

60 years of progress?

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2008: 7.5 litres/100km



European Federation for
TRANSPORT and ENVIRONMENT

2008 ANNUAL REVIEW
Transport and Environment

Transport and Environment
Annual Review 2008

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Editeur responsable
Jos Dings, Director

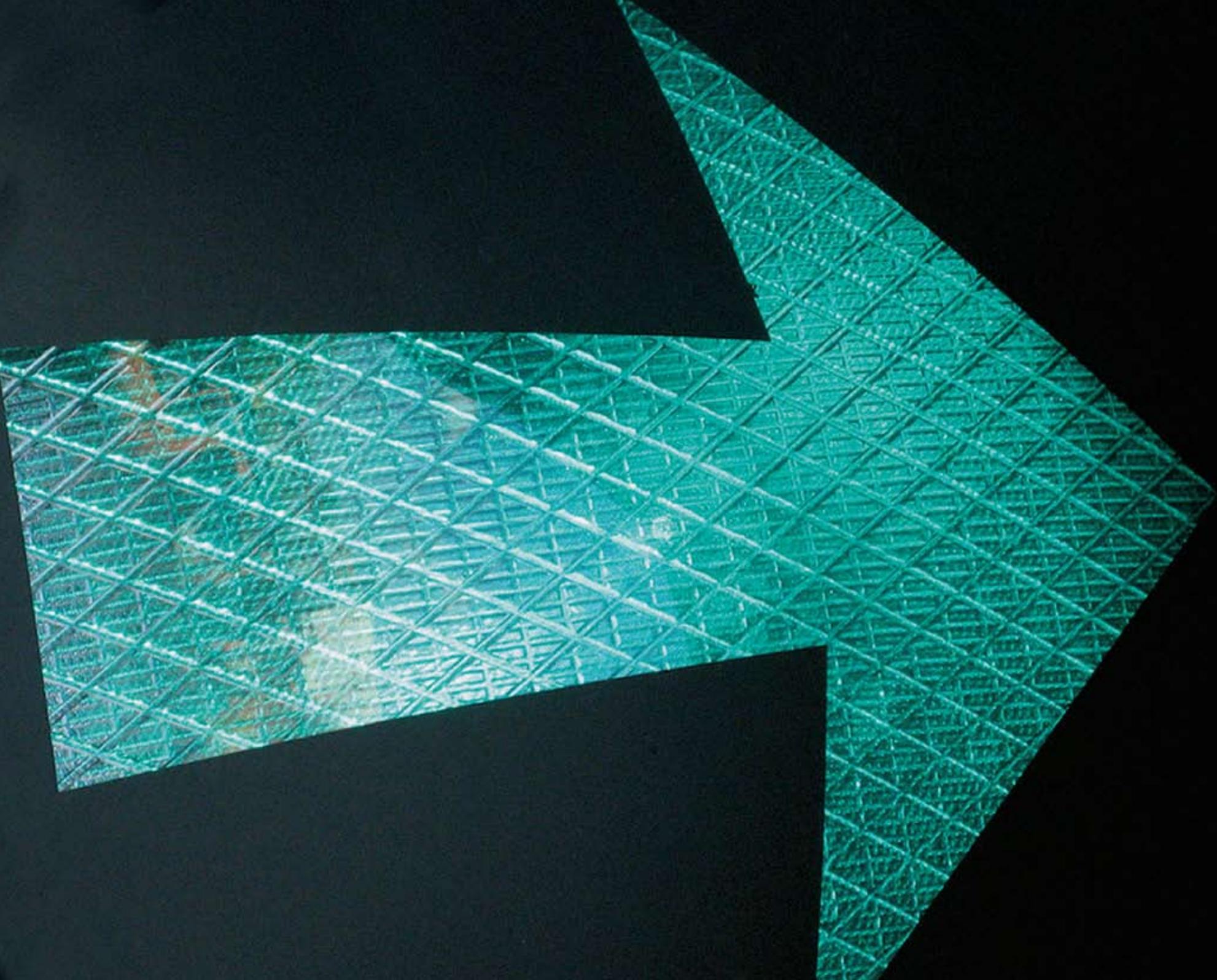
T&E – European Federation for Transport and Environment AISBL
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www.transportenvironment.org

T&E's profile on the European Commission's voluntary register of interest representatives can be found on the official website: <http://tinyurl.com/te-2008-ec-rir>

2008 ANNUAL REVIEW

Transport and Environment



About us

T&E is the principal environmental organisation campaigning on sustainable transport at the EU level in Brussels.

Our primary focus is on European transport and environmental policy but our work in Brussels is supported by 49 member organisations working in 23 countries to promote an environmentally sound approach to transport.

Staff

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Board

President

Magnus Nilsson

Vice-Presidents

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Ulla Rasmussen

Treasurer

Bram Claeys

Malcolm Ferguson

Mari Jüssi

José Manuel Palma

T&E is a member of

European Cyclists Federation (ECF) – associate member

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

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)

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



Members

National members

AUSTRIA

VCÖ

BELGIUM

Groupement des Usagers des Transports Intercommunaux Bruxellois / *Brussels Public Transport User Group*

Inter-Environnement Bruxelles
Inter-Environnement Wallonie

KOMIMO / *Environment and Mobility*

CROATIA

Zelena akcija / *Friends of the Earth Croatia*

CZECH REPUBLIC

Centrum pro dopravu a energetiku / *Centre for Transport and Energy*

Český a Slovenský Dopravní Klub / *Czech and Slovak Traffic Club*

Czech Transport Federation

DENMARK

Danish Eco Council

Danish Society for Nature Conservation

NOAH-Trafik

ESTONIA

Eesti Roheline Liikumine / *Friends of the Earth Estonia*

FRANCE

Fédération Nationale des Associations d'Usagers de Transport / *National Federation of Public Transport Users*

France Nature Environnement

GERMANY

Deutsche Umwelthilfe / *German Environmental Help*

VCD

GREECE

Society for the Protection of Nature and Eco-development

HUNGARY

Clean Air Action Group

Magyar Közlekedési Klub / *Hungarian Transport Club*

ITALY

Amici della terra / *Friends of the Earth Italy*

Movimento Consumatori / *Consumers Movement (Associate Member)*

THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

Makmontana

NETHERLANDS

Milieudefensie / *Friends of the Earth Netherlands*

Natuur en Milieu / *Nature and Environment*

NORWAY

Norges Naturvernforbund / *Friends of the Earth Norway*

POLAND

Polski Klub Ekologiczny / *Polish Ecological Club*

PORTUGAL

Quercus

ROMANIA

TERRA Mileniul III

RUSSIA

Centre for Environmental Initiatives

SLOVENIA

Focus Association for Sustainable Development

SPAIN

Asociación para a Defensa Ecolóxica de Galiza / *Galician Association for Ecological Defense*

Associao per la promocio del transport public / *Association for the Promotion of Public Transport*

Ecologistas en accion / *Ecological Action*

SWEDEN

Gröna Bilister / *Swedish Association of Green Motorists*

Svenska Naturskyddsföreningen / *Swedish Society for Nature Conservation*

AirClim - The Air Pollution and Climate Secretariat

SWITZERLAND

Alpine Initiative

VCS-ATE

UK

Aviation Environment Federation

Campaign for Better Transport (formerly Transport 2000)

Environmental Transport Association

Friends of the Earth England, Wales and Northern Ireland

Transform Scotland

International associate members

BirdLife International
European Cyclists' Federation (ECF)
WWF

Support members

International Union of Public Transport (UITP)
Community of European Railways (CER)



Introduction

December 2008 marked the end of a number of extremely important developments in the field of transport and environment within the EU. Formal decisions were taken on overall climate goals; expansion of emissions trading; new rules for the promotion of renewable energy and low carbon fuels; new emissions standards for cars – just to mention some of the new pieces of legislation that were adopted within a few very busy weeks in December.

To estimate the actual impact T&E and our members have had on the outcome is an impossible exercise. What would have been the outcome if we hadn't been there? Certainly much worse.

What we do know for certain is that it has been the busiest year in our history. Of long-term, strategic importance is, hopefully, the fundamentally new level of involvement of our member organisations in European work, particularly towards their respective national members of the European Parliament.

This array of decisions taken in 2008 certainly does not mark the end of the story. The real outcomes are, in many cases, very unclear. Much of the legislation includes review clauses, in many cases within two or three years, with uncertain consequences.

How will the inclusion of aviation in the emissions trading scheme affect real emissions? Will the 10% renewables target be measurable and will it reduce emissions or just expand the market for biofuels? Will carmakers try to further undermine the new fuel efficiency legislation?

Looking forward, 2009 will be dominated by the UN conference on climate change in Copenhagen and by the interregnum within the EU institutions.

In the Copenhagen process T&E will push for an agreement on bunker fuels in aviation and shipping, fundamentally global activities where global agreements are particularly important. So far, IMO and, in particular, ICAO have spectacularly failed to deliver any credible climate policy. Copenhagen should mark a new, and this time serious, beginning for dealing with the rapidly-growing impact of international aviation and shipping.

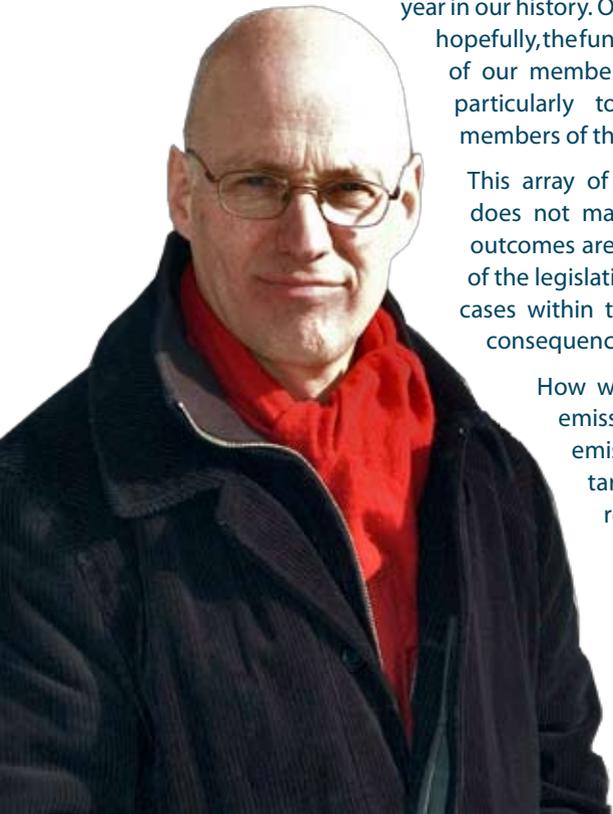
Concerning the EU: the June parliamentary elections and the appointment of a new Commission inevitably means less will happen on the formal decision making level. Our focus must rather be on the preparatory stages and towards government activities within the Council.

Internally, in 2008 we managed to raise new resources to further expand the capacity of the office. We welcomed Nuša Urbančič and Bill Hemmings to the team and thank João Vieira for almost three years of successful campaigning, primarily on shipping and aviation. An already outstanding staff, none mentioned but all included, has been even further strengthened.

A particular thanks also to Sonja Klingberg, who left the board after 12 years, half of that time as president. The organisation Sonja leaves is a much stronger, well-known and influential organisation than the one she joined. We have her to thank for much of that.

Magnus Nilsson
President

March 2009



Highlights in 2008

LOOK

Cars and CO₂

www.transportenvironment.org/pages/cars-and-co2

Regulating the fuel consumption and CO₂ emissions of new cars is the single most effective policy measure the EU can take to simultaneously tackle climate change, reduce dependence on oil, and spur investment in low-carbon car technologies in Europe and elsewhere.

Throughout 2008, the topic was our biggest work priority as a proposal for legally-binding fuel efficiency standards worked its way through the legislative process.

“The new targets are a considerable improvement on the failed voluntary agreement that preceded them.”

T&E, in coordination with a pan-European network of NGO partners, campaigned tirelessly in favour of meaningful short and longer-term targets to fundamentally shift the future market for new cars in Europe.

Although the final law is significantly weaker than we had hoped for, the long term and legally-binding nature of the new targets are a considerable improvement on the failed voluntary agreement that preceded them.

FINANCIAL TIMES

“In another cunning bit of word play, the car lobby has started talking about a “phase-in” of the targets, rather than a postponement. Whichever word some politicians prefer to hear, the result would be the same. Europe’s drivers, already paying higher fuel prices than they are used to, would have to wait longer for fuel-efficient cars that could be made now and with existing technology.”

T&E’s Kerstin Meyer, letter published in the Financial Times, 10 June 2008

1948: 7.5 litres/100km

2008: 7.5 litres/100km

60 years of progress?

MEPs – It’s time to shift fuel efficiency up a gear.

Vote for 120g CO₂/km by 2012 and 80g CO₂/km by 2020.

www.forlesspollutingcars.com

1948 Volkswagen Beetle (Type 1E) 7.5 liter / 100km "Average rating", source: Volkswagen Spain
20 "The New Beetle" (Type 1C) 7.5 liter / 100km "Average rating", source: Volkswagen Spain
EU combined, source: www.volkswagen.de

Friends of the Earth Europe T&E

T&E highlighted the lack of progress in car fuel efficiency in this advertising campaign targeting policymakers in Brussels. It shows a 1948 Beetle, and its 2008 counterpart: the cars have identical fuel consumption.



“Lots can be done with today’s technologies. On August 26th T&E, a Brussels think-tank that lobbies for greener transport, bestowed an unlikely accolade on BMW, which is synonymous with performance. According to T&E, BMW cut the average CO₂ rating of its fleet by 7.3% last year...”

The Economist, 4 September 2008

Low carbon fuels

www.transportenvironment.org/pages/low-carbon-fuels

The EU's strategy for reducing carbon emissions from transport fuel is still guided by a fundamentally flawed philosophy: that the answer lies in setting volume targets for the amount of renewable transport fuel (ie biofuels) Europe should be using by a given date. But volume targets do not guarantee greenhouse gas savings because there is a huge variation in the environmental performance of different fuels. In the future, energy sources for transport must compete on the environmental benefits they bring over their entire production lifecycle.

In 2008, T&E voiced support for the proposed Fuel Quality Directive's target to reduce lifecycle emissions from transport fuels by 10% by 2020. But a parallel initiative in the Renewable Energy Directive to increase the EU's volume target for renewables used in transport raised serious concerns.



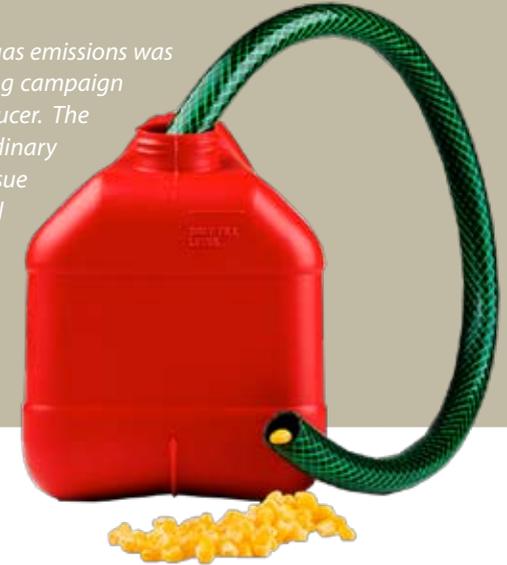
"The timing and lack of transparency surrounding these new figures raises serious questions about how the biofuel lobby has been able to influence the debate,"

T&E's Nuša Urbančič quoted by Reuters following the discovery that greenhouse gas benefits ratings for certain biofuels had been quietly modified by the European Commission during a critical stage of EU negotiations.

EuropeanVoice

In June, one of T&E's reports on greenhouse gas emissions was misrepresented in an international advertising campaign by Abengoa Bioenergy, a major biofuels producer. The company withdrew the adverts but an extraordinary public exchange of letters with T&E on the issue of indirect land use change followed. The full exchange, published in the European Voice over a series of weeks, can be read on our website (www.transportenvironment.org/news/2008/11/abengoa).

Who won the debate? You decide!



“Use of land for growing biofuels prompts clearing of forests or other land worldwide for food production, thereby releasing substantial amounts of carbon into the atmosphere”

The most important concern, highlighted last year by a series of high-profile scientific reports, was the need to account for 'indirect land-use change'. The issue revolves around the extent to which use of land for growing biofuel crops prompts clearing of forests or other land worldwide for food production, thereby releasing substantial amounts of carbon.

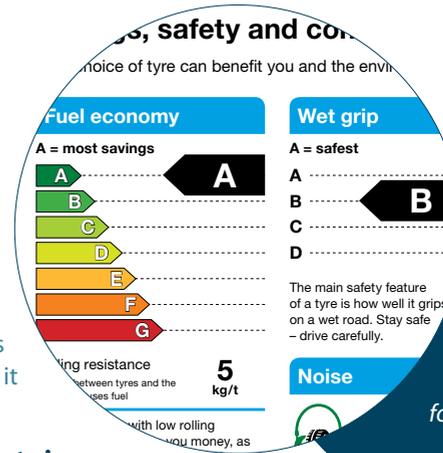
The final law postponed action on this crucial question, while going ahead with the targets. We are convinced that sends the wrong message to biofuel producing companies, and countries. But they would be unwise to push full speed ahead regardless; high carbon fuels have no place in a world serious about tackling climate change.

Transport noise

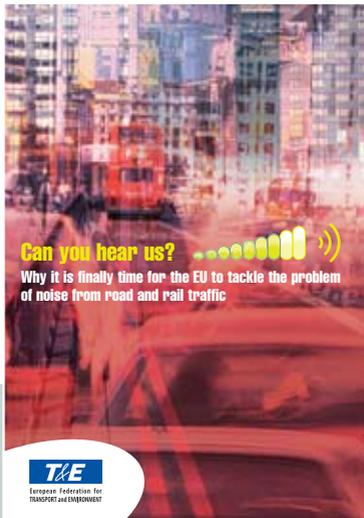
www.transportenvironment.org/pages/transport-noise

Noise continues to be a serious quality of life and health issue, particularly in urban areas. And traffic noise from road and rail has not been given priority at EU level in the past, despite the fact that it has substantial negative effects on the EU population.

“Noise from rail and road transport is linked to 50,000 fatal heart attacks every year.”



T&E's concept for a European consumer label to inform tyre buyers about the energy efficiency, safety and noise performance of different types of tyre. Similar labels for fridges and light bulbs already exist.



In 2008, the EU took some steps in the right direction by proposing new standards for road vehicle tyres that include noise limits, a system of consumer tyre labelling that includes fuel efficiency as well as noise information, and a communication outlining measures to reduce railway noise.

T&E spent the year making the case in the EU institutions for meaningful as opposed to business-as-usual standards. We also hired a professional information designer to create concepts for a consumer-friendly tyre label (see above).

New research conducted for T&E found that noise from rail and road transport is linked to 50,000 fatal heart attacks every year and 200,000 cases of cardio-vascular disease in the EU. All our publications can be downloaded free from our website: www.transportenvironment.org/publications



“Cars are no quieter now than in the 1970s,” said Nina Renshaw, a transport expert at the environmental group Transport & Environment in Brussels. “Giving concessions to Europe’s noisiest cars is totally incomprehensible.”
International Herald Tribune, 21 May 2008



Lorry charging

www.transportenvironment.org/pages/lorry-charging

The concept of true pricing for transport has been at the heart of T&E's work since we were founded almost two decades ago. This economic principle calls for the full costs of transport, including the cost of environmental damage, and social impacts such as congestion to be paid by the user. The EU is still along way from achieving this goal, despite it being enshrined in the European treaty's 'polluter pays' principle.

In 2008 the EU took a decisive step towards true pricing with a proposal to revise the 'Eurovignette' rules that govern tolls paid by lorries to use major European roads and motorways.

For the first time, this proposal, if it becomes law, would allow Member States to include some of the so-called 'external costs' of lorry transport into road tolls. But sadly, the proposal continues the ignoble tradition of restrictions and caps on charges that prevent Member States from applying realistic and meaningful tolls that cover the full damage to the environment and society of road transport.

Working with partners and member organisations, T&E advocated improvements to the proposed directive supported by a major conference on the issue in April in collaboration with the Slovenian presidency of the EU. The discussion of the law will continue in 2009.

euobserver.com

Jos Dings, the director of Transport and Environment, a green group that focuses on transport issues, said: "This proposal seems to take EU transport policy two steps forward and one step back. "Member States will no longer be banned from charging trucks for the negative environmental and health impacts of their journeys," he said. "But the charges will be capped to such a degree that the areas that suffer the worst environmental impacts will be unable to set charges which reflect the real costs."

EUObserver.com 9 July 2008



In April, T&E together with the Slovenian presidency of the EU hosted a high-profile conference on road charging at the Goethe Institut in Brussels. Speakers included the Slovenian secretary of state for transport and MEPs Ulrich Stockmann and Corien Wortmann-Kool as well as experts from the Czech Republic, France, Germany and Switzerland.



Aviation

www.transportenvironment.org/pages/aviation

Emissions from international aviation were not included in the Kyoto protocol. Responsibility was instead passed to the UN's International Civil Aviation Organisation (ICAO), which has so far failed to act, and has even attempted to stall national and regional initiatives.

Yet aviation is responsible for 4-9% of total man-made climate change worldwide. In the EU this figure is even higher and is rapidly increasing. This increase in CO₂ emissions from aviation cancels out almost one quarter of the reductions made by other sectors in Europe under the terms of Kyoto. In addition, the aviation industry is recognised as a major cause of noise nuisance in Europe, and also contributes to air quality problems.



“Inclusion of the sector in the EU-ETS is the world’s first multi-lateral climate change initiative for aviation: an important first step.”

T&E has campaigned for many years at European and International level for measures to combat these negative impacts. In 2008 our work focussed on the EU proposal to include emissions from aviation into the European Union Emissions Trading Scheme (EU-ETS). A deal on the law was agreed in July. In the final analysis it is unlikely to actually reduce emissions from the sector but it does mark the world’s first multi-lateral climate change initiative for aviation: an important first step.

In the second half of the year, our attention turned once again to the global arena, building up an NGO coalition to advocate a global agreement as the world moves towards a post-Kyoto accord in 2009.

INTERNATIONAL
Herald Tribune
NEW YORK, LONDON, PARIS, SYDNEY, TOKYO

“While airports conduct detailed environmental assessments before embarking on expansions, they have not, so far, been penalized for failing to deliver on promises to keep emissions in check. New construction should have an environmental impact assessment, and if air quality levels aren’t met, you can’t expand,”
T&E’s João Vieira quoted in the International Herald Tribune, 4 June 2008



Shipping

www.transportenvironment.org/pages/shipping

Like aviation, international shipping emissions were not included in the Kyoto protocol. And similarly, responsibility for cutting greenhouse gas emissions was passed to an intergovernmental organisation, the International Maritime Organisation (IMO), who has so far failed to act.

Following the inclusion of aviation in the European Union Emissions Trading System (EU-ETS), T&E and other environmental groups have been calling on the EU to also integrate shipping into the system. As with aviation, it is hoped that a regional system could form the basis of a global scheme, which remains the most ideal solution.

Although climate change dominates the headlines, emissions from shipping also contribute significantly to the concentrations and fallout of harmful air pollutants in Europe. T&E and our partners have also long campaigned for international action in this area, working through the IMO.



MS "Beluga SkySails" set sail during the year for the first commercial trial of a system that promises major fuel efficiency improvements for international shipping.



REUTERS

"Joao Viera, policy officer with the Brussels-based Transport and Environment warned the U.N. agency that if it failed to come up with an action plan (on CO₂) in the next few months, the EU and other regional legislators would do the job for them."

Reuters, 4 February 2008

"The new global sulphur standard for shipping fuel is a major breakthrough."

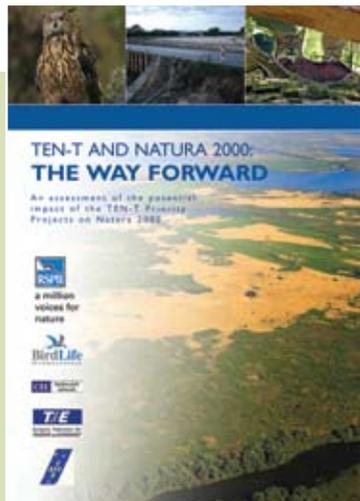
In 2008 there was a major breakthrough on that issue as the IMO agreed a new global sulphur standard for shipping fuel. Although shipping fuels will remain many times more polluting than equivalent road transport fuels, this was a major step forward, even more significant because of its global nature.

Infrastructure

Launched 15 years ago, the trans-European transport networks (TEN-Ts) were supposed to symbolise the EU's ability to assist with major transnational transport projects.

But the policy, which has cost around EUR 400 billion of EU and national government funds so far, has been criticised by environmental groups including T&E for a failure to properly assess economic and environmental impacts and for a focus on headline 'megaprojects' rather than more practical and sensible use of public money.

A formal review of the EU's TEN-T policy will kick off in 2009, and is scheduled to conclude in 2010.



In May, BirdLife International, together with T&E, CEE Bankwatch and the EEB launched a groundbreaking report on how the TEN-Ts have come into conflict with a major piece of EU nature protection legislation, Natura 2000. The study

found that over a thousand protected nature areas in Europe are under serious threat from high-profile EU-funded transport infrastructure projects.



T&E has launched a community website for stakeholders in member states wishing to influence decisions about EU-financed transport infrastructure projects in their region. (<http://guide.transportenvironment.org>)

“Over a thousand protected nature areas in Europe are under serious threat from high-profile EU-funded transport infrastructure projects.”



Media and communications

The online media monitoring service Meltwater found T&E quoted in 1132 news articles in 2008, a 10% increase year-on-year.
www.transportenvironment.org/pages/media-coverage



REUTERS EuropeanVoice

FINANCIAL TIMES

euobserver.com



HERALD TRIBUNE

Visits to our website increased by 10% compared to 2007. The most popular story was the press release on our car manufacturer CO₂ report, viewed 3,444 times (source: Google Analytics)



T&E's Bulletin newsletter is distributed to over 3000 readers, ten times a year. Electronic subscription is free, sign-up on our website:
www.transportenvironment.org/pages/bulletin/

IN 2008, WE USED A NUMBER OF NEW WEB TECHNOLOGIES TO HELP EXTEND THE REACH OF OUR WORK:

- RSS feeds for main news topics;
- News story sharing using social networking sites such as Facebook and Digg
- Tyre noise comparison videos hosted on YouTube (www.youtube.com/transportenvironment)
- T&E featured in high profile blogs including Mark Mardell's Euroblog (bbc.co.uk/markmardell) and Green Inc. (greeninc.blogs.nytimes.com)

Publications

- Briefing on the Fuel Quality Directive
- Biofuels and land use change: review of independent studies
- The real impact of growing biofuels: calculating indirect land-use change
- Tyre standards: addressing safety, climate change and noise
- The impact of phasing in passenger car CO₂ targets on levels of compliance (IEEP)
- Cars and CO₂: a study of major manufacturers' progress in 2007
- CO₂ emissions from transport in the EU27
- Footprint as utility parameter (IEEP/CE/TNO)
- Background briefing on the European Commission proposal on the Greening Transport Package
- Air pollution from ships
- Briefing: EU spending €1 billion a day on oil imports as leaders backtrack on efficient cars
- Background briefing on aviation and emissions trading
- Joint NGO statement on including aviation in the EU emissions trading scheme
- Position paper: CO₂ emissions from new cars
- Background briefing: weight vs footprint (CO₂ standards for new cars)
- EU actions for urban mobility
- Consumer label for tyres in Europe
- Traffic noise reduction in Europe (CE)
- Can you hear us? - Why it is finally time for the EU to tackle the problem of traffic noise

**All publications can be downloaded free from the T&E website:
www.transportenvironment.org/publications**



Income and expenditure

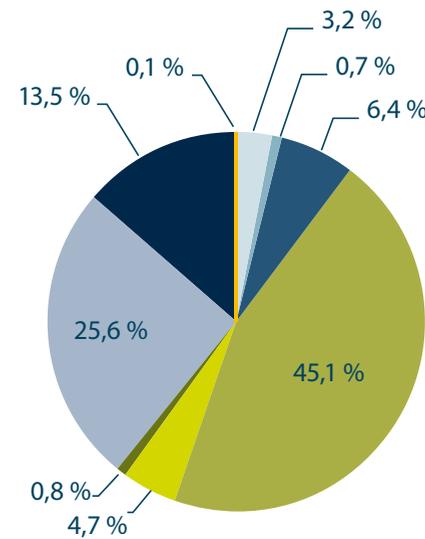
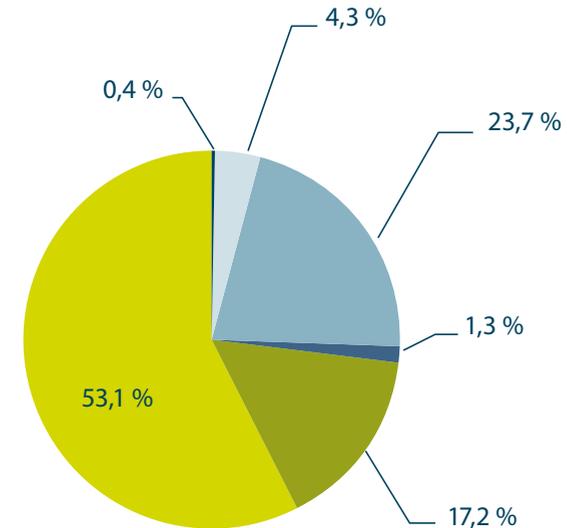
These diagrams illustrate T&E's income and expenditure for the year ending 31 December 2008.

INCOME

Membership fees	€ 46,375.00
EC grants	€ 253,440.00
Interest	€ 13,419.05
Other grants - governments	€ 184,040.00
Other grants - private / foundations	€ 568,371.29
Other income	€ 3,892.09
Total	€ 1,069,537.43

EXPENDITURE

Personnel	€ 482,413.30
Travel and subsistence	€ 49,831.67
Depreciation	€ 8,095.99
Subcontracting	€ 273,469.40
Transfer to T&E members	€ 144,000.00
Bank charges	€ 1,391.10
Reserves	€ 34,392.26
Exceptional charges	€ 7,185.47
Office costs	€ 68,758.24
Total	€ 1,069,537.43



T&E gratefully acknowledges funding support from the European Commission.

About T&E

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