Foreword

- Beijing is located in the north of the North China Plain, backed by Yanshan mountain and in the central position of the Beijing-Tianjin-Hebei urban agglomeration, with an area of 16,400 square kilometers, and a jurisdiction over 16 districts. By the end of 2017, the permanent resident population of Beijing is around 21.707 million.
- Beijing boasts a history over 3,000 years and a history as the capital for more than 800 years.
Beijing has attached great importance in traffic management and set up the Comprehensive Traffic Management Steering Team in 2018, with Mayor Jining Chen as the head of the team to establish the working structure of “Linkage between Municipal and District Levels, Cooperation across Departments, Comprehensive Management, Shared Responsibilities and Joint Control”, identifying Parking Order as the most important factor that affected traffic orders. I hereby provide a brief introduction on Beijing’s Comprehensive Parking Management status as follows:
Outline

I. General Thinking
II. Comprehensive Management
III. Main Practices
The comprehensive parking management of Beijing shall utilize the opportunity of the enforcement of *Beijing Motor Vehicle Parking Regulations* effective on May 1, 2018 to collectively promote the management works of our city as per the general thinking of “To Set up Pilot Projects and Gradually and Steadily Advance the Management Step by Step as per Relevant Laws and Regulations”.

### To Secure Three Milestones

- With the full implementation of road parking electronic toll collection in all districts and the inclusion (of such collection) in to the government’s non-tax revenues for standard management as the marking:
  - From January 1, 2019: full coverage of electronic toll collection for road parking in Dongcheng District, Xicheng District and Tongzhou District
  - From July 1, 2019: full coverage of electronic toll collection for road parking in Chaoyang District, Haidian District, Fengtai District and Shijingshan District
  - From Sunday, December 1, 2019: full coverage of electronic toll collection for road parking in all other districts

### To Hold on to Three Key Factors

- Planning and Implementation - Foundation
- Electronic Toll Collection - Guarantee
- Strict Enforcement - Core

### To Realize 3 Transformations

- Transformation of parking concepts: from the “no-payment concept” to the gradual development of the “to pay for parking, or be punished for illegal parking” concept
- Transformation of toll collection mode: from “manual cash collection” to “electronic toll collection (non-inductive payment)”
- Transformation of the nature of collection: from “operating toll collection” to “administrative toll collection”
Outline

I. General Thinking

II. Comprehensive Management

III. Main Practices
II. Comprehensive Management

(I) Objectives and Principles

To vigorously enforce in three links, raise the costs of car ownership and using and regulate parking order

- **Planning and Implementation is the Foundation**
  - To make overall arrangements for parking in and outside the roads, as well as parking in alleys
  - To implement systematic management for administrative collection, operating collection and autonomic collection
  - To provide clear road markings, signs and signboards

- **Electronic toll collection is the guarantee**
  - Stable front-end technology: high-position videos (video posts)
  - Securing reliable back-stage operation: non-tax revenue system in the financial system of district level
  - Enhancing horizontal coordination and cooperation: arrears collection and credit management

- **Strict Enforcement is the Core**
  - Intensifying the Three types of enforcements of illegal parking, pricing and operation
  - Improving the Three types of means of coordinators, cameras and patrol cars
  - Realizing the Three Coverages on the Time (day/night), the Space (in/outside of road/alleys), the Enforceable Object (parking person/operating businesses)
II. Comprehensive Management

(II) Working Mechanism

- **Municipal Special Team**: led by the responsible deputy mayor, establishing a municipal special team consisted of competent leaders from the municipal transportation commission, the municipal planning and land commission, traffic management bureau of municipal public security bureau and respective district government authorizations for overall parking management in Beijing city.

- **District Special Team**: establishing special teams in respective district government to organize the comprehensive parking management works of jurisdiction planning, electronic toll collection, illegal parking enforcement and other aspects.

- **Special Supervision Team**: the Municipal Commission of Transportation to set up a municipal special supervision team to supervise and guide and promote the comprehensive parking management works in respective districts through “daily patrol inspection, daily dispatch, daily report, monthly rating, monthly ranking and monthly assessment”
Outline

I. General Thinking
II. Comprehensive Management
III. Main Practices
III. Main Practices

(I) Overall Planning

- Reasonable planning of parking areas, limited parking areas and no-parking areas
- Overall considerations of motor vehicle parking management in/outside the roads and in alleys
- Proper setting of all kinds of signs, markings and signboards

<table>
<thead>
<tr>
<th>Residence Parking</th>
<th>Where to park</th>
<th>How to manage</th>
<th>Toll collection mode</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal parking lots of resident zones</td>
<td></td>
<td>To implement autonomous management by the resident zones (through contracts)</td>
<td>Monthly/quarterly/annual/one-off payment</td>
</tr>
<tr>
<td>Parking spaces shared with social organizations</td>
<td></td>
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<td></td>
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<tr>
<td>Fixed parking spaces on branch roads and lower levels</td>
<td></td>
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<tr>
<td>Time-limited parking spaces on road sides</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Travel Parking</th>
<th>Where to park</th>
<th>How to manage</th>
<th>Toll collection mode</th>
</tr>
</thead>
<tbody>
<tr>
<td>Social operating parking lots</td>
<td></td>
<td>Market-oriented management</td>
<td>Instant toll collection per market-adjusted prices (Gradual implementation of electronic toll collection)</td>
</tr>
<tr>
<td>Internal parking lots of organizations</td>
<td></td>
<td>Autonomous management by organizations</td>
<td>Per agreed prices and collection methods</td>
</tr>
<tr>
<td>Parking spaces shared with resident zones</td>
<td></td>
<td>Autonomous management by organizations</td>
<td>Per agreed prices and collection methods</td>
</tr>
<tr>
<td>Time-limited parking spaces on road sides (on commercial streets)</td>
<td></td>
<td>Unified management by government</td>
<td>Instant toll collection per government pricing</td>
</tr>
<tr>
<td>Fixed parking spaces on roads above branch-road level</td>
<td></td>
<td>Unified management by government</td>
<td>Instant toll collection per government pricing</td>
</tr>
</tbody>
</table>
### III. Main Practices

#### (II) Setting per classes

<table>
<thead>
<tr>
<th>General fixed parking space</th>
<th>Toll Collection Management</th>
<th>Signage of Road Parking Space</th>
<th>Signage of NO Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="White solid line" /></td>
<td>For travel parking, administrative toll collection, to implement the electronic toll collection mainly supported by high-posted camera</td>
<td><img src="image" alt="P" /></td>
<td><img src="image" alt="X" /></td>
</tr>
<tr>
<td>Parking space for limited time period</td>
<td><img src="image" alt="White broken line" /></td>
<td>For residential parking, autonomous management, not included into administrative toll collection, no parking of visiting vehicles; where parking on roads above branch-road level shall only be permitted in the night.</td>
<td><img src="image" alt="P" /></td>
</tr>
<tr>
<td>Time-limited Parking space</td>
<td><img src="image" alt="Blue broken line" /></td>
<td>For temporary parking only, Free of charge</td>
<td><img src="image" alt="P" /></td>
</tr>
<tr>
<td>Parking space for Taxi</td>
<td><img src="image" alt="Blue solid line" /></td>
<td>For Taxi parking only, Free of charge</td>
<td><img src="image" alt="P" /></td>
</tr>
</tbody>
</table>

Yellow line & no parking sign indicate that parking on this section is prohibited; any violation will be subject to punishment.
(III)  Policies to local conditions

One policy for one street and one schemes for one alley: to develop targeted parking policies and schemes according to the characteristic of various blocks

➢ No parking in alleys: to adjust the parking spaces distribution via interleaved sharing, such as Qianmen Xiheyan Street, Xizongbu Hutong and the 15 alleys around Wangfujing.

➢ No parking of visiting vehicles in alleys: if the community and the surrounding areas have no parking resources, ground parking shall be reasonably planned to implement resident authentication, so as to block visiting vehicles and “zombie” vehicles. Such as Dongsi Streets, Nanchizi Community, Shoupa Community and etc.

To develop the Motor Vehicle Parking Spaces Setting Guide for Resident Zones to guide the planning and management of parking in alleys.
III. Main Practices

(IV) Electronic Toll Collection

- Stable front-end technology route
- Securing reliable back-stage operation
- Gradually coordinating with traffic management and credit reference systems to complete the credit reporting system

Promoting electronic toll collection and inclusion into non-tax revenue management
Realizing “Park & Pay” transformation
III. Main Practices

(V) Differential Toll Collection

To raise road parking fee standard and further carry forward differential toll collection and reduce travel parking

- Travel parking fee higher than resident parking fee
- In-road parking fee higher than parking fee outside the road
- Ground parking fee higher than underground parking fee

<table>
<thead>
<tr>
<th></th>
<th>Class I Area</th>
<th>Class II Area</th>
<th>Class III Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Compact vehicle</td>
<td>Oversize vehicle</td>
<td>Compact vehicle</td>
</tr>
<tr>
<td><strong>Day</strong> (7:00-21:00)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Within First Hour (RMB/15 mins)</td>
<td>2.5</td>
<td>5</td>
<td>1.5</td>
</tr>
<tr>
<td>After First Hour (RMB/15 mins)</td>
<td>3.75</td>
<td>7.5</td>
<td>2.25</td>
</tr>
<tr>
<td><strong>Night</strong> (21:00 (excluded) - Next Day 7:00) (RMB/2 hours)</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>
III. Main Practices

(VI) Strict Enforcement

- **Traffic police**
  - Core enforcement force for illegal parking, responsible to identify illegal behaviors
  - To carry out field penalties, and give towing order
  - To be recruited and managed by the district, to be trained and confirmed in the traffic detachment

- **Parking coordinator & mobile enforcement**
  - The district government responsible for recruitment and management and the traffic detachment responsible for training and confirmation of evidence collection
  - Under “unified training, unified equipment, unified dressing” with traffic coordinators, and “included into unified management”; included into the enforcement patrol team for photo evidence collection
  - To add and integrate the camera resources of respective districts and on the streets, increase off-site enforcement coverage and explore the mobile enforcement with the patrol cars.

- **General Public**
  - To research and improve the APP features of "Beijing Traffic Police" so as to facilitate general supervision channels
  - To issue tickets after field verification by the parking management patrol team when reported by the general public

Pre-job training for 150 coordinators of Dongcheng District
III. Main Practices

( VII) Combination of Guiding and Blocking

To realize reducing development via the measures of “Guiding, Blocking and Supplementing”, so as to achieve the transformations of “park in designated space, pay for parking, be punished for illegal parking”

Guiding

- To relocate the urban population and functions, so as to naturally reduce a portion of the resident parking needs

Blocking

- To implement Paid Parking through strict enforcements, so as to raise the road parking fee standard in central areas, and block a portion of free parkings via the combined actions of law enforcement and pricing
- To implement the Regional Resident Parking Authentication Mechanism, so as to block a portion of travel parking
- To promote the policies of “No parking in alleys” or “No parking for visiting vehicle in alleys” to block a portion of disordered parkings

Supplementing

- Potential tapping: To plan time-limited parking spaces for night parking, so as to reactivate the old communities, idle sites and other unoccupied resources to increase parking spaces
- Sharing: to encourage and guide the surrounding communities for interleaved sharing (of parking spaces)
- New construction: to construct new parking spaces as appropriate in regions with significant shortages of parking resources
(VIII) Road-side Parking Reform

To improve road-side parking management system
- Overall planning at municipal level, concrete implementation on district level

To transform road-side parking management mode
- Government to procure services, with 1 to 2 bidding companies every district

To strictly implement road-side parking toll collection management
- To build citywide unified platform to standardize electronic toll collection management

To enhance road-side parking space setting mechanism
- Under the principle of reducing development, the municipal public security bureau to be responsible for initial marking painting, with the sub-bureaus of district level responsible for repeating painting

To transform road-side parking toll collection methods
- Falling into the category of non-tax revenue, to implement dual managements of revenue and expenditure; to carry out trial electronic toll collection

To intensify road-side parking supervision and enforcement
- To intensify enforcement and establish removing and towing mechanism

To enhance credit information building
- To improve the credit system, included into the municipal credit information public service platform and enterprise credit information publicity system
Thank you!