



# ANNUAL REVIEW 2010

# TRANSPORT & ENVIRONMENT

Annual Review 2010

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Our profile on the European Commission's voluntary register of interest representatives can be found on the official website: <http://tinyurl.com/ychxhdh>

# ANNUAL REVIEW 2010

Transport & Environment

# INTRODUCTION



# THE YEAR 2010

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The E word dominated political debate in Brussels last year. Unfortunately for organisations like T&E, that word wasn't Environment, it was the Euro and how to save it. Combined with recent shifts to the right in member states and the European Parliament in recent years, moving the EU towards sustainable transport policies in 2010 was no easy task.

This annual review gives a few examples of how we rose to the challenge.

In 2008 the EU decided on a legally-binding target for renewable energy that will lead to a massive expansion of the use of biofuels. But it postponed action on one of the most fundamental criteria for judging the contribution a biofuel can make to cutting CO<sub>2</sub> emissions, namely its contribution to Indirect Land Use Change (ILUC). Last year it looked as if the Commission was trying to brush the issue under the carpet. So T&E and several partners took the unprecedented step of suing the Commission to get access to the scientific evidence it had accumulated on the issue, following stonewalling of our repeated requests for access. That case is pending. But in a December communication, the Commission promised to deal with the issue in 2011.

EU vehicle CO<sub>2</sub> emission standards, which could provide a template for countries across the globe, are a key priority for T&E because of their

massive potential to reduce global oil consumption and CO<sub>2</sub> emissions. In 2010, vans got a legally-binding CO<sub>2</sub> emissions target for 2020, and while both the short and long term targets were weakened, there can be no doubt that in a debate dominated by industry and a handful of vehicle-producing countries, it would have been much worse if we hadn't been there.

2010 showed how important an EU presidency can be. The latest revision of EU road charging rules (the 'Eurovignette') was on ice for two years, until finally the Belgian Presidency breathed some life into it. Chances are good for a final agreement in the first half of 2011 when we could finally see an end to the ban on governments charging road users for the costs of noise and air pollution. That would be a great first step towards a world where the polluter pays; a key campaigning issue for us last year and for the last two decades.

On the international transport scene, we have seen precious little action on shipping and aviation emissions since the two respective UN institutions responsible were given the job of cutting emissions under the Kyoto protocol. Last year T&E took a major step towards greater scrutiny of the issue by co-founding the Clean Shipping Coalition (CSC), an international network of environmental groups, which was granted official observer status to the International

Maritime Organisation (IMO). Together with our CSC partners, T&E is pushing for the first-ever binding energy efficiency standard for international shipping.

In 2011, the European Commission will publish a new White Paper on transport which, in theory, sets the European strategy for the next decade. 'Decarbonisation' of transport is one of the Commission's buzz words; T&E will do its best to ensure the EU remains true to that idea. We kicked off the debate last year with our 20th Anniversary conference on transport and climate change entitled 'Start Stop or Full Throttle?'. Our call for Europe to shift up a gear on decarbonisation in the transport sector will remain central to our work over the coming months and years.

My personal highlight was the T&E anniversary party in March. It was a joy to welcome back to Brussels many current and former colleagues who have played such an important role in pushing for sustainable transport in Europe. After twenty years, T&E and its member organisations are still dedicated to that goal.

We look forward to working with you in 2011. At full throttle!

**Ulla Rasmussen**  
*President*

March 2011

MEMBERS

1479 COUMBE<sup>2</sup>

€90 billing

167% YEAR

13

# THE YEAR IN NUMBERS

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## 167%

If EU policy doesn't change, the extra biofuels needed to reach the 2020 renewable energy target could cause between 81 and 167 percent more CO<sub>2</sub> emissions than conventional petrol and diesel. Go to page 12 to find out more about T&E's call for changes to EU biofuel policy.

## 2013

The year a binding energy efficiency standard for international shipping could be introduced, depending on the outcome of a vote at the International Maritime Organisation (IMO) in Summer 2011. Discover T&E's work on behalf of the newly-formed Clean Shipping Coalition, on page 18.

## €90 billion

The unpaid bill for the environmental and social impacts of road freight transport in the EU every year. See page 14 to read about T&E's work on the Eurovignette directive on road charging.

## 5%

The year-on-year reduction in CO<sub>2</sub> emissions of the average car sold in Europe in 2009, revealed in T&E's fifth annual car CO<sub>2</sub> report. See page 20.

## 13 years

The amount of time the International Civil Aviation Organisation (ICAO) has been discussing how to cut aviation emissions, without making a single binding commitment. Find out more about T&E's work on international aviation on page 16.

## 147g CO<sub>2</sub>/km

The legally-binding CO<sub>2</sub> emissions target for the average new van sold in 2020. Learn about T&E's work on vans on page 22.



**HIGHLIGHT**  
**HIGHLIGHT**



# HIGHLIGHTS

# HIGHLIGHTS 2010

- UNCOVERING THE REAL IMPACTS OF EU BIOFUEL POLICY
- THE PRICING OF PROGRESS
- GROUNDED
- LOW CARBON SHIPS ON THE HORIZON?
- THE SMART MONEY
- INDUSTRY EXAGGERATED TIME NEEDED FOR CO<sub>2</sub> CUTS
- HISTORY REPEATING ITSELF

# UNCOVERING THE REAL IMPACTS OF EU BIOFUEL POLICY

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[www.transportenvironment.org/low-carbon-fuels](http://www.transportenvironment.org/low-carbon-fuels)

2010 saw a turning point in the debate over the sustainability of EU biofuels policy, with signs that concerns over the environmental impact of current policy are finally being taken seriously.

A coalition of four environmental organisations, including T&E, filed a legal action against the European Commission in March over its refusal to release documents vital to that debate.

The Commission stood accused of sitting on studies that show the environmental impact of indirect land use change (ILUC) caused by producing biofuels. One leading official was so alarmed at the studies that he said ILUC will 'kill biofuels in the EU'.

EU targets have created additional demand for biofuels which in turn increased the overall demand for agricultural land leading to deforestation and land conversion, particularly in highly sensitive and

biodiverse tropical regions. It has taken a while for this issue (so-called indirect land-use change, or ILUC) to filter through to EU policy-making, but later in 2010 things began to change.

The Commission completed a number of studies in 2010 that showed the negative impacts of deforesting or converting land to grow crops for biofuels production. T&E, along with other groups, took legal action to get the studies and associated correspondence – contained in around 200 documents – released for public view. The legal case should be heard by the court in 2011.

Over the following months a number, but not all, of the documents were released, revealing the massive impacts of current biofuels policy on greenhouse gas emissions.

In November a study by the IEEP commissioned by T&E and others

found that unless the EU tackles the issue of indirect land use change, the use of biofuels in EU transport will emit between 81 and 167 percent more greenhouse gases than fossil fuels. As the findings were based on EU member states' plans for increasing use of biofuels and the most recent science on indirect land use change, the study carries more weight than previous more theoretical studies.

In December, it became clear that the Commission was starting to take these concerns seriously. Energy Commissioner, Günther Oettinger said: "The potential effects of indirect land use need to be properly weighed in our biofuels policy. It is in our interest to investigate this seriously and ensure to have a legislation that avoids negative side effects."

The Commission is expected to announce how it proposes to deal with the ILUC question by mid-2011.



“Legislate in haste, repent at leisure: is that the syndrome afflicting the EU’s biofuels policy?”

The BBC reporting on the T&E/BirdLife Europe/ClientEarth/EEB legal action



“Tant que ce point de l’effet indirect sur les sols ne sera pas abordé dans les critères, les biocarburants ne pourront pas être véritablement considérés comme durables.”

T&E’s Nuša Urbančič quoted in Le Monde calling for indirect land use change to be accounted for in EU targets



“Umweltverbände haben die Kommission sogar verklagt, um eine Offenlegung von Berechnungen zu erreichen. Die Organisation Transport & Environment fordert, die Volumenziele für Biosprit durch ein Ziel für Treibhausgasabbau bei allen Transportkraftstoffen zu ersetzen, um Biosprit oder auch Benzin aus effizienten Raffinerien zu fördern.”

The Financial Times Deutschland reporting on T&E’s call for biofuel volume targets to be replaced with transport fuel CO<sub>2</sub> reduction targets

# PRICING OF PROGRESS

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[www.transportenvironment.org/lorry-charging](http://www.transportenvironment.org/lorry-charging)

The EU's ban on member states charging road hauliers for the unpaid costs of lorry journeys look set to be partially lifted, after a compromise deal was agreed in October among member states that could lead to a new Eurovignette directive in 2011. But the cost of the Belgian presidency getting agreement appears to be the retention of important restrictions on how states can charge for the costs of congestion, plus an air pollution loophole for newer lorries that T&E described as 'bizarre'.

The compromise deal would allow member states to charge lorry

operators for the external costs of their vehicles' journeys but only to cover air and noise pollution. But any charging for congestion would have to be revenue-neutral, which means governments could charge extra during busy periods, as long as it reduced the cost of driving in less busy periods – effectively making for very little change compared with the current law. It also means the true cost of congestion caused by lorries cannot be covered.

In approving the deal, EU transport ministers introduced exemptions from air pollution charges for current generation Euro-V lorries

and the next-generation Euro-VI, a change that may well be questioned and possibly thrown out when MEPs debate the deal in 2011.

Research for T&E concludes that the unpaid bill to European society caused by lorry transport is around €90 billion a year. Yet successive Eurovignette directives going back 17 years have not allowed member states to charge for the costs to society not paid by lorry operators.

## Intelligent road charging for a cleaner, smarter, more competitive Europe

→ 28 September 2010, Brussels

At a high level event organised by T&E in Brussels in September, member state officials, technology providers and academics presented the proven economic benefits of road charging. The event was timed to pre-empt a crucial meeting of transport ministers in October.

## EuropeanVoice

“Cash-strapped governments would be far wiser to introduce charges for lorries than to raise taxes on the labour force, as some are doing. Hungary’s recently announced plans to introduce lorry charges are a step in the right direction.”

T&E’s deputy director Nina Renshaw, writing in the European Voice



“Congestion is a significant contributor to both air and noise pollution, so a mandatory fee aimed at reducing it only makes sense.”

Deutsche Welle International reporting T&E’s views on the Eurovignette directive



“Green transport group T&E criticised the decision to exempt from the tolls any truck built to the latest Euro V emissions standards. “That’s rather like exempting smokers of low tar cigarettes from smoking bans,” said T&E campaigner Nina Renshaw. “The European Parliament should throw out this loophole when it reviews the legislation.” ”

Reuters reporting on the outcome of transport ministers’ talks on the Eurovignette revision

# GROUNDED

[www.transportenvironment.org/aviation](http://www.transportenvironment.org/aviation)

The future inclusion of the aviation sector in Europe's Emissions Trading Scheme (EU-ETS) may have moved a step closer in 2010 as a result of talks at the International Civil Aviation Organisation's (ICAO) 2010 assembly. But the scheme's effectiveness will be weaker as a result of European concessions at discussions which also ended any hope of credible global measures to cut aviation's climate impact in the foreseeable future.

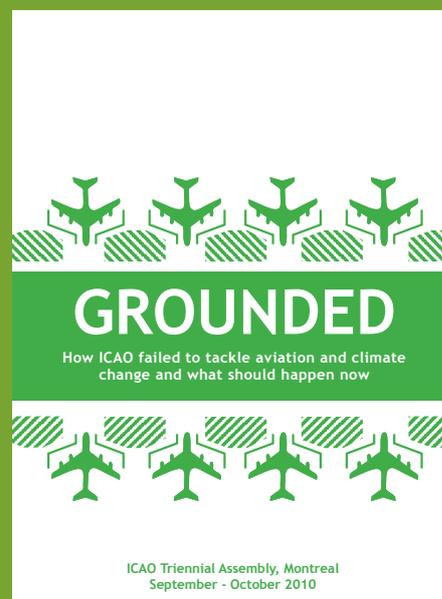
T&E attended the ICAO assembly as an official observer on behalf of the International Coalition for Sustainable Aviation ([www.icsa.org](http://www.icsa.org)).

The EU entered negotiations calling for a global cut in aviation emissions of 10 percent by 2020, based on 2005 emissions levels, as agreed by all EU member states in the run-up to the Copenhagen climate conference. Aviation is currently responsible for 4.9 percent of global man-made climate change.

But EU ambition was cut short by an American-led initiative to maintain the wording of a 2007 ICAO resolution that called for 'mutual agreement' whereby every single state affected by policies such as the EU-ETS would have to agree to be included; effectively killing such schemes.

The final 'resolution' passed by the 2010 Assembly did not contain such strong language on 'mutual agreement' but EU diplomacy to protect the ETS plan came at a heavy price.

The resolution states that airlines from countries with international aviation activity below 1 percent of the global total should be exempt from moves to restrict carbon emissions within the aviation sector. The EU stated that it would 'engage constructively' in discussion about these exemptions with regard to the EU-ETS and has since declared



that it could also review whether emissions from inbound flights would be covered by the scheme. Excluding inbound flights to the EU would cut the emissions covered by the system by 40 percent.



“Bill Hemmings, a program manager for Transport and Environment... said that the European Union “already was paying a heavy price to weaken opposition to its plan to include international aviation in its trading system” by agreeing to those concessions. Mr. Hemmings also warned that if the union excluded inbound flights by airlines from around the globe, including the United States, that would cut the emissions covered by the system by 40 percent, drastically eroding its effectiveness.”

The International Herald Tribune’s report on the outcome of the 2010 ICAO assembly

## FINANCIAL TIMES

“The European Commission said in 2005 that the VAT derogation covering airline tickets should be abolished. Five years ago it was a smart idea; in the current economic climate it’s a no-brainer.”

T&E’s Bill Hemmings writing in the Financial Times

UNDEED

# LOW CARBON SHIPS ON THE HORIZON?

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[www.transportenvironment.org/shipping](http://www.transportenvironment.org/shipping)

Shipping could become the first industry to have a global carbon dioxide reduction measure. A legislative process was set in motion at the International Maritime Organisation (IMO) during 2010, which, if approved, could see obligatory energy efficiency standards for new ships come into effect in 2013. A vote is expected at the IMO's Marine Environment Protection Committee (MEPC) in July 2011.

T&E follows the work of the IMO on behalf of the Clean Shipping Coalition ([www.cleanshipping.org](http://www.cleanshipping.org)), an international platform formed by T&E and seven other international environmental groups in 2010.

The energy efficiency rules would come in the form of a CO<sub>2</sub> standard

for new ships, the Energy Efficiency Design Index (EEDI) and the Ship Energy Efficiency Management Plan (SEEMP). The EEDI, which has been trialled over the last two years, is a standard that sets energy efficiency targets for ships that will be progressively tightened while leaving designers and builders the freedom to choose the most cost-efficient technology to use. The SEEMP, currently being applied by some ships but only on a voluntary basis, is a mechanism for a shipping company or ship to improve the energy efficiency of ship operations.

Nine states requested that the EEDI and SEEMP become mandatory, rather than voluntary after an initiative in September was blocked by China and Saudi

Arabia. They have therefore begun a process within the IMO that, if approved in July, will see the changes written into Annex VI of the International Convention for the Prevention of Pollution by Ships (MARPOL). This would mean all new ships and shipping companies would have to comply by 2013.

But for this to happen, approval would have to be secured from at least two thirds of voting members that have ratified IMO's MARPOL convention, and the voting majority would have to represent more than 50 percent of the world's shipping tonnage. That will not be easy to achieve, and will be a key focus for T&E in 2011.



# THE SMART MONEY

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[www.transportenvironment.org/tag/infrastructure](http://www.transportenvironment.org/tag/infrastructure)

T&E and six partner NGOs have proposed ways for the EU to spend its substantial budget in a smarter, more environmentally friendly way. The ideas were presented in November in the report 'Changing Perspectives – How the EU budget can shape a sustainable future'. It is the first time major Brussels-based NGOs have presented a joint proposal on how money in the EU budget should be spent.

The seven NGOs – BirdLife, CEE, Conservation International, EEB, FoE, T&E and WWF – say EU money

should emphasise and promote sustainability in sectors such as transport and housing. T&E has called for transport spending to target plans and projects that actively reduce greenhouse gases. The NGOs say challenges such as tackling climate change, biodiversity loss and wasting resources should be prioritised ahead of funding for unnecessary infrastructure projects and subsidising intensive agriculture.

T&E says EU transport spending should be less about joining up

points on a map, and more about smarter ways of using existing infrastructure. There should be incentives to help member states implement congestion charging schemes or modernise existing rail infrastructure, for example. And aviation, the most carbon-intensive mode of transport, should no longer receive taxpayers' money from the EU.

The EU budget discussion will hot up in 2011.

## EuropeanVoice

“Transport investments should only be made in projects that contribute to reducing greenhouse-gas emissions,” says Antoine Kedzierski from the campaign group Transport and Environment (T&E).”

The European Voice's feature article on the T&E proposals for changes to EU infrastructure spending policy

# INDUSTRY EXAGGERATED TIME NEEDED FOR CO<sub>2</sub> CUTS

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[www.transportenvironment.org/clean-vehicles](http://www.transportenvironment.org/clean-vehicles)

European carmakers are set to achieve mandatory EU targets for new car CO<sub>2</sub> emissions years ahead of time according to T&E's fifth annual car CO<sub>2</sub> report, published in November. One carmaker, Toyota, has almost met its target for the year 2015, six years in advance. The study's findings suggest that carmakers previously exaggerated the time needed to comply with car CO<sub>2</sub> limits.

During 2008, carmakers lobbied aggressively to extend by three years a deadline for average new car CO<sub>2</sub> emissions to reach 130g/km. As a result the EU postponed the target year from 2012 until 2015.

Carmakers recorded a record drop of 5.1 percent in average CO<sub>2</sub> emissions in 2009 according to the report.

The T&E report showed that the economic crisis and subsidies (so-called 'scrappage' schemes) are not the most important factor in the 2009 CO<sub>2</sub> reductions. It concluded that more than half of the reduction, or close to a 3 percent improvement in average efficiency, was achieved through better technology, rather than sales of smaller cars.

The report found that five companies (Toyota, Suzuki, Daimler, Ford and Mazda) achieved more than 3 percent CO<sub>2</sub> reductions through the

application of new technology, while three others (Hyundai, Suzuki and Fiat) achieved more than a 3 percent cut as a result of selling smaller vehicles due to the subsidies.

According to T&E, the data showed that last year's big improvement in fuel efficiency was not just a one-off caused by a shift to smaller cars; carmakers are adding fuel-saving technologies. So the trend of reduced CO<sub>2</sub> emissions is structural and will therefore continue when the market returns to normal. The CO<sub>2</sub> regulation agreed at the end of 2008 is clearly working.



## THE TIMES

“The Society of Motor Manufacturers and Traders admitted yesterday that its members had overestimated the difficulty of cutting emissions. It said they had not anticipated how quickly the whole industry would respond to the move from voluntary to compulsory targets.”

The Times newspaper’s coverage of the T&E car CO<sub>2</sub> report



“Der Rat geht hier ganz klar in die falsche Richtung - und das vor allem wegen hartnäckigem Druck aus Deutschland”, kritisiert Kerstin Meyer für die Umweltorganisation Transport & Environment.”

The German news magazine Focus reports on the 2010 T&E car CO<sub>2</sub> report



“Il y a trois ans, l’industrie automobile affirmait qu’il lui serait impossible de se conformer aux objectifs d’émissions de CO<sub>2</sub> des véhicules particuliers dans les délais prévus. Pourtant, elle est maintenant en voie d’atteindre ces objectifs plusieurs années avant l’échéance”, a ironisé le directeur de Transport & Environment, Jos Dings, dans un communiqué.”

AFP quoting T&E Director Jos Dings on the T&E car CO<sub>2</sub> report findings

# HISTORY REPEATING ITSELF

[www.transportenvironment.org/clean-vehicles](http://www.transportenvironment.org/clean-vehicles)

The automotive industry, backed by the governments of Germany, Italy and France succeeded in severely weakening an EU law setting CO<sub>2</sub> standards for new vans. However, thanks partly to T&E's work, an important long term target for 2020 was not postponed or removed altogether, despite the intense political pressure surrounding the debate.

The deal, agreed in late December at a behind-closed-doors meeting of representatives of the European Commission, Parliament and member states, will lead to higher

fuel costs for millions of small businesses across Europe and runs counter to evidence of rapid progress in car emissions in recent years (see previous chapter).

The agreement between representatives of the three European institutions is for the average new van sold in the EU to emit 175g CO<sub>2</sub>/km in 2017 and 147g CO<sub>2</sub>/km in 2020. The original Commission proposal of 135g CO<sub>2</sub>/km in 2020 was weakened under enormous pressure from carmaking nations, led by Germany.

The vehicle industry claimed that it would be prohibitively expensive to make vans more fuel efficient. But research carried out earlier in 2010 for T&E by TNO/CE Delft showed that by simply returning to the engine power levels of 1997, fuel costs and CO<sub>2</sub> emissions could be cut by up to 16 percent, vehicle purchase costs by up to 10 percent, and total cost of ownership by up to 12 percent. The changes required could also be introduced quickly and in existing models. In short, the cost of buying and running vans would go down rather than up.

## Need for speed limiters

One positive outcome of the discussion on vans was the recognition amongst lawmakers that it is time to close a loophole which has left vans as the only professional road vehicles not subject to speed limiters. In another report commissioned by T&E in 2010, CE Delft/TNO found that introducing mandatory 100 km/h speed limiters would lead to a decrease in CO<sub>2</sub> emissions of up to 7 percent and a few per cent more if the speed limiter led to less powerful engines being used. It also found a 110 km/h limit would reduce average CO<sub>2</sub> emissions and fuel consumption by 4-5 percent.

The idea appears to have gained traction, with the European Commission announcing in a road safety policy paper that it will seriously consider such a move.

## ENDS Europe

“Kerstin Meyer of green transport group T&E said pressure from manufacturing nations led by Germany had led to a weakening of the target. Van makers have claimed it would be too expensive to make vans much more fuel efficient. But recent studies have shown emissions could be cut by up to 16 percent, she pointed out.”

T&E quoted in ENDS Europe Daily coverage of the van CO<sub>2</sub> agreement



“ “The automotive industry, which has benefited from billions of euros of taxpayers money in subsidies, low interest loans and research grants has once again bullied politicians into getting an easy ride,” said campaigner Kerstin Meyer at green transport group T&E.”

Reuters reporting on the vans CO<sub>2</sub> legislation deal

## verkehrs RUNDschau

“ “Der Rat geht hier ganz klar in die falsche Richtung - und das vor allem wegen hartnäckigem Druck aus Deutschland”, kritisiert Kerstin Meyer für die Umweltorganisation Transport & Environment den Wert von 155 Gramm CO<sub>2</sub>, auf den sich die Mitgliedsländer in einer nicht öffentlichen Sitzung ihrer ständigen Vertreter bei der EU in Brüssel geeinigt hatten. “Das schadet dem Klima und den kleinen und mittelständischen Betrieben, die letztlich weiter mit Spritschluckern durch die Gegend fahren müssen”, so Meyer auf Anfrage der VerkehrsRundschau.”

The main German transport news portal reports T&E's view on the vans legislation

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facebook.

Google news

# COMMUNICATION

AFP

BBC  
WORLD

REUTERS

Le Monde

# MEDIA & COMMUNICATION

## Bulletin

The T&E bulletin is distributed to around 5000 subscribers every month. Sign-up at: [www.transportenvironment.org/bulletin](http://www.transportenvironment.org/bulletin)



## WWW

Get the latest news on all of T&E's policy areas from our website at: [www.transportenvironment.org](http://www.transportenvironment.org)

Or add our RSS feed to your website, news reader or personalised homepage: [www.transportenvironment.org/rss](http://www.transportenvironment.org/rss)

T&E was featured in a wide range of media in 2010, read highlights of the coverage on our website: [www.transportenvironment.org/media-coverage](http://www.transportenvironment.org/media-coverage)

## @transenv

T&E news can now be read and discussed on the social networking websites LinkedIn and Twitter.





**EDUCATIONAL PUBLICATIONS**

## FUELS

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- Briefing:** The impacts of Europe's biofuel plans on carbon emissions and land
- Report:** Anticipated indirect land use change associated with expanded use of biofuels in the EU  
Consultation response: ILUC
- Briefing:** Biofuels and land use change, a review of independent studies
- Briefing:** The upfront carbon debt of bioenergy
- Briefing:** Biofuels, indirect land use change and climate impact
- Report:** Bioenergy, a carbon accounting time bomb
- Briefing:** How the EU should implement Article 7a of the Fuel Quality Directive

## VEHICLES

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- Briefing:** Vans and CO<sub>2</sub>
- Briefing:** Potential CO<sub>2</sub> reduction from optimal engine sizing for light commercial vehicles
- Report:** Potential CO<sub>2</sub> reduction from optimal engine sizing for light commercial vehicles
- Briefing:** How closely related are car and van technologies?
- Report:** Speed limiters for vans in Europe: Environmental and safety impacts
- Report:** Green power for electric cars, development of policy recommendations
- Briefing:** Green power for electric cars
- Briefing:** Analysis of industry position on vans and CO<sub>2</sub>
- Report:** Exempting aerodynamic devices from future HGV type-approval legislation
- Report:** How clean are Europe's cars? The 2010 T&E car CO<sub>2</sub> report

## AVIATION

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- Report:** Grounded, How ICAO failed to tackle aviation and climate change

## INVESTMENT

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- Report:** Changing perspectives, how the EU budget can shape a sustainable future

## PRICING AND TAXATION

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- Briefing:** Understanding the effects of introducing lorry charging in Europe  
(also in French, German and Hungarian)
- Report:** Understanding the effects of introducing lorry charging in Europe
- Briefing:** Fuel and carbon taxation in the EU

## GENERAL TRANSPORT

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- Report:** CO<sub>2</sub> emissions from transport in the EU27, an analysis of 2008 data submitted to the UNFCCC

All publications can be downloaded from [www.transportenvironment.org/publications](http://www.transportenvironment.org/publications)



EURO  
EYPO

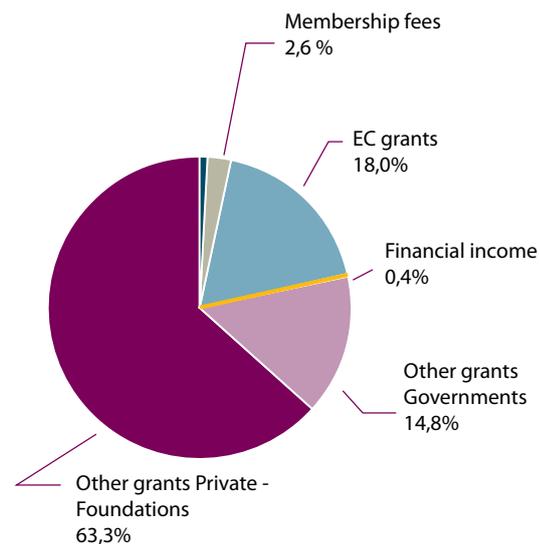
FINCOCOME  
EXPENDE  
DITURE

EURO  
EYPO



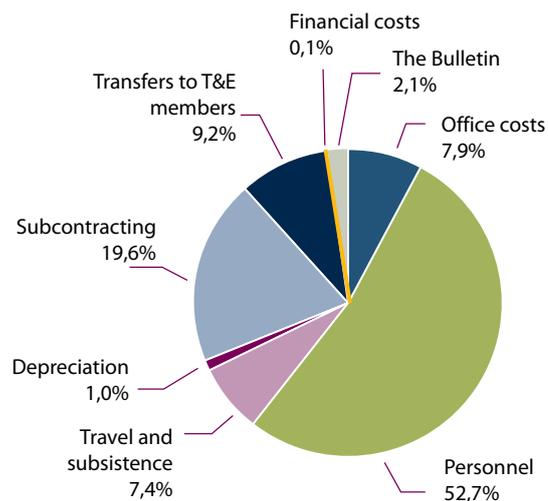
## INCOME 2010

EC grants	€ 245.079,00
Financial income	€ 5.864,94
Other grants Governments	€ 200.957,70
Other grants Private - Foundations	€ 860.783,42
Other income	€ 11.664,68
Membership fees	€ 35.175,00
<b>Total</b>	<b>€ 1.324.349,74</b>



## EXPENDITURE 2010

Personnel	€ 698.420,64
Travel and subsistence	€ 97.601,98
Depreciation	€ 12.608,30
Subcontracting	€ 259.876,36
Transfer to T&E members	€ 121.812,24
Financial costs	€ 1.729,56
The Bulletin	€ 28.266,51
Exceptional charges	€ 139,02
Office costs	€ 104.293,98
<b>Total</b>	<b>€ 1.324.748,59</b>



These figures are subject to external audit and the approval of T&E's 2010 financial report by the Annual General Meeting.



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

# ABOUT US

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Transport & Environment's mission is to promote transport policy that is based on the principles of sustainable development. That means minimising the use of energy and land and reducing harmful impacts on the environment and health while maximising safety and guaranteeing sufficient access for all.

Our work is focused on the areas where European Union policy has the potential to achieve the greatest environmental benefits. Such policies

include technical standards for vehicle fuel efficiency and pollutant emissions, environmental regulation of international transport including aviation and shipping, European rules on infrastructure pricing and environmental regulation of energy used in transport.

Our member organisations work throughout Europe for sustainable transport policies at national, regional and local level. Transport & Environment's role in this context

is to bring our members together, adding value through the sharing of knowledge and ideas.

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

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



## STAFF

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**João Vieira**

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*Transport Policy Spokesman, VCD,  
Germany*

**Chris Nobel**

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

## T&E IS A MEMBER OF

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European Cyclists Federation (ECF) –  
associate member

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

## UNITED NATIONS

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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

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

# MEMBERS

**JOINING T&E**  
T&E welcomes the opportunity to  
work with new members.



# NATIONAL MEMBERS

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## 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*

## Bosnia and Herzegovina

Centre for Environment (Joined 2010)

## Croatia

Zelena akcija / *Friends of the Earth Croatia*

## Czech Republic

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

Cesky a Slovensky Dopravní Klub / *Czech and Slovak Traffic Club*

Czech Transport Federation

## Denmark

Danish Eco Council

NOAH-Trafik

## Estonia

Eesti Roheline Liikumine / *Friends of the Earth Estonia*

## Finland

Suomen luonnonsuojeluliitto / *Finnish Association for Nature Conservation (Joined 2010)*

Suomen Liikenneliitto / *Finnish Traffic League (Joined 2010)*

## France

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

France Nature Environnement

## Germany

Deutsche Umwelthilfe / *German Environmental Help*

Verkehrsclub Deutschland / *German Environmental Transport Association*

## Hungary

Clean Air Action Group

Magyar Közlekedési Klub / *Hungarian Transport Club*

## Italy

Amici della terra / *Friends of the Earth Italy*

## 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 acción / *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

Verkehrs-Club der Schweiz / *Swiss Transport and Environment Association*

## 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

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BirdLife International

European Cyclists' Federation (ECF)

WWF

# SUPPORT MEMBERS

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International Union of Public Transport (UITP)

Community of European Railways (CER)

# T&E ABOUT

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

Established in 1990, our primary focus is on European transport and environmental policy but our work in Brussels is supported by 50 member organisations working across the EU to promote an environmentally sound approach to transport.

Transport & Environment

Rue d'Edimbourg, 26 | B-1050 Brussels | Belgium  
[www.transportenvironment.org](http://www.transportenvironment.org)

