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CATCH

Carbon-Aware Travel Choice in the City, Region and World of Tomorrow

REPORT ON CATCH INTEREST GROUP MEETING:
13 December 2011

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Introduction

This document summarises the output and discussions from the fourth CATCH interest group meeting held in Bristol on the 13 December 2011. The purpose of this document is to provide an overview of the results and follow up actions that are required by the consortium.

1.1 CATCH the project

CATCH (Carbon Aware Travel CHoice) is a project with the ultimate aim to reduce the carbon dioxide emissions of the urban transport sector by encouraging carbon-friendly travel choices.

The overwhelming scientific consensus is that GHG emissions, and specifically CO_2, from human activities will lead to long-term climate change that is likely to exceed the capacity of people and the natural environment to adapt. The transport sector, as a major contributor to CO_2 emissions, has the potential to play a significant role in reversing the present trajectory towards permanent changes in climate. Managing emissions from cities is a common challenge faced by major cities across the world, and a challenge that is arguably best responded to at the local level in the context of local circumstances.

From this background the CATCH project was conceived.

CATCH VISION

The vision of the CATCH Project is to become the natural place to look for mobility related GHG reduction advice and information.

CATCH OBJECTIVES

To do this the CATCH Project aims to develop and disseminate a trusted and credible open knowledge platform which:

- Enhances and increases awareness of the environmental impacts of mobility and potential solutions to their management;
- Enables travellers to make timely and informed climate-friendly travel choices;
- Empowers public transport operators, city managers and other mobility stakeholders to more readily and accurately incorporate environmental opportunities and challenges into their planning and innovation processes;
- Identifies/forecasts the change in climate-friendly behaviour resulting from the introduction of financial measures or incentives targeted on GHG reduction. These measures might include taxes, user charges, carbon trading schemes, incentive/reward schemes etc).
- Links the knowledge platform to fiscal measures provided by taxes, charges and carbon trading schemes to ensure that the combination of such measures and the knowledge platform encourages behavioural change;
- Ensures that new mechanisms for funding and impact (e.g. carbon offset and trading, clean development mechanism) will be exploited, integrating the global dimension of GHG reduction with individual behavioural change;
- Enhances the transparency and public understanding of government and corporate climate change policies and thereby increases trust.

1.2 The Interest Group

The CATCH interest group (CIG) is in two parts: a general interest group consisting of professionals in the fields of transport and carbon management, and a core interest group which consists of five cities (mentioned below). The purpose of the CIG is to provide an arena in which to involve stakeholders in the design and dissemination of the CATCH knowledge platform. This specifically supports the definition of a knowledge platform which supports decision makers and stakeholders in making informed carbon reduction choices. Members of the Interest Group present at this meeting were: Andrea Ricci (ISIS) and Richard Anderson (Imperial College London), as well as representatives from the CATCH Core Interest Group cities: Mark Frost & Paul Curtis (London Borough of Hounslow & LEPT), Renata Lajas (Lisbon) and Dorthe Råby (Odense).

1.3 The Fourth and Final Meeting

The CATCH final interest group meeting took place also as the final CATCH conference in which results from the project were presented to an external audience. This was presented within the context of the work of the CATCH interest group, and how what we have developed could be interesting for the CATCH interest group cities with regards their local policies and plans regarding sustainable mobility and low carbon transport.

The final conference was held on 13 December 2011 in the University of West of England in Bristol, UK. Research from the project, and the CATCH knowledge platform were presented in the context of a variety of co-benefits that a low carbon transport will bring to health, safety, the economy and to planning. Following previous interest group meetings, and grounding research from the project, the importance of linking to co-benefits in order to communicate and act on moving to a low carbon society was highlighted. In order to present the results of the project, the conference framed the research within the context of these co-benefits, also to allow interest group representatives as well as other experts to present examples of the co-benefits of interest to them.

As well as presentations from the CATCH consortium, Interest Group members and other experts, discussion looked at contextualising the CATCH research based on the co-benefit areas, and how the research and products developed in CATCH could be used to help local planners and decision makers in moving to a sustainable low carbon transport system. A questionnaire was also circulated to participants to build on exploitation work carried out in the project.

2 CATCH Core Interest Group Cities

There are four cities involved in the CATCH project. These cities were chosen through an open call, and chosen by the CATCH consortium based on criteria set out in the call: geographic and spatial parameters; administrative criterion (English speaking representative); local experience and potential; complementarity to existing measures; policy relevance, and expected impact of joining the CATCH project. The Core Cities have a specific role to have indepth engagement with the CATCH consortium over the period of the Project to provide design input and a touchstone for debate and development.

The four cities chosen from the applications were: Baia Mare (Romania), Lisbon (Portugal), the London Borough of Hounslow (UK), and Odense (Denmark). A fifth city, Rotterdam, was also originally a member of this group, but was forced to pull out due to budgetary problems, following a change of government in the city.

Figure 1 CATCH Core Interest Group cities

CATCH Fourth Interest Group Meeting

3 Agenda

13 December 2011

08.45	**Registration open**	
09.15	Opening welcome by: • Prof James Longhurst, Assistant Vice Chancellor, Environment and Sustainability & Associate Dean and Professor of Environmental Science, Faculty of Environment and Technology, UWE • Prof Graham Parkhurst, Director of Centre for Transport & Society, UWE	
09.30	**Session 1: Introduction**	**Chair: Dr Shaun Topham, E-Forum**
	Enabling Behaviour Change	Dr Erel Avineri & Dr Owen Waygood, UWE
	EU policy overview	Ioana-Olga Adamescu, European Commission
	Beyond Europe: Low carbon transport as part of low carbon cities in China	Dr Shaun Topham, E-Forum
	Climate Change and Transport: the need for action on an international level	Heather Allen & Anne Binsted, TRL
	Introduction to CATCH & its uses	Dr Steve Cassidy, MRCMH together with Gary Simpson, e@SY Connects

11.30	Discussion	Lead by chair
11.45	Coffee	
12.00	**Session 2: Low carbon transport makes us healthier**	**Chair: Dr Erel Avineri, UWE**
	How our health benefits from a low carbon society	Prof Hugh Barton, Director of the WHO Collaborating Centre for Healthy Urban Environments, UWE
	Using Health Messaging to Promote Sustainable Transport	Mark Frost , London Borough of Hounslow
	The CATCH "My City" tool	Mario Castangia, Systematica
12.45	Discussion	Lead by chair
13.00	Lunch	
14.00	**Session 3: An holistic approach to low carbon transport within the context of sustainable mobility planning**	**Chair: Dr Owen Waygood, UWE**
	The need for long-term planning & how sustainable urban mobility plans (SUMPs) can play a role	Sylvain Haon, Polis
	A strategy for sustainable urban mobility in Lisbon	Renata Lajas, Municipality of Lisbon
14.40	Discussion	Lead by chair
15.00	**Session 4: Why low carbon transport is good for the economy and your pocket**	**Chair: Heather Allen, TRL**
	Investing in low carbon transport is the only sensible option	Derek Palmer, TRL
	The economic benefits from public transport	Andreas Egense Jørgensen, Metroselskabet
	Cycling & Walking as a cost effective solution for all	Dorthe Gyldenlund Råby, City of Odense
15.45	Discussion	Lead by chair
16.00	Coffee	
16.30	**Closing session: The future for CATCH**	**Chair: Dr Steve Cassidy, MRCMH**
	CATCH: what next?	Umberto Pernice, MRCMH
	Sunset project: *Sustainable Social Networking Services for Transport*	Marcel Meeuwissen, City of Enschede

	Results from TOSCA project: *Technology Opportunities and Strategies toward Climate-Friendly Transport*	Dr Lynette Dray, University of Cambridge
	DEMOCRITOS: *Mobility Credits enabling travellers to improve urban transport sustainability*	Marco Troglia, Quaeryon
	Results from REACT project: *Supporting Research on Climate Friendly Transport*	Vladislav Maras, University of Belgrade
17.10	Discussion	Lead by chair
17.30	Close	

3.1 Presentation Overview and main messages

Opening welcome

The event was opened by two professors from the University of the West of England. They highlighted the importance of the transport sector for reducing carbon emissions, as well as the importance of action in cities. They highlighted behavioural change as being critically important to achieve low carbon cities.

The work in UWE to create carbon aware cities looks both at the research done within the institution, as well as the education of new students and sustainability principles within the university. This includes in the building in which the conference was hosted which has been built following sustainability principles.

Session 1: Introduction

- EU policy overview, Ioana-Olga Adamescu, European Commission

An overview of the Horizon 2020 funding programme (the follow-up to FP7) was given. This included how transport fitted in with this, and possible future research possibilities along the lines of the topics of interest to low carbon transport systems.

- Beyond Europe: Low carbon transport as part of low carbon cities in China, Dr Shaun Topham, E-Forum

Unfortunately, due to transport issues, the presentation was not given during the conference. The slides contain information on work done in Handan to promote a low carbon city, including within a Chinese low carbon city network.

- Climate Change and Transport: the need for action on an international level, Heather Allen & Anne Binsted, TRL

The pressing need for action to reduce the carbon emissions from transport was presented by the two representatives from TRL. They briefly presented results from several studies showing the importance of transport emissions, and road transport emission, contributing, for example, 22% of all worldwide CO2 emissions. They discussed the role of the UNFCCC in reducing CO2 emissions, although until now, mitigation actions have been severely under-represented in projects related to the UNFCCC mechanisms. They referred to the “gigatonne gap” between the international pledges at national level and where we need to be to keep to

a 2 degrees rise in temperature, and also between ”business as usual” and what technology can deliver by 2030 or 2050. Action needs to be taken at local level and in cities to deliver on carbon reduction needs.

- Introduction to CATCH & its uses, Dr Steve Cassidy, MRCMH

The CATCH coordinator introduced the CATCH project, highlighting some key points from the earlier presentations: the major drivers for the work in CATCH: the need for climate mitigation actions in transport; the need for behavioural change (as well as technological solutions), and the need for action in cities. As well as these drivers, the previous presentations highlighted the need for appropriate action on the local level, and this is something that has driven the development of the CATCH tool, for example with the “My City” tool developed as part of the project (see presentation below).

- FUPOL project, Gary Simpson, e@SY Connects

Gary Simpson presented the FUPOL project and the work of e@SY Connects: although not directly linked to low carbon transport, the kind of interaction with individual citizens through online tools provided an example of how the CATCH platform could be used to communicate with citizens, through the kind of work that is done in these projects.

- Enabling Behaviour Change, Dr Erel Avineri & Dr Owen Waygood, UWE

The researchers from the University of the West of England lead the grounding work in the project which has underpinned the development of the CATCH platform and tools therein. The presentation started with a question: who knows the per capita transport CO2 emissions in their city? (only one person in the audience maybe knew). Even if you have this information, is it really meaningful? The presentation went on to look at how information about transport and climate change can be presented to help enable behavioural change. The context of the information matters: giving information is not enough. Some methods to present messages about low carbon mobility to enable behavioural change were given. A short description about how some of this has been taken up in the CATCH tools was also presented.

Session 2: Low carbon transport makes us healthier

- How our health benefits from a low carbon society, Prof Hugh Barton, Director of the WHO Collaborating Centre for Healthy Urban Environments, UWE

The built environment has an impact on our health: the way that we design cities and urban areas can reduce the amount of active travel that we participate in. The form of cities encourages or discourages active travel, and this had an important impact on peoples’ health. Several examples and studies were presented, including an example from Vauban where the design of the neighbourhoods highly encourages active travel, and where 70% of all trips are by the active travel modes (and only 10% by car). A low carbon society can benefit health in a number of ways: including in having more trips by foot and bike, but also having a more localised socity; lower traffic levels create fewer accidents; cutting fossil fuel use in urban motorised transport can improve air quality, etc. The right urban form and transport systems can make a huge difference to our health, and different departments should work together to ensure that long term planning is included so that we can design healthy sustainable cities.

- Using Health Messaging to Promote Sustainable Transport, Mark Frost, London Borough of Hounslow

Safety considerations and air quality are generally seen as the main way to improve health from transport, but the major benefit can be from enabling and promoting active travel modes. It is starting to be recognised that the benefits from active travel far outweigh the costs, and health is also moving up the political agenda as a policy driver in Hounslow. Walking and cycling are currently seen as 'abnormal' transport modes in the Borough. Within the context of the IEE STEER project SEGMENT, the Borough has analysed different target groups to see how messages can best be conveyed to promote sustainable transport alternatives. Within the research that they did, they found that health / fitness can be a driver to some of the residents of the Borough, described as a "key high level motivator" for modal shift. Thus they have used this as a way to correctly frame messages to encourage (certain groups of) people to cycle and walk. This includes using health as the primary message, describing off-road tracks as "an opportunity for exercise" rather than "a cycle path". The infrastructure also needs to be created to improve the 'product' of cycling. Some further concrete examples from the borough in promoting active travel were given. The speaker suggested that because of the benefits accrued by the health sector, they should maybe invest in the promotional measures, while transport planners worked more on the infrastructure side.

- The CATCH "My City" tool, Mario Castangia, Systematica

The "My City" tool within the CATCH platform is a visual tool which presents data on transport CO2 emissions along with other city-level indicators in a comparative way between cities. A run through on using this tool was presented, with a focus on some safety related aspects related to Bristol.

Session 3: An holistic approach to low carbon transport within the context of sustainable mobility planning

- The need for long-term planning & how sustainable urban mobility plans (SUMPs) can play a role, Sylvain Haon, Polis

Sustainable urban mobility plans (SUMPs) were presented within the context of EU policy, and the Eltis+ project. SUMPs are being recognised by the EU as an important tool to help create better urban mobility across Europe. SUMPs are plans based on active stakeholder cooperation, a commitment to sustainability, integrated approach across sectors, measurable targets and cost internalisation. They are based around improving quality of life, and "planning for the people". The elements and activities within the SUMP process were described, and where the CATCH platform could fit in: for example in helping to create synergies across sectors, in defining and assessing goals (related to CO2 and beyond), and in helping with communication aspects on the implementation of the plan and the need for low carbon sustainable mobility. The benefits are from SUMPs are large, and very visible in cities which have succesfully implemented ambitious plans.

- A strategy for sustainable urban mobility in Lisbon, Renata Lajas, Municipality of Lisbon

The mobility issues within the city were presented, along with some demographic statistics, geographical information to get an idea of the city, and their particular mobility problems: including narrow streets with not much space and steep hills as well as the proximity to the coast. The city is not developing an SUMP, but rather a group of coherent measures to best provide for the mobility needs of the city. The first of these is to develop Intermodality and multi-modality (through also carefully considering parking at interchanges); improving the public transport; parking policy; low emission zones; electric mobility; improving the road network (including pedestrianisation); improving conditions for non-motorised transport modes; and road safety policy. The city faces the 'standard' issues for a European city in terms of mobility as well as specific local characteristics: sprawl, poor planning, as well as

difficulty in engaging all actors (there are many 'municipalities' within the Lisbon Metropolitan area). In tackling these common problems, and bringing together a wide variety of stakeholders, the CATCH platform can help particularly with the communication tools, and best practice database.

Session 4: Why low carbon transport is good for the economy and your pocket

- Investing in low carbon transport is the only sensible option, Derek Palmer, TRL

Low carbon transport leads to less of the bad costs associated with transport, and more of the 'good'. There is an impression that mobility is required for economic growth, and that reducing motorised transport will reduce economic productivity, but the key is to decouple the 'brown' transport (fossil-fuel based motorised transport) from economic growth, while coupling 'green' transport with economic growth. The focus needs to be on inclusive access for all, and this will bring economic benefit: reducing for example, negative costs of air pollution and efficiency while supporting green growth. Low carbon transport will result in green growth; creation of jobs, and reductions in inequality (while also reducing the carbon emissions from transport!).

- The economic benefits from public transport, Andreas Egense Jørgensen, Metroselskabet

The Copenhagen metro has 52 million passengers a year with a net revenue of 15 million euros. The economic co-benefits of the metro system stem from different types of benefits: the private economies for the passengers, the micro-economic benefits for the public transport company; the macro-economic benefits for society, as well as the welfare economics (also for society, with a focus on improving quality of life). Mobility was presented as a pre-requisite for economic growth, while congestion has huge welfare economic losses. The metro system has low CO2 while at the same time providing high quality mobility, and reducing CO2 emissions. This is not to look at other external costs related to motorised road traffic that the metro does not provide. Public transport not only provides excellent mobility, but also increases real estate prices and attracts investments while improving quality of life in deprived areas.

- Cycling & Walking as a cost effective solution for all, Dorthe Gyldenlund Råby, City of Odense

Cycling and walking are already recognised by the City of Odense, including at the political level, as bringing economic benefit to the city. The savings in terms of health care and to society from cycling and walking are documented and used in communication to continuously improve the conditions for cycling and walking. The benefits are well recognised and help to drive forward policies for walking and cycling in the city. This includes, for example, getting people to walk more, not just by creating safe pedestrian areas, but also creating objects (sculptures, parks, on-street 'games') for people to walk *to* in order to best encourage their trips by foot. Unfortunately, there are some barriers to increasing the walkability and cyclability in the city, not least because shop keepers consistently argue for the need for access by car (against the data collected that cyclists and pedestrians spend more money...) and that there is strong habitual behaviour from some motorists. The economic arguments do not work for everyone! The CATCH platform could help in linking to other co-benefit areas to communicate the messages about low carbon mobility also to other groups of society.

Session 5: The future for CATCH

- CATCH: what next?, Umberto Pernice, MRCMH. This has highlighted the following main exploitation aspects:
  - Advance scientific knowledge on behavioural change patters in transport and communications through other R&S projects
  - Encourage take up of CATCH results into future activities and projects by networks members (LA, transport organizations, etc.)
  - Strengthen collaboration in Governance and Policy-Making for Sustainable Mobility between EU-China, EU-Latin America
  - Further invest on R&D outcomes to develop commercial applications for Local Authorities and Citizens.

The session has also presented two main exploitation paths of the CATCH outcomes in terms of tools supporting: 1) benchmarking of cities performance; 2) implementation of SUMPs. Finally, the session has identified potential synergies with other RTD projects as follows:

- Sunset project: Sustainable Social Networking Services for Transport, Marcel Meeuwissen, City of Enschede - The project adopts innovative ICT to encourage and help travellers to adopt a more sustainable mobility behaviour. In particular it develops and evaluates a set of services that use social networks and incentives to encourage people to travel more sustainably in urban environments. CATCH findings can be exploited in the research on the effects of various incentives on mobility-pattern recognition techniques.
- Results from TOSCA project: Technology Opportunities and Strategies toward Climate-Friendly Transport, Dr Lynette Dray, University of Cambridge - The project has identified promising technologies and fuel combinations to reduce the climate impact of EU transport to 2050 via scenarios. Estimation of their characteristics through expert questionnaires has showed that further study on behavioural change is needed to encourage their implementation. Scientific advancement on CATCH findings on how to motivate sustainable mobility behavioural can create relevant synergies.
- DEMOCRITOS: Mobility Credits enabling travellers to improve urban transport sustainability, Marco Troglia, Quaeryon - The project developed a “Mobility Credits Model” (MCM) allowing users and key players of the transportation system to understand quickly and directly the effects of their mobility options on greenhouses gas reduction. The MCM is associated to the pollution and traffic congestions in cities as an alternative method to the current pollution taxation where the compulsoriness is replaced by incentives and willingly acceptance. The MCM is the core of the Mobility Credit Platform (MC) developed by DEMOCRITOS which act as a simulation tool to assess individual mobility in a defined area and period of time and in relation with GHG level, especially carbon dioxide. MCM aims to involve in this demonstrative game as many travellers as possible in order to enter into the system, to play and test how CO2 emissions are influenced by their usual mobility solutions. CATCH provide suitable indicators and information about possible cases in which the MCM can be further customized and applied.
- Results from REACT project: Supporting Research on Climate Friendly Transport, Vladislav Maras, University of Belgrade - The project aimed at strengthening the RTD area on low-carbon transport by developing a Strategic Research Agenda (SRA). Interest to understand how key aspects of CATCH may foresee further development with new funding according to the REACT SRA was explored.

4 Participant feedback and comments

As this was the CATCH final event, the discussion focused largely on how the research from the project could be taken through and used beyond the end project. There was general interest from the participants at the research that had been done, and tools developed within the project. The discussion on future directions for CATCH was anticipated, with a session designed for this discussion at the end of the day. The content written in this section will reflect the discussion focusing on these exploitation aspects.

4.1 Short overview on exploitation questionnaire

A short survey was distributed to participants to elicit feedback on the exploitation avenues for CATCH. A short overview of the results of this survey are given below.

Any improvement needs to be framed into a clear future exploitation strategy which depends on stakeholder's commitment to use the CATCH platform/tools, invest to improve these and to support the financial sustainability in mid-long term.

As showed by the results of the exploitation survey (included in D.7.1 – Exploitation Action Plan), the 74.1% of respondents answered to access web sites or online tools containing information on environmental city performance for "supporting professional activities", followed by getting "information on environmental, climate-change and transport policies at a city level" (70.4%), then by "professional net-working with other working on similar topics" (33.3%), then by "to get opinions on environmental, climate-change and transport related city-facts" (29.6%). This result reflects the potential market of the CATCH platform/ tools from professional users.

Moreover, only 22.2% of respondent currently access online platforms/tools "to compare the performance of cities" demonstrating there is a weak knowledge of city benchmarking tools where CATCH can be positioned.

A positive feedback was expressed toward all the "My City tool " features listed in question 2.3 (see Appendix 1) where in particular "Finding out the benefits for a city to go low carbon in the transport sector" represents the most relevant need addressed by this CATCH visual tool, as expressed by users.

Still, the majority of respondents have considered as "Nice to have" all those "to be improved aspects" (question 2.4) proposed by the CATCH project development team.

4.2 CATCH exploitable products

There are several exploitable products that we see as key outcomes from the CATCH project. Each of these will be treated in turn with a discussion of how the products were presented in the context of the conference, and interest in their further exploitability from participants

4.2.1 Grounding Research: communicating about low carbon mobility

The grounding research was presented in the introductory session (see above presentation on 'enabling change'). The grounding research can be used in to help better communicate messages about low carbon mobility.

Avenues for exploitation: interest to use this research within communication campaigns be participants, and in design of online tools (e.g. journey planners, carbon calculators). Several other researchers

4.2.2 CATCH platform/tools

Two main exploitation paths of the CATCH platform/tools have emerged, both having decision makers at a city-level as main users and suggesting some further investment in key areas of the platform/tools, as follows:

- to develop a proper city dashboard for smart cities supporting benchmarking of cities performance in the sustainable urban development. Urban policies and related indicators could be further tailored to suit specific needs, measure particular issues and identifies strategies for implementing change and innovation processes to make cities smarterr.

- to develop a tool supporting the implementation of Sustainable Urban Mobility Plans, enabling strategic transport planning and intelligent mobility.

5 CATCH development

Input is largely for the exploitation of the research and tools developed in CATCH. This will be published in the exploitation plan which will be published on the CATCH website at the end of the project.

Annex 1 – Participants list

Title	First name	second name	Organisation
Ms	Ioana-Olga	Adamescu	European Commission
Ms	Heather	Allen	TRL
Mr	Richard	Anderson	Railway and Transport Strategy Centre
Ms	Karen	Anderton	Transport Studies Unit, Oxford University
Dr	Erel	Avineri	UWE
Prof	Hugh	Barton	UWE
Ms	Anne	Binsted	TRL
Mr	David	Bruce	FBL UWE, Bristol
Dr	Steve	Cassidy	MRC
Mr	Mario	Castangia	Systematica
Dr	Anna	Clark	Polis
Mr	Daniel	Curry	University of Edinburgh
Mr	Paul	Curtis	LEPT
Ms	Anja	Dalton	UWE
Mr	Ilesh	Dattani	Q-Sphere
Dr	Lynette	Dray	University of Cambridge
Mr	Andreas	Egense Joergensen	Metroselskabet
Mr	Mike	Evans	London Borough of Brent
Mr	Mark	Frost	London Borough of Hounslow
Ms	Sofia	Girnary	Transport & Travel Research Ltd
Ms	Anne	Greagsby	Cardiff Bus Users
Ms	Jo	Guiver	University of Central Lancashire
Ms	Dorthe	Gyldenlund Råby	municipality of Odense
Mr	Sylvain	Haon	Polis
Ms	Debra	Hiom	University of Bristol
Mr	Guy	Hitchcock	Sustainable Transport Solutions
Ms	Nicky	Hyde-Pulley	Northamptonshire County Council
Mr	Colin	Jefferson	Sustraco Ltd
Ms	Heather	Jones	UWE
Mr	Richard	Kotter	Northumbria University
Ms	Jasmine	Kubski	University of Edinburgh
Ms	Renata	Lajas	Municipality of Lisbon
Mr	Jim	Longhurst	University of the West of England
Ms	María José	López	SICE
Mr	Vladislav	Maras	University of Belgrade
Mr	Jon	Maybury	Masabi
Ms	Fiona	McLean	Challenge for Change
Mr	Marcel	Meeuwissen	City of Enschede

Mr	Ian	Mitchard	Welsh Automotive Forum
Mr	Norbert	Moyo	Parsons Brinckerhoff
Mr	Derek	Palmer	TRL
Prof	Graham	Parkhurst	UWE
Mr	Sheng	Peng	Parsons Brinckerhoff
Mr	Umberto	Pernice	MRC
Mr	Damon	Rand	Clean Energy Prospector Ltd
Mr	Andrea	Ricci	ISIS
Mr	Sam	Robinson	Challenge for Change
Mrs	Jennifer	Sherrey	Northamptonshire County Council
Mr	Gary	Simpson	e@SY Connects
Ms	Fiona	Spotswood	Bristol Social Marketing Centre
Mr	Andrew	Stoneman	Parsons Brinckerhoff
Dr	Shaun	Topham	E-Forum
Mr	Marco	Troglia	Quaeryon
Mr	Philip	Turner	UITP
Mr	Max	Wallis	Friends of the Earth
Dr	Owen	Waygood	UWE
Mr	David	Williams	UWE
Mr	Stuart	Wilson	Highways Agency