

ANNUAL REVIEW 2012

Transport & Environment - Annual Review 2012

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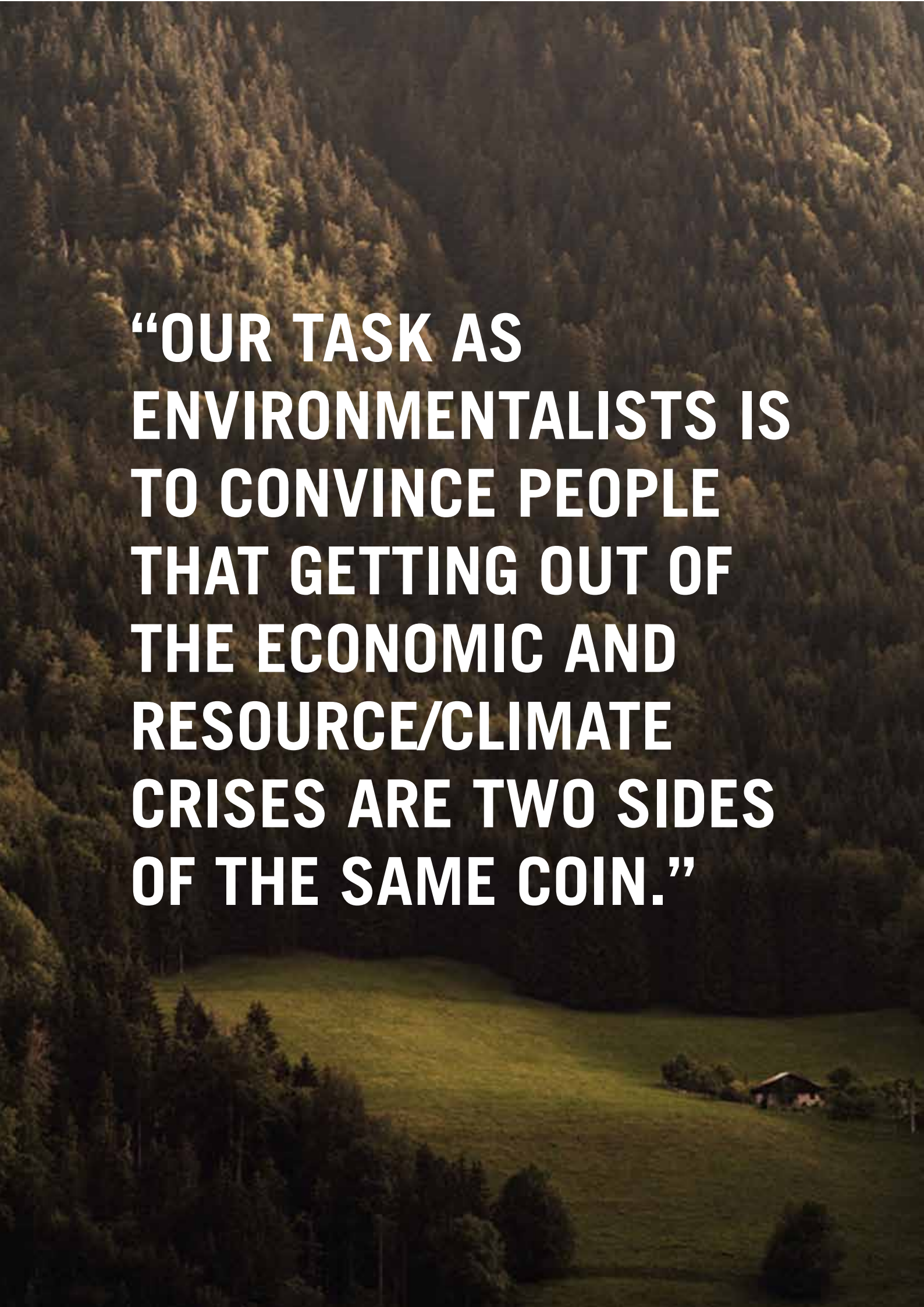
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ANNUAL REVIEW 2012

Transport & Environment



**“OUR TASK AS
ENVIRONMENTALISTS IS
TO CONVINCE PEOPLE
THAT GETTING OUT OF
THE ECONOMIC AND
RESOURCE/CLIMATE
CRISES ARE TWO SIDES
OF THE SAME COIN.”**

FOREWORD FROM OUR PRESIDENT

EUROPE, THE BATTLEFIELD FOR A GREENER WORLD?



The EU is about peace, first and foremost. But as a political battlefield, it has few equals. In that context, we would summarise 2012 as the year that: Europe made it through the year in one piece, green transport policies suffered, were sometimes wounded, but soldiered on, and, last but not least, T&E played its role in the troops - quite often on the frontline.

Any European review of 2012 is not complete without a description of the fundamental threat that the European project faced during the year, and which has still not been defeated.

Economic tensions within the Eurozone grew to almost unbearable levels until the summer. The immediate threat has since receded slightly, but more and more people throughout the continent feel the economic hardship, most acutely in the southern and eastern member states. And although some economists say we're turning the corner, that's currently only visible in dry, macro numbers.

At the same time, the environmental and resource crises show no sign of receding either. The Arctic ice sheet broke its 2007 minimum record by a staggering amount, the US experienced its hottest year on record, and an ordeal of ferocious floods and storms hammered the planet. Superstorm Sandy became a well-known phenomenon across the world because it hit New York, but other nations such as the Philippines were hit far worse. Resource nationalism is still on the rise.

Our task as environmentalists is to convince people that getting out of the economic and resource/climate crises are two sides of the same coin. Both require strong leadership and a new style of politics. Tackling youth unemployment as well as pollution requires change, innovation, and the taking on of vested interests.

If we invest less of our money on natural resources (oil is, for us sustainable transport campaigners, the easiest example), we have more left to spend on people and jobs. Our energy will never be as cheap as in America; and our labour will never be as cheap as in Asia, so we

should be efficient and we should be clever - exactly what is needed for the green revolution.

The simplest example of this philosophy is Europe's rules for car fuel efficiency, which in 2012 turned into the 2020-2025 timeframe. Essentially, this successful law means that Europeans spend less of their money on pointless oil imports and more on clever low-carbon technology, which creates jobs. And we are happy to say we are not the only ones who see it like that now; we have unions, auto suppliers, consumers and drivers, including the German ones, on our side.

Other key developments in 2012 were a long-awaited but half-baked proposal to make biofuels a less doubtful climate solution; tenser-than-expected negotiations on vehicle noise standards; somewhat improved prospects for more sensible EU infrastructure spending; and last but certainly not least, a good new law to clean up ship fuels and our air in coastal zones, which gives refineries and the industry perfect clarity that by 2020 85% of sulphur has to be taken out of ship fuels.

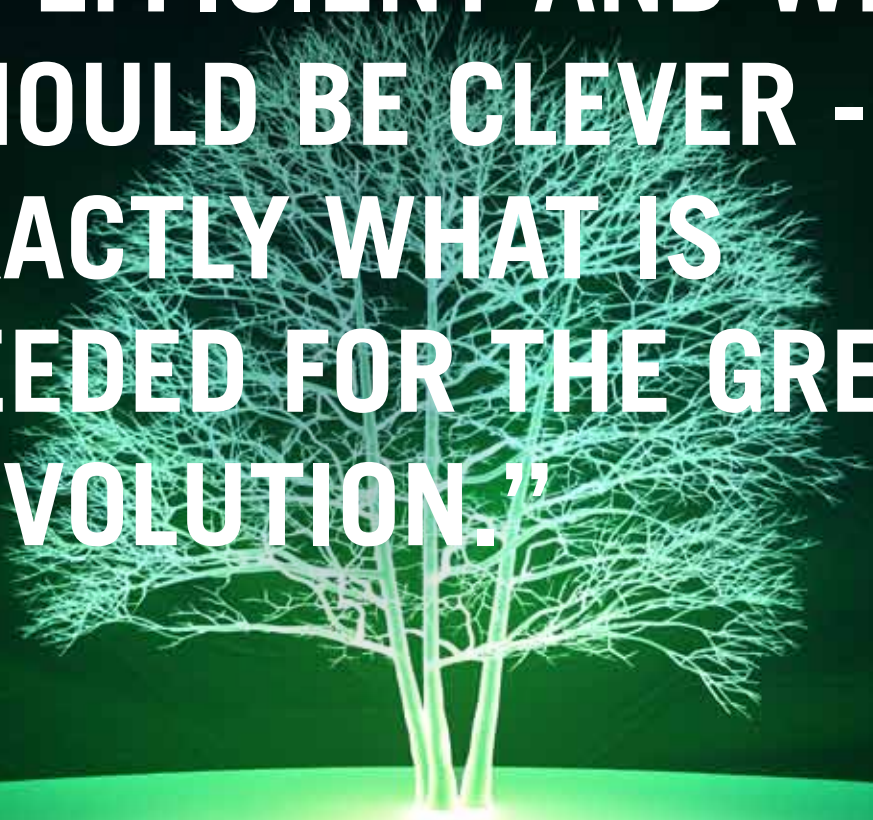
From a global perspective, two European climate laws get other countries very excited. The first one is a clean fuel law, the Fuel Quality Directive, which upsets Canada and its dirty tar sands. The second is Europe's emissions trading law for aviation. The outcry over this one, in particular by the US and the industry, is truly grotesque and a sad reflection of a country and an industry in firm denial of any global responsibility for climate change. Europe took a time-out on both, for more study and more negotiation respectively, but both will be back in 2013. Europe needs to stand firmly behind its values if it wants to emerge stronger from the crisis, in an economic and political sense. The world needs it.

Although we have an outstanding team that grew once more in 2012, we could not, of course, continue to change things for the better without the help of our members and our campaign partners. Especially now that national budgets are being squeezed and politics often focusing on the short term, it is of paramount importance to stick together, and to nurture and expand the network.

We will keep waging political battles for sustainable transport in Europe, in the front lines where possible, and more than once where needed. Europe will come out stronger thanks to it.

João Vieira
President

“OUR ENERGY WILL NEVER BE AS CHEAP AS IN AMERICA, AND OUR LABOUR WILL NEVER BE AS CHEAP AS IN ASIA, SO WE SHOULD BE EFFICIENT AND WE SHOULD BE CLEVER - EXACTLY WHAT IS NEEDED FOR THE GREEN REVOLUTION.”



OUR STAFF

Director

Jos Dings

Transport Policy

Nina Renshaw, *Deputy Director*

William Todts, *Policy Officer*

Magnus Nilsson, *Senior Campaigner*

→ Smarter EU transport spending

→ Cleaner freight

International Transport

Bill Hemmings, *Programme Manager*

Antoine Kedzierski, *Policy Officer*

Aoife O'Leary, *Policy Officer*

→ Aviation

→ Shipping

Clean Vehicles

Greg Archer, *Programme Manager*

William Todts, *Policy Officer*

Cécile Toubeau, *Policy Officer*

Malcolm Fergusson, *Senior Policy Analyst*

→ CO₂ from cars and vans

→ Vehicle noise

Clean Fuels

Nuša Urbančič, *Programme Manager*

→ Biofuels

→ Dirty oil

Communications

Nico Muzi, *Communications Manager*

Tom Sims, *Communications Assistant*

Chris Bowers, *T&E Bulletin Editor*

Network

Cécile Toubeau, *Network Coordinator*

Finance & Office Management

Marc Schuurmans, *Finance Manager*

Audrey Martin, *Office Manager*

Erika Carroll, *Secretary*



**“WE THINK EUROPE
HAS PROBABLY MOVED
FURTHER THAN IT
NEEDED TO, GIVEN
WHAT’S HAPPENED AT
ICAO. ICAO IS IN THE
SPOTLIGHT NOW—LET’S
HOPE IT CAN RISE TO
THE OCCASION.”**

**BILL HEMMINGS COMMENTING ON THE ‘STOP THE CLOCK’ ANNOUNCEMENT,
WALL STREET JOURNAL, 12 NOVEMBER 2012**

INTERNATIONAL TRANSPORT

*Bill Hemmings,
Programme Manager*

*Antoine Kedzierski,
Policy Officer*

*Aoife O’Leary,
Policy officer*

THE QUEST TO CURB GLOBAL AVIATION EMISSIONS

Aviation is the most climate-damaging form of transport, accounting for 4.9% of total worldwide man-made climate change. Together with members of the International Coalition for Sustainable Aviation (ICSA), T&E works towards global measures to reduce aviation emissions and for fuel efficiency standards for aircraft. In Europe, we also campaign to end the longstanding exemptions from jet fuel taxation and VAT on air tickets, and to reduce the generous State Aid the sector receives.

A NEW FLIGHTPLAN

In February, T&E, the Environmental Defense Fund, ICCT and the Aviation Environment Federation organised a packed conference to discuss policy options for ICAO, following the Secretary-General's announcement that the Organisation should agree a global market-based measure by year's end. Held at the Mission of Norway to the EU, the conference housed a lively discussion, especially between ETS rapporteur, Peter Liese, and Deputy US Ambassador, Thomas White. DG Clima Director General, Jos Delbeke, made an important statement signalling that the Commission would be prepared to modify the aviation ETS provided ICAO made substantial progress on agreeing a global measure by year's end.

All event documents at

<http://transenv.eu/15YIVcT>

In late 2011 the European Court of Justice approved Europe's law to include CO₂ emissions from aviation into the Emissions Trading Scheme (ETS). Having been defeated on legal arguments, other countries, including the US, continued to challenge the law, but now on political grounds. In late 2012, the International Civil Aviation Organisation (ICAO) formed a 'High-Level Group' to seek global agreement on how to deal with CO₂ emissions for its 2013 Assembly. The European Commission then proposed suspending the law for one year, as a sign of goodwill to give ICAO 'breathing space' to come up with a global solution.

Together with our ICSA colleagues and a group of American NGOs, we worked to inject urgency and environmental concerns into the High-Level Group's work and, closer to home in Brussels, worked to ensure in the co-decision process that the ETS derogation lasted for one year and one year only.



CAMPAIGN PAGE:

**[WWW.TRANSPORTENVIRONMENT.ORG/
WHAT-WE-DO/AVIATION](http://WWW.TRANSPORTENVIRONMENT.ORG/WHAT-WE-DO/AVIATION)**

**DID YOU
KNOW?**

AVIATION'S GREENHOUSE GAS EMISSIONS ARE GROWING FASTER THAN IN ANY OTHER MODE OF TRANSPORT, HAVING MORE THAN DOUBLED IN THE LAST 20 YEARS.

SOURCE: T&E



“WHEN THE REGULATION
WAS FIRST SET IN 2008,
ALL THE RELAXATION
THE MOTOR INDUSTRY
CALLED FOR WAS REALLY
NONSENSE BECAUSE
THEY HAVE COMFORTABLY
OVERACHIEVED WHAT THEY
INTENDED TO. SOME HAVE
ACHIEVED THEIR TARGETS
FOUR YEARS
AHEAD OF
SCHEDULE.”

GREG ARCHER COMMENTING ON T&E'S FINDING THAT THREE
MAJOR CARMAKERS HAVE ALREADY MET THEIR CO₂ TARGETS FOR
2015 IN 2011, FINANCIAL TIMES, 05 DECEMBER 2012

CLEAN VEHICLES

Greg Archer
Programme Manager

William Todts,
Policy Officer

Cécile Toubeau,
Policy Officer

Malcolm Fergusson,
Senior Policy Analyst

LOW CARBON CARS: GOOD FOR EVERYTHING

One of the most effective things Europe can do for the climate is to set standards for much more fuel efficient cars and vans. It started doing so five years ago. Since then it has become clear that it is not only good for the environment, but also for jobs, drivers and the economy.

In 2012, T&E campaigned to ensure that by 2020 the average new car emits 95g/km CO₂ on the road - a third below 2010 levels. Our advocacy work has helped to secure a sound Commission proposal, with an acceptable final outcome in Parliament and Council now within reach.

This has been achieved by assembling and communicating compelling and robust evidence about the widespread benefits of more efficient cars and vans, but also highlighting how loopholes in the legislation and lax testing procedures can undermine progress in the real world.

A broad network comprising our members and other environmental groups, driving and consumer organisations, automotive suppliers, research organisations and trade unions have joined in the campaign for more fuel-efficient cars and vans. A gripping narrative that simultaneously talks to the mind (wider economic benefits) and to the heart (climate benefits) is proving a successful approach to make low carbon vehicles a reality in Europe.

FUEL EFFICIENT CARS: GOOD FOR THE ECONOMY?

One of the 'clean car' events T&E organised in 2012 was a conference in December with British MEP Fiona Hall in the European Parliament to discuss the economic benefits of tighter CO₂ standards for passenger cars. In the presence of some 50 people, a series of presentations were made, followed by very open discussion on the impact of fuel-efficient cars on employment, consumers, industrial competitiveness and wider European economic benefits. In his intervention, Derek de Bono from Valeo, a major European auto supplier, said: "of course people are willing to pay for fuel economy, they're happy enough to spend €2,000 extra on a Diesel engine". The outcome of the event was instrumental in informing Fiona Hall's position as rapporteur for the Industry Committee.

All event documents at

<http://transenv.eu/14WrACi>



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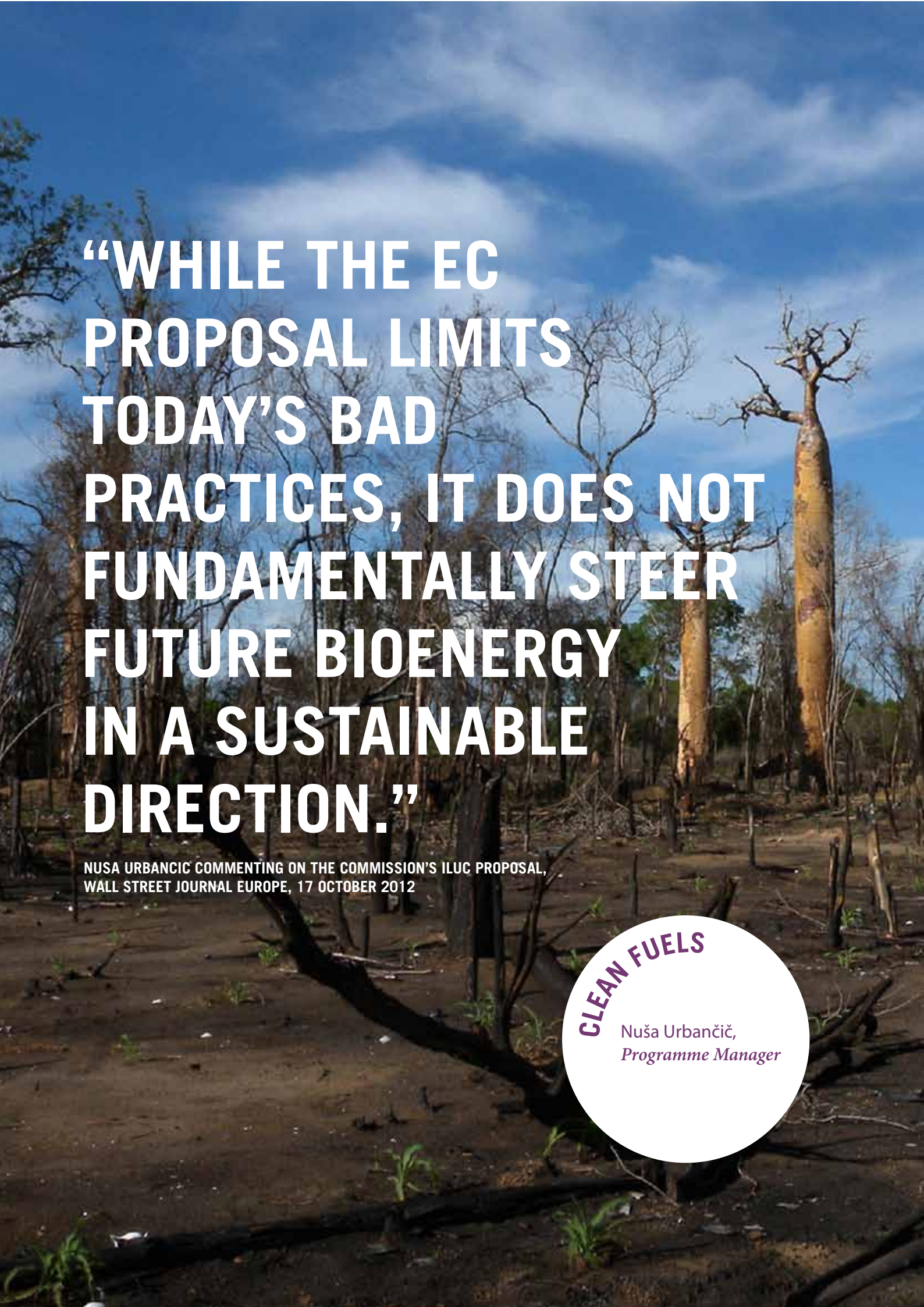
**[HTTP://WWW.TRANSPORTENVIRONMENT.
ORG/WHAT-WE-DO/CARS-AND-CO2](http://www.transportenvironment.org/what-we-do/cars-and-co2)**

**[HTTP://WWW.TRANSPORTENVIRONMENT.
ORG/WHAT-WE-DO/VANS](http://www.transportenvironment.org/what-we-do/vans)**

**DID YOU
KNOW?**

**+ 300,000 – NUMBER OF NEW MANUFACTURING JOBS THAT
COULD BE CREATED IN EUROPE BY INVESTING IN FUEL EFFICIENT
TECHNOLOGIES TO MAKE CARS GREENER.**

SOURCE: CAMBRIDGE ECONOMETRICS AND RICARDO-AEA



**“WHILE THE EC
PROPOSAL LIMITS
TODAY’S BAD
PRACTICES, IT DOES NOT
FUNDAMENTALLY STEER
FUTURE BIOENERGY
IN A SUSTAINABLE
DIRECTION.”**

NUSA URBANCIC COMMENTING ON THE COMMISSION’S ILUC PROPOSAL,
WALL STREET JOURNAL EUROPE, 17 OCTOBER 2012

CLEAN FUELS

Nuša Urbančič,
Programme Manager

STEERING EU BIOFUELS IN A SUSTAINABLE DIRECTION

Although Europe said in 2009 it was only going to allow 'sustainable' biofuels on its market, it forgot to include greenhouse gas emissions from so-called 'indirect land use change (ILUC)' in its criteria. ILUC happens when land previously used to grow crops for food is converted to grow crops for fuel. Food will then be grown elsewhere, which usually means new, unfarmed land is ploughed up, which can release massive carbon emissions. All this means that many biofuels increase, not reduce, greenhouse gas emissions compared with regular petrol or diesel.

In 2012, the European Commission finally proposed a change, but a half-baked one. It would freeze the amount of biofuels produced from food crops roughly at current levels, but it still fails to properly include ILUC emissions, leaving the door open for high-ILUC, but non-food, biofuels.

T&E called this proposal a missed opportunity to steer biofuel production in the right direction and has called on the Parliament and the Council to include ILUC emissions in the criteria to assess the environmental performance of biofuels.

Before the Commission released its proposal, we also launched a report that confirms that freezing biofuels at current levels would not adversely affect the

industry – 95% of biodiesel installations would have paid back their investment or turned a profit by 2017. By then EU States would be able to put in place ILUC factors and ensure that only low-ILUC biofuels are publicly supported.

DRIVERS & IMPACTS OF EU BIOFUEL POLICY

With the aim of telling a complex story in a compelling way, T&E, in cooperation with Friends of the Earth Europe, the European Environmental Bureau and BirdLife Europe, produced a four-page infographic to communicate the diverse impacts of Europe's biofuel policy to lawmakers around Europe. The factsheet has been adapted and translated into Polish, German and Spanish.

Factsheet can be downloaded from

<http://transenv.eu/ZMpOMe>



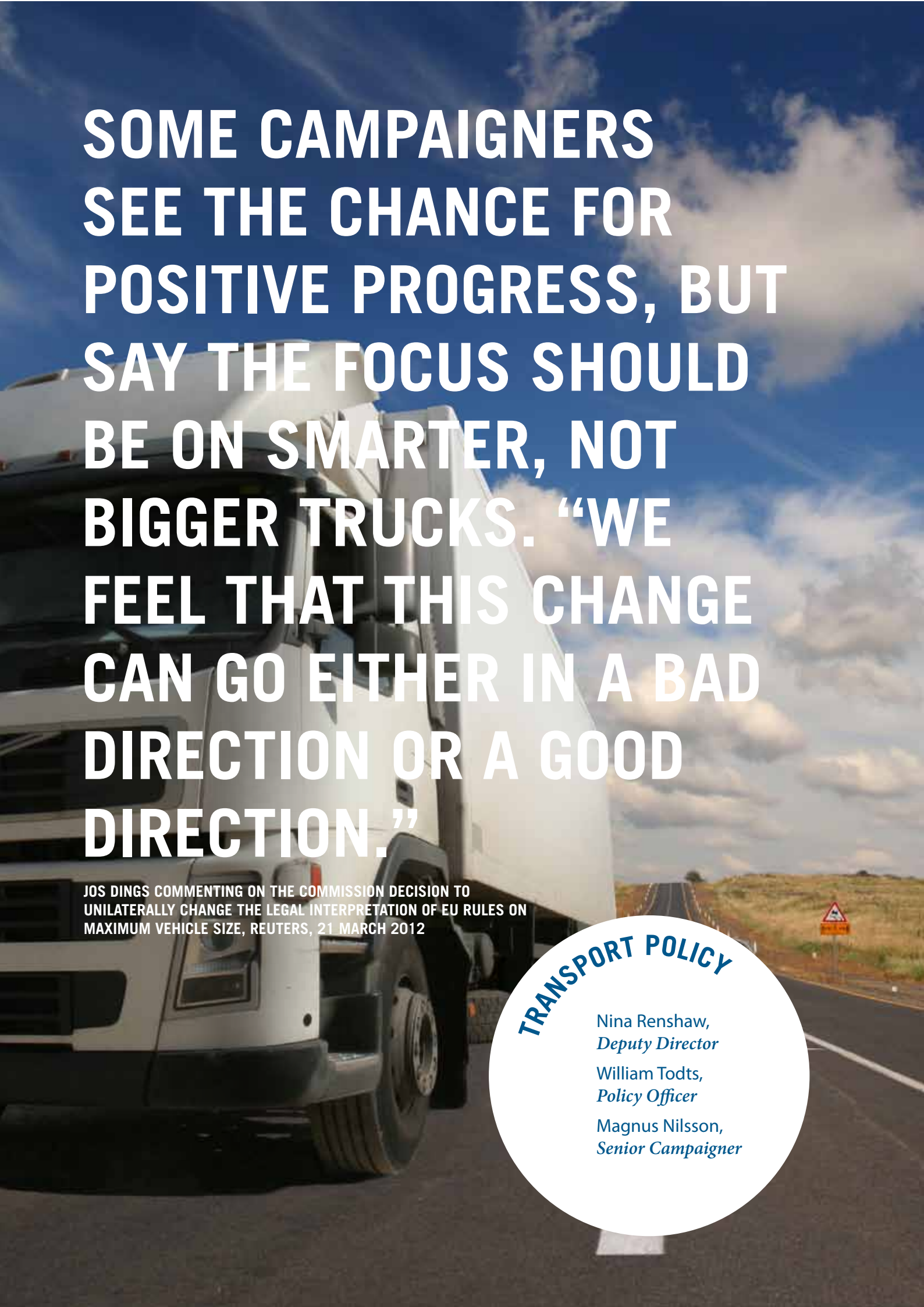
CAMPAIGN PAGE:

[HTTP://WWW.TRANSPORTENVIRONMENT.ORG/WHAT-WE-DO/BIOFUELS](http://www.transportenvironment.org/what-we-do/biofuels)

DID YOU KNOW?

65% OF EU-PRODUCED VEGETABLE OIL IS TRANSFORMED INTO BIODIESEL.

SOURCE: USDA

A large white truck is shown from a low angle, moving along a road that stretches into the distance. The sky is blue with scattered white clouds. The truck's front and side are visible, and it appears to be a heavy-duty vehicle.

**SOME CAMPAIGNERS
SEE THE CHANCE FOR
POSITIVE PROGRESS, BUT
SAY THE FOCUS SHOULD
BE ON SMARTER, NOT
BIGGER TRUCKS. “WE
FEEL THAT THIS CHANGE
CAN GO EITHER IN A BAD
DIRECTION OR A GOOD
DIRECTION.”**

JOS DINGS COMMENTING ON THE COMMISSION DECISION TO
UNILATERALLY CHANGE THE LEGAL INTERPRETATION OF EU RULES ON
MAXIMUM VEHICLE SIZE, REUTERS, 21 MARCH 2012

TRANSPORT POLICY

Nina Renshaw,
Deputy Director

William Todts,
Policy Officer

Magnus Nilsson,
Senior Campaigner

DELIVERING THE GOODS: SAFER AND CLEANER FREIGHT

Our transport policy work focuses on economic incentives for cleaner modes and lower emissions. The commitment in the Transport White Paper to internalise all external costs of transport by 2020 is useful, but follow up has been slow with only a consultation starting in 2012. Meanwhile, negotiations on the energy tax directive, crucial to ensure that diesel taxes go up over time, were slow too, but they are still alive, and we worked hard to make that happen and increase support for it.

At the same time, a political opportunity opened up to improve the dismal environmental and safety record of Europe's lorries. Lorries account for only 3% of the vehicle fleet, but almost a quarter of road transport CO₂ emissions and one-in-five fatal crashes.

EU law sets the maximum dimensions of lorries allowed on our roads, limiting the length from the front grille of the cab to the backdoors of the trailer. The current brick-shaped front causes high aerodynamic resistance and compromises the safety of other road users, particularly cyclists and pedestrians.

In 2012, the Commission and Member States accepted a proposal, first put forward by T&E and

SMARTER, NOT BIGGER

In June, we organised a conference together with the Danish Presidency of the EU, Danish road hauliers' federation ITD and hosted by the Bavarian Representation to the EU. The conference was an opportunity to showcase a 'smarter and safer' cab concept, which gained broad support from high-level speakers including the Danish Minister of Transport Henrik Dam Kristensen, the Cabinet of Commission Vice-President Siim Kallas and MAN trucks. The Commission announced plans to revise the law to encourage smart cabs on European roads, which will not only save thousands of lives and millions of litres of fuel, but also cut CO₂ emissions, air pollutants, noise and may even be replicated around the world. The Commission proposal is expected in April 2013.

All event documents at

<http://transenv.eu/smartlorriesevent>

broadly supported by truck makers and hauliers, to allow aerodynamic devices to be fixed to trailers. Making sure that these devices are legally allowed on EU roads may seem like a simple measure, but can be applied immediately and offer emissions reductions and fuel savings of up to 5%.



CAMP AIGN PAGE:

[HTTP://WWW.TRANSPORTENVIRON-
MENT.ORG/WHAT-WE-DO/SMARTER-ROAD-
FREIGHT](http://www.transportenvironment.org/what-we-do/smarter-road-freight)

**DID YOU
KNOW?**

MORE AERODYNAMIC, ROUNDER LORRY CABS CAN CUT EMISSIONS FROM LONG-HAUL ROAD FREIGHT BY AROUND 3-5%, SAVING UP TO 5MT OF CO₂ PER YEAR AND €1,500 PER LORRY PER ANNUM IN REDUCED FUEL CONSUMPTION.

SOURCE: FKA AUTOMOTIVE

**“UNFORTUNATELY THE CURRENT
LIMIT VALUES ARE NOT EXACTLY
AMBITIOUS. THEY WILL MEAN A
REDUCTION OF 3 TO 4DB IN THE
LONG RUN. WE ARE CALLING FOR
A REDUCTION OF 10DB, WHICH
WOULD SUBSTANTIALLY PROTECT
PUBLIC HEALTH. THE SOCIAL
COSTS ARE HUGE IN TERMS OF
FOLLOW-UP COSTS FOR TOWNS
AND COMMUNITIES. THE ANNUAL
COMBINED TOTAL FOR THE EU IS
SOMETHING LIKE
€40 BILLION.”**

NINA RENSHAW COMMENTING ON T&E'S FINDING THAT
PORSCHE INFLUENCED KEY EU POLITICIANS TO TRY TO
REVERSE BETTER NOISE PROTECTION IN EUROPE, ZDF'S
FRONTAL21 TV PROGRAMME, 06 NOVEMBER 2012

CLEAN VEHICLES

Greg Archer,
Programme Manager

William Todts,
Policy Officer

Cécile Toubeau,
Policy Officer

Malcolm Fergusson,
Senior Policy Analyst

CARMAKERS' NOISY DEMANDS

Although often forgotten by policymakers, traffic noise is the most harmful environmental problem after air pollution in the European Union. Noise from cars, vans and lorries is linked to 50,000 fatal heart attacks every year and five percent of strokes in Europe.

18 months of deliberations on the Commission's reasonable proposals on vehicle noise in Council and Parliament has resulted in long and loud arguments, but no agreement yet.

We have fought a tough campaign, highlighting the cost-effectiveness of tighter vehicle noise standards, but also effectively exposing undue influence and misinformation by carmakers. A key vote in the Environment Committee was won, with a tough vote in Parliament's plenary ahead. Whether EU citizen get the quieter life they deserve is still an open question.

A SOUND INVESTMENT

In December 2012, T&E co-hosted a workshop with the Cyprus EU Presidency for the Council noise working group. The purpose was to update the key players in the debate on impacts, solutions and costs of abating vehicle noise. Leading experts presented the latest science on health impacts of noise and costs and benefits of noise reduction. The European Environment Agency presented its position and the current and state-of-the-art technological solutions.

All event documents at

<http://transenv.eu/ZgFvfz>



CAMPAIGN PAGE:
[HTTP://WWW.TRANSPORTENVIRONMENT.ORG/WHAT-WE-DO/VEHICLE-NOISE](http://www.transportenvironment.org/what-we-do/vehicle-noise)



**DID YOU
KNOW?**

VEHICLE NOISE HARMS THE HEALTH OF 1 IN 3 EU CITIZENS.

SOURCE: WHO

**“TODAY’S COUNCIL
DECISION ON SULPHUR
IN MARINE FUELS IS AN
ENCOURAGING FIRST
STEP TO CLEAN UP
SHIPPING EMISSIONS
TO AIR THAT CAUSE
50,000 PREMATURE
DEATHS EVERY YEAR IN
EUROPE.”**

ANTOINE KEDZIERSKI COMMENTING ON THE ADOPTION OF THE
SULPHUR IN MARINE FUELS DIRECTIVE, REUTERS, 29 OCTOBER 2012

INTERNATIONAL TRANSPORT

Bill Hemmings,
Programme Manager

Antoine Kedzierski,
Policy Officer

Aoife O’Leary,
Policy Officer

SHIPS & AIR QUALITY

Sometimes described as the 'greenest' mode of transport, actually shipping is a rapidly rising source of both greenhouse gas emissions and air pollution. Moreover, shipping's black carbon emissions, soot particles that are the second most important warming agent after CO₂, remain completely unaddressed. This is particularly bad news for the Arctic because once black carbon lands on snow and ice it accelerates their melting. With both Arctic melting and Arctic shipping at record levels in 2012, cutting black carbon emissions from ships is very urgent.

In 2012, the biggest success was a new EU law that cuts sulphur emissions from the dirtiest of fuels - heavy fuel oil for ships - by 85% in 2020. Although the International Maritime Organisation (IMO) had already agreed similar rules in 2008, it seems that only now the shipping and oil industries have woken up to the dawning reality of a cleaner future.

We work together with our partners of the Clean Shipping Coalition (CSC), a global coalition we set up in 2010 to speed up environmental work in the IMO.

CONTINUOUS MONITORING OF ALL SHIP EMISSIONS: THE FIRST STEP TO CLEAN SHIPPING

Just after the European Commission announced it was going to make a proposal on the monitoring and reporting of ship emissions, T&E organised in October a conference on the issue to assess the business implications of the methods available to reliably measure greenhouse gas and air pollutant (mainly, SO_x and NO_x) emissions from shipping. Manufacturers, regulators and industry experts debated the different measures with an eye on how to ensure greater compliance with existing regulations and reduce the burden on public authorities. We followed up with two brochures that were used as a basis for further discussion on the matter in key European and international stakeholder forums.

All event documents at
<http://transenv.eu/WBwY93>



CAMP AIGN PAGE:

**[HTTP://WWW.TRANSPORTENVIRONMENT.
ORG/WHAT-WE-DO/SHIPPING](http://www.transportenvironment.org/what-we-do/shipping)**

**DID YOU
KNOW?**

**2020 - THE YEAR WHEN, IF UNREGULATED, SHIPS SAILING
AROUND EUROPE WILL EMIT MORE NITROGEN OXIDES THAN ALL
LAND SOURCES IN THE EU MEMBER STATES.**

SOURCE: IIASA, 2010



**“IT HAS TO BE
SUSTAINABLE, IT HAS
TO HAVE A PROPER
ENVIRONMENTAL
ASSESSMENT, IT HAS TO
RESPECT BIODIVERSITY,
IT HAS TO BE
ECONOMICALLY VIABLE.”**

NINA RENSHAW COMMENTING ON THE GREEN STANDARDS FOR ANY TRANSPORT INFRASTRUCTURE PROJECT FUNDED BY THE EU, REUTERS, 22 NOVEMBER 2012.

TRANSPORT POLICY

Nina Renshaw,
Deputy Director

William Todts,
Policy Officer

Magnus Nilsson,
Senior Campaigner

'CLIMATE RATING' FOR EU-BACKED TRANSPORT PROJECTS

In 2012, the Commission, all Member States and the Parliament discussed the 2014-2020 EU budget plan. The EU budget is always a source of huge controversy and endless political negotiations. At stake: nearly €140bn each year (or about 1% of Europe's GDP), of which some 10% will likely be spent on transport infrastructure.

With very long lifetimes for transport infrastructure, today's decisions on EU transport spending will set the path for transport beyond 2050 and into the next century.

T&E worked in the coalition on sustainable EU funds together with Birdlife, Conservation International, CEE Bankwatch Network, EEB and WWF to ensure that future EU spending does more good for citizens and our environment. We fought hard to get the EU to stand by their commitments to phase out fossil fuel subsidies from their own spending. Our work was instrumental in tackling perverse incentives in cohesion policy, which meant that railways and tolled motorways got a lower EU contribution than free road projects.

We will continue the fight in 2013 and beyond to require infrastructure spending to contribute towards the 2050 CO₂ reduction target for transport and to stop funding 'white elephants'. Put simply, each EU-funded transport project should be required to pass a climate exam as part of the assessment of its full environmental impacts.

EU COMMITMENT TO SPEND 20% OF TOTAL BUDGET ON CLIMATE

The European Parliament voted to support the Commission's proposal for 20% climate action spending from the EU budget in October 2011. The European Council confirmed this success, a tripling of funds, in early 2013. On Twitter, Connie Hedegaard, EU climate head, called this achievement a 'historic step for climate action!'

If it materialises – and that still depends on the details of some 60 laws relevant for how the EU budget will be spent – that would mean €27bn per year will benefit the climate. The EU leaders will need to be held to their commitment by the rules, especially for cohesion and infrastructure.



CAMP AIGN PAGE:

[HTTP://WWW.TRANSPORTENVIRONMENT.ORG/WHAT-WE-DO/EU-TRANSPORT-SPENDING](http://www.transportenvironment.org/what-we-do/eu-transport-spending)

DID YOU KNOW?

€500BN – MONEY THAT NATIONAL GOVERNMENTS ARE EXPECTED TO PAY FOR EU TRANSPORT INFRASTRUCTURE TO 2030. THE EU WILL PAY FOR A TINY 7%.

SOURCE: EUROPEAN COMMISSION



**“IT’S IN THE EU’S
AND THE INDUSTRY’S
INTERESTS TO SEE
THAT HIGH CARBON OIL
HAS NO FUTURE, IF WE
ARE SERIOUS ABOUT
REDUCING TRANSPORT
EMISSIONS.”**

NUSA URBANČIČ COMMENTING ON AN INDEPENDENT STUDY ABOUT THE COSTS OF
CARBON RANKING FOR FUELS, REUTERS, 19 APRIL 2012.

CLEAN FUELS

Nuša Urbančič,
Programme Manager

TARNISHED DEBATE ON DIRTY OIL

Just tackling emissions from combustion of transport fuel is not enough if those from production of fuel keep rising. A special EU law from 2009, called the Fuel Quality Directive (FQD), therefore seeks to cut the carbon footprint of transport fuels by 6% in 2020, which would make dirty transport fuels such as those made from tar sands a difficult sell in Europe.

Final rules on how to deal with cleaner and dirtier types of fossil fuels are still not decided though. In February 2012 a vote on a decent Commission proposal ended in a stalemate, and with a decision to do more research for a new vote in 2013.

Meanwhile, Canada and the oil industry embarked on a massive campaign against the proposal, claiming, amongst others, that administrative costs would add a dollar to the cost of a barrel of oil.

We commissioned an independent report to examine these claims. The study concluded that the administrative cost would be around a cent a barrel, or half a cent for a typical fill-up – 100 times less than oil producers and suppliers claimed.

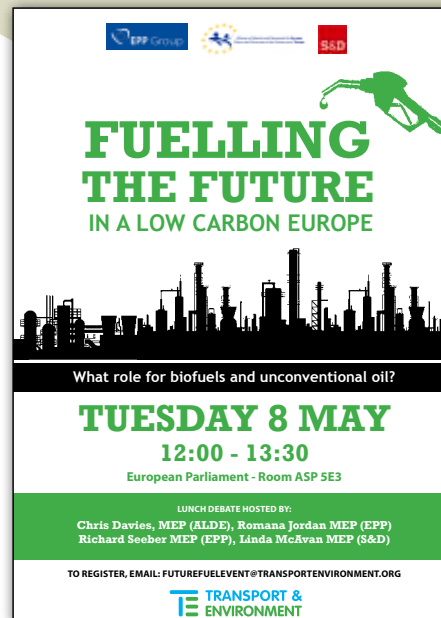
The implementation of the Fuel Quality Directive is on hold, awaiting the results of the Commission's research.

AN UNCONVENTIONAL TRUTH

In May, T&E organised a lunch debate hosted by key Members of the European Parliament, representing the three largest political groups of the Chamber, to discuss the role of fuels in a low carbon Europe. A range of speakers, including the European Commission, shared their views, and we used the event to launch our study on the administrative burden. At the end, participants including the oil industry acknowledged that the administrative cost would indeed be insignificant.

All event documents at

<http://transenv.eu/futurefuelevent>



CAMPAIGN PAGE:

[HTTP://WWW.TRANSPORTENVIRONMENT.ORG/WHAT-WE-DO/DIRTY-OIL](http://www.transportenvironment.org/what-we-do/dirty-oil)

DID YOU KNOW?

1 EUROCENT PER OIL BARREL – TOTAL ADMINISTRATIVE COST OF INTRODUCING A CARBON RANKING FOR FUELS.

SOURCE: CE DELFT

NETWORK & COMMUNICATIONS

Working closer with our members

We strengthened work with our member organisations with a further increase in shared distribution of reports, policy briefings and press announcements, and increased translation in other languages for key documents. We also increased the frequency of policy updates with national relevance.

Digital communications

In January 2012, T&E ramped up its online presence with the launch of a brand new website. Our new online face saw an increase of 16% in the number of visitors over 2011. With almost 300,000 page views in 2012, the domain transportenvironment.org strengthened its position and reputation as one of the key virtual sources for EU sustainable transport news and views. Moreover, we intensified the dissemination of news through the social networks Twitter and Facebook.



Media coverage

T&E was featured in a wide range of media read by EU opinion leaders. A sample of these media hits was featured in this annual report and more coverage can be read at: <http://www.transportenvironment.org/about/in-the-media>.

NETWORK & COMMUNICATIONS

Nico Muzi,
Communications Manager

Tom Sims,
Communications Assistant

Chris Bowers,
T&E Bulletin Editor

Cécile Toubeau,
Network Coordinator



With the vital support of our member organisations and the production of visual materials and localised stories, we also improved its presence in top-tier national media across Europe. This network cooperation helped raise awareness of the impact of the EU in the field of transport and environment in the European countries.

FINANCE

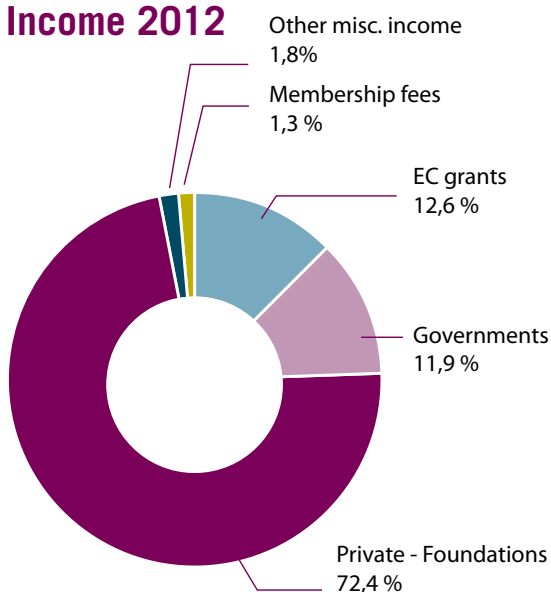
Income 2012

EC grants	€235.161
Financial income	€321
Governments	€221.693
Private - Foundations	€1.351.348
Other misc. income	€32.498
Membership fees	€24.525
	€1.865.546

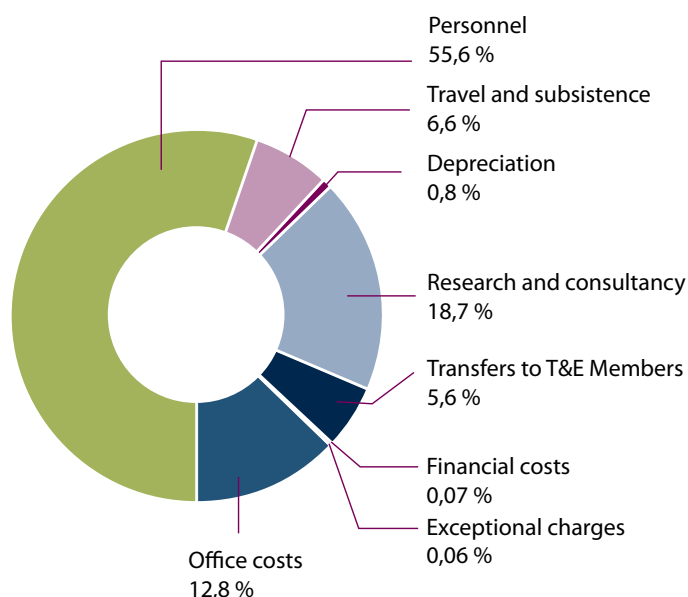
Expenditure 2012

Personnel	€1.000.999
Travel and subsistence	€118.680
Depreciation and provisions	€14.677
Research and consultancy	€334.198
Transfer to T&E Members	€100.500
Financial costs	€1.192
Exceptional charges	€1.139
Office costs	€229.866
	€1.801.250,90

Income 2012



Expenditure 2012



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

FUNDERS

T&E gratefully acknowledges funding support from the following institutions in 2012:

>€500,000

European Climate Foundation

>€100,000

ClimateWorks Foundation

European Commission

Ministry of Infrastructure and Environment -
The Netherlands

€25,000 - €100,000

BirdLife

CEE Bankwatch

Deutsche Umwelthilfe

Environmental Defense Fund

Federation Environment Agency - Germany

Natuur & Milieu - The Netherlands

Norwegian Mission to the EU

Norwegian Public Road Administration

Oak Foundation

Svenska Naturskyddsforeningen

Tides Foundation

Verkehrsclub Deutschland

<€5,000

ITD

JMG Foundation

T&E member and supporter fees

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Friends of the Earth
Estonia

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Netherlands
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Norway

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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

Supporters

European Cyclists' Federation, UITP and WWF

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

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 raison d'être

T&E's mission is to promote transport policy based on the principles of sustainable development. That means minimising the use of energy and land and reducing harmful impacts on the environment and health while maximising safety and guaranteeing sufficient access for all.

We believe Europe should have the lowest levels of greenhouse gas emissions and air and noise pollution from transport; the cleanest cars, vans, lorries, ships and planes; transport policies that encourage efficiency and pricing that makes polluters pay for pollution, not society as a whole.

Our work is focused on the areas where European and global policies have the potential to achieve the greatest environmental benefits. T&E has contributed to a number of high-profile policy changes including Europe's first legally binding CO₂ standards for new cars and vans; the inclusion of aviation in the EU-ETS; the introduction of a label to inform consumers of the environmental, noise and safety performance of tyres; and smarter EU rules on road charging for lorries.

Our member organisations work throughout Europe for sustainable transport policies at national, regional and local level. T&E's role in this context is to bring our members together, adding value through the sharing of knowledge and ideas.

Established in 1990, we represent around 50 organisations across Europe, mostly environmental groups and sustainable transport campaigners.

We are a non-profit, politically independent and science-based organisation.