

T&E
Annual Report
2005

T&E Annual Report 2005

T&E – European Federation for Transport and Environment
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www.t-e.nu

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About T&E

T&E is Europe's principal environmental organisation campaigning on sustainable transport. Our primary focus is on European policy but our work in Brussels is supported by some 40 NGO member organisations working in 20 European countries to promote an environmentally sound approach to transport.

T&E Staff 2005

Director

Jos Dings (NL)

Policy Officers

Karsten Krause (DE)

Markus Liechti (CH)

Aat Peterse (NL)

Communications Officer

Dudley Curtis (UK)

Finance Manager

Paolo Ferraresi (IT)

Secretary

Beatrice Chiantalassa (FR)

Stagiaires

Emma Bagyary (BE), Verena Bibaritsch (AT)

Úna Doyle (IE), Daniël Meijers (NL)

Judit Sándor (HU)

T&E Board 2005-6

President

Sonja Klingberg (DE)

Vice-Presidents

Magnus Nilsson (SE)

Ton Sledsens (NL)

Treasurer

Bram Claeys (BE)

Malcolm Fergusson (UK)

Mari Jüssi (EE)

José Manuel Palma (PT)

Ulla Rasmussen (AT)

Jürg Tschopp, (CH)

T&E is a member of

European Environmental Citizens Organisations for Standardisation (ECOS) - member

European Cyclists Federation (ECF) – associate member

Clean Air Initiative for Asian Cities (CAI-Asia) – NGO member

United Nations

The Committee on Non-Governmental Organisations of the United Nations has granted special consultative status to T&E.

T&E coordinates the International Coalition for Sustainable Aviation (ICSA) which has observer status at the International Civil Aviation Organisation (ICAO)

Green10

On a number of general European environment topics, 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, EPHA Environment Network, Friends of the Earth Europe, Greenpeace, International Friends of Nature and WWF. In 2005, CEE Bankwatch joined the group previously known as the Green9.

T&E Members

National Members

Austria	Verkehrsclub Österreich www.vco.at	Romania	TERRA Mileniul III www.terraiii.ngo.ro
Belgium	Groupement des Usagers des Transports Intercommunaux Bruxellois Inter-Environnement Bruxelles www.ieb.be Inter-Environnement Wallonie www.iewonline.be Koepel Milieu en Mobiliteit www.komimo.be	Slovenia	GAJA
Czech Republic	Centrum pro dopravu a energetiku www.cde.ecn.cz Cesky a Slovensky Dopravní Klub www.dopravniklub.ecn.cz	Spain	Asociación para a Defensa Ecolóxica de Galiza www.adegagaliza.org Associao per la promocio del transport public www.laptp.org Ecologistas en accion www.ecologistasenaccion.org
Denmark	NOAH-Trafik www.noah.dk/trafik	Sweden	Gröna Bilister www.gronabilister.se Svenska Naturskyddsföreningen www.snf.se Swedish NGO Secretariat on Acid Rain (Joined 2005) www.acidrain.org
Estonia	Eesti Roheline Liikumine www.roheline.ee	Switzerland	Alpine Initiative www.alpeninitiative.ch
France	Fédération Nationale des Associations d'Usagers de Transport www.fnaut.asso.fr France Nature Environnement www.fne.asso.fr	UK	Verkehrsclub der Schweiz www.verkehrsclub.ch Aviation Environment Federation www.aef.org.uk Environmental Transport Association www.eta.co.uk TRANSform SCOTLAND www.transformscotland.org.uk Transport 2000 www.transport2000.org.uk
Germany	Verkehrsclub Deutschland, www.verkehrsclub-deutschland.de		
Greece	Society for the Protection of Nature and Eco-development http://www.livinglakes.org		
Hungary	Clean Air Action Group www.levago.hu/caag.htm Magyar Közlekedési Klub www.mkk.zpok.hu		
Italy	Amici della terra www.amicidellaterra.it		
Netherlands	Stichting Natuur en Milieu www.snm.nl		
Norway	Norges Naturvernforbund www.naturvern.no		
Poland	Polski Klub Ekologiczny www.most.org.pl		
Portugal	Quercus www.quercus.pt		

International Associate Members

BirdLife International www.birdlife.org
Communauté des Chemins de Fer Européens www.cer.be
European Cyclists' Federation www.ecf.com
Union Internationale des Chemins de fer www.uic.asso.fr
Union Internationale des Transports Publics www.uitp.com
WWF www.panda.org/epo

Introduction

by Sonja Klingberg, President of T&E

The environment is taken less seriously at EU level now than in past years. Furthermore, this marked change in the Brussels agenda has come in spite of the fact that European citizens consistently tell pollsters that they care about the environment and want to see their governments take action.

In Brussels, communications and strategies are published, and high-level groups set-up but in reality, concrete new action on the environment is becoming a rare commodity.

As Brussels changes, so must the approach of organisations like T&E. We still have the arguments on our side, but we must adapt our messages, sharpen the story and hold our nerve. We also need to find new partners, strengthen our networks and work together even better if we are to achieve our goals.

This process has already started and is bearing fruit. I would like to highlight four successes from 2005 that demonstrate how T&E's approach is evolving to meet these challenges:

European Parliament Transport Committee vote on the 'Eurovignette' directive

T&E led a broad coalition of stakeholders including NGOs, trade unions and rail industry groups to reinforce the message that lorry tolls should include the costs of the environmental and health impacts caused by road freight transport. The EP Transport Committee agreed and voted in November to require the Commission to produce a way of calculating external costs – with a provision that Member States should be able to charge up to 60% of tolls should the Commission fail to act. The final plenary vote resulted in a compromise on this issue but nevertheless, the revised Eurovignette directive represents a small victory for the environment and shows the value of partnerships.

European Commission Communication on Aviation and Climate Change

T&E and NGOs across Europe have campaigned over the last decade for action to combat the environmental impact of the rapidly-growing aviation sector. In September the Commission finally proposed the first step towards action, by proposing that aviation be included in the existing European Union Emissions Trading System (EU-ETS). This small success can partly be attributed to the work T&E, our members, and other NGOs have played in drawing attention to this issue. But much more remains to be done.

Euro 5 Emission Standards for New Cars

At the end of the year, the Commission proposed new emissions standards for new cars. Although much of the proposal can be improved, in one crucial area we saw a success. The proposed standards would lead to all new diesel cars being fitted with a particle filter from 2009. This success shows how tough action by T&E member organisations in a couple of countries can, via Brussels, lead to great results for Europe as a whole.

Trans-European Transport Networks Budget Cut

The compromise over the future EU budget agreed under the UK presidency contained quite drastic cuts, some of which could mean bad news for the environment. But they also included a big reduction in the budget for European investment in the so-called 'priority' transport projects from € 20 bn to € 7 bn. If this budget cut goes ahead, the likely positive outcome will be that fewer favoured projects of national governments (that make little economic or environmental sense) will get the go-ahead. Pointing out the flawed economic and environmental basis of 'mega projects' such as the Messina bridge connecting Italy and Sicily has been a T&E priority for several years.

We will not shy away from calling for independent cost/benefit analyses and environmental impact assessments of similar projects in the future.

In 2005, T&E also put a great deal of emphasis on events; organising or co-organising major conferences and seminars throughout the year in Vitoria (Spain) via Brussels to Stockholm, (Sweden). Here again we benefited from partnerships with other environmental organisations as well as national and regional governments.

Aside from core policy work, T&E is also raising its game in other areas. In communications, media relations, membership development and internal operations the secretariat is working hard to make improvements.

There are numerous challenges ahead and for now, the political climate is tough. Although financially the organisation was in good health in 2005, our resources remain limited.

But if there's one message to take forward in 2006, it's that by working together with members, partners and other organisations that share our goals, we're worth much more than the sum of our parts.

J. Heineberg

Policy Work

Aviation

Background

Aviation causes 5 to 12 per cent of the EU's man-made greenhouse gas emissions, some 15-20% of the noise nuisance in Europe, and also contributes to air quality problems. The sector is growing at a rate of some 5 per cent per year, and this growth outstrips the technical and operational improvements that airlines have implemented.

In 2005, T&E focused on the climate change impacts of the sector. Following almost a decade of awareness raising on this issue by T&E and other environmental NGOs, the European Commission launched in September a concrete policy initiative in this field. A Communication concluded that including aviation in the European Union Emissions Trading System (EU-ETS) was the best way forward.

Together with other environmental NGOs, T&E welcomed this initiative but stressed at the same time that it would be only a small first step. Many more measures will be needed to get the climate impact of the sector under control.

Main activities in 2005

- In January, T&E organised an event on aviation and climate change in the European Parliament with Chris Davies MEP. This event was attended by some 70 key stakeholders and was one of the major events in the run up to the Commission's Communication.
- T&E presented its views on emissions trading for aviation at many events, including the aviation conference during 'Green Week'.
- T&E also has a seat in the aviation working group of the EU's Second European Climate Change Programme, that will report mid-2006.
- In December, T&E launched a research report, commissioned from the Dutch National Aerospace Laboratory (NLR), that showed that aircraft built in the 1950s are as fuel efficient as typical modern aircraft. This finding highlights that the technological progress in the aviation industry has been invested in higher cruise speeds rather than a higher fuel efficiency, and puts a new perspective on the claims that aircraft have improved their fuel efficiency by 70% over the last 40 years.

Looking forward

The major challenge for 2006 will be to ensure that the Commission comes forwards with an effective legislative proposal in this field: one that covers all climatic impacts and all flights from and to Europe.

Events

31/01/2005

Tackling the Global Warming Impact of Aviation

Conference, European Parliament, Brussels

Download presentations from this event: <http://www.t-e.nu/Article87.html>

Publications

- *Measures to Curb the Climate Change Impacts of Aviation*

- *Input from Environmental NGOs at the Start of the Next Round of the European Climate Change Programme*

- *Fuel efficiency of commercial aircraft: An overview of historical and future trends*

Download these publications at www.t-e.nu

Shipping

Background

Maritime transport is the backbone of globalisation. Bigger, faster and more efficient ships have integrated the most distant regions into the world market and helped to exploit the world's resources. But maritime transport has also become a large and rapidly growing source of local air pollution and greenhouse gas emissions. The fuel consumption of a cruise ship is equivalent to 12,000 cars.

Furthermore, the fuels used by the majority of these vessels are produced from the most contaminated residual products of oil refineries.

The year 2005 has seen first steps to improve the situation, with the agreement on the EU's Directive on the sulphur content of marine fuel and the entry into force of the International Maritime Organisation's (IMO) International Convention on Maritime Pollution (Marpol) Annex VI.

Main activities in 2005

- Working with other NGOs on the EU Directive on the sulphur content of marine fuel
- Greening Motorways of the Sea Conference, held in Stockholm in April
- Working together with Greenpeace, Bellona, EEB and North Sea Foundation in a joint-platform on the environmental impact of ship scrapping
- Working on the publication *The Clean Ship* together with the North Sea Foundation

Looking forward

By 2010, shipping will be the biggest source of air pollution in Europe. A review of the strategy to combat air pollution and incentives to utilise the efficiency potentials to save energy and greenhouse gas emissions are urgently needed. To realise shipping's true potential as a 'green' transport mode, environmentally differentiated en-route charges and port dues should be introduced Europe-wide on a mandatory base. Furthermore as greenhouse gas emissions from ships are as significant as those from aviation, it is also important to ensure post-Kyoto emissions reduction discussions include the sector.

Events:

21-22/04/2005

Greening Motorways of the Sea
Conference, Stockholm

Download presentations from this event: <http://www.t-e.nu/Article104.html>

Publications:

- *Greening Motorways of the Sea: Conference Proceedings*
- *Air Pollution from Ships*
- *The Clean Ship: Opportunities for innovation, policy and business*

[Download these publications at www.t-e.nu](http://www.t-e.nu)

Road Transport, Climate and Energy Use

Background

Road transport is not only an important emitter of CO₂ and cause of climate change, but a growing one. T&E considers efforts to reduce CO₂ emissions by new cars as an indispensable element of climate policy for transport. Existing EU targets, which the car industry very unlikely to achieve, could be met with currently-available technology and at moderate or even negative cost to society as a whole.

T&E believes that the car industry should be made to step up its efforts, backed by legally-binding targets for CO₂ reduction over a number of years. We also want to see provisions that force the car makers to regularly publish average emissions by their fleet of new cars and that ensure positive and negative sanctions for achieving the targets set or failing to do so. The EU climate policy on passenger cars is currently under review.

The European Parliament, in its resolution of November 18, recognised the car industry's failure to live up to its commitments as expressed in the 'Voluntary Agreement' it agreed with the European Commission in 1998. In the same resolution, the Parliament called for the setting of new goals for the car industry, notably the reduction of average CO₂ emissions from new cars by half within ten years, from the current level of 160g/km to 80-100g/km in 2016.

Main activities in 2005

- Clean Cars in 2010, a major multi-stakeholder event in January 2005
- Participation in meetings of the CARS 21 High Level Group's Working Group on the Integrated Approach.
- Presentations given at important seminars and conferences, such as the opening conference of the European Climate Change Policy working group (ECCP)
- Organisation of a European NGO workshop on the issue of clean cars. This was also the launch-pad for a working group on the topic coordinated by T&E.

Looking forward

Although we have met with some success in this dossier, we are still far from achieving our goals. In particular, the European Commission remains officially very close to the car industry's preferred 'integrated approach', in other words, replacing their commitment to improving fuel efficiency with other measures, for example the use of alternative fuels.

In 2006 we will move this campaign forward on a number of fronts with the support of NGOs in several European countries.

Events

20/01/2005

Clean Cars in 2010

Conference, Brussels

Download presentations from this event: <http://www.t-e.nu/Article82.html>



01/04/2005

Transport and Climate Change: A Special Strategy for a Special Sector

Conference, Brussels

Download presentations from this event:

<http://www.t-e.nu/Article102.html>

31/05/2005 – 03/06/2005

Green Week 2005: Getting to Grips with Climate Change

Green10 Exhibition Stand, Brussels

28-29/09/2005
Low Carbon Cars
NGO Workshop, Brussels

Publications

- *Reducing CO2 Emissions From New Cars*
 - *Cleaner is Cheaper: Why European climate policy for cars is failing, and what to do about it*
 - *Input to European Commission Public Consultation on car regulation in the 21st century (CARS 21)*
 - *Fuel Prices in Europe*
 - *No Regrets: the cost effectiveness of reaching average 120g/km CO2 for new cars*
 - *Road Transport Speed and Climate Change*
- [Download these publications at www.t-e.eu](http://www.t-e.eu)



Economic Incentives for Cleaner Surface Transport

Background

In 1993, Per Kageson's *Getting the Prices Right* publication for T&E helped get the debate on 'true prices' for transport on the political agenda. But transport users in Europe are far from paying the full costs of the environmental and health impacts of transport, over a decade after EU leaders pledged their support for the idea.

In 2005, a small step forward was achieved in the field of road freight transport. Back in 2003, the European Commission presented a proposal to amend the 'Eurovignette' directive on tolls for heavy goods vehicles. After three failed attempts, Europe's transport ministers finally agreed on a common position under the 2005 Luxembourg presidency but T&E was not satisfied with the result particularly as external costs were not mentioned.

Together with a broad coalition of different stakeholders, T&E put its position to the European Parliament. In December 2005, the Parliament and transport ministers agreed on a compromise which incorporated many of T&E's concerns. The inclusion of external costs will not happen immediately but ministers accepted the principle and the need to include them in the following revision.

Main activities in 2005

- Building-up and leading a multi-stakeholder coalition to support T&E's position on the Eurovignette directive revision
- Final phase of the three-year Safe and Sustainable Freight Transport (SSFT) project culminating in a conference in Vitoria-Gasteiz, Spain (April 2005) and the report 'Delivering the Goods'

Looking forward

The most important objective for the coming year and beyond is the implementation of the revised Eurovignette directive in the Member States. The text of the directive is very open and leaves plenty of possibilities. T&E's aim is for Member States to make the best use of the amended directive. T&E will provide a tool for its members explaining the possibilities and assist members in building up a campaign addressed to their governments.

A follow-up project to SSFT will deal with these questions as well as wrong price incentives and competitive distortions caused by poor implementation of existing rules and legal requirements in the field of road freight transport.

Events

07-08/04/2005

Sustainable Transport in Sensitive Areas
Conference, Vitoria-Gasteiz

Download presentations from this event:

<http://www.t-e.nu/Article103.html>

Publications

- *Delivering the Goods: Policies to protect sensitive areas from the impact of freight transport*
- *The Eurovignette Directive - Background Briefing*
- *Sustainable Freight Transport in Sensitive Areas: Conference proceedings*

[Download these publications at www.t-e.nu](http://www.t-e.nu)



Health and Quality of Life

Background

Healthy, peaceful and quiet neighbourhoods are high on the priority list of most Europeans. Nevertheless, growing car ownership and use has contradicted these objectives in many towns and cities.

In 2005, the entry into force of European air quality standards for fine particles and the launch of the Clean Air for Europe strategy (CAFE) gave a new impetus to the debate on transport and health. In addition to the demand for particle filters for diesel vehicles, the interest in innovative policies to support clean, soft and collective transport modes rose. Positive examples, like the London Congestion Charge and the Gothenburg Environmental Zone, have raised interest in other European cities.

Following a high-level debate on the future of environmental regulation in Europe, the Commission published its 'Thematic Strategy on Air Pollution' in 2005. Environmental NGOs including T&E criticised the ambition level of the strategy, particularly because the cost benefit analysis of the CAFE programme had provided ample support for stricter standards.

Main activities in 2005

- T&E was heavily involved in the discussion on EURO V and EURO VI standards for new car pollutant emissions, which started in Autumn 2003 and will continue into 2006. T&E was invited to present its views in all relevant stakeholder discussions on the topic and has received significant press coverage in the Brussels and international media during the year.

- While European competencies in the promotion of urban sustainable transport are rather limited, the SIPTRAM – Sustainability in the Public Urban Transport Market project in which T&E participated, showed the environmental opportunities from public transport liberalisation. Public procurement of vehicles and urban transport plans, as mentioned in the EU's Urban Environment Thematic Strategy, could help to motivate more local authorities to provide incentives for better mobility choices by their citizens. The final workshop of this project was held in Brussels in May.

Looking forward

A challenge for T&E's work in 2006 will be to link existing best practices and to push the European institutions to provide tools that help to protect individual quality of life from transport-related risks.

Events

20/01/2005

Clean Cars in 2010

Conference, Brussels

19/05/2005

Better Public Transport for Europe

Workshop, Brussels

Publications

- *Input to European Commission Public Consultation on car regulation in the 21st century (CARS 21)*

- *Hidden Subsidies for Urban Car Transportation: Public Funds for Private Transport*

- *Input to European Commission Public Consultation on EURO 5 Emission Limits for Cars*

[Download these publications at www.t-e.eu](http://www.t-e.eu)

Investing in a Sustainable Transport System

Background

EU investment in transport infrastructure is one of the main tools in which the EU has an impact on the sustainability of the transport system and the European economy as a whole. Unfortunately, despite abundant scientific evidence to the contrary, transport infrastructure investment is considered by many politicians to be a guaranteed spur to overall economic growth. Success is measured, bizarrely, by money spent rather than benefits achieved.

In 2005 EU heads of state and the European Parliament discussed the EU budget for the period 2007 – 2013: the so-called 'financial perspectives'. The financial perspectives are essentially a multi-annual budget based on political priorities. The European Commission presented over 20 budget lines. The most relevant for transport projects are the TEN-T (Trans-European Transport Networks) budget line and the Cohesion Funds. The Council and the European Parliament has not yet decided on the financial perspectives or on the specific regulations for the budget lines. However, in December 2005, the Council proposed a significant cut to the budget compared to the proposal from the Commission. One consequence is that the TEN-T budget line might be cut from EUR 20 billion to EUR 6 billion.

T&E's main recommendations are that all projects that receive EU funds need a proper independent and comprehensive assessment of all costs and benefits, including environmental impacts. Traditional assessments of big projects have systematically underestimated costs and overestimated benefits.

Main activities in 2005

- Along with other NGOs, putting our position to the European institutions with regard to the future EU budget - 'financial perspectives', mainly regarding the budget lines for Trans-European Transport Networks (TEN-Ts) and Cohesion Funds.
- Participating in a public consultation on the extension of the TEN-Ts to neighbouring countries.
- Gathering information on how European funds for transport projects have been used in the past.
- Investigating the possibilities for a project that highlights the conflicts between European transport infrastructure policy and European nature protection policy. T&E presented these ideas at an NGO workshop in Prague.

Looking forward

- In 2006, a decision on the financial perspectives and the regulations on the budget lines will be taken. T&E will follow and attempt to influence these discussions together with other NGOs.
- T&E will intensify work on exploding the myth that transport infrastructure investments bring guaranteed economic benefits and raising awareness of the financial risks of 'mega projects'.
- T&E will also continue to work on the conflicts between infrastructure investment and nature protection policy at EU level. However, additional funds will be needed for such a project as well as close cooperation with other NGOs who specialise in nature protection.
- T&E will also contribute to the discussion on the Communication announced by the Commission on the extension of the TEN-Ts to countries neighbouring the EU.

Events

23-24/11/2005

European legislation and sustainable transport infrastructure

NGO Workshop, Prague

Publications

- *Input to European Commission Public Consultation on TEN-T expansion to neighbouring countries*

- *The Environmental Challenges for the Financial Perspectives 2007-13*

[Download these publications at www.t-e.eu](http://www.t-e.eu)

General Transport and Environment Issues

Background

A number of broad European policies touched on the environmental impact of transport in 2005. The EU's Common Transport Policy is obviously a crucial topic for T&E. But the so-called Lisbon strategy (for 'growth and jobs'), the Sustainable Development Strategy, the EU's energy, climate and air pollution policies and the EU's overall budget also determine, to a large extent, the context in which we work.

T&E works with fellow members of the 'Green10' on these issues. The Green10 is an informal platform in which the ten largest environmental NGOs in Brussels co-operate on a wide range of EU policies that affect the environment.

Main activities in 2005

T&E believes that the EU should strive to become the most transport-efficient economy in the world. Europe should use transport, just like energy, as sparsely as possible, and have the cleanest and most efficient transport system in place.

In 2005 we developed and started to promote this concept in many ways. We wrote an extensive submission to the Consultation on the mid-term review of the Common Transport Policy, and presented our views at many different fora. Together with our Green10 colleagues we compiled numerous letters, papers and reports on issues like the Sustainable Development Strategy, the Budget (Financial Perspectives), and climate change.

In many of these areas it has not been easy to maintain the momentum and level of ambition that Europe had in the late 1990s. For example, the new proposals for the Sustainable Development Strategy still lack clear targets and timetables, and it is far from certain that the reviewed Common Transport Policy will be strong on sustainable development.

On a more positive note, two of the five working groups under the new Climate Change Programme deal with transport (on aviation and light duty vehicles).

Events

31/05/2005 – 03/06/2005

Green Week 2005: Getting to Grips with Climate Change

Green9 Exhibition Stand, Brussels

Selected Publications

- *Green 9 Proposed Amendments to the LIFE+ Regulation*
- *Input from Environmental NGOs at the Start of the Next Round of the ECCP*
- *The Environmental Challenges for the Financial Perspectives 2007-13*
- *T&E's Ten Priorities for the 2006 Austrian Presidency of the EU*

[Download these publications at www.t-e.nu](http://www.t-e.nu)

Communication

During 2005, T&E invested considerable time and resources into refining and improving our communications strategy.

In the last quarter of 2004 we hired a communications and press officer who is responsible for carrying out this strategy.

In 2005 we saw press coverage in important publications including the Financial Times, European Voice, Reuters, ENDS Environment Daily, Euractiv and EUPolitix. We featured in reports on BBC World Service Radio, MSNBC television news, EuroNews, TV Brussels and other outlets. We also continue to work with industry publications such as Vehicle News as well as the publications of member organisations and other environmental organisations.

In 2005, T&E experimented with a pan-European media action on the lack of progress in fuel efficiency of the aviation sector. We hope to build on the learning from this exercise in future projects.

The T&E website is being improved step-by-step to make information easier to find. This work will continue throughout 2006

T&E publications are now produced in a house-style which adds to their authority and makes our publications easily recognisable and distinguishable.

T&E staff underwent a media training day with Angus Roxburgh, an experienced BBC broadcast journalist.

The Bulletin, our long-running, and widely-respected news sheet (edited by a professional journalist in the UK) is distributed to over 2000 subscribers each month – and a new, simplified, sign-up process has resulted in many additional electronic subscribers.

Working with Members

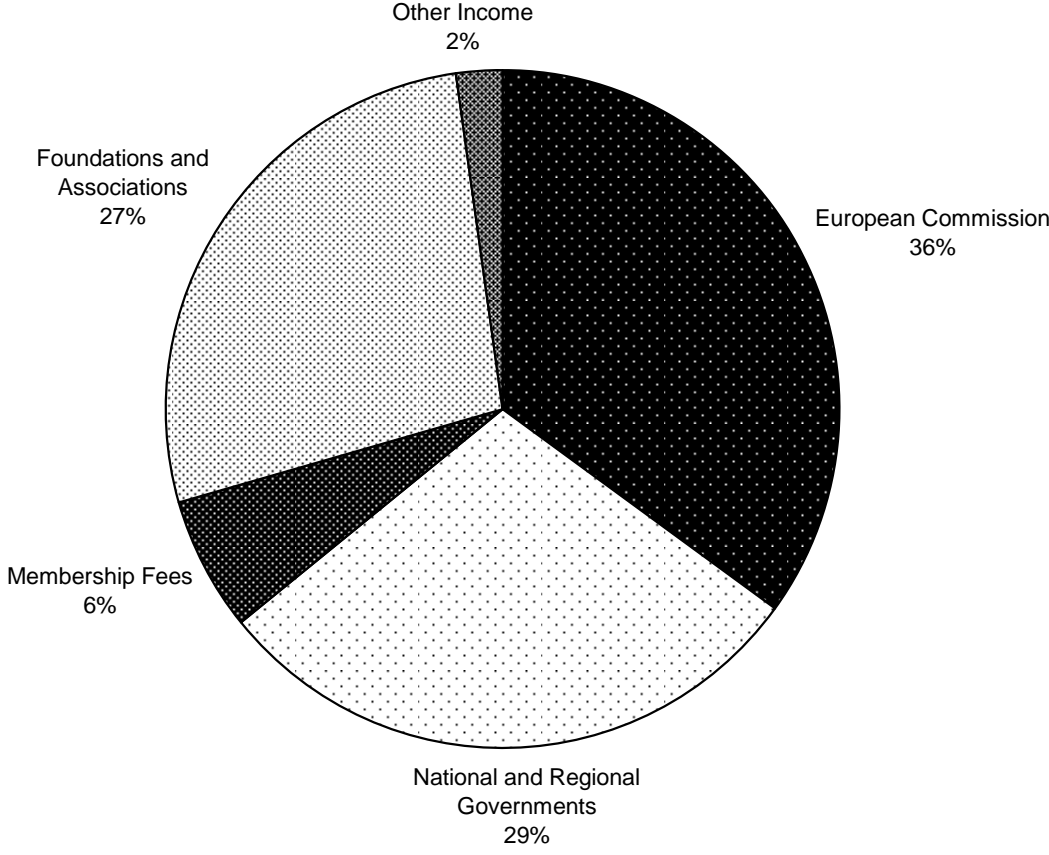
In 2005, T&E reintroduced an internal 'update' publication for members which is distributed in parallel with our Bulletin publication each month. It gives an overview of Brussels policy developments with background information and calls to action (for example drawing attention to EU stakeholder consultations).

We also launched working groups on Low Carbon Cars, Trans-European Networks and other important topics. These are primarily built on email mailing lists, but conference calls and face-to-face meetings also play a role.

Towards the end of the year, we took steps to develop the breadth of our membership and five new candidate member organisations will be presented to our 2006 AGM including groups in Russia and Turkey.

Finances 2005

Income



Annex 1: Publications

Main publications 2005

T&E 05/01

Reducing CO2 Emissions From New Cars

T&E 04/08

Delivering the Goods: Policies to protect sensitive areas from the impact of freight transport

T&E 05/02

Reducing Emissions from Ships in the Baltic Sea Area

T&E 05/03

Sustainable Freight Transport in Sensitive Areas: Conference proceedings

T&E 05/04

Greening Motorways of the Sea: Conference Proceedings

T&E 05/05

Cleaner is Cheaper: Why European climate policy for cars is failing, and what to do about it

Other publications 2005

Air Pollution from Ships

The Clean Ship: Opportunities for innovation, policy and business

Input to European Commission Public Consultation on TEN-T expansion to neighbouring countries

Green 9 Proposed Amendments to the LIFE+ Regulation

Input to European Commission Public Consultation on car regulation in the 21st century (CARS 21)

The Eurovignette Directive - Background Briefing

Hidden Subsidies for Urban Car Transportation: Public Funds for Private Transport

Measures to Curb the Climate Change Impacts of Aviation

Fuel Prices in Europe

Input to European Commission Public Consultation on EURO 5 Emission Limits for Cars

Input from Environmental NGOs at the Start of the Next Round of the ECCP

The Environmental Challenges for the Financial Perspectives 2007-13

No Regrets: the cost effectiveness of reaching average 120g/km CO2 for new cars

Road Transport Speed and Climate Change

T&E's Ten Priorities for the 2006 Austrian Presidency of the EU

Position Paper on the proposed EU Directive on passenger car taxation

Fuel efficiency of commercial aircraft: An overview of historical and future trends

T&E Position Paper on the mid-term review of the EU Common Transport Policy

Annex 2: Events

Main events organised or co-organised by T&E in 2005

20/01/2005

Clean Cars in 2010
Conference, Brussels

31/01/2005

Tackling the Global Warming Impact of Aviation
Conference, European Parliament, Brussels

01/04/2005

Transport and Climate Change: A Special Strategy for a Special Sector
Conference, Brussels

02/04/2005

T&E General Assembly 2005, Brussels

07-08/04/2005

Sustainable Transport in Sensitive Areas
Conference, Vitoria-Gasteiz

21-22/04/2005

Greening Motorways of the Sea
Conference, Stockholm

19/05/2005

Better Public Transport for Europe
Workshop, Brussels

31/05/2005 – 03/06/2005

Green Week 2005: Getting to Grips with Climate Change
Green9 Exhibition Stand, Brussels

28-29/09/2005

Low Carbon Cars
NGO Workshop, Brussels

23-24/11/2005

European legislation and sustainable transport infrastructure
NGO Workshop, Prague

Annex 3: Press Review

A selection of press coverage of T&E in 2005



Emissions trading is an easy option

By Jos Dings
13 January 2005

The bosses of British Airways and Virgin Atlantic, Rod Eddington ('How airlines can fight climate change', January 4) and Sir Richard Branson (Letters, January 11), are right to argue that more must be done to reduce the environmental impact of aviation. But they underestimate the problem and are wrong to argue that emissions trading is the only answer.

Mr Eddington says his industry is only a small source of greenhouse gas emissions. Yet the climate impact of aviation is put at 4-12 per cent of human-induced global warming, and the market is growing fast - contributes just 1 per cent to global gross domestic product and 0.2 per cent of global employment, still exists in a parallel universe where value added tax (not paid on fuel or international tickets) is described by airline bosses as a swingeing tax.

In fact, the industry as a whole has ferociously resisted any attempts to make it take responsibility for its environmental impact. The total inaction of the International Civil Aviation Organisation (ICAO), given responsibility to tackle the issue after Kyoto, attests to this. Both men suggest the European emissions trading system is the only solution. They would. The industry stands to gain by joining - as the history of similar systems suggests

carriers will receive the majority of their tradable permits free, on entry to the system, and pay for only a tiny number. Furthermore, the price is likely to stay low because of the political necessity of appeasing energy-intensive exporters such as the steel industry, who, as of January 1, already participate in the system.

Consequently there will be little or no incentive to reduce emissions. There is a range of fairer options that would make airlines pay for every ton of emissions they produce and therefore give a real incentive for reductions. Far from being 'blunt' instruments, such charges would merely bring the sector into line with every other area of economic activity. If airline bosses are really serious about climate change, they should get their heads out of the clouds and start taking these other options seriously.



Airlines look to climate change

18 March 2005

As European Union officials consider imposing a tax on airline fuel, carriers are looking to take the lead and reduce their impact on the environment. Airline officials at an Aviation and Environment summit in Geneva are discussing how to address climate change or face the risk of additional levies.

Environmentalists are lobbying hard for an airline fuel tax, which -- unlike automobile and other transport fuel -- is not taxed. This comes after EU carriers reacted angrily to a proposal from France and Germany for a "humanitarian" jet fuel tax at a meeting of top finance ministers in London in February.

"The industry must unite to develop an effective strategy to reduce carbon dioxide emissions," said Rod Eddington, CEO of British Airways, at the summit. "If it does not, governments will view the industry as an easy target for taxes to fund non-aviation projects."

Currently the airline industry is suffering from high fuel prices, which are set to increase after U.S. crude oil hit record levels above \$576 a barrel on Thursday. The industry is also struggling to recover from the travel crisis after September 11, 2001.

But the European Federation for Transport and Environment argues that a tax would "reduce the climate change impact of aviation, the fastest-growing emitter of greenhouse gases." The federation says the taxes should be used to help "third-world aid" and make European firms more competitive, especially if the revenue is used to offset taxes on corporate profits.

Supporters of the tax believe it would bring aviation into line with other transport forms, such as rail and road, which already pay taxes. Yet airlines argue that a tax will have little effect on consumption. "Taxes which doubled the cost of aviation fuel and cost airlines and their passengers £50 billion (\$96 billion) each year would cut less than 0.5 percent off the growth of air

traffic over a 30 year period," says Eddington.

He believes that improvements in air traffic management systems -- such as shorter flight path routes, less stacking of airplanes above airports and the use of continuous descent landings -- could cut emissions by up to 12 percent. Currently international rules mean that the aviation industry is exempt from fuel taxes. In September 2004 the International Civil Aviation Organization blocked any move toward a tax for at least three years.



Airlines face inclusion in emission-trading regime

22 September 2005

Aircraft operators should be included in the EU emissions trading scheme to cut down on harmful carbon dioxide emissions, the European Commission is set to recommend on Wednesday (27 September).

But the EU executive has not made a decision on how allocations of CO2 should be calculated or whether airlines will have to bid for them.

The Commission has rejected the idea of imposing taxes on fuel or emission charges, largely because of the difficulty in obtaining approval from member states' governments. Any move on taxes requires the unanimous approval of member states.

Instead, the Commission envisages that airlines would be allocated a yearly number of units of carbon dioxide (one tonne equals one unit) for all internal EU flights as well as international flights out of the Union. They would then be able to sell any units that they did not use or buy more on the market if their emissions were in excess of their allocation.

One important issue, which is not tackled in the communication, is how the allocations would be distributed. The Commission agrees that, unlike the current emissions scheme where member states submit an allocation plan to the Commission for approval, the allocation to airlines should take place at an EU level. But no mention is made of how the calculation will be carried out. For the current scheme for big industrial users, member states were careful to restrict the allocations that they grant to companies so as to meet their Kyoto Protocol targets on cutting emissions.

As emissions from the aviation sector are not included in the Kyoto Protocol, environmental groups have expressed concern that there will be no restraining factor on allocations. There is a risk, they say, that airlines could simply end up with a money-making tool where they sell surplus carbon units to installations whose allocations are more restricted.

Research published this week in the UK suggested that the projected growth in air travel would necessitate cutting all other emissions from cars, homes and industry to zero, if the British government was to meet its stated ambition of cutting CO2 emissions by 60% before 2050.

British Environment Minister Elliot Morley said that aviation had to be included in future international agreements on emissions.

The Commission's plans do not say whether airlines should have to bid for their allocations or receive free units as installations have done.

According to a study carried out by environmental research organisation CE for the Commission, auctioning was the most "attractive" option economically. It would also create a fairer situation for new entrants in the aviation industry, the study said.

The recommendations will be set out in a communication, on which the Commission will base any formal legislative proposal that it will present later.

Jos Dings, director of the European Federation for Transport and Environment, said: "The Commission has taken six years to study this issue and it is high time to act. We will accept this and just hope that a directive will be passed as soon as possible afterwards."

Earlier this year airlines, including British Airways, Virgin Atlantic and Scandinavian Airlines (SAS), signalled their support for emissions trading in preference to taxes or charges.



Aircraft set to jet into EU emissions trading

23 September 2005

Aircraft will join the European Union's emissions trading system -- the EU's key instrument to fight global warming -- under a proposal to be agreed by the EU executive Commission next Tuesday.

The European Commission has studied three ways to include the aviation sector in

its efforts to cut greenhouse gases, either through a tax, a ticket charge, or inclusion in the emissions trading scheme.

Environment Commissioner Stavros Dimas has repeatedly stated his preference for the last option, and his Commission colleagues are expected to endorse that position in a meeting on Tuesday, officials said.

"Aviation is a sector which is growing hugely and where greenhouse gas emissions are growing very fast," said a top Commission official, who confirmed that emissions trading would be recommended but declined to be named because the issue must still be voted on by commissioners.

"It's time that the transport sector, in particular the aviation sector, starts contributing to combating climate change. Emissions trading is a practical way of doing this."

The EU launched its emissions trading system in January. The scheme sets limits on the amount of carbon dioxide (CO2) energy-intensive installations like power plants can emit and allows them to buy or sell allowances that give them the right to release the main gas blamed for global warming.

European airports and some major airlines -- including British Airways <BAY.L> -- have come out in favour of an inclusion in the system, saying it would be more beneficial to the environment than a tax. Airlines in the EU are already facing a possible tax on tickets to help raise funds to finance development aid for Africa. EU finance ministers have asked the Commission to examine how such a voluntary tax could be implemented.

The official said aviation could be included in the emissions trading system from 2008. The recommendation on Tuesday will be followed by a formal proposal, which will then have to be approved by the European Parliament and member states. Taxes and

charges would be more difficult to implement, he said.

A Commission document showed earlier this summer that passenger demand for air transport would grow at a "slightly slower rate" with aviation in the scheme, and airlines would pass on the cost to consumers, who would see ticket prices rise by up to 9 euros (\$10.92) for a return flight.

Some environmentalists, while welcoming measures to crack down on plane pollution, say these will not be enough. "What we are disappointed about in that approach is that in our view a package of policy measures is necessary to address the dramatic impacts of aviation," said Jos Dings, director of environmental group European Federation for Transport and Environment. "Emissions trading, for a string of reasons, will not do the job entirely." Dings said other aircraft emissions aside from CO2 must also be addressed, and he said charges should be considered, since they are used in road transport.

"Aviation has always been a privileged sector and it's time to eliminate some of these privileges," he said.

Carmakers 'inflate cost of going green'

12 May 2005

Estimates by the car industry of how much it will cost to meet planned 2012 carbon dioxide (CO2) emissions limits are likely to have been significantly exaggerated by the car industry, according to a study commissioned by the EU executive. A source close to the study, which was submitted to the European Commission some months ago, told European Voice that it found the cost of reducing CO2 emissions in new cars to 120 grammes per kilometre were "less than 50% of the car industry's estimate of €4,000 per car".

The industry based its estimate on findings from a report carried out by global consultant Arthur D. Little and have used it to argue that the target is impractical.

The 120g/km target is a long-term goal set by the Commission in its drive for cleaner cars. In 1998 it signed a voluntary agreement with European, Japanese and Korean carmakers to limit output from all new cars to 140g/km by 2008. The Commission is supposed to produce a strategy to reduce output to the 2012 target by July 2005.

A Commission source said that preliminary indications gave the "strong impression that the industry's figures are exaggerated" but would not confirm the study's findings which he said were part of wider research into the issue.

The Commission has asked for minor corrections to be made to the study before it can be published.

Part of the reason for its unwillingness to confirm findings could be that the car industry is already likely to miss the 140g/km target by 2008.

A Commission report, which will be published shortly, is expected to find that last year the industry reduced carbon emissions by only 1.8% to an average of 160g/km.

A Commission source said that the industry was finding the target "quite a challenge". Consumer appetite has increasingly veered towards larger, more comfortable vehicles and carmakers have catered to demand.

A spokesman for the UK Society of Motor Manufacturers and Traders said that compliance with other EU rules, such as fitting additional features for pedestrian protection and meeting recycling targets in the EU's end of life vehicles directive, also added weight to cars and make it difficult to reduce emissions.

"We are improving, but there are some obstacles out there," he said. The UK average new car CO2 output is 170g/km.

According to environment and transport campaigners T&E, "current trends suggest that ACEA will at best achieve 80% of the gap between 1995 emissions and the 2008 target". T&E estimates that by 2008-09, new registrations will emit around 150g/km.

If carmakers cannot meet their current commitments on CO2, experts say that it could be embarrassing for the Commission to introduce an even tougher goal for 2012. Under the terms of the 1995 agreement, the Commission can legislate if industry misses the 140g/km target by a "wide mark".

Commission sources would not confirm how wide a mark would spark regulatory action, but observers will be watching closely for any indications when, and if, the Commission unveils its 2012 strategy.

EU readied for shift to CO2-based car taxation

6 July 2005

The European Commission on Tuesday proposed requiring car taxes increasingly to be based on vehicles' carbon dioxide (CO2) emissions. Tax commissioner László Kovács said the new arrangements would "encourage consumers to select more environmentally friendly cars".

Under the proposal, registration taxes paid on purchase or import would be phased out within ten years, a move primarily aimed at eliminating double taxation. Annual circulation taxes would be expected to take up the slack.

During the phase out, both registration taxes and annual circulation taxes would have to become increasingly based on CO2 emissions. The proposal includes minimum CO2 linking of 25% by 2008 and 50% by 2010.

The Commission stressed that the directive would set a common framework for vehicle taxation without harmonising tax rates. As a tax measure it will require unanimous backing from all 25 member states to come into force.

Sixteen EU countries currently apply a one-off registration tax when vehicles are purchased or imported. The tax ranges as high as €16,000 in Denmark. The directive is the result of lengthy debate and assessment following a 2002 Commission communication (ED 09/09/02).

Responding to the proposal, environmental group T&E said the shift to CO2-based taxation did not go far

enough and would not lead to a drop in emissions. The removal of registration taxes might make cars appear cheaper by bringing down initial costs, and thus encourage car ownership, it added.

It said member states should "retain the right to impose registration taxes" and link these to carbon emissions, "set at levels that genuinely encourage consumers to buy cleaner cars".

European carmakers association Acea said it supported the shift to taxation based on usage rather than ownership, but was concerned at a potential lack of uniformity across member states. "There is a danger everyone will come up with a different system. We would have liked something more uniform," a spokesman told Environment Daily.



EU targets SUVs in car emissions rules

18 July 2005

Popular sports utility vehicles (SUVs) in Europe will no longer benefit from a loophole that lets them escape tough emissions standards under draft proposals presented by the European Union's executive on Friday.

The European Commission put forward the tougher new limits on pollution from new cars for comment from industry and other groups before a formal proposal at the end of this year.

The rules, dubbed "Euro 5", could go into force by mid-2008 and are the latest in a series of regulations designed to reduce car emissions that pollute the air and damage human health. The previous Euro 4 rules went into force in January this year.

"Our ideas are ambitious, but realistic. The new emission limits will open the way to cleaner cars," Industry Commissioner Guenter Verheugen said in a statement.

"This is good for the health of our citizens and the environment. Industry gets a clear perspective and the time to prepare to produce clean, high quality cars without endangering its competitiveness," he said.

The proposals seek emissions reductions in new cars with diesel and petrol or gasoline engines.

Diesel cars would be required to reduce emissions of particulate matter by 80 percent to 5 mg/km compared to the 25 mg/km set in Euro 4, the current rules. Nitrogen oxide (NOX) emissions must be dropped by 20 percent. In petrol-powered cars, a reduction of 25 percent in NOX and hydrocarbons emissions is foreseen, as well as the introduction of a particulate emission limit.

Particulates can cause cancer and cardiovascular problems, while NOX is blamed for lung disease and contributing to ozone formation, environmentalists say.

SUVs, which are becoming more popular in Europe, have previously been exempt under a rule that gave looser standards to heavy vehicles. The Euro 5 rules stipulate passenger cars that weigh more than 2500 kg may not use "less ambitious" standards for light commercial vehicles, the Commission said.

The new standards are applicable to all cars imported into the EU. That means top producers from the United States and Asia must join European auto giants from countries like Germany and Italy in cleaning up new car emissions.

Industry reacted cautiously on Friday. One automobile industry official, who asked not to be named, said there would not be enough time to adjust to the rules, which would come into force between 18 and 36 months -- depending on the car -- after

formal adoption by the European Parliament and member states.

The Commission expects the rules to go into force by mid 2008 at the earliest.

"A lead time of 18 months is definitely not sufficient for the industry," the official said. He also disputed the need to clean up gasoline engines, which he said did not harm the environment.

Environmentalists said the proposals did not go far enough.

"Overall it's a very disappointing package," said Jos Dings, director of the European Federation for Transport and Environment. He said the technology was there to make the goals stricter.



EU has rolled over on emission controls

By Jos Dings
8 December 2005

It should not only be the green movement that is "angered by the likelihood that the motor industry will miss its 2008 target for carbon reduction" ("Biofuels could give breathing space to carmakers", December 6). Car drivers, politicians and supporters of Europe's technology sector should also be worried.

Cars cost the European economy €78bn every year in oil imports. That is four times as much as we spent 10 years ago when the European Union agreed the target for new cars to emit an average of 120 grams of CO2 per kilometre. Oil is now much more expensive and we use more of it.

And, contrary to the claims of an industry that has an excellent record in overestimating the cost of environmental measures, the EU target leads to net benefits, not costs. A recent study for the European Commission concluded that the average cost per car to meet the 120g/km standard would be €577. But fuel savings over the lifetime of the vehicle's use would be worth almost twice that figure. Of course, it is also better to invest money in car technology innovation than burn it in millions of inefficient engines.

The car industry and now the European Commission advocate an "integrated approach" to reducing emissions; in other words shifting responsibility to other stakeholders. But these cost figures suggest that any measures outside of the realm of vehicle technology should be taken in addition to, rather than instead of, the existing EU target.

When the Commission set up a "high-level group" of industry executives to discuss car regulation back in January, the Financial Times commented: "Brussels . . . should not roll over [to industry], and certainly not on emission controls that are essential to health, climate stability and indeed to innovation". Unfortunately, it now looks as if that is exactly what has happened.

Missed opportunity on EU truck tolls

By Jos Dings
29 April 2005

European Union transport ministers have not "endorsed plans to raise EU tolls for trucks" as your article suggests ("EU ends transport jam with toll rise", April 22). In fact the agreement of April 21 is not a plan to impose higher tolls or even encourage their introduction.

The "Eurovignette" directive is rather an evolving set of rules that member states have to comply with if they want to introduce truck tolls. But crucially, the main reason certain member states (mostly those on Europe's periphery) argue for this issue to be legislated at EU level is to restrict centrally located "transit" countries from introducing high tolls.

In the current proposal, one such restriction is that member states have been forbidden from using tolls to recoup the €170bn cost of environmental and health damage caused by trucks in Europe each year. This is a short-sighted approach because if this money were used, for example, to cut labour taxes or fund innovation, the European economy would get a much-needed boost.

And at a time when European heads of state have been scratching their heads looking for ways to boost competitiveness and create jobs, this compromise agreement looks like a missed opportunity. If European leaders are not convinced, we would like to jog their memory. The EU Sustainable Development Strategy, which they approved at the Gothenburg summit in 2001, promised to ensure that, "by 2005,

prices for different modes of transport reflect their costs to society".

It is now the turn of the European parliament to consider the proposal. It has previously requested the inclusion of ecological and health costs in tolls and it is in Europe's economic interest that it continues to do so.

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AN INDEPENDENT VIEW OF THE EU

'Perfect compromise' for truckers road-toll system

10 November 2005

A bid to include the cost of environmental damage in road tolls for heavy duty trucks will be revived on Monday (14 November) when the European Parliament's transport committee votes for the second time on the Eurovignette.

Dutch centre-right (EPP-ED) deputy Corien Wortmann-Kool, who is rapporteur on the issue, has introduced a compromise that would eventually allow member states to add environmental charges to road tolls.

Under the text, the Commission would have to come up with a model to assess these so-called external costs and a strategy for their implementation within two years of the directive coming into force.

The Parliament included external costs in an average toll calculation in first reading, but national governments entirely stripped this out of the proposal.

"I think we have developed the perfect compromise," said Wortmann-Kool, adding that she expected a majority vote in favour from her colleagues on the committee.

But environmentalists argue that this is not enough. "This compromise puts us in a weak position to discuss with the council," said Markus Liechti for environmental campaign group T&E.

"If after two years the Commission takes a year to set out its method, then it takes two and a half years to discuss it, in six years' time we could still be in this situation, when a model already exists."

On 2 November a group of 28 European economists wrote to MEPs, Transport Commissioner Jacques Barrot and EU transport ministers to press for support for external charges to be included.

"It is not true that a uniform calculation method for the charge of external costs is impossible," it reads. It goes on: "There is a broad basic consensus among the scientists in Europe concerning the minimum level of external costs.

The most cautious studies estimate total external costs for air pollution, noise and accidents at a level of 60% of the infrastructure costs."

Wortmann-Kool's report would also widen the scope of the proposal to include, with some exceptions, vehicles above 3.5 tonnes rather than above 12 tonnes as in the council's text.

The report would strengthen the right of member states to impose extra charges for air quality and allow them to apply charges on their main road network.

ENDS Environment DAILY
Europe's Environmental News Service

MEPs vote for greener EU road toll rules

15 November 2005

The European parliament's transport committee has reintroduced into revised EU road toll rules scope for member states to recoup external environmental costs. The vote contradicts an agreement by transport ministers that tolls could only be used to recover costs of infrastructure (ED 22/04/05).

The clause was recommended by centre-right Dutch MEP Corien Wortmann-Kool in August. It requires the European Commission to propose a calculation method for charging external costs no later than two years after the new directive enters force (ED 09/09/05).

Other changes to the revised Eurovignette directive demanded by the transport committee include subjecting lorries over 3.5 tonnes to road tolls. Governments want to stick to the 12-tonne threshold currently in force.

The international road transport union (IRU), said the vote would mean "a significant increase in logistic costs and therefore a decrease in EU competitiveness". In particular, it opposed the decision to allow "mark-up" charges in environmentally sensitive regions or congested urban areas.

Environmental group T&E urged MEPs to "stand firm" on the need to internalise external costs during negotiations with the council of ministers if the full parliament backs the committee's line in December.

The European union road federation, which had expected MEPs to come into line with EU ministers, told Environment Daily that attempts to include externalities in the cost calculation of tolls are "scientifically questionable and politically unrealistic".

