

PROGRAM FOR SIDEWALK RACK **DESCRIPTION AND CONDITIONS**

Thank you for your interest and participation in the CityRacks Design Competition, sponsored by the New York City Department of Transportation, in partnership with the Cooper-Hewitt National Design Museum and the support of Google, Inc. and Transportation Alternatives. The overall goal of this two-stage, international selection process is to find new designs for a New York City bicycle rack. We hope to develop new forms of on-street bicycle parking that will be more visually noticeable, artistically designed, and unique to New York City, while still maintaining an ability to fit into the context of any neighborhood.

Following our receipt of the online Registration Form, each Competitor was given a unique identification number applicable only to that registered entrant or team. The identification number cannot be assigned to another Competitor. In Stage I, each Competitor's submission shall remain anonymous and will be identified only by the identification number. In addition to this document, we are providing background information that may be downloaded from the competition website. Carefully look over the contents of this document and the website. If you have any questions regarding the conditions, requirements, or schedule of Stages I and II, or any other aspect of the Competition, please post them on the competition website before 5:00 p.m. (EDT) on 14 May 2008 for Stage I and on 22 July 2008 for Stage II.

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INTRODUCTION

GOALS AND OBJECTIVES

In 1996, the City of New York began installing CityRacks, modeled after similar bicycle racks used in Portland, Seattle, and San Francisco. Two types of CityRacks are installed by the New York City Department of Transportation, the “continuous curve” and the “inverted-U”. The continuous curve four to five bikes and the inverted-U can accommodate two to three.



The CityRacks have offered a simple design that blends seamlessly into any New York City neighborhood. However, after over ten years of use and thousands installed on New York City sidewalks, the City is looking to reinvigorate its bicycle parking and energize its streetscape. With Mayor Michael R. Bloomberg’s ambitious PlaNYC calling for a thirty-percent reduction in greenhouse gases by 2030, shifting more people onto bicycles as a mode of transportation is of paramount importance. To that end, the goals of this competition are twofold. First, we are seeking to expand the bicycle infrastructure by increasing the availability of parking, both on and off City streets and sidewalks. Second, we believe that by raising the profile of bicycle parking, more people will become aware of the feasibility of commuting by bike.

A BRIEF HISTORY OF BICYCLE PARKING IN NEW YORK

In 1995, the New York City Department of Transportation received authorization to spend federal funds for the creation of secure on-street bicycle parking. The CityRacks project started in January 1996 to complement the existing bicycle program by contracting to manufacture and install almost 4,000 on-street bicycle racks (roughly 12,000 parking spaces) throughout the five boroughs of New York City. Funded in part by ISTEA Enhancement Program, CityRacks supports key policy objectives including: improving air quality; creating safer streets and sidewalks; improving pedestrian access to buildings by the channeling of bike parking away from building entrances and crosswalks; and involving bicycle advocates and community groups in transportation initiatives. By increasing the availability of bicycle parking, the current CityRacks encourage bicycle use for trips to work, school, shopping, entertainment, and cultural facilities.

In 2002, the DOT introduced a theft resistant bicycle rack that was made of a steel pipe consisting of one continuous, bent piece of square tubing, as opposed to the earlier round tubing.

In May 2007, for the first time, the DOT removed parking spaces on Bedford Avenue and North 7th Street in Brooklyn to expand the sidewalk and make room for several CityRacks. The intersection was located at the Bedford stop on the L train and as a result had become a popular multi-modal commuting hub, with residents from surrounding neighborhoods biking to the subway.

CITYRACKS TODAY

All square tubing bicycle parking racks have smooth, rounded corners to ensure that bicycle parking racks are bicycle- and user-friendly. The tube also has a Long Lasting Black Polyester Powder coated finish in a thickness between eight (8) to ten (10) millimeters. They are imprinted with a 2 3/4" x 3 1/4" NYC-DOT logo and decal and the International Bicycle Symbol attached on the middle of both sides at the top of the rack. Instructional stickers are also placed on the tube with one at the top of the rack on each loop of the triple loop bicycle parking racks after installation of such racks.

NYCDOT has jurisdiction over sidewalk installations and uses siting criteria to insure that no rack interferes with other street uses.

PROGRAM FOR THE CITYRACKS FIXTURE DESIGN COMPETITION

I.1 INTRODUCTION

CityRacks are independent structures that can be mass produced and mounted on sidewalks in various locations throughout the City. Current CityRacks occupy little space on the sidewalk and do not obstruct the flow of people or goods. Competitors may select to create a single design or a “series” or “family” of designs.

The City of New York intends to use the new racks throughout the City, in new locations and as a replacement for some of the existing CityRacks, however, it makes no guarantee that the winning design will be installed by the City. As such, the new design must work in a variety of locations under varying conditions and be compatible with a diverse urban landscape.

The winning design will adhere to all the technical requirements and will create a state-of-the-art design of the highest quality for New York City.

I.2 DESIGN CRITERIA

Consistent with the purposes outlined in the Preface, Introduction, and Goals and Objectives, the following design criteria must be met:

- Designs shall be wholly new designs and developed solely for the purposes of this competition.
- Designs shall incorporate materials and finishes which are:
 - Durable and easy to maintain
 - Resistant to corrosive agents (atmospheric, animal, motor vehicle, etc.)
 - Graffiti-resistant
 - Designs shall avoid galvanic corrosion produced by metal-to-metal contact
 - All major supporting elements, including, but not limited to, shaft and base components, shall be composed of materials that are non-combustible. All finishes shall be non-flammable and shall not be readily ignited under common sources of heat at temperatures less than 600 F. The materials and finishes of major supporting elements shall constitute assemblies that can pass a standard fire test for at least fifteen minutes. The combination of materials and finishes shall not produce toxic combustion byproducts.
- All designs must be safe to both pedestrians and cyclists.
- The bicycle should not have to be lifted off the ground more than 6 inches to access and be secured to the rack.
- There must be a minimum two-point connection between the bicycle and the rack, i.e. the design must allow for the bicycle frame as well as at least one wheel to be secured to the rack.
- Most sizes and shapes of bicycle frames and bicycle wheels should be able to use the rack, utilizing generic and commonly available locks and chains.

I.3 COST FACTORS

For any new design to have the potential of becoming a new standard for the City of New York, it must be cost-effective over time. Although the Competitor is not required to submit a cost estimate, consideration shall be given to balancing the following factors in an overall, cost-effective design.

Fabrication and Installation Costs: The city currently spends approximately \$250 to fabricate and install each CityRack. Although the volume of CityRacks produced will greatly affect fabrication and installation costs over time, the Competitor should strive to design a rack that is practical to fabricate and can be produced by more than one fabricator. Higher fabrication costs shall be balanced with reduced installation and maintenance costs.

GENERAL INFORMATION

Every Competitor, Juror, consultant, and other assistant involved in the organization of this competition automatically declares their compliance with these conditions and procedures by virtue of taking part in, or assisting with, the process of this Competition.

2.1 SPONSOR AND PARTNER

SPONSOR: The New York City Department of Transportation

PARTNER: Cooper-Hewitt National Design Museum

SUPPORTERS: Google, Inc. and Transportation Alternatives

2.2 REGISTRATION

Individuals or teams may register by submitting the online Registration Form. The deadline for registration is 5:00 P.M. (EDT) on 30 April 2008. The Sponsor shall issue and deliver a unique identification number to each competitor upon receipt of its completed registration form.

2.3 COMPETITION FORMAT

The City Rack Design Competition is a two-stage international selection process to determine the design of bicycle racks. Stage I of the Competition requires registered Competitors to submit a booklet or electronic slideshow illustrating their design approach. A jury will review all of the Stage I Submissions in order to select up to ten Stage II Competitors and two or more Alternates. Competitors in Stage II will be asked to develop their designs in much greater detail and create two prototypes, based upon their Stage I Submissions (see Section 3). The Jury will then select a single Competitor as the first place winner at the conclusion of Stage II.

2.4 COMPETITION COORDINATOR

Zac Frank, New York City Department of Transportation

40 Worth Street, Room 1005

New York, New York 10013

As Competition Coordinator, his responsibilities include, but are not limited to, the preparation of these Conditions, general conduct of the Competition, and instructions issued to the Jury for procedural matters. All questions concerning the competition conditions and procedures shall be posted on the Competition website (<http://nycityracks.wordpress.com>).

2.5 COMPETITION JURY

The Jury shall consist of seven members. They shall act in accordance with the Competition Description and Conditions to assess the Submissions in Stage II and determine the first, second, and third place winners at the conclusion of Stage II. They will meet to determine which of the submitted projects, in their views, best satisfies the overall requirements of the Competition. The Jury shall base its judgment on the Submission of the Competitors, the information contained in the competition conditions, the Questions and Answers, and other information they may require. The Sponsor and Partner also agree that the decision of the Jury will be final and binding on all Competitors.

THE COMPETITION JURY

Patricia E. Harris, First Deputy Mayor

Janette Sadik-Khan, Commissioner, New York City Department of Transportation

Ellen Lupton, Curator of Contemporary Design, Cooper-Hewitt National Design Museum

David Byrne, Musician

Steve Madden, Editor-in-Chief, Bicycling Magazine

Duncan Jackson, Principal of BillingsJacksonDesign (Designer of the Award-winning NYC Bus Shelter)

Google Representative (TBD)

2.6 HONORARIA AND AWARDS

Each of the Stage II Competitors will receive \$5,000 for preparation and submission of the detailed design and two prototypes that will be presented to the Jury in a forum open to the public.

By entering this competition, competitors will be declaring that the designs in their submission have been developed solely for the purposes of this competition and represent no infringement on any existing copyright or patent.

At the conclusion of Stage II the Jury shall select first, second, and third place winners. The first place winner shall receive a \$10,000 prize.

The first place winner will be eligible to further develop designs to ensure the ability to mass produce the fixture(s) at a reasonable cost as well as refine technical issues through an agreement with the Sponsor. If the Sponsor and the first place winner fail to negotiate satisfactory terms, the Sponsor may decide, in its absolute discretion, to negotiate with the other Stage II Competitors in the order of their ranking as determined by the Jury. Due to timing, finances, or for other reasons which may arise, the Sponsor and Partner are under no obligation to build or install anything as an outcome of this Competition.

2.7 ELIGIBILITY

The CityRacks Design Competition is open to the entire design community: including architects; artists; engineers; landscape architects; planners; urban designers; industrial designers; and manufacturers, etc. Recognizing that the apparent simplicity of bicycle parking belies its multifaceted practical requirements, the Sponsor encourages multi-disciplinary teams to participate.

2.8 ANONYMITY

Stage I Submission booklets shall bear no names or marks identifying the author, except for the author's unique identification number on the outside, which shall be clearly displayed on the upper right corner of the front cover of the booklet or on the electronic media device.

During the Jury's review, the Stage I Submissions shall be identified by the unique identification number only. At the conclusion of the judging in Stage I, the Competition Coordinator shall reveal the identities of the finalists in the presence of the Jury and representatives of the Sponsor and Partner.

2.9 EXHIBITION AND PUBLICATION

The Competitors, by virtue of their Submissions, agree that the Sponsor and Partner may reproduce, publish, exhibit, perform, transmit or otherwise utilize the physical or electronic materials submitted for noncommercial purposes at their own discretion and without compensation to the Competitor. The Sponsor and Partner reserve the right to utilize a Competitor's Submission, in either, or both, of the Competition Stages for an indefinite period of time for purposes of exhibition and publication or other noncommercial purpose. Reasonable and best efforts will be made to credit the Competitor for use of their Submission materials for such purposes. Stage II Competitors who publish their work subsequent to the competition shall credit the NYC City Racks Design Competition.

2.10 OWNERSHIP, COPYRIGHT AND PATENT

Stage I

All Stage I Competitors shall illustrate their conceptual approach to the design of the new bicycle racks for the City of New York, as further described in Sections 3.1 and 3.2, by presenting it in the form of a booklet or as a slideshow in an electronic format. All Competitors are advised to keep a copy of the materials submitted to DOT in connection with this competition as the City of New York shall not be responsible for the return of said materials to the competitors.

Stage II

All Stage II Competitors (up to ten) shall submit a detailed design proposal consisting of three panels of drawings, as well as digital/electronic copies of the content of the panels, and a full scale prototype of the basic configuration of their respective design, as further described in Section 4.2. The panels, the digital/electronic copies of the content of the panels and the full scale prototype, shall become the exclusive property of the City of New York. As a condition precedent to participate in the Competition, the Stage II Competitors shall expressly agree to irrevocably transfer, assign and convey to the City of New York the exclusive right to use, display or publish the panels, the digital/electronic copies of the content of the panels and the full scale prototype, to be determined at the sole discretion of the City of New York. The Stage II Competitors shall receive a \$5,000 honorarium to develop two working prototypes that will

be tested on city streets. The “intellectual property” of the Competitors’ designs that are not awarded first place design, or otherwise for use by the City of New York, will be returned to the Competitor.

In addition, any reports, documents, data, photographs and/or other materials, including the design drawings and specifications produced by the Competitor (“First Place Competitor”) that is selected by the Jury to have submitted the first place design of the new bicycle rack for the City of New York (“Copyrightable Materials”), shall be considered “work-made-for-hire” within the meaning and purview of Section 101 of the United States Copyright Act, 17 U.S.C. §101, and the City of New York shall be the copyright owner thereof and of all aspects, elements and components thereof in which copyright protection might subsist. To the extent that the Copyrightable Materials do not qualify as “work-made-for-hire,” the First Place Competitor shall irrevocably transfer, assign and convey exclusive copyright ownership in and to the Copyrightable Materials to the City of New York, free and clear of any liens, claims, or other encumbrances. The First Place Competitor shall retain no copyright or intellectual property interest in the Copyrightable Materials, and they shall be used by the First Place Competitor for no other purpose without the prior written permission of the City of New York. As a condition for participating in this Competition, all Competitors agree that that upon notification that they have been selected as the First Place Competitor, the ownership of all Copyrightable Materials in connection with the First Place Design shall automatically be irrevocably transferred to the City of New York. The First Place Competitor shall receive an additional \$10,000 as full compensation for such transfer, assignment and conveyance of exclusive copyright ownership of the Copyrightable Materials.

The First Place Competitor shall acknowledge that the City of New York may, in its sole discretion, register copyright in the Copyrightable Materials with the U.S. Copyright Office or any other government agency authorized to grant copyright registrations. The First Place Competitor shall cooperate in this effort, and agrees to provide any further documentation necessary to accomplish this.

2.11 INELIGIBILITY

Current employees of the City of New York may not participate in this competition. Additionally, no partner, associate, or employer/employee of a Jury member may participate. Additionally, no member of the Jury shall be eligible to compete in the Competition, assist a Competitor, or act in any other capacity whatsoever to advise or aid a Competitor in the development or presentation of their Submission.

Each Competitor may make one Submission only, and no individual or firm may be a member of more than one team making a Submission under this competition. However, individuals or teams may submit separate entries for the “In-Building” competition that is also being conducted by the Sponsor of this competition. Teams for the In-Building Rack Competition and this competition need not be identical

The Sponsor may exclude and declare ineligible any Submission which: has been delivered/dispatched after the time limit; is incomplete in its essential elements; submits in Stage I graphic or written material to the Jury which carries an identifying mark(s) of the authors; or violates any provisions of the Competition Description and Conditions.

2.12 DISQUALIFICATION

Competitors in Stages I or II shall not communicate, in any manner whatsoever, with a member of the Jury regarding this Competition prior to the public announcement of the results of Stage II. Likewise, no member of the Jury shall communicate to a Competitor any matter relating to the Competition prior to the public announcement of the results of Stage II. Upon evidence of any infraction of the Competition Conditions, the Competitor or Juror shall be informed by the Competition Coordinator, in writing, of disqualification – the Sponsor’s decision in this regard shall be final.

Competitors who fail to observe the provisions in these Conditions shall be declared ineligible and the Jury shall be so informed by the Competition Coordinator. The Sponsor’s decision in respect to any such disqualification shall be final and binding on all Competitors.

2.13 DELIVERY OF SUBMISSIONS

All Submissions to Stages I and II shall be received at the address specified and before the deadlines described in Sections 2.4 and 3.3. Competitors are advised that Submissions received later than the stated deadlines will not be considered by the Jury. Shipping charges and insurance shall be paid by the Competitor, and the safe and timely delivery of Submissions to the address specified is the sole responsibility of the Competitor.

2.14 TIMETABLE

The key dates for the Competition Stages are as follows:

Announcement of Competition	13 March 2008
Materials available to Registered Competitors	13 March 2008
Registration Deadline	30 April 2008
Stage I Question Period Ends	14 May 2008
Stage I Submission Deadline	9 June 2008
Stage II Competitors Announced	23 June 2008
Stage II Briefing	30 June 2008
Stage II Question Period Ends	22 July 2008
Stage II Answers Posted Online	29 July 2008
Stage II Prototypes Submission Deadline	15 September 2008
Exhibition Opening and Installation on Public Sidewalks	30 September 2008
Awards Announced	24 October 2008

2.15 GENERAL INFORMATION FROM THE CITY OF NEW YORK TO COMPETITORS

The Competitors shall comply with all applicable provisions of federal, state or local laws, rules and regulations during the term of this Competition.

STAGE I

3.1 INTRODUCTION

Designers, either individually or as part of a team, will submit an illustration of their conceptual approach to the design of new bicycle racks for the City of New York. After reviewing all of the Stage I Submissions, the Jury, by a majority vote, shall select up to ten Competitors and two or more Alternates for participation in Stage II. Alternates, in order of their ranking, will participate in Stage II only if one or more of the selected Stage II Competitors is unable to participate in Stage II.

3.2 SUBMISSION REQUIREMENTS

Submissions to Stage I are to be presented in the form of a booklet or slide show in an electronic format.

Submission in booklet form shall be a maximum of ten single sided sheets no greater than 8 1/2 inches by 11 inches.

Submissions in the form of a slide show shall be in an electronic format on a compact disc or other common media device, preferably as a Microsoft Powerpoint file, with a maximum of ten slides per submission. Electronic submissions must be mailed or hand delivered to the Competition Coordinator. Email submissions will not be accepted.

The first page of the booklet or the first slide shall include a short text (no more than 250 words) summarizing the Competitor's design approach. The following information is required for Stage I Submissions:

- Overview of the configuration(s)
- Material and component identification
- Indication of colors and finishes
- Explanation of security strategies

- Illustrations of designs in at least two New York City contexts (at least one in Queens, the Bronx, or Staten Island)

The Stage I Submission booklet or slide show shall not contain any identifying marks indicating authorship other than the Competitor's identification number on the upper right corner of the front cover of the booklet or printed on the face of the compact disc or other common media device.

3.3 DELIVERY OF SUBMISSIONS AND DEADLINE

Stage I Submissions should be sent or delivered to:

Zac Frank
40 Worth Street, Room 1005
New York, NY 10013

Stage I submissions must be received at this address before 5:00 p.m. (EDT) on 9 June 2008. Competitors assume all responsibility for insuring that their Submission arrives before the stated deadline.

3.4 QUESTIONS AND ANSWERS

Competitors may obtain clarifications of the Competition Description and Conditions for Stage I by posting questions on the competition website before 5:00 p.m. (EDT) on 14 May 2008. All questions and answers will be posted on the Competition Website. The author of each question will remain anonymous and the questions and answers may be grouped into categories following the format of the Competition Description and Conditions. Any modifications to the original Conditions, resulting from answers or addenda, shall automatically form part of these Conditions. Answers to Stage I questions will be made available on or about 21 May 2008 on the Competition website and competitors will be notified via e-mail of their posting.

3.5 SELECTION CRITERIA

Selection criteria will be utilized by the Jury in Stage I of the Competition as follows (including relative weights):

- 40% - Originality and design quality of the Competitor's submission
- 40% - Responsiveness to the general design program and criteria
- 20% - Ease of installation and maintenance

STAGE II

4.1 INTRODUCTION

Each Competitor in Stage II will be given approximately three months to develop their conceptual approach into a detailed design proposal and two prototypes. At the beginning of this Stage, the Sponsor shall invite up to ten Stage II Competitors to attend a briefing and meet with representatives of the Sponsor to discuss relevant issues.

After reviewing all of the Stage II Submissions, the Jury by a majority vote shall select first, second, and third place winners.

4.2 SUBMISSION REQUIREMENTS

The following minimum requirements shall be included in the Stage II Submission and be clearly identified for review by the Jury. The Sponsor, at its sole discretion, shall determine if a Stage II Submission meets the minimum requirements, however, the Submission shall be required to include all of the items listed below:

- A maximum of three panels of drawings shall be submitted to the Sponsors for the Stage II Jury. All drawings shall be mounted on, or drawn directly on, one side of foam core boards measuring 30" x 40" (40" dimension shall be oriented vertically). Panels shall not exceed ½" in thickness, and may not be framed or glazed. The presentation layout is at the discretion of the Competitor, e.g. illustrations may overlap from one board to another. There is no limitation on the use of color

or the materials included on the boards within the limitation that no materials project or protrude three-dimensionally from the surface of the board. The panels are to include:

- Vertical sections (including base detail)
 - Horizontal section of shaft at full scale (looking down)
 - Minimum of two perspective views of the parking device or facility in typical New York City context including scale figures and showing the intended relationship between them
 - Identification of all materials.
 - Identification of all finishes
 - Foundation mounting detail (including base detail if applicable to Competitor's design)
 - Weight of structure
- All drawings, text, etc. must also be submitted in digital format (preferably on a PC formatted CD). The digital submission must include TIFF or JPEG images of each drawing and full boards.
 - Two functional prototypes of a basic configuration (If the competitor chooses to develop a design family, like the current Inverted-U/Continuous Curve family, only one configuration prototype needs to be created for this part of the competition). The purpose of the prototype is to test the fixture on the streets of New York City for a period of one month. A detailed description of the prototypes shall be provided at the briefing.
 - The Competitor shall also make a presentation of their design and concept to the Jury.

4.3 DELIVERY OF SUBMISSIONS AND DEADLINE

Stage II Submissions should be sent, or delivered, to:

Zac Frank

40 Worth Street, Room 1005

New York, NY 10013

All Stage II materials must be received at this address before 5:00 p.m. (EDT) on 15 September 2008. Competitors assume all responsibility for insuring that their Submission arrives before the stated deadline. Additionally, Competitors shall make arrangements for delivery of the required prototypes of their designs.

4.4 QUESTIONS AND ANSWERS

Competitors may obtain clarifications of the Competition Description and Conditions for Stage II by posting questions on the competition website by 5:00 p.m. (EDT) on 22 July 2008. All questions and answers will be posted on the Competition Website. The author of each question will remain anonymous and the questions and answers may be grouped into categories following the format of the Competition Description and Conditions. Any modifications to the original Conditions, resulting from answers or addenda, shall automatically form part of these Conditions. Answers to Stage II questions will be made available on or about 29 July 2008.

4.5 SELECTION CRITERIA

For Stage II the criteria are as follows (including relative weights):

- 30% - Responsiveness to the general design program and criteria
- 30% - Ease of installation and maintenance
- 25% - Security of the structure
- 15% - Originality and design quality of the Competitor's submission