



**ANNUAL REPORT**

**2013**

# TRANSPORT & ENVIRONMENT - ANNUAL REVIEW 2013

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# FOREWORD FROM OUR PRESIDENT

## EUROPE'S 2013 CLIMATE ACTION: GLASS EMPTY OR ALMOST HALF FULL?



2013 will – again – not go down in the history books as the year that Europe really got serious about tackling transport's many environmental issues. On the headline level we actually see quite the contrary: the political focus is more on saving existing jobs than creating new ones, and the 'climate and energy' discussion is skewed more towards energy than climate than ever before. Geopolitically, Europe is moving towards North America and wants to conclude far-reaching free trade agreements with Canada and the US. There may be many good reasons for this, but we can only hope that a desire to emulate the North American model – relying on cheap and dirty fossil energy – is not one of them.

Take a detailed look though and one could argue that the glass is a little more than empty, but surely not half full. Arguably the biggest real decision of the year was to finally put the 95g/km of average CO<sub>2</sub> for cars in 2020 in Europe's rulebook, but only after an incredibly heavy-handed German intervention to water it down by 5 g/km or so (more on page 9). While this agreement still constitutes progress of sorts, the final deal for less noisy cars and trucks was hopelessly weak, despite stacks of evidence with great benefit/cost ratios. It simply did not send political pulses racing fast enough (more on page 13).

Throughout 2013 Europe's clean fuels policy remained stubbornly stuck. Europe still could not make up its mind about what to do with biofuels, with a series of very tight but still inconclusive votes in Parliament and Council (see page 15). The same is true for dirty fossil fuels such as petrol and diesel from tar sands – about which our North American friends have become quite excited, and (consequently, it is whispered) the European Commission very hesitant to act on (pages 20-21). But rounder, safer and cleaner lorries – a long-standing campaign objective of T&E – came a step closer with a Commission proposal allowing more space for the cabin. This is a necessary first step (page 19). But, regrettably, Europe made no progress in the area of pricing, be it fuel taxation or road charging.

Shipping took some baby steps towards addressing its carbon footprint with a proposal from the Commission to start monitoring CO<sub>2</sub> emissions for ships using EU ports. But Russia spoiled the mood with a nakedly political attempt to delay engine NO<sub>x</sub> standards unanimously agreed in 2008 (page 17).

And on aviation, ICAO almost succeeded in its Assembly to completely emasculate Europe's inclusion of the sector in the emissions trading system in exchange for a vague promise to 'develop' (note: not 'implement') a global measure for 2020 (page 11). Aviation remains transport policy's greatest anomaly – the most carbon-intensive transport mode receiving the most subsidies, be it in the form of no fuel tax, no VAT, loads of state aid, and huge research grants (pages 20-21).

Once again in 2013 we were a very active, visible and, at times, effective player in all of these arenas. We again managed to expand, resulting in record numbers of publications, events and media coverage, without sacrificing quality and efficiency (page 22-23). We rode, and sometimes helped create, the high political waves surrounding cars and aviation.

None of this could have happened without the active involvement of our great network of members, which is expanding again too. European decision-making seems to be taking place less and less in Brussels and more and more in the 28 capitals, which makes effective cooperation across the whole continent more important than ever.

We try to be critical as well as constructive, idealistic as well as pragmatic, science-based as well as media savvy, proud of what we achieve as well as recognising it's nowhere near enough yet.

And that brings me back to where I started. Not only will 2014 be the year in which quite a few of the issues above will find their conclusion, but it will also be an opportunity to focus on the big picture and think strategically about what needs to be done in the next five years with a new Commission and Parliament.

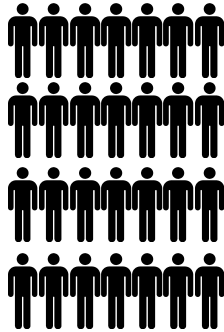
And hopefully that will allow me to start a future annual review with a glowing headline instead of a rather gloomy one – that Europe has finally figured out that making transport sustainable is not only morally and ethically the right thing to do, but simply the smartest thing to do for this wonderful continent.

A handwritten signature in black ink that reads "João Vieira". The signature is written in a cursive, slightly slanted style.

João Vieira  
President

# T&E BY THE NUMBERS

## 2013

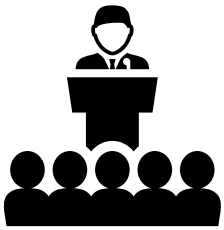


**92.5%**  
INCREASE IN MEDIA  
REACH 2012-2013

**2,332,861,440**

**READERSHIP**

(BASED ON ONLINE PUBLICATIONS'  
CLAIMED READERSHIP FIGURES)



**937**  
EVENT  
ATTENDEES



**91**  
SPEAKING OPPS



**89**  
PUBLICATIONS

(REPORTS, BRIEFINGS, LETTERS,  
POSITION PAPERS)



**16**  
T&E-HOSTED  
EVENTS



**20**  
T&E CAMPAIGNS

NORTH AMERICA

EUROPE

85  
COUNTRIES



SOUTHEAST  
ASIA

30  
LANGUAGES



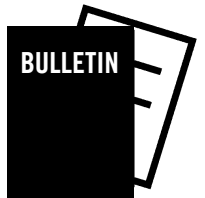
3,608  
ONLINE ARTICLES  
(EXCL. PRINT)



31  
OPINION PIECES



10 T&E BULLETINS  
84 ARTICLES



47  
PRESS  
RELEASES



20  
RADIO  
INTERVIEWS



1,123  
TWEETS



12  
TV INTERVIEWS



IGNERS

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# OUR STAFF



**Jos Dings**  
Director

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## TRANSPORT POLICY



**Nina Renshaw**  
Programme  
Manager  
and Deputy  
Director



**Magnus Nilsson**  
Senior  
Campaigner

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## AVIATION & SHIPPING



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**Antoine Kedzierski**  
Policy Officer



**Aoife O'Leary**  
Policy Officer

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**Malcolm Fergusson**  
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Officer



**Eoin Bannon**  
Communications  
Assistant



**Chris Bowers**  
T&E Bulletin  
Editor

## FINANCE & OFFICE MANAGEMENT

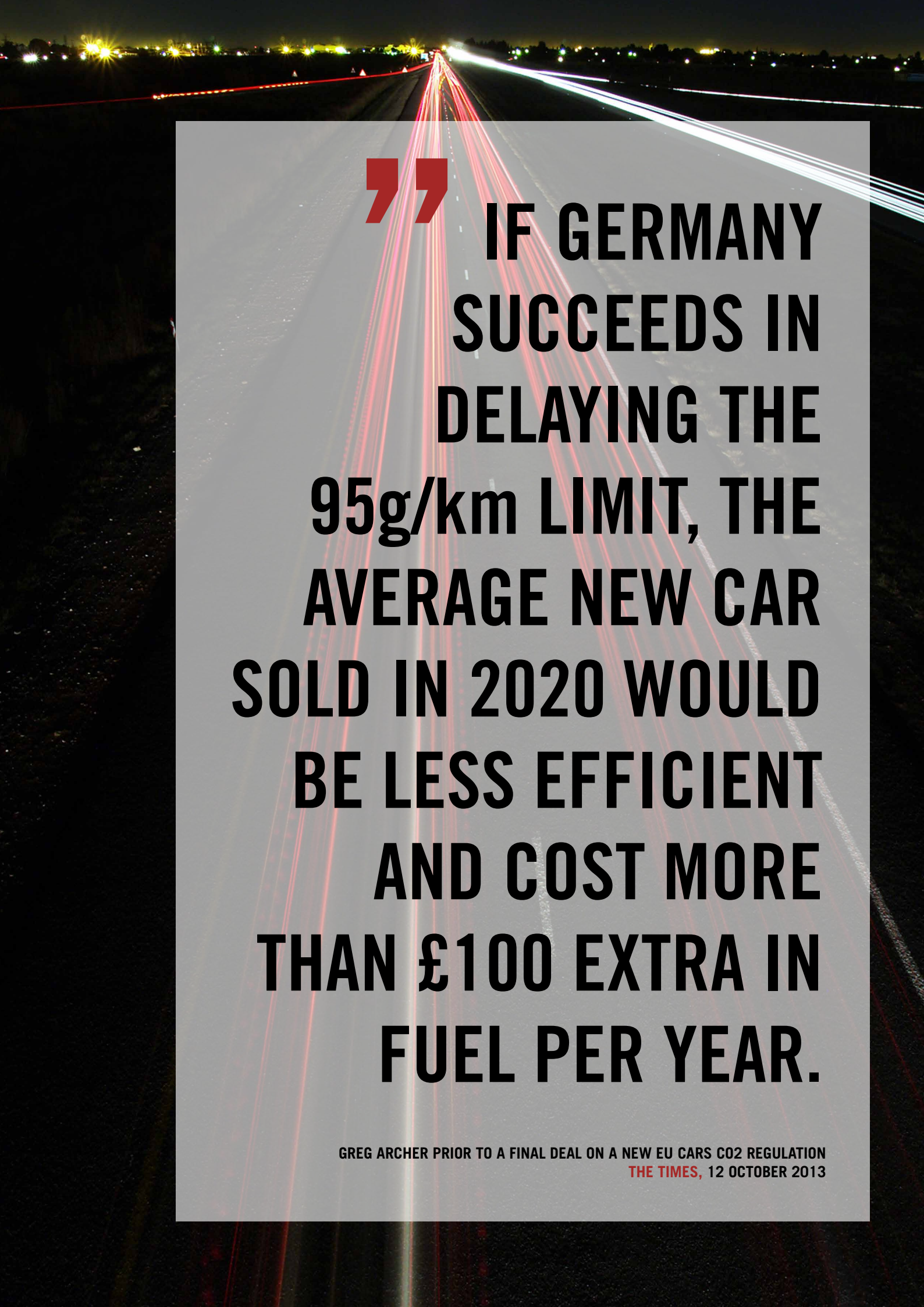


**Marc Schuurmans**  
Finance  
Manager



**Audrey Martin**  
Office Manager

**CREDIBILITY IS  
OUR KEY ASSET.  
THEREFORE WE  
ARE NON-PROFIT  
AND POLITICALLY  
INDEPENDENT, AND  
WE ARE STRONG  
BELIEVERS IN THE  
POWER OF SCIENCE  
AND EVIDENCE IN  
POLICYMAKING.**



**” IF GERMANY  
SUCCEEDS IN  
DELAYING THE  
95g/km LIMIT, THE  
AVERAGE NEW CAR  
SOLD IN 2020 WOULD  
BE LESS EFFICIENT  
AND COST MORE  
THAN £100 EXTRA IN  
FUEL PER YEAR.**

GREG ARCHER PRIOR TO A FINAL DEAL ON A NEW EU CARS CO2 REGULATION  
**THE TIMES**, 12 OCTOBER 2013



# Fuel efficiency: getting more for less

Cars currently produce one-eighth of all CO<sub>2</sub> emitted in the EU and need to be decarbonised if catastrophic climate change is to be avoided. Most of the CO<sub>2</sub> comes directly from burning fuel; improving fuel efficiency of the engine therefore reduces emissions. More fuel-efficient vehicles are also cheaper to run. Money saved by buying less imported fuel is instead spent by people in local economies. Investment by the automotive industry in fuel-efficient technologies creates high-value engineering jobs and improves the competitiveness of the European industry. Europe also becomes less dependent on oil imports. In short, low-carbon cars are good for the environment, economy and drivers.

## WHEN EIN DEAL IS NOT EIN DEAL

2013 has been a key year for reducing long-term CO<sub>2</sub> emissions from cars. A fierce political battle broke loose on the proposed law to cut CO<sub>2</sub> from new cars by 28%, to 95g/km on average in 2020 (from 2015), dividing EU member states, political groupings and even the industry. An alliance of environmental, consumer and motoring organisations, in which T&E played a key role, counterbalanced strong lobbying from carmakers. In Parliament, T&E's evidence-based campaigning produced cross-party consensus and progressive positions including proposals for a 2025 standard.

The consensus reached in Parliament paved the way for the EU countries and Commission to agree a progressive deal with Parliament in June. All member states? No, one could not agree. In an unprecedented move, at the behest of BMW and Daimler, German chancellor Angela Merkel bullied the Irish Presidency into delaying the concluding vote and kept blocking a deal until the others conceded to a renegotiation.

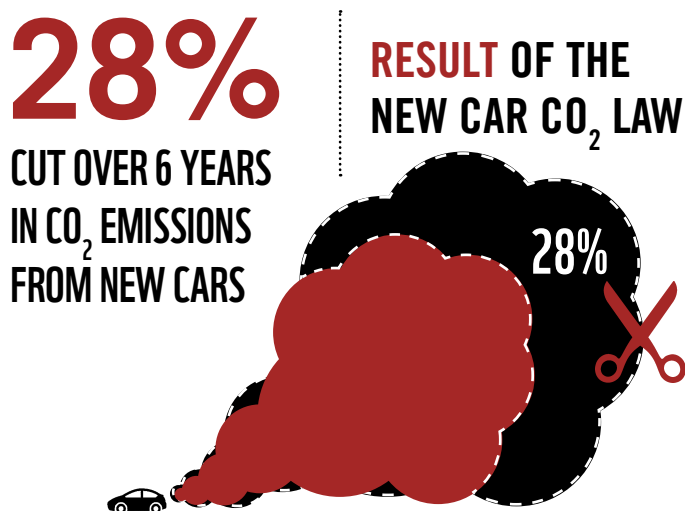
In the process, our 'Mind the Gap' report exposed carmakers' manipulation of CO<sub>2</sub> testing to undermine the regulation, and proposed solutions to improve the testing regime. Negotiations on a transition to such a new regime are well under way.

### Want to know more?

[http://www.transportenvironment.org/what-we-do/cars-and-co<sub>2</sub>](http://www.transportenvironment.org/what-we-do/cars-and-co2)

## RESISTING THE JUGGERNAUT

As the political battle raged between EU member states over the required changes to the regulation, T&E's media outreach provided a constant public commentary, imposing a political and reputational cost on those trying to unjustifiably water down the law. At a fifth meeting to try to reach an agreement, the Parliament wall of resistance stood firm against the German juggernaut driven by the Lithuanian Presidency. Battle-weary Council accepted minimal changes – carmakers would still have to reduce their emissions by 28% but just one year later, weakening the 2020 target by around 5%.



A photograph of a GOL airplane on a tarmac at sunset. The plane is white with red accents and the word 'GOL' in large red letters on the fuselage. The website 'www.voegol.com' is visible on the side. A ground service vehicle is positioned near the plane. The background shows a hazy sky with warm colors from the setting sun.

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**WE HAVE  
TO TEMPER  
ENTHUSIASM  
WITH A HEAVY  
DOSE OF  
SCEPTICISM.**

**BILL HEMMINGS AFTER ICAO DECIDED TO START WORK TO ‘DEVELOP’ A  
GLOBAL MARKET-BASED MEASURE TO CUT AVIATION EMISSIONS.  
FINANCIAL TIMES, 15 NOVEMBER 2013**

# Grounding sky-high emissions

Aviation is the most climate-intensive form of transport and causes around 5% of man-made climate change. If global aviation CO<sub>2</sub> emissions were classed as a country, they would be ranked 7th in the world, between Korea and Germany. Meanwhile, within the EU, the most climate-intensive form of transport receives huge subsidies – €40 billion a year – from tax contributors in the form of exemptions from fuel tax and VAT on tickets.

Europe decided to include aviation in its emissions trading system (ETS) in 2008, but when it entered into force in 2012 ferocious opposition led the EU to backtrack on including international carriers, severely damaging the EU's authority as a leader on climate change.

## EUROPE LOSES ITS NERVE

After a decade and a half of talking, ICAO, the UN's aviation agency, in October 2013 decided to start work to 'develop' (which does not necessarily mean 'implement') a global market-based measure to reduce aviation's soaring emissions. T&E, together with the Aviation Environment Federation, took the lead in promoting scientific work that produced compelling arguments for why only such a system could meet climate goals by 2050. However, it's still far from clear whether a serious and meaningful measure will be eventually agreed.

What is much clearer is that ICAO scared Europe into severely shrinking its ambitions on including international aviation emissions in the EU ETS. All this in a year of strong growth in airline profits, traffic and, of course, emissions.

Gone is Europe's Copenhagen target of a 10% reduction in 2005 emissions levels by 2020. Sadly, it is clear that the EU has lost its nerve. Meanwhile, T&E-commissioned research showed that subsidies from exemptions from fuel tax and VAT on air tickets have mushroomed to almost €40 billion a year. That leaves out state aid given – often illegally – to regional airports: an issue the Commission has promised to address in 2014.

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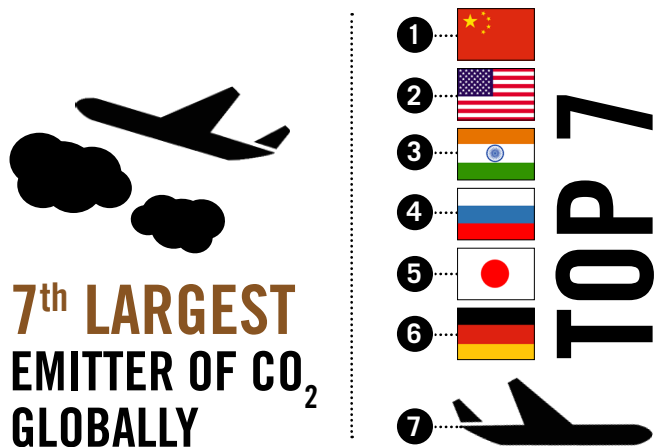
# STAND UP FOR YOUR (SOVEREIGN) RIGHTS!

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Meanwhile, in October, the Commission proposed that the ETS – the only existing international measure in the entire globe dealing with aviation emissions – be limited to EU airspace only. France, Germany and the UK were then quick to team up with plane-maker Airbus and propose to cut back the ETS even further to intra-EU flights only, which is a quarter of its original scope. The member states are unprepared to defend their sovereign rights to include all emissions in EU airspace, or even to prosecute Chinese and Indian carriers for not having any CO<sub>2</sub> permits for their flights in Europe.

### Want to know more?

<http://www.transportenvironment.org/what-we-do/aviation>





**” BECAUSE THE  
STANDARDS WILL  
ONLY APPLY TO NEW  
VEHICLES IN 15  
YEARS’ TIME, THE  
FULL BENEFITS FROM  
THESE UPDATED  
NOISE STANDARDS  
WON’T BE HEARD FOR  
ALMOST 30 YEARS.**

**CÉCILE TOUBEAU FOLLOWING AGREEMENT BETWEEN COMMISSION,  
COUNCIL AND PARLIAMENT ON WEAK NEW VEHICLE NOISE STANDARDS  
[EUROPEAN VOICE](#), 6 NOVEMBER, 2013**

# Loud and clear: tackling noise pollution

Traffic noise is the second biggest environmental factor affecting Europeans' health after air pollution. Almost half of EU citizens are exposed to road traffic noise over the level that the World Health Organisation considers to pose a serious risk. Noise pollution is linked to 50,000 fatal heart attacks every year in Europe. Despite these cold, cruel facts, Europe hadn't done anything to improve the situation for 20 years – the first implementation of vehicle noise standards was in the 1970s, and the last reduction was in 1995.

## CHIPPING AWAY AT A MODEST PROPOSAL

The Commission proposed a phased approach to reduce the current limit by 3.4 decibels by 2021. Carmakers lobbied vehemently against the plan, stating that the costs were too high and standards too ambitious – even though one in four of the cars and one in three of the light trucks tested already meet the new proposed limits.

The Parliament's lead member on the file, Czech conservative Miroslav Ouzký, was criticised after he proposed a compromise amendment that was extremely lenient. A quick glance at the document properties revealed that the author of the amendment was the head of acoustics at German sports carmaker Porsche. No wonder that the Parliament's final take was a poor one.

Then member states started to chip away at the proposal. The end result was a very limited and barely audible reduction with a very long timeframe. In real terms this was a huge weakening of the original proposal and it will take some three decades to reap the minor benefits.

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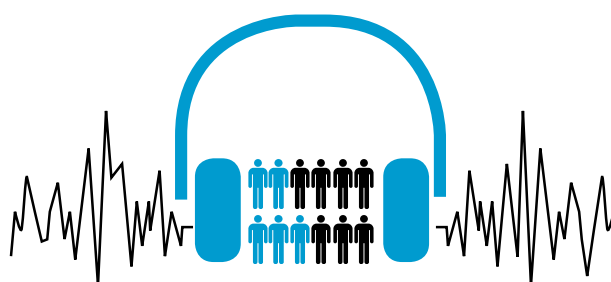
## FALLING ON DEAF EARS

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After it was revealed how Porsche dictated the Parliament's position, member states were in a much stronger position to improve the proposal. Meanwhile, working with the Dutch government, T&E had developed a brief comparing the cost-benefit to society and the cost to industry of the Council and Parliament positions. But the member states decided that their position on the time frame and overall reduction was non-negotiable. The Parliament's negotiating proved to be disjointed and scattered, leading to a predominantly Council-led final position that resulted in very weak new noise standards.

### Want to know more?

<http://www.transportenvironment.org/what-we-do/vehicle-noise>



**44%**  
OF EU CITIZENS OR  
220 MILLION PEOPLE

ARE EXPOSED  
TO TRAFFIC NOISE  
LEVELS THAT POSE A  
**SERIOUS RISK**  
TO HEALTH

**” EUROPEANS  
WILL HAVE TO  
KEEP PAYING  
FOR ANOTHER  
SEVEN YEARS FOR  
BIOFUELS THAT  
POLLUTE MORE THAN  
THE FOSSIL FUELS  
THEY ARE SUPPOSED  
TO REPLACE.**

**NUŠA URBANČIČ ON THE PARLIAMENT'S REJECTION OF A MANDATE FOR MEP CORINNE LEPAGE  
TO NEGOTIATE AND FINALISE THE BIOFUELS LAW WITH EU COUNTRIES AND THE COMMISSION.**

**EL PAÍS, 12 SEPTEMBER 2013**

# Taking a grown-up approach

Since 2009, EU legislation has promoted biofuels for transport that lead to higher, not lower, greenhouse gas emissions. This is because the EU forgot to count emissions from indirect land-use change (ILUC) in its biofuel sustainability criteria. ILUC occurs when biofuels displace agricultural production, causing new land elsewhere to be brought into arable production and thus releasing carbon locked up in soil and biomass. Without reform, 8.6% of the 10% target of renewable energy for transport will be met with high-ILUC biofuels, which will release emissions equivalent to adding up to 29 million cars to EU roads by 2020. Unbeknownst to most European citizens, this biofuels policy costs them €6 billion a year.

## COUNTING THE FULL CARBON COST

T&E always argued that the EU's biofuels policy should focus more on quality and less on quantity; policy should reward environmental performance as in the Fuel Quality Directive instead of simply prescribe an amount of biofuels as in the Renewable Energy Directive.

In 2012, the Commission proposed to freeze biofuels consumption from food crops at current levels; an indirect and imperfect attempt to address ILUC emissions, but at least one that stops a further increase in emissions. We campaigned with BirdLife and the EEB to 'Stop bad biofuels' and launched a report that estimated the economic burden of Europe's failing biofuels policy. Following intense pressure by a very mixed coalition of farmers, biodiesel and ethanol producers, MEPs voted to cap the use of food and energy crops for transport at 6% – just above the current level of consumption. They also made it mandatory to account for ILUC emissions after 2020. But, unfortunately, the Parliament voted against granting its rapporteur a negotiating mandate, putting the ball in the court of the member states.

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# UNHOLY ALLIANCE

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Crunch-time for a new EU biofuels policy came at the energy ministers' council in December. The Lithuanian presidency of the EU significantly weakened the proposal, increasing the cap on food crops to 7% and diluting ILUC reporting. The deal was eventually blocked by an "unholy alliance" of five countries opposing it for being too weak and two for being too strong. As a result, a final decision has now been postponed until after the 2014 EU elections. Overall, the debate showed no-one contests the existence of ILUC emissions and that the current policy is failing to deliver the environmental benefits once promised.

### Want to know more?

<http://www.transportenvironment.org/what-we-do/biofuels>



## WITHOUT REFORM

**EU BIOFUELS LAW WILL RESULT IN EMISSIONS EQUIVALENT TO**

**ADDING 29M MORE CARS TO EUROPE'S ROAD BY 2020**



”

**THE COMMISSION  
HAS COMPLETELY  
MISSED THE  
IMPORTANT  
OPPORTUNITY TO  
KILL TWO BIRDS  
WITH ONE STONE  
AND INCLUDE  
SOX AND NOX IN  
THIS PROPOSAL.**

**ANTOINE KEDZIERSKI ON A COMMISSION PROPOSAL FOR A CO<sub>2</sub>-ONLY EMISSIONS MONITORING,  
REPORTING AND VERIFICATION REGIME THAT DOES NOT INCLUDE HARMFUL POLLUTANTS.**

**BLOOMBERG, 28 JUNE 2013**



# All at sea: the last unchecked CO<sub>2</sub> source

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## MAKING EMISSIONS MONITORING MEASURE UP

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In Europe the Commission set the scene by stepping back from its long-held commitment to introduce a market-based measure to reduce CO<sub>2</sub> emissions in the absence of any international action. Instead its proposal sought to establish a monitoring, reporting and verification (MRV) regime for greenhouse gas emissions from individual ships calling at EU ports as a first step. But the proposal lacked any ambition with regard to requiring modern technology to improve accuracy or to include the measurement of other pollutants – which would help immeasurably to enforce sulphur and NOx emission standards. T&E and Seas at Risk published a study confirming that the best way to monitor shipping emissions is also the cheapest for shippers in the long run.

Shipping is the last unregulated source of CO<sub>2</sub> in the EU. Carbon dioxide from international shipping has grown 90% since 1990. If the CO<sub>2</sub> from just European shipping was counted as a country it would be ranked 8th across the EU. On top of that, shipping is one of the fastest growing sources of air pollution: by 2020, it is expected to be the largest source of cancer-causing nitrogen oxides (NOx) emissions in Europe.

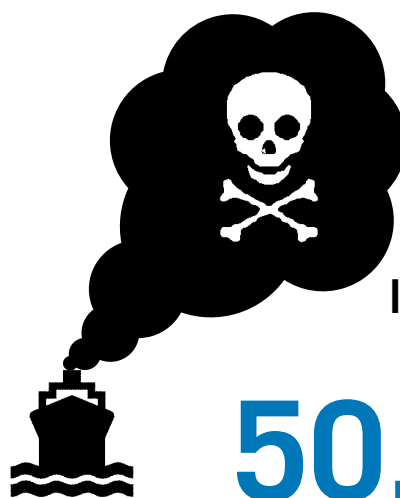
## ROLLBACK ON COMMITMENTS

In 2013 work to address CO<sub>2</sub> emissions from shipping suffered from the international political backlash over EU measures to address aviation emissions. The long-awaited EU proposal to curb emissions from ships was downgraded to a monitoring regime, and an imperfect one at that, allowing dubious methods for estimating fuel use and CO<sub>2</sub>.

The industry also visibly stepped up its attacks on environmental regulation during 2013. This fierce opposition resulted in weakening of long-held environmental commitments both at EU level and internationally in the IMO, the UN body that regulates shipping. International ship engine NOx limits agreed in 2008 in the IMO were expected to come into force in 2016. However, in a surprise move there is a big risk of this date being pushed back to 2021, damaging not only the environment but an entire industry that has invested huge sums to comply with the rule. We worked hard to control the damage; in 2014 we will see the result.

### Want to know more?

<http://www.transportenvironment.org/what-we-do/shipping>



**BECAUSE  
OF AIR  
POLLUTION  
FROM  
INTERNATIONAL  
SHIPPING**

**50,000**

premature deaths per year in Europe at an annual cost to society of more than €58 billion



”

**NEW (SAFER,  
CLEANER)  
CABS ARE A  
GREAT IDEA.  
MEGATRUCKS  
ARE NOT. WITH  
MEGATRUCKS  
THE IMPACT OF  
ACCIDENTS WILL  
BE HORRIFIC.**

WILLIAM TODTS COMMENTING ON A COMMISSION PROPOSAL THAT  
WOULD ALLOW 25-METRE MEGATRUCKS ON EUROPEAN ROADS,  
**BBC NEWS**, 4 JULY 2013

# Another dimension: smarter rules for lorries

While CO<sub>2</sub> emissions from cars and vans are slowly decreasing, lorries have barely improved in the last 20 years. In Europe, they make up just 3% of the fleet but cause a quarter of transport CO<sub>2</sub> emissions, and that share is expected to increase. Trucks also have a disproportionate impact on road safety; in 2011 they were involved in 14% of all fatal collisions, in which 4,254 people lost their lives.

One reason lorries perform so badly is that they are brick-shaped with a flat front; and the reason they are brick-shaped is that EU law prevents the cabin from being longer than 2.35 metres.

## SAFER AND CLEANER, NOT BIGGER

Lorries finally made it to the limelight in 2013. A year before T&E had issued a report on how much safer and more efficient lorries could be if only their cabins were allowed to be 80cm longer. This report prompted the Commission to release a proposal allowing for more cab space. The European Parliament is discussing the measures and is likely to seek to maximise safety advances, and improve weight enforcement too – another T&E priority.

At the same time, a new CO<sub>2</sub> emissions test for trucks is being finalised. It should be the basis for further laws, such as CO<sub>2</sub> standards. A Commission strategy on CO<sub>2</sub> emissions from lorries expected in early 2014 could be a golden opportunity to tackle lorries' impact on climate change.

But 2013 was above all a year of fierce debates about megatrucks – road trains as long as aircraft. Our advocacy paid off and the Parliament halted the Commission's attempt to unilaterally decide the issue by allowing megatrucks to cross national borders. Ever since, discussions about bigger trucks and, more broadly, the future of EU transport policy have been intensifying.

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## UP FRONT PROPOSAL

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The Commission's April 2013 proposal on the weights and dimensions of lorries is a once-in-a-generation opportunity to drastically improve truck safety and make a start at cutting truck emissions. The changes will allow for slightly longer, curvy cabins (ca 80cm) that will improve fuel economy, expand driver vision, and reduce the impact of frontal crashes. T&E has long advocated for mandating those safety improvements for all sizes of lorries – not just longer vehicles that barely enter city centres where the majority of lorry fatalities currently occur. Regrettably, longer lorries (25 metres) would be permitted to cross borders between consenting countries, something that would have a negative effect on road safety, emissions and rail freight.

### Want to know more?

<http://www.transportenvironment.org/what-we-do/smarter-lorries>



**70%**  
**CHANCE**  
**OF BEING OVERRUN**



**CURVED**  
**REDESIGN**  
**DRASTICALLY CUTS**  
**CHANCE OF BEING**  
**OVERRUN**

# SNAPSHOTS

## Aviation state aid EUROPE'S DIRTIEST SUBSIDY

The Commission's draft guidelines for state aid to regional airports and airlines, published in July, proposed to continue allowing annual subsidies worth €2-3 billion a year. For the first time operating aid to airports for a transitional period of 10 years will be permitted. Such state aid had been widely used to lower passenger and airport fees charged to low-cost carriers to attract new flights, thus distorting competition and fuelling artificial demand for an industry that is already responsible for about 5% of man-made climate change.

In the consultation period that followed the draft, T&E commissioned a study which lifted the lid on the €39 billion a year that EU governments miss out on due to aviation's tax breaks – out-dated EU law exempts international flights from fuel taxes that apply to other modes of transport and from VAT. A T&E seminar for stakeholders in September also heard concerns over what would become of pending cases on breaches of the current state-aid law. We will keep watching this issue very closely.

## TTIP TRADE SECRETS

In 2013 the EU and US embarked on high-profile talks about a so-called "Transatlantic Trade and Investment Partnership" (TTIP), which, if concluded, would be the biggest-ever bilateral trade agreement. As a member of the Commission's new advisory group on TTIP, T&E has a clear agenda: to ensure any agreement promotes, not hampers current or future environmental policies in Europe or America.

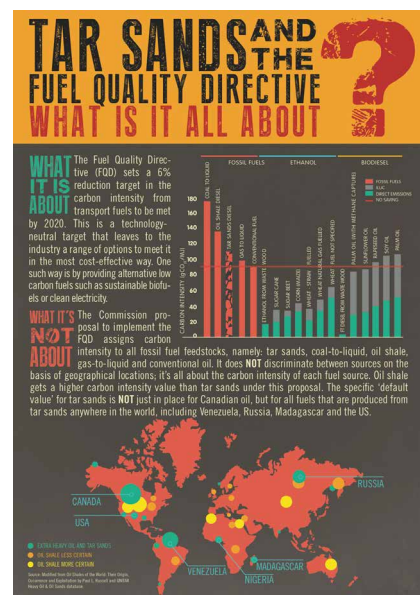
But so far, TTIP has been about much more than just trade. For example, the Commission and the US want to include a clause for "investor-state dispute settlement", which would allow businesses to bypass regular court systems and sue governments in special arbitration panels – typically over legislation designed to deliver public benefits. Arbitration is fine for settling contract disputes, but it should never get to judge the validity of laws. Also, the EU and the US also want to set up a transatlantic body with the power to scrutinise all legislation that one of the two blocs might initiate. Clearly, both ideas have a huge 'chilling effect' on any future action by elected governments to protect their people and the environment.

## Tar sands

### SHIFTING INVESTMENT

Amid intense lobbying by Canada, the US and big oil, the Commission keeps delaying the publication of a proposal on how to implement the Fuel Quality Directive (FQD), a law aimed at reducing carbon emissions from Europe's transport fuels by 6% by 2020. This is despite 21 Nobel peace and science laureates and 53 leading scientists urging President José Manuel Barroso to immediately implement this law that recognises the higher greenhouse gas emissions (GHG) of processing unconventional fuels such as tar sands and oil shale.

In May a study conducted for T&E by two consultancies found that if the law differentiated between fuels based on their average production emissions, it would shift investments from tar sands to lower-carbon oil sources, saving the planet up to 19Mt CO<sub>2</sub> a year. This new evidence debunked the oil industry's claim that the FQD would not cut GHG emissions. In 2014, T&E will keep urging the Commission to implement this crucial climate law; the missing link in the Barroso Commission's 2020 climate and energy package.



# Non-road mobile machinery

## DIRTY DIESEL MACHINES

European air pollution rules for non-road diesel machines, which include bulldozers, excavators, mobile generators and barges, are much more lax than those for cars and lorries. This is despite the fact that they account for 7% of nitrogen dioxide emissions from land-based sources and 5% of cancer-causing particulate matter. As part of the EU Year of Air, the Commission was to publish new, stricter emissions limits for diesel machinery in 2013. Instead, we got a flawed impact assessment that inadequately analyses the health and environmental impacts of dirty diesel machines in urban areas.

The proposal for new limits has now been delayed until summer 2014, but we already know the Commission wants to exclude the largest engines used in mobile generators located in big construction sites, which account for more than 10% of such emissions. T&E has been quick to highlight weaknesses in the proposal and continues to build evidence and support to ensure a strong proposal eventually emerges.

# Transport spending

## BUDGETING FOR CLIMATE ACTION

The EU budget 2014-2020 was finalised in December. Transport spending will take place in the so-called 'Connecting Europe Facility' (€4 billion per year, focused on the TEN-T network throughout the whole EU) and through cohesion funds (likely to be around €8 billion per year, mostly in central and eastern Europe). The new rules are far from perfect but slightly greener than before.

A shift to a low-carbon economy is one of four priorities for cohesion policy. Climate and biodiversity monitoring will now be required for all EU spending. It will be much more difficult to spend cohesion funds on fossil fuels, airports or aviation, and somewhat less attractive to spend it on toll-free motorways. Logically all this would also mean a higher share of spending on rail.

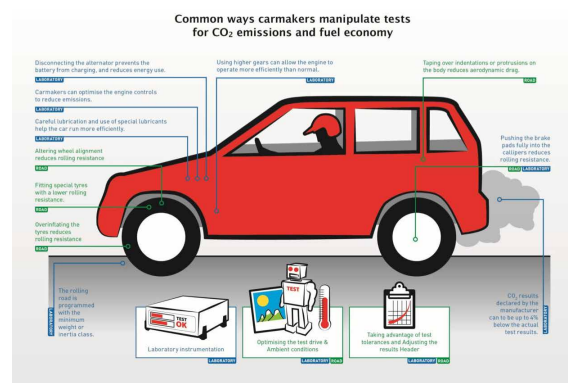
Among the finer details of the Connecting Europe fund is a new focus on traffic management systems, particularly road user charging systems, as well as rail track electrification.

# Vehicle emissions

## MIND THE GAP

In the heat of debate over new CO<sub>2</sub> standards for cars from 2020, two timely studies revealed how only half the improvement in the 'official' fuel consumption figures of new cars since 2001 is being delivered on the road. In March, T&E's 'Mind the Gap' report found that manipulation of testing procedures by carmakers was the main cause of the discrepancy. T&E-sponsored research put six cars through the test procedure but without exploiting its numerous loopholes, and the result was 23% higher CO<sub>2</sub> figures than those claimed by the manufacturer. Furthermore, the International Council on Clean Transportation revealed in May that car manufacturers that sell the majority of gas-guzzlers in Europe manipulate the fuel economy figures in tests much more than those makers that produce more fuel-efficient vehicles.

Meanwhile, T&E commissioned a study from independent researchers TÜV Nord indicating that new gasoline direct injection (GDI) petrol engines for cars emit around 1,000 times more harmful particles than traditional petrol engines and 10 times more than new diesels. Despite this, carmakers are delaying fitting filters on GDI cars which would cost around €50.



# NETWORK & COMMUNICATIONS

**“TRANSPORT & ENVIRONMENT, A GREEN LOBBYING GROUP, RECKONS THAT ABOUT €3 BILLION (\$4 BILLION) OF TAXPAYERS’ CASH IN EU-APPROVED AID FINDS ITS WAY TO AIRPORTS EACH YEAR, AND PLENTY MORE THAT IS NOT SANCTIONED.”**

**THE ECONOMIST, 19 OCTOBER 2013**

Amplifying our voice through the media & strengthening the bond with our members

## WORKING WITH MEMBERS

T&E intensified efforts to bring new campaign groups on board, with staff visiting several countries. Their work paid off: we expect to formally accept in the 2014 annual general meeting three new members: from Lithuania and Greece, where we didn't have a presence before, and Belgium. On top of that, T&E will also welcome two new supporting members from Italy and the UK. We also stepped up work with members on joint campaigns, especially in the area of fuels.

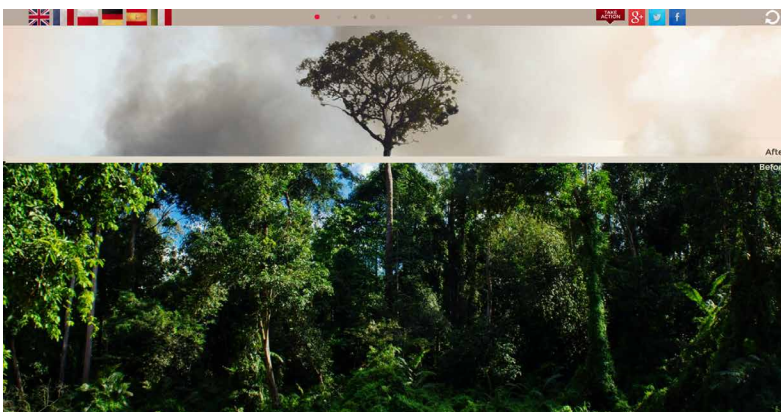
## WORD OF BIRD



We stepped up instant direct engagement through Twitter. We doubled our number of followers in 2013 and used this channel to keep members of the media as well as the EU institutions up to date with our stories.

## A PICTURE IS WORTH A THOUSAND WORDS

T&E's comms team went the extra mile – with zero emissions – in digital and added colour to T&E's evidence-based campaigns by crafting visuals and web tools to engage online. Paramount examples of the holistic approach to integrated communications include: the Stopbadbiofuels.org petition campaign; the #95means95 YouTube video, and a leaflet on the facts about tar sands and the fuel quality directive.



Stopbadbiofuels.org

## HOT OFF THE PRESS

We strive to underpin our campaigns with the best possible evidence, and to magnify them with the best-possible dissemination strategy. In 2013, we almost doubled (a 93% increase on 2012 based on the media sites' reach) our coverage with top mainstream placements including: front page of The Times of London; German TV's ARD Monitor; The Economist; a top 10 most-read article of the day on the BBC News website; El Mundo; Corriere della Sera; De Morgen; Les Echos; Liberation; Expansión; Frankfurter Allgemeine Zeitung; Auto Bild; Politiken; and RTBF.




**10**   
**ONLINE  
ARTICLES A DAY**

 **71,408**

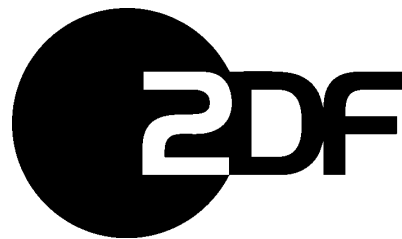
**UNIQUE VISITORS IN 2013**

Increase on 2012: 69,093 (+3.35%)

 **MEDIA INQUIRIES  
ANSWERED  
2 PER WORKING DAY**



**EL PAÍS**



**THE  TIMES**

# FUNDERS

T&E GRATEFULLY ACKNOWLEDGES FUNDING SUPPORT FROM THE FOLLOWING INSTITUTIONS IN 2013:

**>€500,000**

European Climate Foundation  
The Norwegian Agency for Development Cooperation

**>€100,000**

ClimateWorks Foundation  
European Commission

**€25,000 - €100,000**

BirdLife  
Deutsche Umwelthilfe  
Dutch Ministry of Infrastructure and the Environment  
German Federal Environment Agency (UBA)  
New Venture Fund  
Oak Foundation  
Tides Foundation

**<€5,000**

T&E members and supporter fees  
ASFINAG  
CEE Bankwatch  
M+P Consulting  
Natuur and Milieu - The Netherlands  
Norwegian Public Road Administration  
Verkehrsclub Deutschland



# FINANCE

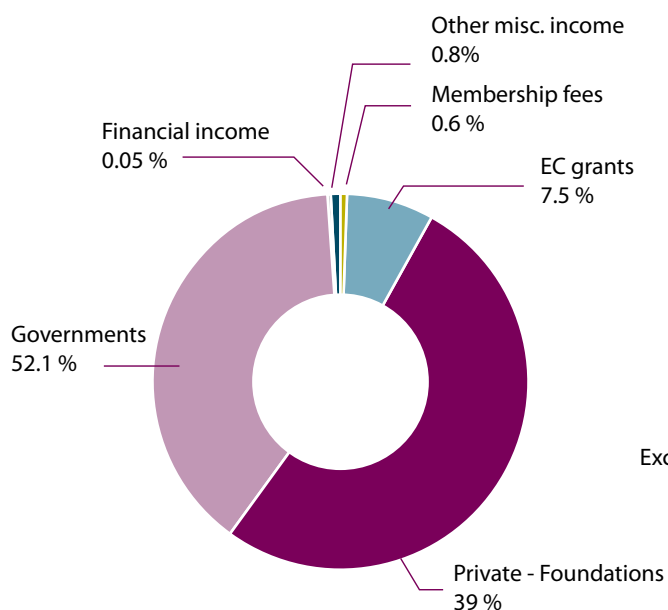
## Income 2013

Membership fees	€20,625
EC grants	€255,192
Governments	€1,782,628
Private - Foundations	€1,334,701
Financial income	€1,770
Other misc. income	€25,994
	<b>€3,420,910</b>

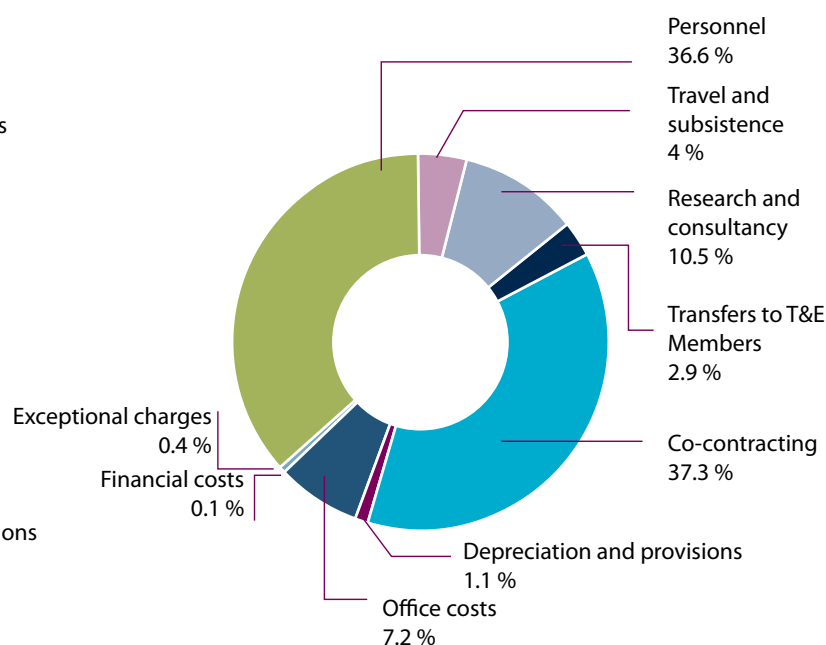
## Expenditure 2013

Personnel	€1,232,721
Travel and subsistence	€135,072
Research and consultancy	€351,756
Transfer to T&E Members	€96,385
Co-contracting	€1,253,867
Depreciation and provisions	€35,375
Office costs	€241,743
Financial costs	€3,360
Exceptional charges	€14,243
	<b>€3,364,522</b>

## Income 2013



## Expenditure 2013



You can find detailed figures for our funding sources in our submission to the EU Transparency Register: <http://bit.ly/zxguot>

# MEMBERS

## **Austria**

VCÖ

## **Belgium**

GUTIB

Inter-Environnement, Wallonie

KOMIMO

## **Bosnia Herzegovina**

Center for Environment

## **Croatia**

Zelena Akcija (Friends of the Earth Croatia)

## **Czech Republic**

Czech Transport Federation

## **Denmark**

Danish Eco Council

Friends of the Earth Denmark -

Trafik

## **Estonia**

Friends of the Earth Estonia

## **Finland**

Finnish Association for Nature

Conservation

## **France**

FNAUT

France Nature Environnement

Réseau Action Climat France

## **Germany**

DUH

VCD

## **Hungary**

MKK

Clean Air Action Group

## **Ireland**

An Taisce - the National Trust for

Ireland

## **Italy**

Amici della Terra

## **Netherlands**

Friends of the Earth Netherlands

Natuur en Milieu

## **Norway**

Friends of the Earth Norway

## **Poland**

INSPRO - Institute for Civil Affairs

Polish Ecological Club (PKE)

## **Portugal**

Quercus

## **Romania**

TERRA Mileniul III

## **Russia**

Centre for Environmental Initiatives

## **Slovenia**

FOCUS

## **Spain**

Ecologistas En Accion

PTP

## **Sweden**

AirClim - The Air Pollution and

Climate Secretariat

Swedish Society for Nature

Conservation

## **Switzerland**

Alpine Initiative

VCS

## **UK**

Aviation Environment Federation

Campaign for Better Transport

Environmental Transport Association

Transform Scotland

## **Pending:**

*Brusselse Raad voor het Leefmilieu (Belgium), Darnaus vystymo iniciatyvos (Lithuania), EcoCity (Greece)*

## SUPPORTERS

European Cyclist Federation, UITP, WWF.

*Pending: Genitori Antismog, Heathrow Association for the Control of Aircraft Noise*

## UNITED NATIONS

T&E is recognised as an NGO in Special Consultative Status with the Economic and Social Council of the United Nations. T&E coordinates the International Coalition for Sustainable Aviation (ICSA), which has observer status at the International Civil Aviation Organisation (ICAO), and is a founding member of the Clean Shipping Coalition which has observer status at the International Maritime Organisation (IMO).

## GREEN 10

T&E works as a partner in the Green10, an informal group of environmental NGOs active at EU-level which includes Birdlife International, CEE Bankwatch Network, Climate Action Network Europe, European Environment Bureau, Friends of the Earth Europe, Greenpeace, Health and Environment Alliance, International Friends of Nature and WWF. [www.green10.org](http://www.green10.org)

## GREEN BUDGET EUROPE

T&E works as a partner in Green Budget Europe, an NGO platform that aims to promote Environmental Fiscal Reform at the EU level.

# OUR BOARD

## PRESIDENT



**João Vieira**  
Transport Specialist,  
Quercus,  
Portugal

## TREASURER



**Michael Müller-Görnert**  
Transport Policy Spokesman,  
VCD,  
Germany

## BOARD MEMBERS



**Angel Aparicio**  
Professor  
Transport Planning and Economics,  
Universidad Politecnica de Madrid,  
Spain



**Svante Axelsson**  
Secretary General,  
Naturskyddsforeningen,  
Sweden



**Ioana Ciuta**  
Executive Director, TERRA Mileniul III, Romania



**Michel Dubromel**  
Transport Policy Spokesman,  
France Nature Environnement,  
France



**Philippa Edmunds**  
Freight on Rail Manager,  
Campaign for Better Transport,  
UK



**Christian Nobel**  
International Transport Policy Specialist,  
Natuur en Milieu,  
The Netherlands



**Ulla Rasmussen**  
Transport Policy Specialist,  
VCÖ,  
Austria

## VICE PRESIDENTS



**Caroline Beglinger**  
Co-Managing Director, VCS/ ATE,  
Switzerland



**Pierre Courbe**  
Transport Policy Spokesman,  
Fédération Inter-Environnement Wallonie,  
Belgium

# CAMPAIGNING FOR SMARTER, GREENER TRANSPORT IN EUROPE

## OUR MISSION

Promote, at EU and global level, a transport policy based on the principles of sustainable development. Transport policy should minimise harmful impacts on the environment and health, maximise efficiency of resources, including energy and land, and guarantee safety and sufficient access for all.

## OUR FOCUS

Our work is focused on the areas where European and global policies have the potential to achieve the greatest environmental benefits. These include transport pricing so that polluters, not society, pay for pollution, setting standards for the cleanest possible cars, vans, lorries, ships, planes, and fuels, and greening EU investment in transport.

## OUR WORK

We have contributed to a number of high-profile EU policy changes such as binding standards for more fuel efficient cars and vans and more sustainable biofuels; inclusion of aviation in the EU ETS, introduction of green tyre labels, and smarter EU rules on the way lorries can be charged and designed.

## OUR ASSETS

Credibility is our key asset. Therefore we are non-profit and politically independent, and we are strong believers in the power of science and evidence in policymaking. We commission and execute numerous pieces of cutting-edge policy research to shape and underpin our views.

## OUR NETWORK

Established in 1990, T&E represents around 50 organisations across Europe, mostly environmental groups and campaigners working for sustainable transport policies at national, regional and local level. We add value through the sharing of knowledge, ideas and networks.