in the person of Coline Chaumont. She manages and coordinates the activities, organises and processes the selected projects and presents them to the Executive Committee. She is supported by referent Théodora Esanou.

The third body is Hélène Charavner, who monitors compliance as a legal expert. She ensures that the proposed projects are eligible and, in particular, comply with anti-corruption laws.

## Budget and support

An allocated budget of at least one million euros for the first five years underlines the importance

Historical show at the episcopal city of Meaux, in the eastern of Paris area region, that gather about 200 volunteers and professionals



Classical concert at the castle of Saint-Germain-en-Laye in the west of Paris area, during the festival promoting young talents "Les Étoiles du Classique"

of the foundation. For 2023, the founding year, INDIGO will provide 300,000 euros alone. The financial allocations for projects are validated by the Executive Committee. Support is also to be provided explicitly and preferably in the form of e.g. parking spaces, skills, equipment or advertising measures.

## Projects already started

Shortly after the launch, the INDIGO Foundation is already supporting various projects. Here are a few examples:

In the municipality of Saint-Cloud, west of Paris, the "Children Without Cancer Run" raises funds for research against childhood cancer. In 2022, more than 5,800 runners and 96 companies took part. 2,160,000 euros were collected in the process. The INDIGO Foundation has agreed on a multi-year partnership and, among other things, provides parking spaces on the day of the race. On 24 September 2023, the 12th edition will take place in Saint-Cloud National Park near Paris.

In Toulouse, a free event with demonstrations and encounters on the theme of Paralympic sport will take place on 27 and 28 October 2023 in the Place du Capitole. The aim is to promote sport for people with disabilities. INDIGO supports the organisation, provides rooms for the organisers and helps with the installations.

In Lille in northern France, the association of French Rescue Services organises an annual solidarity exhibition of contemporary art called "Solid'Art", where hundreds of artists present their works and collect donations. INDIGO helps with the organisa-

tion. There will also be an exhibition at the Euralille car park.

Every summer, the Salon-de-Provence International Chamber Music Festival brings together leading musical soloists in an exceptional setting with superb acoustics. The festival will take place from 26 July to 6 August 2023 at the Théâtre Municipal Armand. Among other things, the INDIGO Foundation provides technical support and enables access to the concerts via livestream.

In Meaux, east of Paris, an exceptional show called "Folles Epoques" takes place, offering an epic journey through 2,000 years of French and Meaux history in 18 scenes. At the foot of Saint-Etienne Cathedral, 500 volunteer actors, dancers, musicians and horsemen are involved. INDIGO helps with the production of the show, is also present with a partner's evening and promotion.

In Tours in western France, the "Printemps des Poètes" – "Springtime of the Poets" – took place throughout March. The aim: poetry for all, poetry with all, poetry everywhere. INDIGO supported this cultural highlight with promotional activities and exhibitions in its car parks.

## Information and communication

Do good and talk about it: To spread information about the INDIGO Foundation and its projects, a dedicated page has been set up on the corporate website. There is also a separate website and another page in the directory of the "Fondation de France" website. ∎



School activities in the framework of the "Printemps des poètes" in Tours, France

**www.group-indigo.com/fr/fondation-indigo/**

APCOA

# Vision for a more sustainable mobility

In its sustainability report, the APCOA Group sets out how the company deals with ESG criteria. Here is what the company says about it.

In the introduction it says: "At APCOA, we believe it is our responsibility to grow and develop as a company in innovative, and eco-friendly ways. Connecting parking, sustainable mobility and urban life, we are an integral part of the urban ecosystem and strive to contribute to cutting $CO_2$ emissions, conserve resources, and to improve overall quality of life." APCOA therefore has introduced a group wide ESG-initiative and has appointed a Group Director of ESG to drive fast forward the activities centred around the three main pillars "Environmental", "Social" and "Governance".

## Environment

APCOA is committed to measuring Scope 1, 2 and 3 emissions across the APCOA Group, calculated in accordance with the Greenhouse Gas Protocol. To do this,

*»In all that we do, we aim to contribute to a more sustainable life«*

**Philippe Op de Beeck, CEO APCOA PARKING Group**

APCOA is working with First Climate. Going forward, the company commits to report annually on its progress towards carbon reduction targets and related initiatives towards net zero.

## Social

APCOA is proud to employ colleagues with diverse backgrounds and experience. To ensure an attractive workplace, a group-wide policy on social aspects has been introduced, which includes the following five pillars: Human Rights, Modern Slavery, Sustainable Work Environment, Labour Relations and Supporting Local Communities.

## Governance

APCOA has installed a comprehensive set of corporate governance guidelines, policies and standards which are audited on a regular basis. Through continuous trainings,

the company has developed a strong risk awareness culture across all organizations which is also supported by specialized local teams.

## Influence of new technical progress

Over the past decade, the parking industry has changed faster than ever before. Innovations have impacted the business model. Parking, mobility and urban living, for example, are becoming increasingly interconnected. Electric cars and e-charging, the use of solar panels, the introduction of ANPR systems and cashless payment options, micromobility and digital smart city solutions, or parking lots as urban logistics centres are just some of the new developments in this sector. With autonomous valet parking, artificial intelligence (AI), the role of Big Data and viable sustainable energy sources, the sector will evolve even further in the future, according to APCOA.

## ESG: More than just letters

APCOA intends to report annually in the future on its progress towards achieving carbon reduction targets and related initiatives on the path to net zero consumption. The best way to achieve these goals is through responsible business success and contributing to a better future through innovation, APCOA says. The ESG report describes the approach to designing the "parking space of the future".  ∎

APCOA SUSTAINABILITY REPORT
November 2022

APCOA
PARKING

APCOA
SUSTAINABILITY IN ACTION

**APCOA's sustainability report is available here.**

© Q-Park/Studio Erick Saillet

**Q-Park installs more and more EV charging points in car parks – like here in Chartres, France**

Q-Park

# Annual CSR report 2022 published

On 21 April 2023, Q-Park published its annual CSR report 2022. The operator reports on its social engagement, environmental impact and contribution to achieving the UN SDGs (Sustainable Development Goals) relevant to its business. Q-Park reports with reference to the GRI (Global Reporting Initiative) Standard 2021.

In a press release, Q-Park summarises the most important facts about what the operator has achieved in 2022:
- An average carbon footprint per parking space of 45.8 kg $CO_2$ (2021: 93.2 kg $CO_2$), a 74 % reduction since Q-Park started measuring in 2010.
- 2,831 EV charging points (2020: 2,114 ) installed, an increase of 34%.
- Parking facilities:
  - 476 offering online pre-booking, transforming search traffic to destination traffic;
  - 286 offering access to major public transport hubs, enabling sustainable mobility choices;
- 109 offering bicycle parking, providing options for active mobility to reach final destinations.

In 2022 Q-Park has engaged in more strategic partnerships. New partnerships include:
- Public landlords developing off-street parking to reduce on-street parking, thereby opening up space for pedestrians and cyclists.
- Private landlords who repurpose car parks from private to public use, thereby decreasing the need for construction work, and all the inconvenience this causes while increasing the life-span and usage of existing assets.
- Public transport partners who nudge customers to park their car at convenient locations, often at the edge of the city e.g. P+R, and use public transport for part of their journey.
- Partners who support us to develop mobility hubs with fast-charging.
- Logistics partners who use parking facilities as a base for last mile delivery and/or storage services. ■

Telekom Slovenia / Parquery

# Parking guidance system in the Slovenian Alps

In 2022, the city of Tržič in the Slovenian Alps launched a town-wide parking guidance system using Parquery's camera-based smart parking solution. This makes Tržič the first city in Slovenia to fully implement a parking guidance system based on computer vision technology and Artificial Intelligence. To accommodate the Alpine region's harsh winters, Telekom Slovenia was searching for a solution for the town that performs reliably in all seasons, and particularly, will work in snow and ice, and cannot be damaged by snow plows or sweepers.

### Swiss technology

Together with system integrator aKoda +, they found their matching partner in Parquery, product owner of a smart parking solution that upgrades any camera with AI and turns it into a multi-spot parking sensor. Parquery is a leading Swiss technology provider in computer vision and deep learning with more than 80 projects in 30+ countries worldwide. The AI-powered software solutions detect vehicles, people, and objects in footage from any camera.



Axis cameras monitor parking areas across the town and send images to Telekom Slovenia's cloud server. Parquery's software then analyses the images, determines the occupancy status of each parking spot, and sends live numbers of vacant spots in each area to digital display on-site panels that notify and direct drivers. aKoda + ensures seamless integration.

The parking areas are distributed across the town and are both large off-street parking lots and curb side parking spaces. Due to the use of Axis' multi-sensor and 180° cameras, the number of camera mounting locations could be cut to a minimum, as could be the total cost of deployment.

### Smart parking solution

The project was rolled out in three phases and will incorporate additional parking areas into the city-wide guidance system in the coming months. The successful trio of aKoda+ as the system integrator and Parquery as the solution provider, Telekom Slovenia has formed a partnership for smart city solutions on parking. They have already deployed smart parking solutions in two additional cities in Slovenia. ∎

Astron

# Light and airy parking garage in the Czech Republic

Located in the city of Třinec, Czech Republic, this car park was designed specifically for the city as part of a project to increase parking availability. The car park consists of three floors with separate entrances on each level and offers 79 parking spaces. The structure is as light as possible with cladding that gives the whole building consistency, and the car park is directly integrated into the city's everyday life. Trees were planted along the side so that it blends into its urban surroundings.

### Special façade

Thanks to the special façade, daylight comes in from the outside through half-opened partitions. This interplay of light and shad-
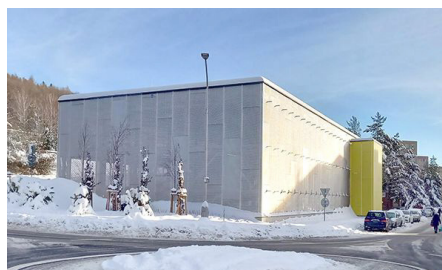


**The car park in Třinec is directly integrated into the city.**

ow not only gives the structure an airy feeling, but also provides the impression of an open space reinforced by the reflection of snow.

To facilitate smooth traffic circulation inside the car park, long spans of approxi-

mately 16 metres were used. With the dry assembly method, the time and consequently the cost of construction could be significantly reduced. Processes and construction elements were pre-engineered and fit together perfectly, according to Astron.

The top floor of the car park is covered with a LMR600 roof system for a photovoltaic roof installation that produces renewable electrical energy for a positive energy infrastructure.

This car park was tailored to the specifications and preferences of the city of Třinec. It was designed to combine the maximum number of parking spaces with a minimum footprint and with effective traffic management and high user comfort. ∎

## evopark

# Digital parking platform for Münster

The Hansator in Münster (Westphalia) is a new real estate project that connects the main railway station of the city of a good 300,000 inhabitants with the lively Hansaviertel district. As part of the urban redevelopment, Landmarken AG developed a building that was constructed as a vertical urban quarter. It combines a hotel, a modern co-living concept, offices, shops and gastronomy. Due to its central location and proximity to the railway station, it also contains a mobility hub for various means of transport.

The award-winning real estate development includes the integration of a digital parking platform by evopark. Together with the


**Rendering of the Hansator project including a mobility hub.**

operator, Stadtmarken GmbH, evopark is connecting the 100-space car park to its CONNECT mobility platform. The connection enables app-based services – such as EasyPark – to use the car park completely cashless and digitally. The installed number plate recognition serves as identification technology for registered app users. ∎

## Q-Park

# First car park right on the beach

Q-Park has signed a 20-year lease with property developer VolkerWessels Vastgoed for the newly developed three-storey car park in Scheveningen, Netherlands: Q-Park Strandweg. It involves 750 public parking spaces. Construction has already started. Q-Park Strandweg is expected to open its doors in the last quarter of this year.

For Q-Park it is the first parking garage right on the beach, and the first parking garage in Scheveningen. The car park was designed by Team V Architecture in collaboration with Queeste Architecten and will be built by Continental Car Parks. After completion, Q-Park Strandweg will be decorated with a new dune landscape and on top of that, several pavilions for catering, retail and recreation will be built. At the entrance to the car park on Strandweg, JM Snacks will have a new catering pavilion built. The new dune will soon become a beautiful meeting place with a view of the promenade and beach. ∎


**Beach parking in the Netherlands: Q-Park Strandweg in Scheveningen**

# PARKEN 2023 – leading exhibition and conference in German speaking countries

The PARKEN trade fair and specialist conference, which will take place from 28 to 29 June 2023 at the RheinMain CongressCenter (RMCC) in Wiesbaden, will once again offer a wide range of opportunities to find out about and exchange information on the latest developments, concepts and solutions in the parking industry.

### PARKEN Stage and Newcomer Pavilion

The PARKEN Stage, which was added this year, is already enjoying a great deal of interest from exhibitors, who will be presenting new products and trends in the industry in the form of live lectures. Interested parties can look forward to exciting product presentations by Avantpark, DESIGNA, Riester and Scheidt & Bachmann, among others.

The Newcomer Pavilion, which is also being offered for the first time this year, is an excellent opportunity to get to know the offerings of newcomers to the event and industry. On 28 and 29 June 2023, trade fair visitors will have the opportunity to talk to the exhibitors at the Newcomer Pavilion in the North Hall from 11:00 to 13:00 and to exchange ideas about trends and innovations in a relaxed atmosphere. Food and drink will also be provided.

### Specialist conference 2023 – broad spectrum of topics from artificial intelligence to electromobility

Another industry highlight at the PARKEN trade fair is the specialist conference of the Bundesverband Parken e. V. (German Parking Association), which will also take place at the RMCC Wiesbaden on 28 June 2023. Experts from business, science and politics will talk about the latest developments in the

Impression from PARKEN 2019

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**The venue of trade fair and congress PARKEN 2023: RheinMain CongressCenter (RMCC) in Wiesbaden, Germany**

parking industry from different perspectives. The audience will benefit from practical presentations with valuable insights into economic and socio-political aspects of stationary traffic.

At this year's conference, experts will talk about artificial intelligence and urban visions, research and e-mobility, market trends and EU regulation as well as payment. How can AI be used sensibly and beneficially in the area of parking? What role do parking garages and stationary traffic play in establishing functioning "future-proof" mobility offers? Which developments in payment methods are promising not only for the retail sector, but also in the area of mobility? These and many other exciting questions will not only be raised but also answered at the 2023 symposium.

## Evening event

The evening event organised by the German Parking Association will bring the conference and the first day of the fair to a festive conclu-

sion at the Jagdschloss Platte hunting lodge. With its mix of historical and modern architectural elements, the hunting lodge offers a special ambience for reviewing the impressions of the day, discussing topics in depth and making new contacts. As usual, culinary delights and a bus transfer will be provided.

## Welcome to Wiesbaden

PARKEN thus offers a good opportunity to obtain comprehensive information about

products, services and trends in parking space management and to make direct contact with the various suppliers. Don't miss out on the combination of expert presentations, trade fair visit and networking and book your ticket for the 2023 conference now. The Bundesverband Parken welcomes you! ∎

**Further information:**
**Trade fair: parken.mesago.com/**
**Symposium: parken.de**



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**The evening event will take place at the "Jagdschloss Platte" – a former hunting lodge in the north of Wiesbaden.**

# Calendar: International parking events

## 2023

28th–29th June 2023
**PARKEN**
Wiesbaden, Germany

⌖ **parken.mesago.com**

6th–8th September 2023
**PIPTA Conference & Trade Show 2023**
Grand Hyatt Seattle, USA

⌖ **www.pipta.org**

12th to 14th September 2023
**TRAFIC 2023**
Recinto Ferial IFEMA
Madrid

⌖ **www.ifema.es/trafic**

15th September 2023
**EPA General Meeting**
Brussels, Belgium

⌖ **www.europeanparking.eu**

17th–22nd September 2023
**NPA Convention & Expo 2023**
New Orleans Convention Center
New Orleans, Louisiana , USA

⌖ **weareparking.org**

24th October 2023
**Kompetenzforum**
Würzburg, Germany

⌖ **www.parken.de/Termine**

7th–9th November 2023
**CMPA Conference**
San Jose, California, USA

⌖ **www.californiaparking.org**

29th–30th November 2023
**POLIS Conference 2023**
Leuven, Belgium

⌖ **www.polisnetwork.eu**

1st December 2023
**Gulf Traffic**
Dubai World Trade Centre
Dubai, United Arab Emirates

⌖ **informaconnect.com**

## 2024

16th–19th April 2024
**Intertraffic**
Amsterdam
Amsterdam, Netherlands

⌖ **www.intertraffic.com**

**/ entervo smart web pay - easy payment on the web without an app!**

With the entervo smart web pay web application, you can enable short-term parkers to pay easily online. In the case of barrier-free systems, the payment can still be conveniently settled hours after leaving the garage.

Offer your customers an efficient payment option!

Curious?
Scan the QR code with
your smartphone.

www.scheidt-bachmann.com