

INFICON AG – parking management at the work place (Balzers, Liechtenstein)

A reduction of 100 tons of CO₂ emissions per year

The leverage offered by parking management at the workplace to incentivize modal shift to sustainable modes of transport for home-work trips.

Company: INFICON AG

No. of employees: 225

Sector: Electrical Engineering

Location: at the outskirts of the town Balzers

Country: Liechtenstein

Implementation body: INFICON AG

Level of implementation: site specific – company level

Topic: home-work mobility management, parking management

Target group(s): Company employees

Stakeholders involved:

- Company management
- Employees
- Local authority
- Local public transport operator
- Car sharing provider



INTRODUCTION

INFICON AG is located in the town of Balzers on the border with Switzerland. Within the framework of the environmental management certification process ISO 14001 the company developed and implemented a comprehensive mobility management plan, which among other measures included a courageous parking management policy (Eltis, 2015).

OBJECTIVE (INFICON, 2008a)

- Reduction of the energy consumption for home-work trips.
- Ensure that the existing parking spaces (120 in total) meet the company needs.
- Maximum 40 per cent motorized individual transport for the journeys to work (yearly average) defined in the year 2000.

MEASURES IMPLEMENTED

INFICON's mobility management plan on one hand increased the transport options for home-work trips for its employees and on the other it used incentives and disincentives to promote sustainable modes of transport. Mobility management measures implemented throughout the years include the creation of covered bike parking spaces and dressing rooms at work, promotion of car sharing, various incentives for carpoolers, mobility jackpot (see good practice "Mobility Jackpot (or Lottery) at Seewer AG") for the promotion of sustainable mobility in general, amongst others. Nonetheless, the cornerstone of its mobility plan is the parking management policy, which made the most of the lack of parking spaces to favour the development of sustainable modes of transport.

INFICON's parking management is characterized by three aspects:

- Clear and transparent criteria for the assignment of the existing parking space that are applicable to all staff member
- Mostly nominative parking spaces and only a limited number of non-dedicated ones
- Parking fees.

1. Criteria for the assignment of parking spaces

In order to guarantee that the existing parking spaces are allocated to employees who need the car for home -work trips due to lack of valid alternatives a set of criteria for "non-car commuting" were set up. Employees meeting any of the following criteria are not eligible for a parking space unless otherwise justified (OECD/ITF, 2010):

- Home-work trip on foot within 8–15 minutes
- Home-work distance within 3 km by bicycle and with a change in height above sea level of less than 50 m
- Closest usable public transport stop within 600 m from home and, for bus rides of less than 11 minutes, total walking distance throughout the trip less than 900 m
- Home-work public transport travel time up to three times travel time by car and no longer than 60 minutes.

2. Nominative vs non-dedicated parking spaces

Parking spaces allocated with the above criteria are nominative and, therefore, are dedicated to specific employees. However, a limited number of spaces is also made available as free day-parking to those who carpool to work. In particular, these spaces are not dedicated to any specific employee and are made available (in addition to those not used by absent employees) to carpoolers free of charge when they travel to work by car alone.

It should be noted that there are two categories of carpoolers (OECD/ITF, 2010):

- "Top" members: single occupancy car trips limited to a maximum of 2 per month or 24 per year
- "Regular" members: single occupancy car trips limited to 8 per month or 96 per year.

3. Parking fees

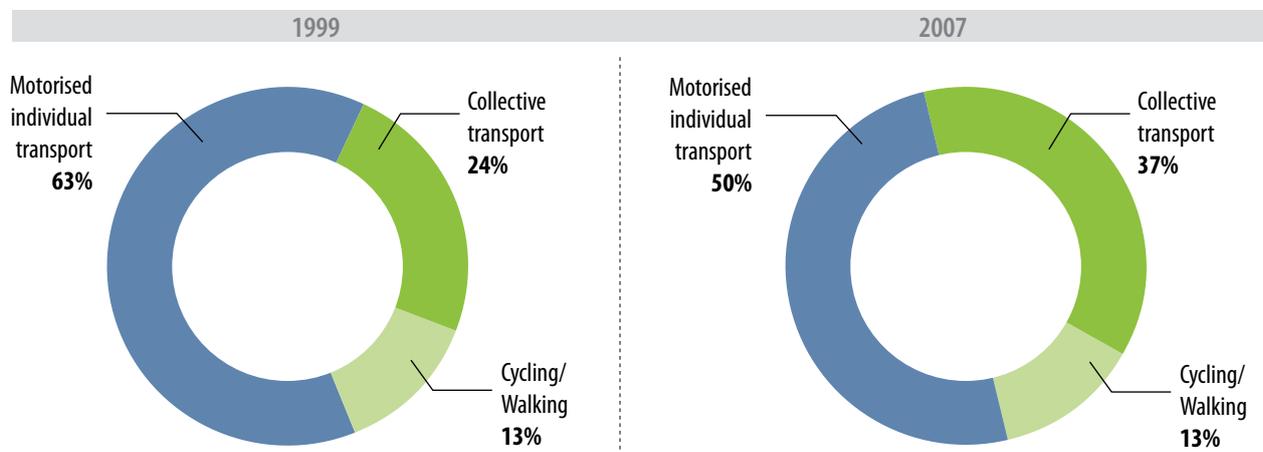
All employees with an assigned parking space have to pay an annual parking fee. Parking fees in 2010 were (OECD/ITF, 2010):

- For employees that meet non-car commuting criteria but still use a car: €480/year
- For employees with no alternatives to the car: €240/year

RESULTS (INFICON, 2008c)

- There was a significant modal shift from motorized individual transport to more sustainable modes of transport as shown below.

CHART 4. CHANGE IN MODAL SHARE



Notes: Data collected with a mobility survey in 1999 and by counting vehicles in 2007 (cars, motorcycles and bikes). Motorized individual transport includes both car and motorcycle. In the case of 2007 collective transport includes both public transport and carpooling (32 per cent and 5 per cent respectively).

- Reduction in the CO₂ emissions of about 100 tons per year, thanks to the reduction of motorized individual transport for home-work trips.
- Company savings of €80,000 per year: The mobility management measures have resulted in a yearly net saving of €80,000 for the company. This calculation takes into account the costs for the implementation of the measures (including working hours), income from parking fees and savings due to fewer parking spaces being needed.

SUCCESS FACTORS

- Mobility management is an integral part of the company's environmental management process.
- Employees are engaged in the mobility management process.
- A clear and transparent parking management policy that applies to all employees (including senior management).

