



Reading List on

Parking Management in Developing Cities

February 2011

Preface

Many cities in the developing world are rapidly growing and the economic patterns of the people living in these cities are changing. With these changes there is a dire need for these cities to stay up to the mark in providing the mobility facilities or in other words meet the needs of mobility for the citizens. Often city officials presume that the providing of more parking spaces for the citizens means meeting the mobility needs. On the contrary, every car that is on the road needs a place to be parked: it is a key issue in almost all urban areas. Cars take up space when they are moving but for an average of 23 hours of the day they are parked, and if they were to be used for all journeys then they would need a parking space at both ends of every trip – so many spaces are required for every car.

A parked car takes up around 8 square meters when parked and often the same again in manoeuvring space – a huge amount in dense urban areas where land is expensive. Often, cars get more space to park than humans have to live in!

The above mentioned reason justifies the need for having a parking management system. More focus needs to be devoted towards better public transport and non-motorised transportation. Parking needs to be used as a demand management tool.

The current document is one of the several efforts of GIZ-Sustainable Urban Transport Project to bring to the policymakers an easy to access list of available material on parking management. The document aims to list out some influential and informative resources that highlight the importance of parking management in cities and shows opportunities to improve the existing situation. The material stated in this document does not serve as a panacea for the developing cities but gives the policymakers the advantage of being updated with the developments and existing material on the subject. The reading list is structured by the content of the documents.

We sincerely thank Dr. Paul Barter, NUS and Mr. Todd Litman, VTPI for their comments, suggestions and contribution towards making this reading list.

Any comments on the material cited in this document can be directed to the SUTP team via email. We hope that you will benefit by reading this document.

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1 General Studies

KODRANSKY, M. & HERMANN, G. 2011. *Europe's Parking U-Turn: From Accommodation to Regulation*, Institute for Transportation and Development Policy (ITDP), New York.

According to this report, European cities are reaping the rewards of innovative parking policies, including revitalized town centers; big reductions in car use; drops in air pollution and rising quality of urban life.

www.itdp.org/documents/European_Parking_U-Turn.pdf

LITMAN, T. 2010. *Parking Pricing Implementation Guidelines: How More Efficient Pricing Can Help Solve Parking Problems, Increase Revenue, And Achieve Other Planning Objectives*. Victoria Transport Policy Institute (VTPI), Victoria.

This report provides guidance on parking pricing implementation. It describes parking pricing benefits and costs, ways to overcome common obstacles and objections, and examples of successful parking pricing programs. Parking pricing is best implemented as part of an integrated parking management program. Current trends are increasing the benefits of efficient parking pricing. Legitimate objections to parking pricing can be addressed with appropriate policies and strategies.

www.vtpi.org/parkpricing.pdf

LITMAN, T. 2010. *Recommendations for Improving LEED Transportation and Parking Credits*, Victoria Transport Policy Institute (VTPI), Victoria.

This paper recommends an approach which defines performance targets needed to achieve LEED (Leadership in Energy and Environmental Design) categories (silver, gold, platinum). Developers would establish mobility and parking management plans that indicate how targets will be met, how performance will be evaluated, and what additional strategies will be deployed if needed to achieve targets. This optimizes mobility and parking management programs, and responds to changing demands. However, it is unnecessary to wait for a major reform to improve and expand LEED transportation credits; new credits proposed in this paper could be quickly incorporated into the existing LEED rating system.

www.vtpi.org/leed_rec.pdf

RYE, T. 2010. *Parking Management: A Contribution Towards Livable Cities, Sustainable Transportation: A Sourcebook for Policy-Makers in Developing Countries, Module 2c, Sustainable Urban Transport Project (SUTP)*.

This module offers a range of measures to better manage such problems. They are tailored to the needs of developing country cities, based on case studies around the world. It draws on examples of good practice from the developing world as well as from Europe and North America. The main message emerging from those examples is: it is possible to better manage parking and solve parking problems!

www.sutp.orgwww.sutp.org/dn.php?file=2c-PARKM-EN.pdf

SHOUP, D. 2007. *Cruising for Parking*. In: *Access*, no. 30, Spring 2007, pp. 16-22.

A surprising amount of traffic isn't caused by people who are on their way somewhere. Rather it is caused by people who have already arrived. Our streets are congested, in part, by people who have gotten where they want to be but are cruising around looking for a place to park.

<http://www.uctc.net/access/30/Access%2030%20-%2004%20-%20Cruising%20for%20Parking.pdf>

TECHNICAL COMMITTEE ON TRANSPORT, 2006, *Parking Policies And The Effects On Economy And Mobility*, REPORT on COST Action 342, European Union (EU).

This report discusses about the Policy, planning and legal powers. Under this the general policy developments that may influence parking are touched upon, as is attention to the legislation that steers parking policies and parking management. In this report demand and supply section discuss questions of meeting demand and controlling supply of parking spaces, yet from different angles.

<http://www.transportlearning.net/docs/COST%20Action%20342%20final%20report%20veilig.pdf>

TOPP, H. 1994, *The role of parking in traffic calming*, In: *World Transport Policy & Practice*, Vol. 1 No. 3, 1995, pp. 17-22.

Car traffic balances are essential to parking schemes and the lessening of traffic in urban centres. This article describes a study about the effect of parking schemes in lessening car traffic. Concluding, the author states that only city-wide parking concepts are an effective measure towards traffic calming in so far as they are integrated in a broad approach of pull-and-push measures. Every city needs its specific approach.

http://www.seit.ee/agenda21/english/transport/parking_calming.pdf

WAGNER, A. 2007. *Parking Management In Rapidly Emerging Cities*. GTZ-Transport Policy Advisory Services, Sustainable Urban Transport Project Asia.

This presentation illustrates the challenges parking management have to face. By giving an outline of the existing situation as it is in many cities, the document points out the importance of parking regulation and indicates the way forward. Therefore a number of concrete measures are given.

www.sutp.org/dn.php?file=PRES-PARKINGMGMT-AW-PLOCK-2007-EN.pdf

2 Management Strategies

CERREÑO, A. L. C. 2002. *The Dynamics of On-Street Parking in Large Central Cities*. Rudin Center for Transportation Policy and Management, New York.

The purpose of the study was four-fold: (1) to identify and review comprehensively “on-street” parking policies and management practices in large cities; (2) to determine, to the degree possible, the impact that on-street parking has on transportation, development, and land-use; (3) to recommend best practice strategies for on-street parking in large cities; and, (4) to facilitate a practical exchange between cities of knowledge and problem-solving information to improve on-street parking management.

<http://wagner.nyu.edu/transportation/files/street.pdf>

KUZMYAK, J, WEINGBERGER, R, PRATT, R.H & LEVINSON, H. S. 2003. *Parking Management and Supply: Traveler Response to Transportation System Changes*. Transit Cooperative Research Program Report 95, Transportation Research Board, Washington, D.C.

The location, supply, and pricing of parking influences the development opportunities, property values, and urban form. Parking plays a key role in land use accessibility and the economy of major centres. Parking availability is of significant importance to travellers making travel decisions. It affects such diverse travel decisions as mode choice, trip destination choice, and trip frequency. This chapter presents information on how travellers respond to differences in the supply and availability of vehicle parking, including changes that might occur as a result of shifting land-use patterns, changes in regulatory policy, or attempts to “manage” the supply of parking. Information on “normal” baseline parking characteristics is also provided. The effects of parking pricing are and Parking Pricing and Fees are also been discussed. Parking in support of transit service and carpooling i.e. Park-and-Ride/Pool are also mentioned and have been discussed.

http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_95c18.pdf

LITMAN, T. 2011. *Parking Management - Strategies, Evaluation and Planning*, Victoria Transport Policy Institute, Victoria.

Abstract: Parking management refers to various policies and programs that result in more efficient use of parking resources. This report summarizes the book, *Parking Management Best Practices* (Planners Press, 2006), which describes and evaluates more than two-dozen such strategies. It investigates problems with current parking planning, discusses the costs of parking facilities and potential savings from improved management, describes specific parking management strategies and how they can be implemented, discusses planning and evaluation issues, and describes how to develop optimal parking management in a particular situation. Cost-effective parking management programs can usually reduce parking requirements by 20-40% compared with conventional planning requirements, providing many economic, social and environmental benefits.

http://www.vtpi.org/park_man.pdf

LITMAN, T. 2011. *Parking Management Strategies for More Efficient Use of Parking Resources*. Victoria Transport Policy Institute, Victoria.

This chapter describes various management strategies that result in more efficient use of parking resources, including sharing, regulating and pricing of parking facilities, more accurate requirements, use of off-site parking facilities, improved user information, and incentives to use alternative modes.

<http://www.vtpi.org/tdm/tdm28.htm>

MACCUBBIN, R. A. & HOEL, L. A. 2000. *Evaluating ITS Parking Management Strategies: A Systems Approach*, Center of Transport Studies, University of Virginia, Research Report No. UVACTS-14-13-29, 2000. Richmond.

The objective of this study has been to develop a methodology for considering potential improvements to change-mode parking facilities and identifying those with the potential to produce substantial benefits. This report describes the steps involved in the proposed methodology and illustrates the methodology with analysis of a hypothetical transit station parking facility.

<http://cts.virginia.edu/docs/UVACTS-14-13-29.pdf>

WEINBERGER, R., KAEHNY, J. & ROOF, M. 2010. *U.S. Parking Policies: An Overview of Management Strategies*. Institute for Transportation and Development Policy, New York.

This report identifies core sustainable parking principles and illustrates how smarter parking management can benefit consumers and businesses in time and money savings, while also leading to more liveable, attractive communities. It highlights best practices in parking management in the United States. In the last decade, some municipalities have reconsidered poorly conceived parking policies to address a host of negative impacts resulting from private automobile use such as traffic congestion and climate change. Unchecked, these policies have proven to be a major barrier to establishing a balanced urban transportation network.

http://www.itdp.org/documents/ITDP_US_Parking_Report.pdf

3 Costs of Parking

BURNS, D. 2009. *Parking Rate Assessment Strategies - A Recipe For Success. In: Industry Insights. 2nd Quarter 2009, pp.2,3.*

The article discusses about the parking rate assessment process and several fundamental characteristics have been developed, to efficiently assess parking rate. The process should also include an easily understandable “investment program” that clearly defines what levels of investment could be achieved with each rate scenario.

http://www.carlwalker.com/sites/default/files/enews/2009_Q2.pdf

LITMAN, T. 2011. *Parking Taxes - Evaluating Options and Impacts. Victoria Transport Policy Institute, Victoria.*

Abstract: This paper describes and evaluates various types of parking taxes. Commercial parking taxes are a special tax on parking rental transactions. Per-space parking levies are a special property tax applied to parking facilities. Commercial parking taxes discourage the pricing of parking and concentrate impacts in a few areas. Per space levies distribute cost burdens more broadly, encourage property owners to manage parking supply more efficiently, and reduce sprawl. Although per-space levies are more challenging to implement they tend to support more strategic planning objectives.

http://www.vtpi.org/parking_tax.pdf

LITMAN, T. 2010. *Transportation Cost and Benefit Analysis II – Parking Costs. Victoria Transport Policy Institute, Victoria.*

This chapter explores the costs of providing parking. It investigates the costs of different types of parking facilities, the number of spaces per vehicle, and the distribution of parking costs.

<http://www.vtpi.org/tca/tca0504.pdf>

SHOUP, D. 2005. *Chapter 1: The Twenty-first Century Parking Problem. In: High Cost of Free Parking. Chicago: Planners Press, pp.1-18.*

If parking requirements do more harm than good, how should cities plan for parking in the twenty-first century? In this chapter author analyse the parking problem, criticize current planning practice, and propose reforms. To foreshadow his arguments, he has summarized the three main parts of the book. Parts I and II analyse the parking problem, while Part III proposes solutions.

<http://shoup.bol.ucla.edu/Chapter1.pdf>

4 Case Studies

BARTER, P. 2010. *Parking Policy in Asian Cities*. Asian Development Bank, Manila.

This study addresses a lack of literature on urban car parking policy in Asia. Parking challenges are often acute in this region because of rapid urbanization and motorization and the high density of much of the urban fabric.

http://www.reinventingparking.org/2010/11/parking-policy-in-asian-cities-report.html?utm_source=BP_recent

CALLAHAN, S. 2010. *Private Parking Feasibility Study - City of Orlando*. University of Central Florida, No. PAD6062.

The main purpose of this project is to provide an analysis of the feasibility of privatizing parking for City of Orlando. Parallels and comparisons will be drawn mainly to City of Chicago's privatization of metered parking, as it became the first city to privatize an urban parking meter system in the U.S. The analysis and discussion will focus on three main aspects. The first and most expansive aspect will deal with cost comparisons between government-run parking and potential privatization.

<http://www.cohpa.ucf.edu/cpnm/documents/Private%20Parking%20Feasibility%20City%20of%20Orlando%20Sean%20Callahan.pdf>

CDD. 1996. *Parking Stalls And Driveway Design Guidelines*. Community Development Department. Menlo Park.

The guidelines standardize parking stall width dimensions and establish design criteria for review of driveway and parking lot circulation requests.

http://www.menlopark.org/departments/trn/park_guide.pdf

CNT. 2006. *Paved Over: Surface Parking Lots or Opportunities for Tax-Generating, Sustainable Development?* Center for Neighborhood Technology. Illinois.

The purpose of this study is to highlight this regional opportunity by comparing the current economic and social costs of surface parking lots near rail transit stations with the potential economic and social benefits if they were developed into mixed-use, pedestrian friendly, transit-oriented developments.

www.drcog.org/documents/PavedOver-Final.pdf

GARBER, N.J, WANG, H & CHAROENPHOL, D. 2002. *Estimating the Supply and Demand for Commercial Heavy Truck Parking on Interstate Highways: A Case Study of I-81 in Virginia*. Center for Transportation Studies, University of Virginia, Research Report No. UVACTS-5-14-37.

The increasing number of trucks travelling on Virginia highways has resulted in a growing demand for public rest areas and private truck stops. This study developed a methodology to determine the supply and demand for commercial heavy truck parking.

<http://cts.virginia.edu/docs/UVACTS-5-14-37.pdf>

LITMAN, T., CARLSON, D., BLUMENTHAL, A., & Lee, J. 2010. *Evaluating Seattle Parking Tax Options*. Victoria Transport Policy Institute and the Washington State Transportation Center at the University of Washington.

Abstract: This report describes and evaluates parking tax options for possible implementation by the City of Seattle. A commercial parking tax is a special tax on priced parking. A non-residential parking tax (NRPT) is a special tax that applies to both unpriced and priced parking. Commercial parking taxes discourage the pricing of parking and concentrate impacts in a few areas. Non-residential parking taxes distribute cost burdens more broadly, encourage property owners to manage parking supply more efficiently, which tends to reduce total parking costs, reduce automobile traffic, and reduce sprawl. Although non-residential parking taxes are more challenging to implement, they tend to support more of Seattle's strategic planning objectives.

www.vtpi.org/seattle_parking_tax.pdf

LAM, C. 2009. *Glebe Affordable Housing Strategy Traffic- Transport and Parking Study*. PLANNING PROPOSAL - Sydney Local Environmental Plan 2010, Arup Private Limited, Sydney.

The objective of this study is to provide a transport review for developing the affordable housing proposal. This study will involve relevant transport planning issues, car parking analysis and maximising public transport, walking and cycling usages. The findings of this study would form the basis of the surrounding parking conditions around the site and the required amount of on-site parking spaces necessary for the proposed development.

http://www.cityofsydney.nsw.gov.au/council/documents/OnExhibition/DraftDCPGlebeAHProject/12_PPAttachmentH-TrafficTransportParkingStudy.pdf

NELSON/NYGAARD, 2009. *Getting More with Less: Managing Residential Parking in Urban Developments with Carsharing and Unbundling*, City CarShare, Federal Highway Administration, viewed 13 February 2011.

This report profiles the experience of developments that have unbundled parking and provided carsharing for their residents in the Bay Area. Overall, both programs have proved enormously successful in managing a limited supply of parking and providing transportation options to residents. Carsharing is popular among both residents and property managers. While residents may not be enthusiastic about separate parking charges, they are more likely to accept them once they realize the average cost for paid parking in the neighborhood. However, carsharing may not be appropriate everywhere, and demand may be low if parking is free and abundant and transit service limited.

www.citycarshare.org/download/CityCarShare2009BestPracticesReport.pdf

SCHALLER CONSULTING. 2006. *Curbing Cars: Shopping, Parking and Pedestrian Space in SoHo*, Transportation Alternatives

This study examines the travel, shopping and spending patterns of visitors, residents and workers on Prince Street, a vibrant commercial street in the historic SoHo neighborhood of Manhattan. The study assesses how changes in the allocation of space between pedestrian, parking and street vendors would affect the attractiveness of Prince Street as a place to visit, live and work, and the likely effects on store and restaurant patronage.

www.transalt.org/campaigns/reclaiming/soho_curbing_cars.pdf

SFCTA. 2009. *On-Street Parking Management And Pricing Study*. San Francisco County Transportation Authority.

The San Francisco County Transportation Authority (Authority) undertook the On-Street Parking Management and Pricing Study (Study) to, review San Francisco's existing on-street parking management programs and neighbourhood parking conditions; consider various strategies for improved management of on-street spaces; Investigate the potential for using innovative technologies and approaches, including variable pricing of on-street parking, more widely to manage demand and

http://www.sfcta.org/images/stories/Planning/ParkingManagementStudy/pdfs/parking_study_final_low.pdf

SHAHEEN, S.A., COHEN, A.P. & MARTIN, E. 2010. *Carsharing Parking Policy: A Review of North America Practices and San Francisco Bay Area Case Study*. Transportation Research Record (TRB) Annual Meeting.

The authors examine car sharing parking policies in three jurisdictions in the San Francisco Bay Area, which accounts for an estimated 50,000 car sharing members and 1,100 shared-use vehicles. Supporting this examination is an intercept survey on car sharing parking (n=425) conducted in the Bay Area. This paper has five main sections. First, the authors provide a methodological discussion of the approaches employed in this study. Next, a car sharing parking overview is presented. This includes a discussion of international and North American car sharing parking policies/approaches, as well as a suggested policy framework. Third, the authors present a San Francisco Bay Area case study, which highlights the policies and approaches of three jurisdictions: 1) San Francisco, 2) Berkeley, and 3) the Bay Area Rapid Transit (BART) District. Finally, the authors present a San Francisco Bay Area public perception survey on car sharing followed by a conclusion.

<http://www.carsharing.net/library/TRB10-2921final.pdf>

SHAHEEN, S. A. & RODIER, C. 2007. *Smart Parking Management to Boost Transit, Ease Congestion*. In: TR NEWS 251, edn. July-August 2007, pp. 30-31.

Traffic congestion in the San Francisco Bay Area is notorious, and the projected addition of 1 million new residents by 2020 will intensify the conditions. Increasing ridership on regional mass transit can reduce commuting time, but the rising costs of land prohibit efforts to increase parking at transit facilities, and how this problem could be managed is been discussed in this paper.

<http://onlinepubs.trb.org/onlinepubs/trnews/trnews251rpo.pdf>

VELMURUGAN, S. 2008. *Application of Intelligent Transport System (ITS) for Parking Management*. Central Road Research Institute, New Delhi. Presentation at the 1st Indo-US Symposium at IIT Guwahati.

The presentation highlights the fact that ITS applications can be very beneficial for parking management. Like better use of parking capacity due to real-time counting and guidance and efficient circulation due to guidance of vehicles directly to vacant floor or area.

[http://www.iitg.ac.in/mttbr/Plenary%20session/Application%20of%20Intelligent%20Transport%20System%20\(ITS\)for%20Parking%20Management.pdf](http://www.iitg.ac.in/mttbr/Plenary%20session/Application%20of%20Intelligent%20Transport%20System%20(ITS)for%20Parking%20Management.pdf)

WEINBERGERM, R., SEAMAN, M., & JOHNSON, C. 2008. *Suburbanizing the City: How New York City Parking Requirements Lead to More Driving*. University of Pennsylvania for Transportation Alternatives.

This study finds that New York City's residential off-street parking requirements encourage car ownership and use, and contradict City sustainability goals which seek to reduce traffic, air pollution and carbon emissions. As an effort to change the parking policy of New York City, the study gives recommendations to face the population growth which will very likely lead to more car ownership.

www.transalt.org/files/newsroom/reports/suburbanizing_the_city.pdf

WILLSON, R. 2005, *Parking Policy for Transit-Oriented Development: Lessons for Cities, Transit Agencies, and Developers*. In: *Journal of Public Transportation*, Vol. 8, No. 5, pp. 79-94.

Abstract: Parking policy is an important element of transit-oriented development (TOD). It shapes travel behaviour, community design, and development economics; it can improve the performance of both rail transit and TOD. This article is based on the study of residential TODs, office TODs, and joint development of transit agency station parking in California. The research includes surveys of travel behaviour, station area characteristics, parking supply, interviews with real estate developers, and studies of replacement parking issues at joint development sites. Research results show that TOD parking supply and pricing policy seldom are structured to support transit ridership goals. Policy recommendations for improving parking policy for TODs are offered to transit agencies, cities, and developers.

<http://www.nctr.usf.edu/jpt/pdf/JPT%208-5%20Willson.pdf>

5 Planning Guidelines

GCC, 2007, *Parking and Transportation Demand Management Policy Fact Sheet*, Great Communities Collaborative.

This policy fact sheet includes the top facts about parking. This can be used as a handbook for parking policies.

<http://greatcommunities.org/intranet/library/sites-tools/great-communities-toolkit/ParkingTDM.pdf>

PAS. 2009. *Parking Solutions: Essential Info Packet*, Planning Advisory Service, American Planning Association.

These packets consist of compilation of related documents that provide practical information on various parking management strategies, suitable for use by planners and developers.

www.planning.org/pas/infopackets

SIEGMAN, P. 2008. *Less Traffic, Better Places: A Step-by-Step Guide to Reforming Parking Requirements*. San Diego Section of the American Planning Association.

This presentation demonstrates very intelligible what is necessary to change parking requirements. With expressive images the document visualizes the benefit of a restrictive parking policy.

http://sdapa.org/download/PatrickSiegman_SDParkingSym_7-14-06.pdf

USEPA. 2009. *Essential Smart Growth Fixes for Urban and Suburban Zoning Codes*. U.S. Environmental Protection Agency.

The purpose of this document is to identify the most common code and ordinance barriers communities face and to suggest actions communities could take to improve their land development regulations. Given the effort and political will that is necessary to make any changes to local regulations, the suggested code provisions are separated into three categories: Modest Adjustments, Major Modifications, Wholesale Changes.

www.epa.gov/smartgrowth/pdf/2009_essential_fixes.pdf

UTTIPEC, 2009, *Pedestrian Design Guidelines: Don't Drive...Walk!* Unified Traffic And Transportation Infrastructure (Planning & Engineering) Centre, Delhi Development Authority, New Delhi.

This document points out the importance of a pleasant and safe design of streets. By not only focusing on parking in streets, the report illustrates with many graphs and images how valuable public spaces are as movement areas.

www.uttipeec.nic.in/PedestrianGuidelines-30Nov09-UTTPEC-DDA.pdf

GIZ – Sustainable Urban Transport Project (SUTP)

Based on more than 25 years of practical experiences, GIZ hosts the “Sustainable Transport: A Sourcebook for Policy-Makers in Developing Cities” (www.sutp.org) with a wealth of information and knowledge on appropriate solutions, inter alia on tackling climate change in the transport sector. Through training and advisory services, decision makers in the transport sector are better informed about transport options, mode choices, mobility management and transport related emissions and their impact on our climate. This may lead to improved urban transport systems, less traffic and better alternatives to individual motorized transport modes.

This flagship publication compiles most of the international literature on the relevant subject and provides access to numerous other resources. It is complemented by training courses targeted to policymakers, planners or engineers in cities, regional entities and federal governments.

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Noida, Uttar Pradesh
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