

London Borough of Hillingdon Air Quality Action Plan

Heathrow Workshop, 19 July 2004

Transcribed Report

212 High Holborn
London WC1V 7BF

tel 020 7836 2626

fax 020 7242 1180

email info@envcouncil.org.uk

www www.the-environment-council.org.uk

The meeting was designed and facilitated by independent facilitator Carl Reynolds, Carl Reynolds Associates, for The Environment Council and by Helen Fisher and Erica Sutton of The Environment Council.

Produced by The Environment Council

If you have any comments or queries regarding this transcript please contact:

Name: Erica Sutton
Direct line: 020 7632 0117
Email: ericas@envcouncil.org.uk

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Transcript of Written Records

PLEASE NOTE

This document is a transcript of the flip charts produced during the meeting. The points here are reproduced as they were recorded by the facilitators, with the following exceptions:

- Paragraphs in **bold type** are written by the facilitators to describe the meeting process and aid recall of the context in which the participants' contributions were made.
- Words in *italic* are those written on flip charts by the facilitators.
- Words or phrases in [square brackets] have been added by the facilitators where the original meaning of the flip chart recording is unclear but can be deduced
- Spellings have been standardised, abbreviations spelled out and punctuation inserted where it may help to clarify meaning.
- Finally, it needs to be remembered that complex discussion cannot always be adequately captured on flip charts. If you feel that a particular contribution by you was not satisfactorily recorded, please contact The Environment Council and ask that it be corrected.

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Introduction

Aim

The Aim of the workshop was to review the measures or 'actions' to improve air quality proposed for Heathrow that are part of Hillingdon's Air Quality Action Plan (AQAP) and to gain input, support and involvement from partners on taking the measures/actions forward. For a list of participants, please refer to Appendix 1.

Agenda

2.30pm	Workshop Starts Introduction
2.40pm	Presentation Overview with Q&A
3.00pm	Workshop Session 1 Choice of three Discussion Groups: Policy, Emissions, or Road Traffic
	Workshop Session 2 Move to second Discussion Group: Policy, Emissions, or Road Traffic
	Workshop Session 3 Review of Key Points
4.20pm	Large Group Review Share Key Points: Discussion and clarification
4.50pm	Way Forward and evaluation
5.00pm	End

Presentation

A presentation was given on the background to Hillingdon's Air Quality Action Plan (AQAP) including an overview of the Air Quality Management Area in the borough, the impact of Heathrow and the contribution to improving air quality that measures relating to Heathrow could make within the AQAP. Please refer to Appendix 2 for a copy of the presentation.

Workshop Sessions

The details of the proposed range of actions/measures that relate to Heathrow Airport in the Air Quality Action Plan had been provided to participants in advance of the workshop.

The participants were offered a choice of three different discussion groups listed below. These discussion groups were chosen as being representative of the three broad themes covered by the actions/measures within the Action Plan that relate to Heathrow:

- *Policy*
- *Emissions*
- *Road Traffic*

The participants had the opportunity to join two of these discussion groups during the workshop. The respective measures for each theme were considered in turn, in response to the following questions put to participants by the facilitators:

- *Is someone already doing this?*
- *Is the initial target okay?*
 - *Are there any obstacles to flag?*

And if not...

- *Which of these are you prepared to work on?*
- *How can this be achieved?*
 - *Are there any obstacles to flag?*

The collated transcript of each these discussion groups follows:

Policy

4.6 Evaluate best practice from European and International airports with regard to the minimisation of air quality impacts and assess feasibility of application at Heathrow

- Some liaison with Munich
 - ACI Amsterdam
- Zurich more relevant.
- Frankfurt offering all employees free public transport.
- Could be included in HAQWG (Heathrow Air Quality Working Group)
 - Monitoring role?
- Funding needs to be identified.
- Are other airports doing anything similar?
 - Heathrow is fairly unique

4.7 Work with National Government to ensure the use of all relevant fiscal measures to reduce emissions from Heathrow in order to achieve the 2010 EU limit

- DfT (Department for Transport) doing some of this work
 - include GLA/Highways Agency.
 - Need for overall forum? Or will DfT works cover this?
- Impact of emissions trading (CO₂) on this?
- Emissions work only intra-EU but discussions about a wider scheme.
 - All this has a positive benefit on NO_x
- Potential for credits to be used to reduce NO_x.
 - A.O.C. Air Operators Committee
- Break down: e.g. talk direct to BAA rather than one forum
- Difficult to get range of organisations together

4.8 Assess the potential to set an emissions cap for Heathrow

- eg. Boston – Logan
 - London Borough of Hillingdon lobbying position?
- No control from local authorities, need BAA and airlines to identify
- Best practice elsewhere – What bodies do they use?
- Lobby to DfT
 - (Move to 4.6)

4.9 Assess the potential to use landing emissions charges scheme to create revenue stream for public transport improvements

- Similar / sub-set of 4.7
- Landing charges need to be uniform
- Could be argument of discrimination
- Heathrow already has charging system (but is not for profit)
 - Zurich?
- Issue of distribution once collected
- Lobbying need? Or voluntary scheme – argue it improves access for passengers
 - (Noise emission issue)
- CAA (Civil Aviation Authority) barriers on changing landing charges

4.10 Introduce differentiated landing charges at a level that would force cleaner engine technology

- Issue with differential changing
- How do you gauge the level of charging?
- Difficulty with banding charges don't want to discourage companies who already have improved
- White Paper – cap on emissions, contour cap (127 km²)
- Start with Big 3, develop via trial /error

4.26 Lobby Central Government to pursue for more stringent emission standards for plant, aircraft and airside vehicles

- There are standards for aircraft
- Not a UK Government measure
- USA/Russian opposition to more stringent measures
- Engine standards can't be changed by 2010
- Split at airside vehicles
 - BAA standards /EU regulations
- Plant – Standards for over 500 mw
 - No standards for under 500 mw
 - Much of the plant is specialist
 - Years to develop/change
- Go direct to companies managing airside vehicles

4.27 Explore feasibility of reducing fares on the Heathrow Express

- Airport workers get discount
- Also carnet system
- Swiss Air connect tickets to local transport
- BAA/train companies consortia manage Heathrow Express
- Travel plan survey
- Stopping service being introduced 2005, using existing track
 - But only from Ealing Broadway
 - Even if Heathrow Express were free, it would have a minimal effect on emissions

4.28 Pursue relevant organisations to prioritise public transport provision to Heathrow, particularly rail links to the west, east and south

- Information from BAA on how people travel, then work at how partners work together
- Other forms of public transport (e.g. buses/coaches) could be quicker to implement
- Where do users of Heathrow Express come from?
- Improve access to public transport on road (Park and Ride)
- Difficulty is particularly about coming from West
- AirTrack Consortium
- London Borough of Hillingdon to clarify policy position, then advocate
- Can't do at moment. Would need to be achieved by lobbying
- Already have ATM (Air Traffic Movements) and parking limit which meets some of this need

4.29 Explore feasibility of an airport passenger tax, ring-fenced for increased public transport

- Additional tax
- Lobby for ring fencing or ring fenced allowance
 - Voluntary levy on car parking, which gets used to improve transport on site
 - Better to lobby for a specific measure
 - PSDH (Project for Sustainable Development Heathrow)?
 - Low emission zone?

Strategic Policy Key Points

- Air Quality Mitigation Fund
 - London Borough of Hillingdon planning policy
- Lobby central government. for ring-fencing of some revenues from Heathrow for public transport
- Focus on one particular measure
- Lobby CAA – boundaries around landing charges
 - profits
- CAA role is to regulate how much profit can be made by BAA – e.g. possible to help - funding to improve air quality could be passed to local authority

Emissions

4.3 Audit all air quality conditions for the construction phase of Terminal 5

- Valid target – useful to be more specific
- Conditions relate to need for baseline monitoring and ongoing monitoring during construction
- View that audit should be independent
 - This would be helpful to BAA as well

4.4 Pursue the retaining of the T5 related air quality monitoring network post T5 construction

- There may be a better place to put the monitors
 - Decide how many and where
- Look at future monitoring strategy once T5 is in operation
 - Possible obstacles – if you move the monitors you lose the baseline
 - This detail may come out in development of strategy
- HAQWG (Heathrow Air Quality Working Group) already in place
- It's useful information to inform the modelling
- PSDH (Project for Sustainable Development Heathrow)
 - This group looking at plugging gaps in the monitoring
 - Running now

4.5 Quantify and pursue emission reductions for all new on-airport development

- Why is this London Borough of Hillingdon responsibility or role?
 - How can they resource/get data?
 - Should Hillingdon lobby BAA to do this in planning application?
 - How could Hillingdon influence contracts?
 - How could Hillingdon audit contracts they have approved?
 - Hillingdon could specify planning conditions and post construction audit conditions within contracts
- There is a London Borough Hillingdon and BAA specific set of actions – useful to split these out
- London Borough of Hillingdon could explore development of an air quality mitigation fund with BAA (see BAA) [BAA & Hillingdon to confer]

4.11 Audit progress on the BAA Heathrow Air Quality Action Plan (2001-2006)

- Looks okay
- BAA to prepare progress report to take to HAQWG
 - Should transport group also be involved?
- BAA will capture progress on all elements of the action plan including transport
 - Done on annual basis (runs to financial year)
- Timescale would be better as annual
- Timescales need more definition overall
- Timing of Hillingdon's reporting and BAA's - would be useful if the timing for these were matched: reporting and auditing
- View that audit should be independent
 - This would be helpful to BAA as well

4.12 Review air quality monitoring regime at Heathrow and identify potential gaps

- See 4.4 - addressed by PSDH (Project for Sustainable Development Heathrow)
- Emissions inventory is becoming more accurate but are emissions dropping?
 - Still trying to develop this
- Could be useful to use both standard and refined methodologies to establish what/whether emissions are changing
- Impact of weather conditions needs to be considered
 - This could cause greater changes to emissions recorded than methodology used
- Harder to action plan for severe weather – better to focus on ordinary year on year
 - Use contingencies to manage high emission–weather related episodes

4.13 Maintain production of externally audited Emissions Inventory on bi-annual basis

- See 4.4 - addressed by PSDH (Project for Sustainable Development Heathrow)
- 4.13 is underway already
 - Note: BAA to maintain production (not London Borough of Hillingdon)
 - Is it / should it be audited?
 - Has peer review currently

4.14 Identify the areas where the existing BAA 5 year Action plan can be strengthened

- Next 5 year one due 2005/6

4.19 Define programme for the establishment of code of practice for airlines best operating practice to maximise reduction of emissions

- This involves ground vehicles – clean vehicles programme could be mentioned here
- This appears in other parts of AQAP
- This is an embryonic programme for BAA
 - Too early to define programme
 - Monitor progress at this stage
- Would be helpful to know extent of programme
 - While not necessary to define programme
- Local/LHR: NATS is needed
 - Involving BAA, airlines and others
- Target - early days for workshop
 - Instead document setting out framework (not London Borough of Hillingdon job)
 - London Borough of Hillingdon to press for progress
- Airlines use internationally recognised routes to achieve this
- EU tend to have tighter codes of practice than other parts of the world

4.25 Assess the health impact of Heathrow Airport and associated activities

- Dr. Lars Jarap study – “Hyena”
 - Scheme looking at stress of living near airport (including blood pressure (and air quality and noise)
 - London Borough of Hounslow have further information
 - Hounslow Primary Care Trust are involved
 - Study based at Imperial College
 - European project: CAFE - defining approaches for health impact assessment for pollutants
 - Mike Holland has further information
- Jarap study to finish 2006
 - Looking at other European airports – not just Heathrow
- London Borough of Hounslow – have included Heathrow issues within their plan (health)
- There may be social-health benefits in terms of employment from airports
- Those who are most socially deprived/excluded may be resident in areas where Heathrow has an impact on health

- It is easy to quantify economic benefit of airport, harder to quantify health impact costs
 - The health impact costs - need mechanism for this
 - What would you do with the results of such an assessment?
- Residents around Heathrow could be divided into employees and non-employees – employees get disbenefits offset, non-employees don't
- Need to wait for results to consider way forward – pre-judging outcome?
- No use having 'the numbers' without idea of what you will do with results
- Could help planners optimise use of land in vicinity of airport
 - Need to link up any audit with a planning process
- Audit would inform mitigation measures, but not airport policy of government
 - LA's would like to know this audit information – Could help to obtain more resources from government
 - Do not foresee that it will change situation

Emissions Key Points

- No disagreements mainly with what is in the AQAP
- Some points raised about wording
- Need more information on timescales
- Role of PSDH stressed (Project for Sustainable Development at Heathrow)
- DfT run PSDH project
 - Local authority representation on this
 - Could be vehicle to take some of the measures forward e.g. modelling and monitoring
- Auditing – whether internal or independent

Traffic

4.2 Develop system for auditing the ATM limit and parking provisions for operational T5

- Annual count of ATM (Air Traffic Movements) at Heathrow already
- Count limit is already set
 - Need auditing system
 - BAA responsible

4.16 Assess feasibility of Congestion/Access Charging at Heathrow to reduce overall travel movements to the airport

- Nothing happening at the moment
- Can't impose on BAA – need to be part of forum
- Taxis excluded? – Licenses Taxi Drivers Association willing to input – would like to be part of new forum or co-opted into existing forum
- HAQWG – Heathrow Air Quality Working Group (or HATF – Heathrow /Area Transport Forum?) - take to one of these then form new forum if necessary

But

- May need mayoral input (National Government to assess costs/funding
 - Potential obstacle

4.17 Assess feasibility of a Heathrow specific LEZ to reduce emissions and accelerate take up of cleaner vehicle technology

- Hillingdon / Hounslow already included in London-wide LEZ (Low Emission Zone)
 - This action is for specific Heathrow related LEZ
- Mayor already mentioned this area for London-wide LEZ
 - Keep watching brief on this
 - If it looks like it's not going to happen then take to more Heathrow specific forum
 - Implementation for London wide LEZ - 2007
 - Pilot in certain area?
 - London wide LEZ seems to be pushing forward
 - Better to have common standard

4.18 Assess appropriate target for modal shift to maximise air quality improvements

- BAA free travel zone already implemented (free transport on buses around airport)
- Need to talk to BAA about what's in place already and plans
- Should go hand in hand [with] 4.16
- Would modal shift include things like 2+ use for cars?
- Ultimate is to exclude all cars from airport
- Taxi sharing should also be considered
- Funding – should this really be assessed by National Government?
 - But things like rail links etc...
 - BAA should be involved

416 & 4.18

- Costs and funding should be expanded beyond National Government (e.g. to include BAA, local authority)
 - National Government shouldn't need to be involved unless decided that e.g. rail link is needed
 - But 4.18 - National Government should be involved
- Setting target depends on what is actually happening
 - Need initial audit
 - Need flow figures data (e.g. for various junctions) and modelling
 - And need to assess capacity of existing alternative transport

4.20 Develop best practice guidelines to ensure air quality impact assessments are integral part of relevant transport and transport infrastructure proposals, and that appropriate mitigation measures are inclusive part of any scheme

- Local authorities as part of planning process?
 - Local transport plan should tackle? - New guidance out this summer
- Issue of logistics shouldn't be forgotten
- If not included in local transport plans?....
- TfL (Transport for London) could look at tightening emissions standards → TfL volunteer to take this back for discussion
- Examples outside London of local guidelines being developed and also National Society for Clean Air
 - Hillingdon could look at developing guidelines through internal liaison between departments

4.21 Assess feasibility of specifying emissions criteria for Heathrow taxis, buses and coaches using the Central Bus Terminal, and car hire shuttles, hopper buses etc.

- Don't know what emissions criteria will be for Heathrow/Hillingdon, but TfL committed to Euro 2 plus particulate trap by end of 2005 as minimum (over half buses will be Euro 3)
 - Plus TfL doing trials of NO_x abatement technology should achieve improvements depends on technology (Heathrow as trial area) and looking at rolling out as retrofit programme
- Taxis – looking at minimum Euro 2/3 – not sure of timescales
 - Lots already happening
- What about coaches?
 - Nothing happening at moment but no reason why there couldn't be
 - NO_x abatement technology?
 - Switch fuel type (e.g. natural gas)

- Issue is that going for LEZ (Low Emission Zone) target e.g. particulate traps won't tackle NO_x (same for buses and coaches)
 - Issue of timing (potentially worse in short term)
- Few tech options
 - Alternative fuels (but expensive, environmental benefit?)
 - Additives??
- Need to look at real life cycles
- Bus/Coach Operating Working Group
 - Needs to go to them

4.22 Ensure the minimisation of the air quality impact of freight deliveries to and from Heathrow is a key objective of the West London Freight Quality Partnership (WLFQP)

- Consolidation Centre (BAA initiative) already exists
- Identify businesses with sites in Slough/M Maidenhead etc. → expand consolidation centre effects
 - Should be tackled in WLFQP (West London Freight Quality Partnership)
- Cargo side of Terminal 4 – any way here to consolidate loads?
 - Also take to WLFQP

4.23 Assess the use of bus priority, guided buses and high occupancy vehicle lanes in the Heathrow area

- Add 'use of hard shoulder'?
 - But safety issues
- But T5 (Terminal 5) may change bus infrastructure
- BAA should look at best practice abroad
- Need to monitor as well
- Hillingdon need to identify targets – what would help them reach air quality targets?
 - in terms of technology and average speed

4.24 Assess the feasibility of a Park and Ride scheme specifically for Heathrow

- Mostly local authority (& TfL) responsibility
- This is for passengers (not employees)
- Need BAA input

- Need to look at staff travel plans for large companies
- BAA clean vehicle programme?
- Hillingdon to tackle in partnership with BAA?
- Need to work out common routes
- Also issue of times of flights
- Frequency and capacity needs to match staff and passenger requirements
- Park and ride may not be feasible within Hillingdon
 - Then next action is modal shift

Traffic Key Points

- What is sensible for Hillingdon to focus on given influencing abilities and funding etc.? Important to approach partnerships with some idea of this
- Important to have something in place before T5 opens
- Hayes station – potential use for rail/bus links
- Will Hillingdon be implementing any infrastructure changes such as traffic calming?
- BAA input would have been useful – here today [but] not in this group
- London Borough of Hillingdon can only do so much - need to work with BAA – more in their gift

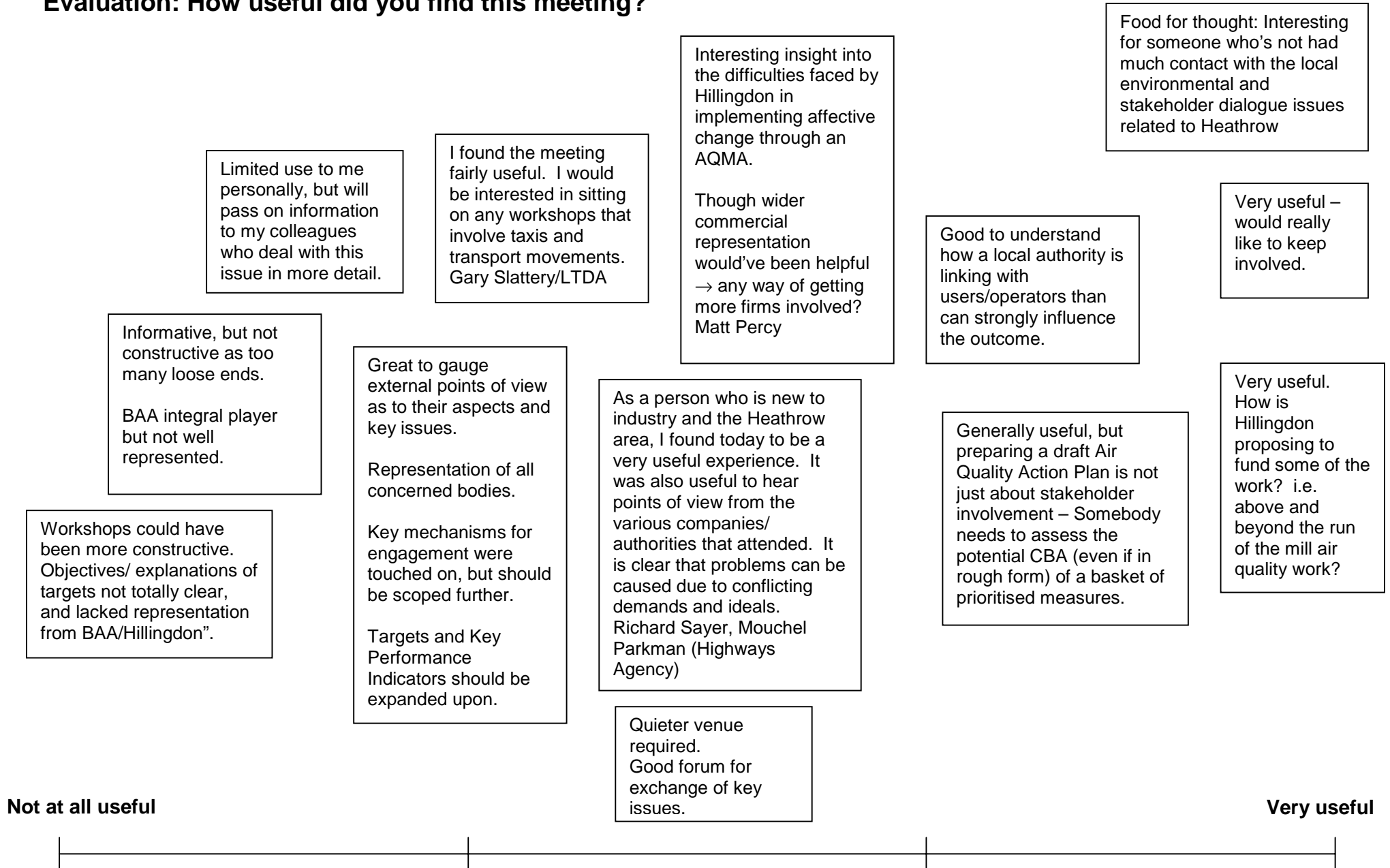
Way Forward

- ❖ Contact information of participants here can be shared - let The Environment Council know if you don't want this to happen
- ❖ Hillingdon have found this event very helpful – useful insights gained
 - Pleased that no major concerns about plans proposed for AQAP
 - Want to avoid duplication of activity
- ❖ AQAP is not set in stone – Approved by Hillingdon Council – but this means AQAP approved to go out to consultation

If you would like to make any further comments on the Heathrow actions in the Air Quality Action Plan, for example if you would like to comment on the measures relating to a discussion group which you did not join at the workshop, then please email Val Beale, Environment Protection Unit, London Borough of Hillingdon with your suggestions at:

vbeale@hillingdon.gov.uk

Evaluation: How useful did you find this meeting?



Appendix 1: List of Attendees

Name	Organisation / Department
Carrie Harris	BAA Heathrow – Environmental Projects
Peter McClymont	BMI – Industry & Government Affairs
Tracey Willmott-French	Borough of Spelthorne – Pollution Control
Kevin Morris	British Airways – Environmental Affairs
Jarita Christie	British Airways (WSP Environmental) – T5 Environmental Management
Michael Holland	Consultant (EMRC) for London Borough of Hillingdon – Environmental Protection Unit
John Norris	Consultant (AEATechnology) for London Borough of Hounslow – Environmental Strategy
Davide Minotti	DEFRA – Air Quality Division
Matt Percy	Energy Savings Trust
Colin Matthews	Energy Savings Trust – Transport Energy Programmes
	First Group
Richard Sayer	Highways Agency (Mouchel Parkman) – Route Engineering
Garry Slattery	Licensed Taxi Drivers Association
Tim Jurdon	London Borough of Hillingdon – Aviation Team
Val Beale	London Borough of Hillingdon – Environmental Protection Unit
Nathan Miles	London Borough of Hillingdon – Environmental Protection Unit
Rob Gibson	London Borough of Hounslow – Environmental Strategy
Kathryn King	London Borough of Hounslow – Transport Planning & Policy
Nick Coad	National Express Group – Environmental Strategy
Monica Wilsch	Slough Borough Council – Air Quality
Anna Rickard	Transport for London (TfL) – London Bus Services
Siân Foster	Virgin Atlantic Airways – Parliamentary & External Liaison

Appendix 2: Air Quality Action Plan Overview

Slide 1

Air Quality Action Planning for
Hillingdon and Hounslow

**Heathrow Stakeholders Workshop
Next Steps...**

12/07/04

Mike Holland, EMRC

Slide 2

Current state of action plans

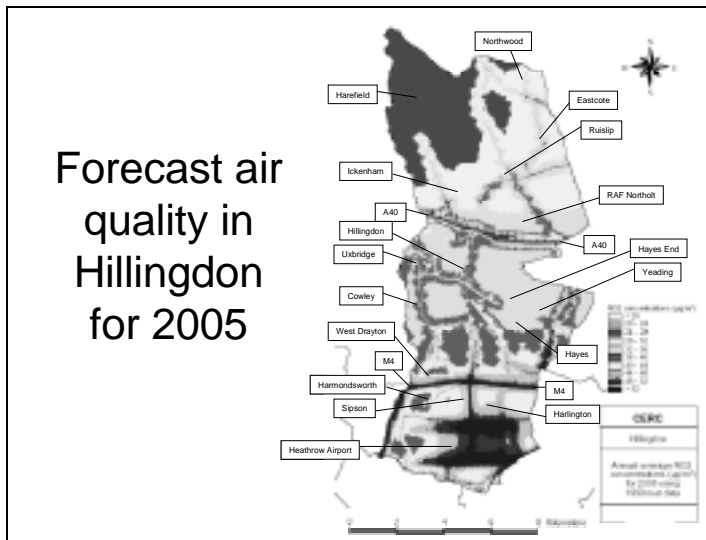
- Hillingdon
 - Plan agreed by Cabinet, to be submitted to DEFRA shortly
- Hounslow
 - Plan still under development
 - Being based on the Hillingdon plan
 - Hence should be consistent with respect to Heathrow

Slide 3

Problems

- Exceedence of annual mean NO₂ standard
- Possible exceedence of future PM standards

Slide 4



Slide 5

Problems

- Heathrow is the major source of NO_x emissions in Hillingdon...
- ...to which traffic generated by Heathrow need to be added

[This does not mean that other sources do not need to be controlled!]

Slide 6

NO_x emitters in Hillingdon

Sector	Emission (tonnes /year)	% of total
Domestic combustion	320	5.0%
Commercial & small industrial combustion	165	2.6%
Council heating	15	0.2%
Non-council public heating	15	0.2%
Regulated Industry	215	3.3%
Airport on-site activities	3750	58.2%
Public transport	515	8.0%
Road transport – Heavy Goods Vehicles (HGVs)	605	9.4%
Road transport – Light Duty Vehicles (LDVs) other than cars	145	2.3%
Road transport - Cars	645	10.0%
Road transport - Council fleet	30	0.5%
Road transport sub-total	1690	26.20%
Other	20	0.3%
Total NO_x emission (tonnes/year)	6440	

Slide 7

Sources and NOx concentrations

	Close to Heathrow	Close to major road (A40)
Background	15.3	15.3
Major roads	21.8	28.7
Industry	3.6	2.7
Airport	29.7	3.9
Other	9.3	12
Total	79.7	62.6

Slide 8

Solution

- Reduce emissions at the airport
- Reduce emissions from traffic to, from and at the airport
- Combine with measures for other sources in the Borough

Slide 9

Packages of measures

1. Modal shift
2. Tackling through traffic
3. Cleaner vehicles
- 4. Heathrow airport**
5. Local industry
6. Improved efficiency of existing and future developments
7. Actions to be taken corporately or in liaison with the Mayor or DEFRA

Slide 10

Origin of measures for Heathrow

- BAA Action Plan for Heathrow
- Additional measures identified separately by the Councils and other stakeholders

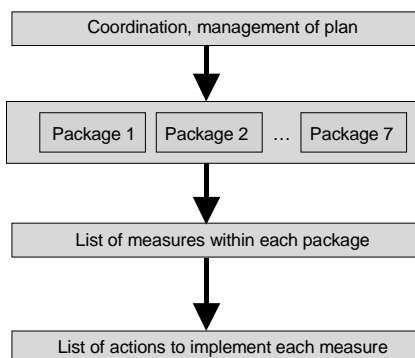
Slide 11

Heathrow package

- 5 actions on which Hillingdon will lead (in liaison with Hounslow)
- 23 further actions
 - Some straightforward, e.g. maintenance of existing arrangements on reporting of emissions inventory
 - Others more complex, e.g. development of park and ride for Heathrow, reducing emissions from freight traffic...

Slide 12

Implementation structure



Slide 13

What we need

- For each measure...
 - A series of actions for making it happen
 - Specific (*exactly* what is proposed?)
 - Measurable (define targets)
 - Attainable (can the action really be done?)
 - Resourced (who leads, is sufficient funding available?)
 - Time-bound (when will it happen by?)

Slide 14

Reporting

- DEFRA require an annual progress report on action plans
- Responsible parties will need to report the following to the Council each year
 - Situation (have targets been met?)
 - Opportunities (can the measure be improved upon?)
 - Faults (are there obstacles to progress)
 - Threats (have any possible future obstacles been identified?)

Slide 15

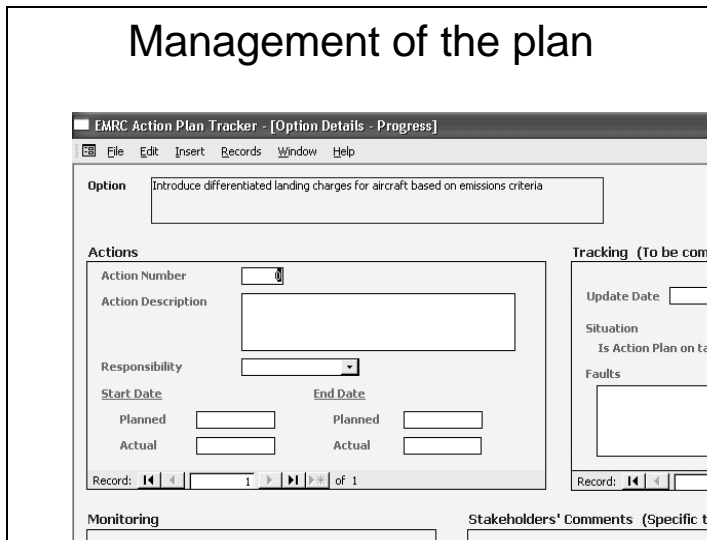
Management of the plan

The screenshot displays the 'EMHC Action Plan Tracker - [Option Details - Progress]' window. The interface is divided into several sections:

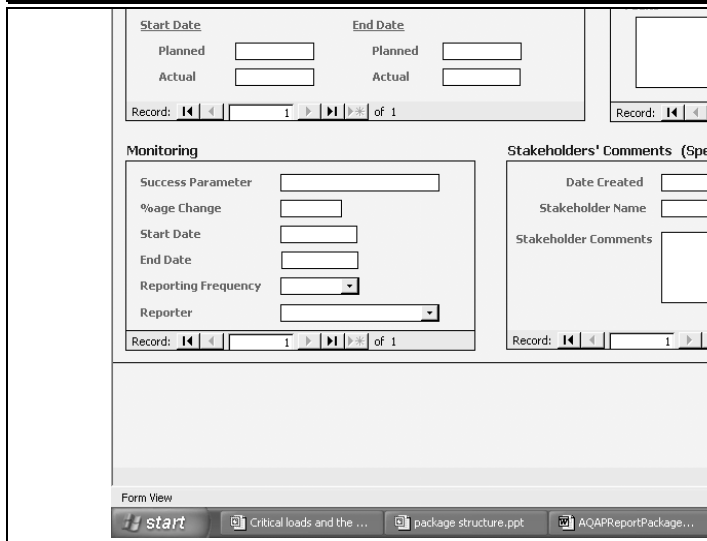
- Option:** A text field containing 'Introduce differentiated landing charges for aircraft based on emissions criteria' and the location 'Hillingdon'.
- Actions:** Fields for 'Action Number', 'Action Description', 'Responsibility', 'Start Date' (Planned and Actual), and 'End Date' (Planned and Actual).
- Tracking (To be completed by Option's Responsibility Lead):** Includes 'Update Date' (12-31-00), 'Opportunities', 'Situation' (with a checkbox 'Is Action Plan on Target?'), 'Faults', and 'Threats'.
- Monitoring:** Fields for 'Success Parameter', 'Usage Change', 'Start Date', 'End Date', 'Reporting Frequency', and 'Reporter'.
- Stakeholders' Comments (Specific to this Option):** Includes 'Date Created' (12-31-00), 'Stakeholder Name', and a text area for 'Stakeholder Comments'.

At the bottom, there is a 'Form View' indicator and a taskbar showing the Windows Start button and several open applications.

Slide 16



Slide 17



Slide 18

