



2014 annual report
Transport & Environment

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FOREWORD FROM OUR PRESIDENT

25 YEARS ON AND THE FUTURE OF MOBILITY IS ELECTRIFIED AND SHARED (WE THINK)



At the time of preparing this review of Transport & Environment's work in 2014, we are getting ready to celebrate our 25th anniversary. Perhaps it's a little too early to crack open the champagne. Therefore I will try to connect last year's events to a longer historical timeline. Like everything else in life, there were Groundhog Day moments, but also instances of real progress.

Let's start with the most pertinent question: have we been successful in saving the world and cleaning up transport? The honest answer is no, we have not. Fuel use and greenhouse gas emissions are up 25% since 1990, and we have a hell of a lot of trucks, planes and automobiles that are not much better, or better used, than 25 years ago.

But that does not mean we should be gloomy about what T&E has done and achieved. Many of the views we had developed 20 years ago were not conventional at the time, let alone put into action, but have now become quite mainstream. In turn, this 'consistent persistence', amplified by excellent media work and coordination with members, has made T&E almost a household name, in Brussels circles at least.

Let's start with a very early T&E paper, from 1992, entitled 'Making fuel go further', which made the case for binding fuel efficiency standards for cars. Some 17 years later, Europe finally got them, doing the right thing after having tried

everything else, including an official voluntary agreement. We spent much of 2014 trying to ensure that those standards, and those relating to air pollution, not only be met in the laboratory, but also on the road. We have been highlighting this testing issue since as early as 1995. In 2014 we made progress; the next annual report will tell you exactly how much.

Then the issue of biofuels where, in 2014, Europe made further steps to correct its mistakes. More precisely, it kept debating how to reverse the wrongheaded idea to source almost 10% of transport fuel from first-generation biofuels. Twenty years ago we already issued a report that said using bioenergy in transport is an inefficient use of resources. And over the past six years we have very much turned up the volume of that message, with considerable success. But some lessons are apparently harder learned than others.

We seem to have a knack for taking on difficult fights; look at pricing carbon emitted by aviation. We started this fight in 1995 and 2014 saw the latest twist with Europe cutting back on the amount of flights it includes in its emissions trading system. But it's still there, and we will do everything to ensure it stays that way, is strengthened, and complemented with other measures.

2014 was an important year for shipping too, with Europe agreeing a law on 'monitoring, reporting and verification'. In plain English: rules that require transparency on ships' efficiency so we know better which shipyards and shipowners perform best. Evolution not revolution, to be sure, although the fierce and negative industry lobby suggests otherwise.

Talking of negative industry lobbying, the resistance of the truck industry to voluntary rules allowing them to make their cabins longer, safer and more streamlined remains difficult to understand. We started this fight in 2011 and thought it would be such an obvious win/win for everyone that it would be plain sailing. We were wrong. But the better trucks will come.

Despite all this, in a way 2014 was a transition year towards a new five-year policymaking cycle, with a focus on 2030, not 2020. T&E will be 40 by then; I really hope, and in a way I expect, transport will be cleaner, smarter and shared, and more electric – be it bikes, rail or cars. We will be there to make it happen. It has to, it will, and we can.

João Vieira, President



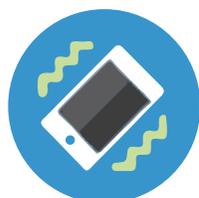
OUR NUMBERS



60
PRESS
RELEASES



2695
ONLINE
ARTICLES



639M
POTENTIAL
READERSHIP



88
COUNTRIES



33
LANGUAGES



2
MEDIA
ENQUIRIES / DAY



82250
UNIQUE WEB
VISITORS



27
TV & RADIO
INTERVIEWS



203
PRESS
INTERVIEWS



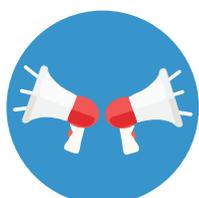
4006
T&E BULLETIN
READERS



725K
TWITTER
IMPRESSIONS



2230
FOLLOWERS



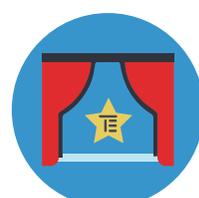
9
CAMPAIGNS



44
PUBLICATIONS



35
OPINION
PIECES



13
T&E
EVENTS



640
EVENT
ATTENDEES



70
SPEAKING
OPPORTUNITIES



“Almost all carmakers have met European targets for reducing carbon emissions several years ahead of the deadlines. But this is, in part, illusory, according to T&E. It estimates that between 2008 and 2013 average emissions in Europe fell by 31 grams per kilometre (g/km), but that over half the improvements came from sleight of hand rather than technological progress.”

The Economist on one of the key findings of T&E's 2014 Mind The Gap report. 13 December 2014.

OUR IMPACT

CARS

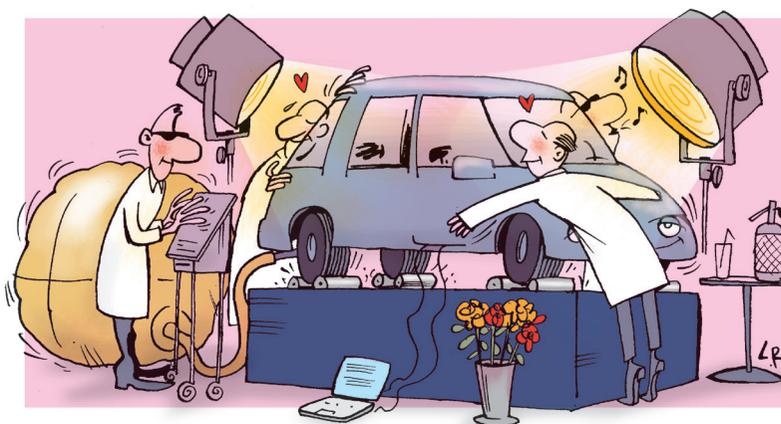
Closing the gap

Cars currently produce 12.5% of all CO₂ emitted in the EU and their exhaust pipes need to be cleaned up if we are to stand a chance of avoiding catastrophic climate change. Most of the carbon comes directly from burning fuel; improving fuel efficiency therefore reduces emissions and makes the car cheaper to run. Money saved by drivers buying less imported fuel is instead spent in local economies boosting jobs. Investment by the automotive industry in cleaner technologies creates high-value engineering jobs and improves the competitiveness of the European industry. In short, low-carbon cars are good for the environment, economy and drivers.

Testing times

The stormy 2013, where T&E alongside consumer and motoring associations fought hard to reduce carbon emissions from cars, came to an end in February 2014 when the European Parliament rubber-stamped the 95g of CO₂ per km

average target for 2021. T&E then shifted the focus from setting targets to ensuring these are delivered on and achieve real environmental benefits.



Cartoon by Lars Refn for Ingeniøren © 2014

T&E's campaign for more realistic tests starts in the anonymous meeting rooms of the UNECE, the United Nations' agency promoting pan-European economic integration, in Geneva. Here is where a new test is being finalised and our work ensures it will not be full of loopholes like the current one. Fuelled by watery Commission coffee, we are battling in Brussels for the new test to be implemented from 2017 in a way that

does not weaken the 2021 law. Members and consumer organisations have joined the fight by suing carmakers over unfair claims.

On the media front, the 9th edition of T&E's Cars and CO2 report demonstrated most carmakers remain on track to deliver on the 2021 goal – although it found that several Asian manufacturers needed to rapidly accelerate progress to avoid fines. The 2nd edition of T&E's 'Mind the Gap' report however highlighted that half of the recorded progress in falling new car emissions were being delivered through carmakers' manipulation of tests – that is, new cars were not reducing emissions on the road as much as carmakers claimed on brochures.

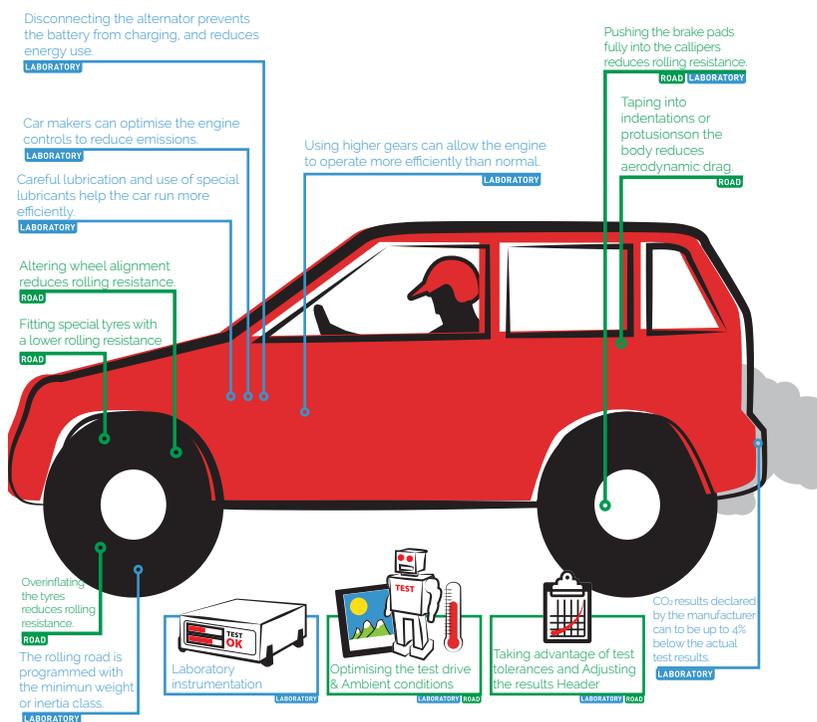
Exposing cheaters

"Mercedes ranks No 1 in Europe's list of fuel economy cheaters" screamed the headlines in November as T&E exposed that Mercedes cars swallow 40% more fuel than the brochure promised. The story generated a wealth of premium media coverage (over 150 clips in 35 countries) in titles such as BBC Two Newsnight (TV); France 2 Le JT de 20 Heures (TV); Financial Times; Les Echos; The Economist; Il Post; Der Tagesspiegel; De Standaard; Cinco Dias and

even the Vietnamese Times! The story prompted a new record for hits to the T&E website in a single day – six times more than the average.

A bag of hot air

Half the measured improvement in new car CO2 emissions that is due to vehicle laws has not been delivered on the road – mainly due to test manipulation.



Learn more

transportenvironment.org/what-we-do/cars-and-co2



"We've pushed quite hard to get an agreement. It's an agreement that to an extent caps first-generation biofuel and prevents the ILUC problem from spreading much further. But that's where our cheering stops, I'm afraid."

Jos Dings on EU Council's political agreement to cap first-generation biofuels at 7%. *European Voice*, 19 June 2014.

OUR IMPACT

BIOFUELS

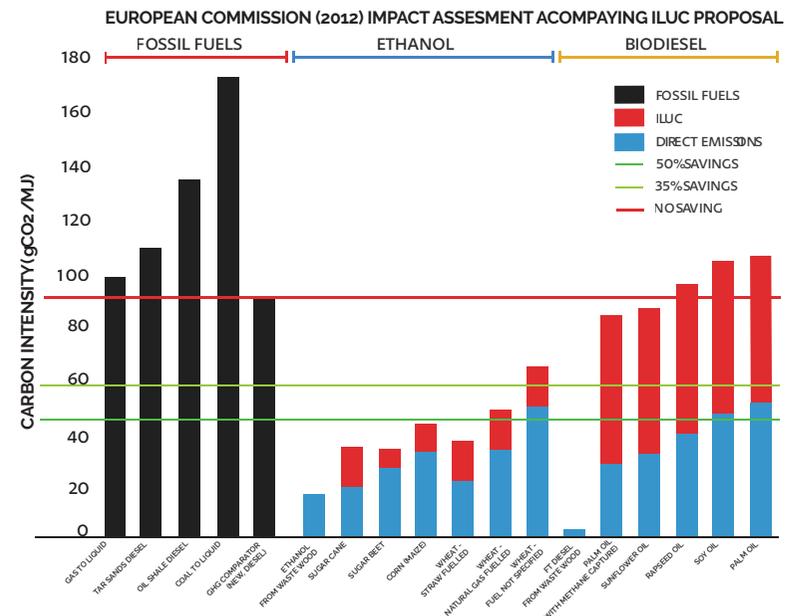
EU biofuels' butterfly effect

A decade ago, EU policymakers, farmers and carmakers thought of biofuels as a miracle cure. They would reduce carbon emissions from transport, create new markets for farmers, and make cars less dependent on foreign oil imports, enhancing energy security. Thus, in 2009, Europe mandated that 10% of transport fuels would come from renewables, passing laws to subsidise biofuels without including the necessary environmental safeguards.

All these three envisaged effects turned out differently in real life. The law is promoting biofuels that lead to higher, not lower, carbon emissions. This is largely because the EU 'forgot' that its envisaged creation of new markets for farmers also means large-scale conversion of forests and grasslands to farmland – which implies huge carbon emissions from so-called indirect land use change (ILUC). ILUC occurs when biofuels displace agricultural production for food purposes, causing additional land to be brought into production,

often through deforestation – we dubbed it the butterfly effect. The policy might lead to the EU importing slightly less oil, but it also leads to much higher imports of vegetable (often palm) oil than before, to make up for rapeseed oil production destined for diesel.

The ongoing reform of the biofuels policy is an imperfect attempt to rectify this mistake and align the law with the real world and scientific evidence.



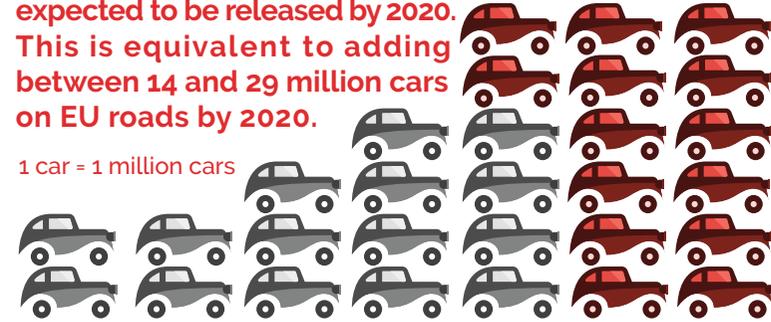
Endless negotiations, little progress

Since the Commission published its draft reform in October 2012 T&E has advocated for full accounting of ILUC emissions and a cap on all land-based biofuels. Due to the setbacks in the Parliament and the Council, 2014 started with fears that the whole reform may never happen. In June, however, NGO efforts to push for an agreement paid off. The Greek presidency managed to secure a deal among EU countries that would limit the use of bad biofuels to 7% of all transport fuels in 2020 and require reporting of emissions from indirect land-use. This agreement gave the new European Parliament the green light for having their final say in this reform. Half of the MEPs to review the reform were new. T&E, BirdLife and the EEB mounted an educational campaign aimed at shedding light on the environmental, social and economic implications of the EU biofuels policy. Lawmakers positively received both *The little book of biofuels* and the video *Biofuels - the butterfly effect*.

Due to ILUC an extra 313 to 646 million tonnes of CO₂ is expected to be released by 2020.

This is equivalent to adding between 14 and 29 million cars on EU roads by 2020.

1 car = 1 million cars



Setting the record straight for 2030

In its 2030 climate and energy communication, a political document that sets Europe's longterm vision, the Commission clearly stated that due to ILUC, first-generation biofuels will play a limited role in cutting carbon emissions from transport. Most importantly, EU policymakers stressed the fact that first-generation biofuels should not be supported after 2020. T&E continues to work with the Council and the European Parliament to ensure that this political decision comes to fruition.

Learn more

transportenvironment.org/what-we-do/biofuels



"If these countries are serious about reducing transport emissions they should go for fuel efficiency standards. These are already reducing emissions from new cars by 40% between 2008 and 2021 - it's crazy to move to a system that doesn't really work."

William Todts on why Denmark and other EU countries should bin the idea of including transport in the ETS and put their focus on what really works.

BBC News, 23 October 2014.

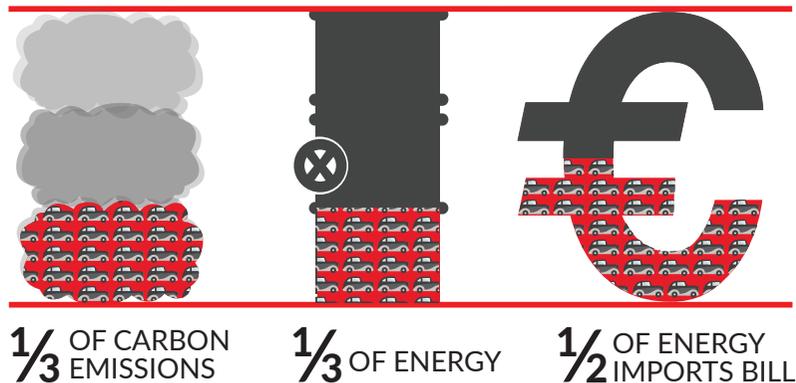
OUR IMPACT

TRANSPORT IN THE ENERGY UNION

Battlestations

With the year 2020 coming closer and closer, and the EU not known for being fast acting, Brussels eyes are turning towards 2030. January saw a paper from the Commission on an energy and climate framework for 2030, and in October Europe's heads of state devoted a summit to it, largely supportive of the Commission's ideas. Knowing its possible implications – either ruinous or favourable – for our work, we battled to get the good transport ideas included in the framework, and have the bad ones left out.

Transport in Europe



Some ideas are just bad ideas

Let's look first at the latter: while some bad ideas from the past are losing traction (big targets for bad biofuels) new ones keep popping up – this time the inclusion of surface transport in the emissions trading system (EU ETS). We argued that this is a bad idea because it does not reduce transport emissions to any significant extent; it exacerbates problems of the ETS; and it puts a brake on transport policies that do work. Not coincidentally, it was the German car industry that led the charge for biofuels 10 years ago, and is leading the charge (along with the Danish government) for the ETS now.

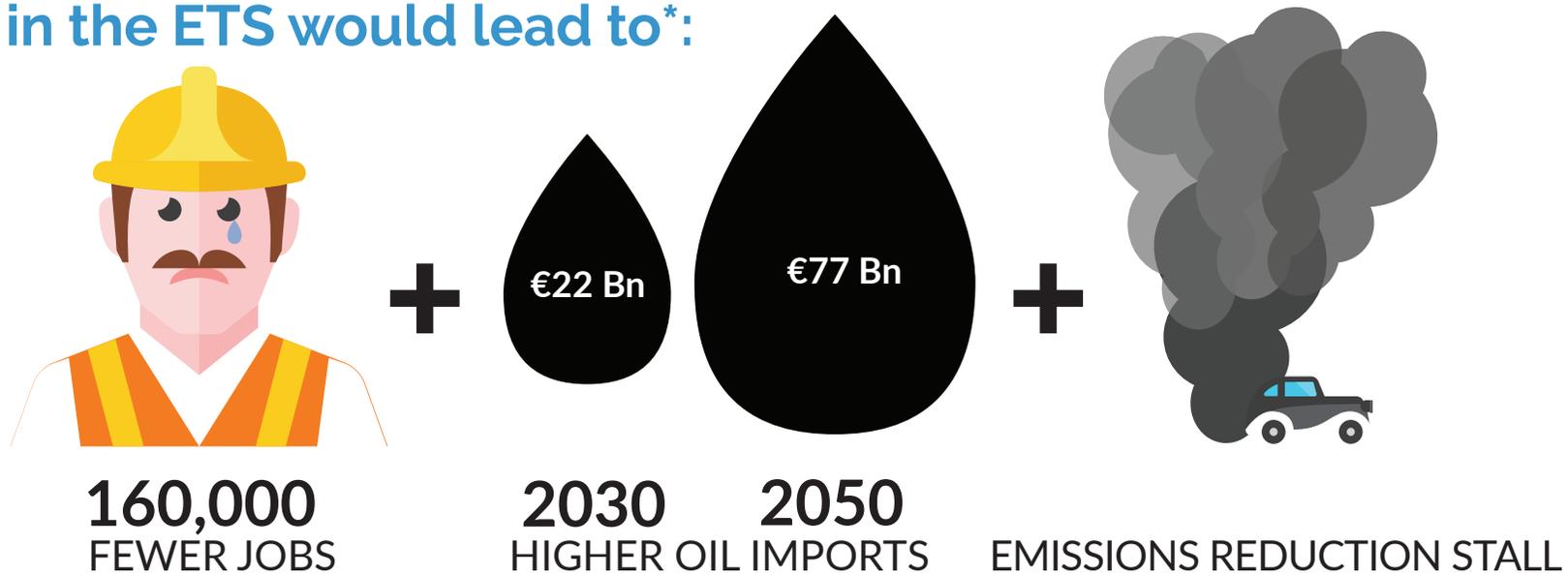
On the positive side, we started to push for Europe to adopt an 'efficient and electric' transport strategy – to use as little energy as possible and to make it electric. Why? Because a big greening is happening in electric energy; because electric engines are remarkably efficient; because electric vehicles easily lend themselves to sharing; and because trains and bikes can also be powered by electricity.

Sparking off the surge

A September draft of Council conclusions noted inclusion of transport in the ETS as the only EU-level action to be taken to address transport emissions. Analytical work on the impacts of this policy, together with strong outreach and media work, helped bring about a significant improvement.

The ETS language was weakened by the October Council conclusions, but the importance of efficiency and electrification were included, laying a useful foundation for the work of the new Parliament and incoming Commission.

Inclusion of road transport in the ETS would lead to*:



*In comparison with setting ambitious fuel efficiency standards after 2020.

Learn more

transportenvironment.org/what-we-do/eu-transport-policy



"Energy performance data is an essential first step to reducing the sector's emissions, which are predicted to treble by 2050 on a business-as-usual basis and threaten to undermine other global attempts at tackling dangerous levels of climate change."

Bill Hemmings urging the IMO not to withhold data on ship efficiency and fuel consumption. Business Green, 13 October 2014.

OUR IMPACT

SHIPS

EU, the last port of call

Maritime transport exacerbates both air pollution and climate change in Europe. Air pollution from ships accounts for approximately 50,000 premature deaths every year in Europe. New stricter limits on the sulphur content (a powerful air pollutant) of marine fuels entered into force on 1 January 2015 but possible poor enforcement of the new law risks rewarding cheats.

A 2014 study of UN maritime agency IMO projected shipping emissions to rise by up to 250% by 2050 and found that growth in demand for shipping will wipe out any improvements in ship efficiency during that time.

Still, shipping is the only sector of the EU economy not subject to any CO₂ reduction target. If carbon emissions from ships sailing in European waters were reported as a country, maritime transport would be Europe's 8th largest emitter. Unfortunately, the only measures in place to tackle this problem are an EU monitoring, reporting and verification system (MRV) opera-

tional from 2018 and the ship design efficiency standards which has been applied since 2013 but only to new ships.



BECAUSE
OF AIR
POLLUTION
FROM
INTERNATIONAL
SHIPPING

50,000

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

An industry going against the tide

In 2014 T&E and Seas at Risk bravely sailed the stormy waters of the European Parliament and Council to make ships calling at EU ports report both CO₂ emissions and cancer-causing pollutants such as nitrogen oxides (NO_x) and sulphur (SO₂). The industry fought tooth and nail against any measure that would include the monitoring of air pollutants and even resisted the publication of emissions data per name of ship, which enables much-needed competition in a rather secretive sector. This fierce opposition resulted in ditching the idea of adding SO₂ and NO_x pollutants and sticking to CO₂ only. However, T&E hit a home run in making all emissions data, including ships' energy performance, available to the public, convincing EU law makers that transparency will make the industry more accountable, reduce inefficiencies in the shipping market and hence incentivise emissions reductions.

On the global front, the industry successfully lobbied the IMO to delay any progress on efficiency measures for existing ships.

Transparency will rock the boat

With the new EU MRV law, energy performance of every ship calling at an EU port will be measured and published for the first time in 2018. While the law does not require emissions reductions, this world-first publication of ships' energy efficiency will provide shipping users with real data to identify the most efficient ships and practices. Transparency in how ships are run will empower users to make better-informed decisions on which types of ships, companies and routes to use. This will trigger a cycle of increased competition among operators, which will indirectly lead to fewer emissions from the sector.



Learn more

transportenvironment.org/what-we-do/shipping



“The fierce lobbying from Canada and the largest oil companies led the Commission to cave in and weaken its law on dirty fuels. But Parliament stood up [against the Directive] and said that much more needed to be done on dirty fuels after 2020.”

Nusa Urbancic on the future of cleaner fuels in Europe. *Le Monde* (France), 19 December 2014.

OUR IMPACT

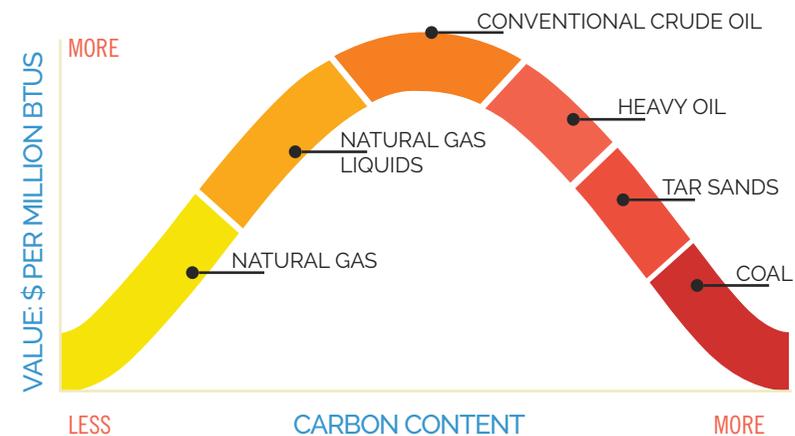
TAR SANDS

Keep it in the ground

Many sectors of the economy are making efforts to provide more transparency to consumers on the environmental and social impact of their products. But oil companies from Europe, America, Russia and elsewhere have managed to evade greater openness and are even planning to supply dirtier oil to EU citizens. Specifically, fuel made of tar sands crude, an 'unconventional' source of oil, is on average 23% worse for the climate than regular fuel, prompting US president Barack Obama to recently label it "extraordinarily dirty".

For the past three years, Europe has been working to prevent high-carbon oil from entering the EU through the still unimplemented Fuel Quality Directive (FQD). It's an EU law aimed at reducing carbon emissions from Europe's transport fuels by 6% by 2020, hence discouraging oil companies from importing dirtier fuels to the EU.

The Spectrum Of Fossil Fuels, Their Carbon Content And Value



Drowning in dirty oil

In January 2014, new research by the US Natural Resources Defense Council (NRDC) showed that the EU needed an ambitious FQD implementation to avoid a dramatic increase in Canadian tar sands' imports, from about 4,000 barrels per day (bpd) in 2012 up to 700,000 bpd in 2020. That would make Europe's efforts to reduce the climate impact of

mission impossible. A few months after this new piece of evidence saw the light of day, the first shipments of tar sands crude oil reached EU coasts, in Spain in June followed by Italy in October, confirming the reality of the tar sands threat for the EU. These developments took place while the European Commission was putting forward weaker rules to implement the FQD.



Transparency is the new norm

After more than three years of delay, the final FQD rules were officially released in October 2014. Contrary to a good but stalled proposal

from 2011, the new rules fail to discourage the use of high-carbon oil in the EU. The watering-down of the rules was the expected result of several players cornering the Commission, i.e. many years of heavy-handed lobbying by the oil industry and the trade negotiations with Canada and the United States. There's some light at the end of the tunnel though: NGOs pushed hard to keep a clause in the law that will oblige oil companies to disclose more information on the origin of their crude oil. This is a small step towards more transparency in an otherwise rather obscure industry. The European Parliament joined in by calling for a stronger FQD after 2020. In 2015, T&E will keep pushing to shed more light on oil products and have a more robust law to continue cleaning up fuels in the run-up to 2030.



Learn more

transportenvironment.org/what-we-do/dirty-oil



"EU member states lost their nerve given the international opposition, largely led by the U.S. It's very unfortunate that the European response has been a continuous set of concessions."

Bill Hemmings on Europe's decision to let international flights off the ETS hook. Wall Street Journal Europe, 5 March 2014.

OUR IMPACT

PLANES

Plane tickets: Europeans' cheapest way to pollute

Aviation is by far the most carbon intensive mode of transport and its emissions are growing. Overall aviation's climate impact represents about 5% of the global emissions problem. If its CO₂ emissions alone were ranked as a country they would be numbered 7th in the world, between Korea and Germany. Globally, carbon emissions from planes are expected to grow by 270% by 2050, which, if unchecked, would make it almost impossible to achieve the stated goal of keeping a global temperature increase under 2 degrees. In Europe, favourable tax treatment will contribute to aviation growing twice as fast as its lower-carbon competitors like trains and buses.

Flying in the face of ever-growing emissions

As the UN aviation agency (ICAO) began work on developing a global market-based mea-

sure to reduce aircraft emissions, a key focus for T&E and its international allies has been ensuring any deal has a real environmental impact. A market-based measure that is based on questionable offsets or grants liberal exemptions is not something that Europe should accept. Many challenges remain to be resolved before reaching an environmentally meaningful result at the 2016 ICAO triennial Assembly. That Assembly must also approve a CO₂ efficiency standard for new aircraft and in-production aircraft that is stringent enough to actually reduce emissions – something which looks too tall an order for ICAO.



2014 was an important year for European climate policy, with the Commission proposing and EU member states agreeing an economy-wide emissions reduction target of 40% by 2030. For T&E, the focus since then has been ensuring that aviation, as well as shipping, is included in this commitment, and that the EU follows up with concrete measures to address the growth in these emissions.

T&E has also put forward proposals such as ending generous state aid hand-outs to airports and airlines and removing inequitable VAT and fuel tax exemptions that undermine European climate goals. This would generate billions of euro for the public purse. With Europe's renewed focus on energy independence and cutting oil subsidies, such concessions to the most carbon intensive industry will become ever more indefensible.

Stop the Clock: Europe's tactical retreat?

Europe 'stopped the clock' for a second time in early 2014, shrinking its emissions trading system's (ETS) coverage of aviation pollution

to intra-EU flights only. This reduced scope exempted 75% of EU aviation emissions. The pretext for such retreat was to give ICAO time to develop a global market-based measure. A key provision in this agreement was that EU ETS will automatically 'snap back' to cover all emissions in January 2017 unless ICAO reaches a deal with tangible emissions reductions.

So T&E's focus has been two-fold: to work within ICAO towards an environmentally meaningful result and to shore up political resolve in Europe to ensure that whatever happens at ICAO, the EU will have a robust response to aviation's climate impact. This will be our focus between now and the 2016 ICAO Assembly.



Learn more

transportenvironment.org/what-we-do/aviation



“A key reason air pollution in cities remains so high is because cars only meet air pollution emissions test rules in the laboratory, not on the road. These new EU laws are designed to stop this invisible killer.”

**Greg Archer on carmakers' delaying tactics to keep benefiting from an obsolete and lax testing regime.
The Times, 9 May, 2014.**

OUR IMPACT

DIESEL

Discrediting dirty diesels

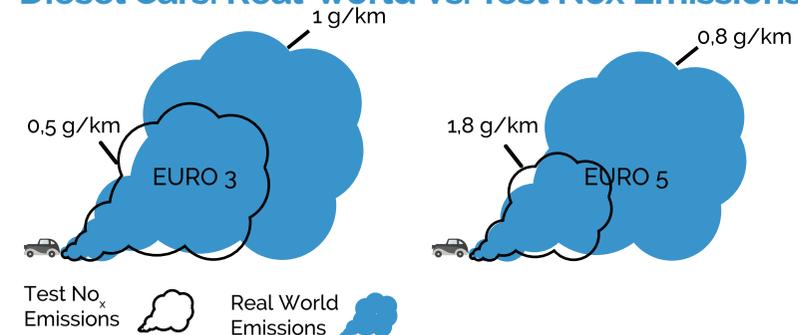
Over the past 25 years the share of new diesel cars sold in Europe has more than trebled from 15% to over 50%. Virtually all vans, trucks, buses, non-electric trains, barges and construction equipment also burn diesel fuel.

After six rounds of ever tighter 'Euro' emission standards, new diesel cars should have been a lot cleaner today than 25 years ago. But as standards became tighter, car engineers became ever better at fiddling the obsolete emission tests. Hence, 'real-world' NO₂ emissions from diesel cars have hardly come down; on the road new diesel cars emit, on average, seven times as much as they do in the lab.

As a result diesel cars remain a major contributor to the toxic smog we breathe in European cities. A majority of EU countries are unable to meet ambient air pollution limits that they should have complied with 10 years ago. Air pollution in Europe is responsible for more than 400,000 premature deaths and a 100 million sick days every year. It is costing every

single European over €1,000 a year and a year of his/her life too.

Diesel Cars: Real-world Vs. Test Nox Emissions



Tests: let's get real

2014 has seen important steps made in tackling toxic exhaust from diesel cars, trucks and machines. Europe finally introduced new Real World Driving Emissions (RDE) tests as part of Euro VI standards for trucks and buses, helping to reduce harmful emissions of nitrogen oxides and fine particles. The early results look quite promising, particularly for long-haul trucks, but questions remain over whether local delivery lorries and buses can be as clean in 'stop-go' urban driving conditions.

The European Commission finally released long-delayed proposals for tighter limits for diesel machines such as construction equipment, locomotives and barges. Long lead times and anomalous gaps for some classes of machine were disappointing features of an otherwise acceptable Commission proposal.

'Real world' Euro VI test procedures for cars made glacial progress but generally went in the right direction. The Commission was about to publish its proposal at the turn of the year and agreements should be reached with member states in 2015. How robust and how imminent the new test and limits will be is proving an intense battle with the car industry desperate to defend discredited dirty diesels.

Stop 'demonising' diesel, car lobbyists told us

Campaigns by T&E, its members and other NGOs against air pollution from diesel vehicles effectively hit the mark in 2014 as national and local governments moved to reduce dangerous urban pollution levels by discouraging diesel cars. Drivers also responded: the share of diesel cars bought fell for the first time in over 20 years.

In France the government moved to encourage sales of electric cars at the expense of diesels, while Paris proposed an outright diesel car ban. The London Mayor consulted on doubling the congestion charge for diesels and cleaning up the iconic black cabs. Others local leaders in the UK hiked parking charges for diesel cars.

T&E, using research from the International Council on Clean Transportation (ICCT), exposed the total failure of new diesel cars to meet Euro VI limits on the road by cheating the obsolete test. Robust RDE tests were recognised by industry suppliers, some carmakers and governments as a last chance for diesel to clean up its reputation and exhausts. We livened up usually mundane meetings of the technical expert group drafting RDE rules by challenging the industry proposals to weaken real-world driving tests, securing support from the Commission and key member states in the process. The media played a key role with T&E-supported documentaries in Germany, France and the UK spelling out the contribution of diesels to the air pollution crisis. This battle is not won – but the tide has surely turned.

Learn more

transportenvironment.org/what-we-do/air-pollution



"Better cooperation between the U.S. and E.U. in setting standards can only be a good thing," said Cécile Toubeau. But she doubted the United States would be willing to compromise. In the past, Ms. Toubeau said, Washington has not shown much willingness to alter its rules in areas such as carbon dioxide emissions to better align with Europe. "The U.S. up to now has been a very poor partner," Ms. Toubeau said.

Cécile Toubeau on the impact of EU-US trade talks on the car industry. New York Times, 14 July 2014.

OUR IMPACT

TRADE

What's the deal?

In 2014 we took up EU trade policy as a new area of work. We did so for two reasons. First, because trade and international transport – the focus of our work – are so closely linked. But secondly, and even more importantly, because new-style EU trade deals risk introducing a 'fright to regulate' – making it ever more difficult for the EU and its trade partners to adopt laws to protect the public and the environment. They do so by introducing obstacles for new rules, and new opportunities for investors to challenge them.

The prospective EU deal with the US, the Transatlantic Trade and Investment Partnership (TTIP), is a case in point. The EU has a very long wish list because the US is protecting domestic industries more than the EU is; one of the few things it can offer in return is more US influence in Europe's laws.

Our overall objective is not to halt global trade but to modernise trade agreements so they

help, not hamper, environmental policymaking. We also want trade deals to be negotiated in a much more transparent fashion. That is, admittedly, a tall order.

Trade secret

In February, the Commission asked T&E to join a so-called 'TTIP advisory group of experts', along with 13 other representatives of civil society and business. Being part of this group allows us to have regular meetings with the negotiators as well as access to the Commission negotiations documents – an access to information on a comparable level to the Council and the Parliament. We pushed for similar access to documents for the wider public and as 2014 drew to a close the new trade Commissioner, Cecilia Malmstrom, indicated she wanted to make many more TTIP documents available to the public.

The start of the Juncker Commission in November 2014 saw a shift towards trade negotiations and transparency. The fundamental

rethink can be attributed in part to increased outcry about the level of secrecy in trade negotiations from civil society and the European Parliament. Along with the publication of the trade mandate, the Commission pledged to publish TTIP negotiation documents and fact sheets, provide greater information to a large number of MEPs, and undertake more civil society engagement in Brussels and in EU countries. A small step for mankind, but a big one for trade negotiators not used to the scrutiny of daylight. More needs to follow, the US should join in, and the practice should be expanded to cover a wider range of agreements than just TTIP.

Going public

One example of a trade agreement mechanism causing 'fright to regulate' is the so-called Investor-State Dispute Settlement (ISDS). ISDS allows businesses to bypass national courts to sue governments in arbitration panels over public-interest laws.

The plan to include ISDS in TTIP (apologies for the acronyms) caused huge public unrest – and countless articles calling for an end to

ISDS by ourselves and countless friends, which on this occasion included voices at the Economist, the Financial Times and the Cato Institute.

In March, the Commission launched a public consultation on it which, despite all the jargon, drew a record 150,000 responses. 97% turned out to be against ISDS in its entirety.

Despite all this, the Commission announced that it did not want to do away with ISDS but instead reform it. That is, instead of removing ISDS from current and future deals it would continue unimpeded with its reform agenda, without public support.



Learn

transportenvironment.org/what-we-do/sustainable-trade



"This deal signals the end of dangerous and inefficient brick-shaped trucks. This is good news for hauliers and truck drivers and, above all, for pedestrians and cyclists who'll be much safer. But the absurd and unprecedented decision to impose a ban on new lorry designs until 2022 casts a dark shadow over the agreement. Few other industries would do what the lorry industry has done here: lobby hard to keep a ban on a better product for as long as possible."

William Todts on EU countries' decision to allow safer, cleaner lorries only after 2022. BBC News, 11 December 2014.

OUR IMPACT

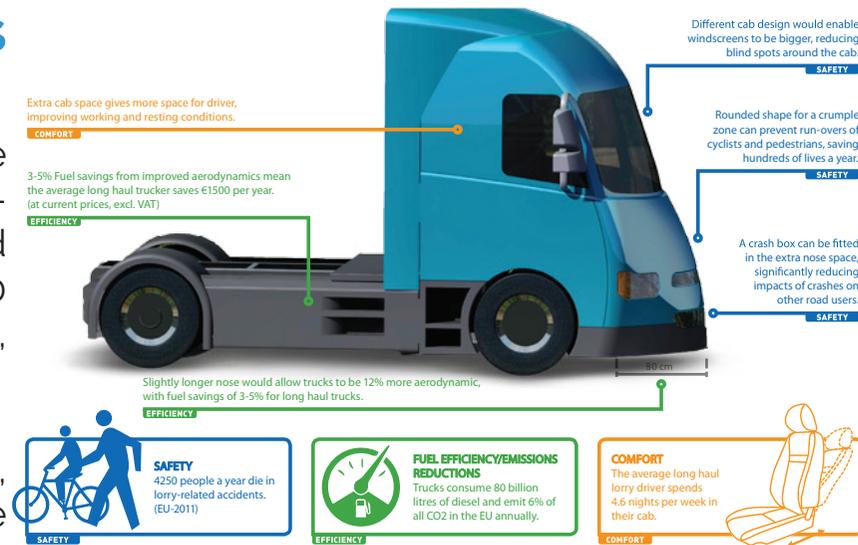
LORRIES

A safe bet: Europe's lorries will get a facelift

Five years ago we started a campaign to take lorries into the 21st century. It is necessary: lorries kill over 4,000 Europeans each year and their fuel economy has been stalling for 20 years. 2014 saw a key milestone to make safer, cleaner trucks happen.

In case you wondered why Europe's lorries, with their flat noses, look like bricks, the answer is EU law. More precisely: the directive on weights and dimensions of heavy goods vehicles. This law indirectly prevents the cabin from being longer than 2.35 metres, which means its front can only be flat. This means huge blind spots, huge risk of overrun in accidents, no crumple zone, and poor aerodynamics. A costly mistake that has gone uncorrected for much too long.

It was around 2007 that the Commission first started to look into a review of the 1996 law.



Many saw it as an opportunity to allow so-called 'megatrucks' (much heavier and longer lorries that can carry 50% more load) to cross borders throughout Europe. For safety and environmental reasons we disliked that idea very much. But attack is always the best defence; therefore our line quickly became: we want trucks better, not bigger. We set about convincing people that the key problem of trucks is not that they can't carry enough load, but that their cabin is too short.

In 2011 we hired German engineers from FKA Aachen to simulate the benefits of allowing longer cabins. The result of their computer and wind tunnel analyses: an 80cm longer cabin can save at least 5% on diesel and save hundreds of lives per year.

'Competitive neutrality'

The Commission liked the idea and used the study as the backbone for its 2012 proposal that allowed, but did NOT oblige, industry to make its cabins longer.

You would think that a proposal that makes a huge, voluntary product improvement possible would receive a huge round of applause from the industry concerned. Not so: the truck industry association argued that some of its members would be more ready for such a change than others, and started to lobby hard to delay change until at least 2025 so that all its members would be ready – in order to safeguard 'competitive neutrality'. As it turned out, the Commission's competition department sent the industry formal charge sheets in November – not for its position on this issue,

but for price-fixing.

Meanwhile we did not sit still. In January we formed a coalition of 130 mayors, trade unions, cyclists' organisations, hauliers' associations and safety campaigners to urge MEPs to seize this once-in-a-generation chance to make life- and fuel-saving lorry designs happen as soon as possible. The parliament representing all Europeans agreed and voted for #SaferLorriesNow.



Follow

2) Impact assessment solely based on @transenv input & "enabling" approach lacks competitiveness proofing as rec. by EC itself in #cars2020



11:40 PM - 30 Nov 2014

Blind to the future

But France and Sweden, egged on by their 'national' truckmakers, led the call to keep safer and cleaner lorries prohibited till 2025. In the meantime, T&E, in cooperation with

Transport for London (TfL), launched a study that proved direct-vision lorries could save hundreds of lives by drastically reducing fatal blind spots around the cab.

After an awful lot of sweat and tears, the Parliament and EU governments agreed to allow safer lorries, but not before 2022. The road is cleared for the 21st century lorry to arrive; but it will likely take three more years of negotiations on detailed technical rules before we know how much safer and cleaner it will be.

Dave Keating @DaveKeating Follow

The new safer greener trucks law adopted today is a perfect example of successful lobbying by individual companies europeanvoice.com/article/safer-...

Jetpack

Safer lorry designs approved by MEPs
Support in the European Parliament for compromise deal struck with the member states on new specifications for cabs to make them more fuel efficient and less likely to injure cyclists.

[View on web](#)

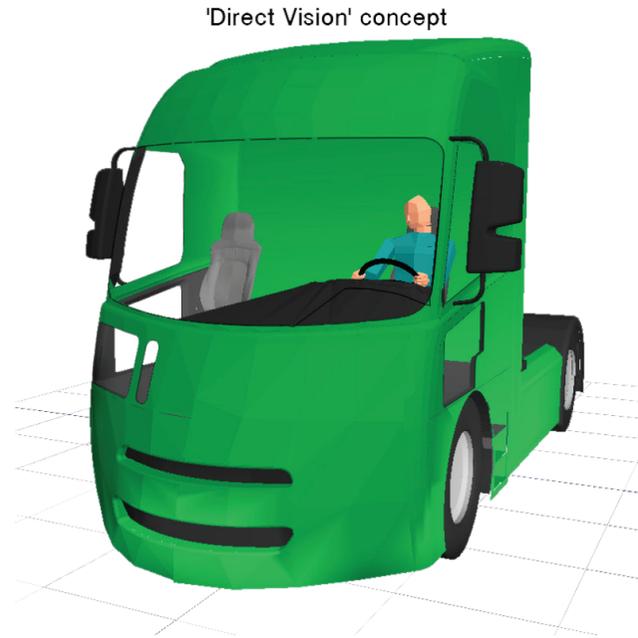
RETWEETS 2 FAVORITE 1

6:57 AM - 10 Mar 2015

Reply to @DaveKeating

Dave Keating @DaveKeating · Mar 10
Some companies didn't want to be put at a disadvantage by allowing competitors to use the more fuel efficient designs in the next few years

Dave Keating @DaveKeating · Mar 10
As usual, it was national governments who were lobbied and who weakened the law. Now manufacturers can't use new designs until around 2022



Learn more
transportenvironment.org/what-we-do/smarter-lorries

OUR FUNDERS

T&E GRATEFULLY ACKNOWLEDGES FUNDING SUPPORT FROM THE FOLLOWING INSTITUTIONS IN 2014

>€500,000 European Climate Foundation
The Norwegian Agency for Development Cooperation

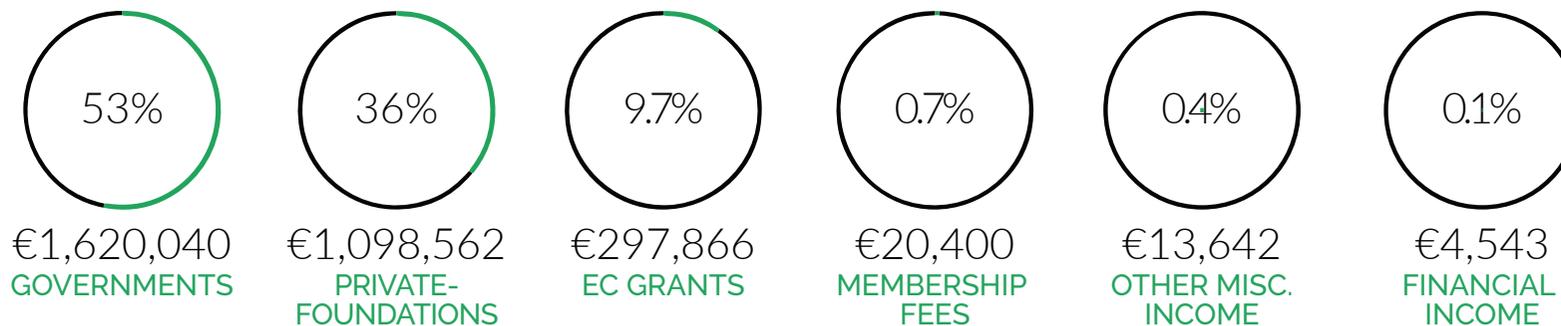
€500,000 - ClimateWorks Foundation
€100,000 European Commission
Oak Foundation

€100,000 - BirdLife
€25,000 Deutsche Umwelthilfe e.V. Bundesgeschäftsstelle Berlin
FIA Foundation
German Federal Environment Agency (UBA)
JMG Foundation
New Venture Fund
Transport for London
Verkehrsclub Deutschland

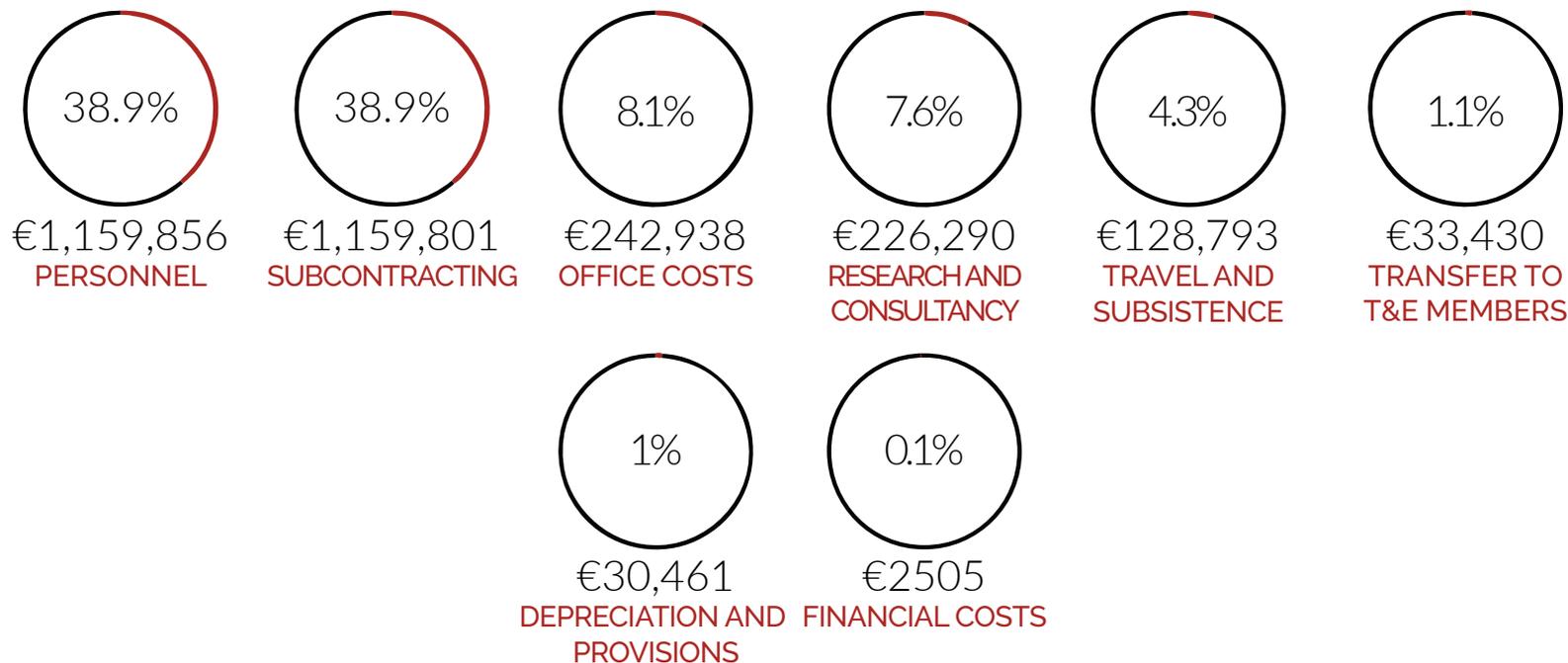
<€25,000 T&E members and support fees
Continental Automotive
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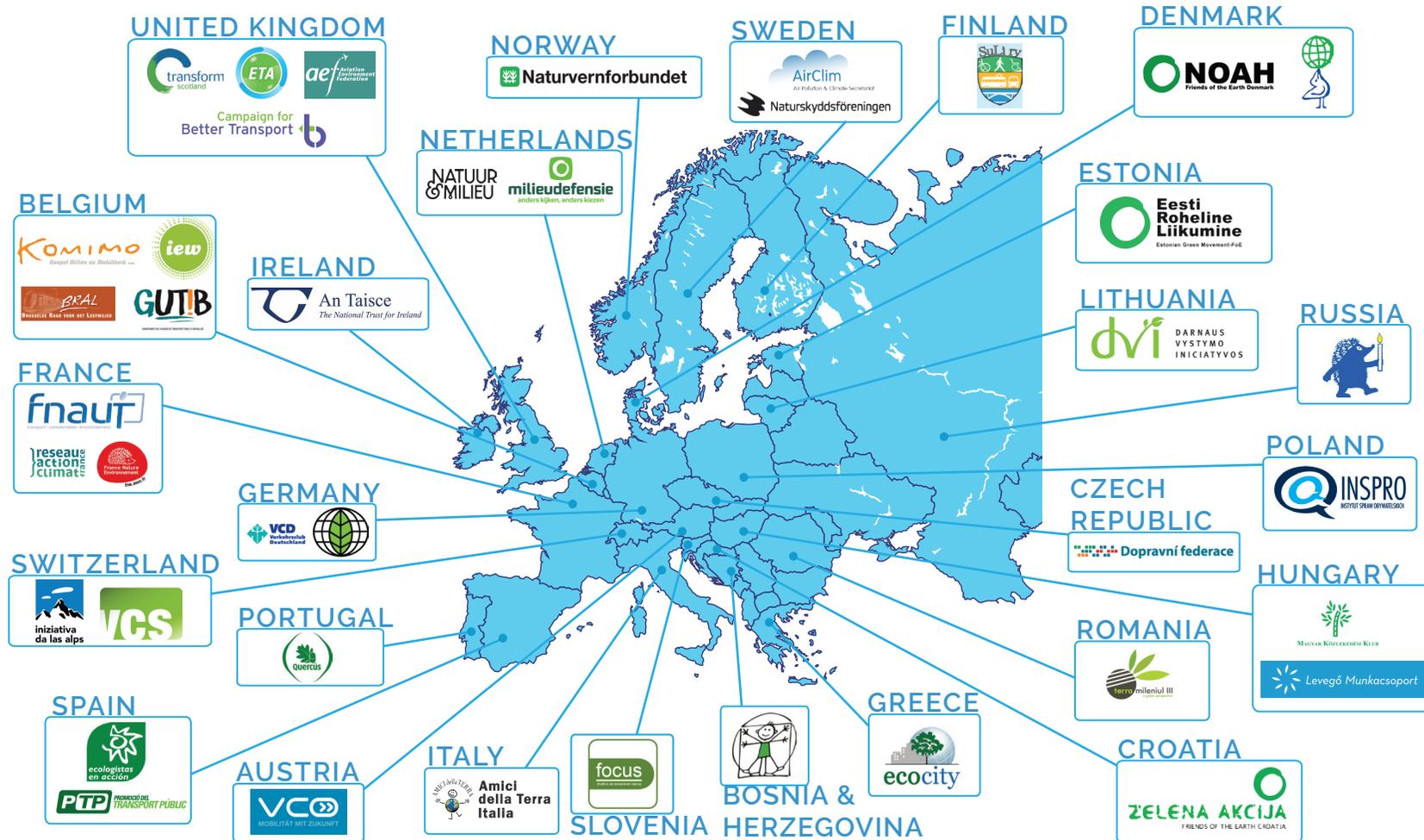
JAMES NIX



SVEN HUNHAMMAR

OUR MEMBERS

41 MEMBERS IN 26 COUNTRIES



OUR MEMBERS

OUR SUPPORTERS

INTERNATIONAL



ITALY



UK



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

ECOS AND GREEN BUDGET EUROPE

T&E staff sits on the boards of ECOS, European Environmental Citizens' Organisation for Standardisation, and Green Budget Europe, a newly established NGO platform that aims to promote environmental fiscal reform at the EU level.

OUR MISSION

EUROPE'S LEADING NGO CAMPAIGNING FOR SUSTAINABLE TRANSPORT



OUR MISSION

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



OUR WORK

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



OUR FOCUS

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



OUR ASSETS

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



OUR NETWORK

Established in 1990, T&E represents 46 organisations from 26 countries across Europe, mostly environmental groups and campaigners working for sustainable transport policies at national, regional and local level. We add value through the sharing of knowledge, ideas and networks.



2014 annual report
Transport & Environment