

Annual review 2011

Annual review 2011

The page features several decorative squares in olive green and orange, scattered across the layout. A cluster of four squares (two orange, two olive green) is in the top right. A single olive green square is in the top left. A cluster of three olive green squares is in the center. A single olive green square is on the left side. A single olive green square is on the right side. A cluster of four squares (two olive green, two orange) is in the bottom left. A cluster of three squares (two orange, one olive green) is in the bottom center.

Transport & Environment - Annual Review 2011

Published: March 2012

© 2012 European Federation for Transport and Environment AISBL

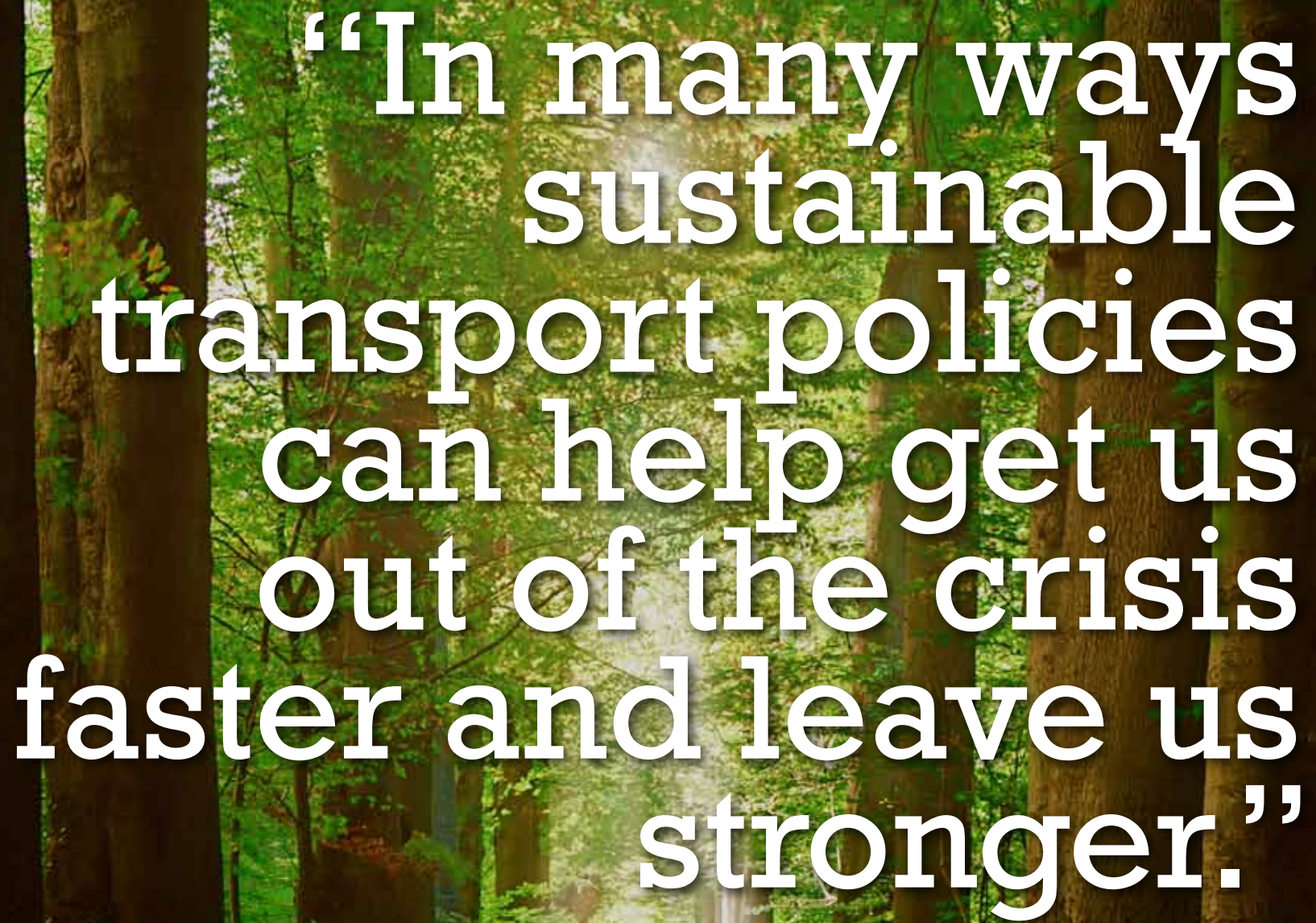
Editeur Responsable: Jos Dings

Rue d'Edimbourg, 26 | B-1050 | Brussels | Belgium
www.transportenvironment.org | [@transenv](https://twitter.com/transenv)

Design: mazout.nu

ANNUAL REVIEW 2011

Transport & Environment

A photograph of a forest path with a quote overlay. The path is made of dirt and fallen leaves, leading through tall trees with green foliage. The quote is in white, bold, sans-serif font.

“In many ways
sustainable
transport policies
can help get us
out of the crisis
faster and leave us
stronger.”

Introduction

LIGHT AT THE END OF THE TUNNEL?

2011 was an extremely turbulent year for Europe. The euro and too many eurozone countries grabbed the headlines for all the wrong reasons. These were hardly ideal circumstances for deep reflection and hard decisions on sustainable transport.

But we see opportunities in the present crisis, paradoxical as that may sound. In many ways sustainable transport policies can help get us out of the crisis faster and leave us stronger.

At the time of writing, the oil price is edging its way back towards 2008's record level. Framing policies to use this precious resource more sparingly is now a double-smart strategy. Road charging, long advocated by T&E as a smart environmental and economic policy, is advancing in Europe, albeit for pragmatic economic reasons rather than environmental ones. Fuel and (company) car taxation are back

on the agenda as a better way to close budget deficits than even higher labour taxes. And the fact that the climate, biodiversity and resource use crises show no signs of slowing down acts as a constant impetus for change.

We saw a sign that the Commission apparently understands this in March. For the first time, the new transport White Paper lays down the desired trajectory for reducing transport emissions. The headline target is a 60% reduction in transport greenhouse gas emissions by 2050 from 1990 levels. That equates to a 70% reduction compared to today.

But precious few measures have been proposed to actually meet the new target.

There was a welcome proposal to accurately calculate the carbon footprint of different sources of petrol and diesel, much to the chagrin of the oil industry and Canada, with its tar sands.

A long-overdue revision of the EU's energy tax law was announced which aims to end the fiscal advantage of diesel fuel - but fails to end the inexplicable EU ban on taxation of kerosene and marine fuel.

Member States are now able to charge lorries driving on their roads for the air pollution and noise they cause, following adoption of the third version of the 'Eurovignette' directive.

In July the Commission published a proposal to implement the International Maritime Organization's (IMO) new standards for sulphur in marine fuel in European seas.

The Commission's proposals for a new 7-year round of EU spending on transport don't give much hope for a big change of direction. Although in theory, 20% of the €1 trillion EU budget for 2014-2020 should help to prevent or adapt to climate change, in practice there are few real incentives to spend EU transport money more sustainably.

On one issue, the Commission displayed a breathtaking ability to do nothing. Despite the mountain of accumulated evidence that emissions from indirect land use change (ILUC) caused by biofuels make a policy U-turn unavoidable, the Commission has been stuck in an internal tussle over what to do; to its shame.

On the global level, we saw a mixed picture. On the bright side, the IMO adopted the first-ever global binding climate measure, the Energy Efficiency Design Index (EEDI) for new ships.

For aviation, a darker picture emerged as a number of airlines and countries launched an all out attack on the only binding international measure in place to cut the sector's climate impact, the EU-ETS.

A bigger and better T&E was on top of all these issues, and more, with a team that expanded again in 2011, and with a membership that is ever more involved in campaigns. Over the years we have evolved into a strong force for green change in transport, always mindful and respectful of the facts, with a pragmatic approach where possible, and a big alarm bell where necessary.


Study after study says 'business as usual is not an option'. That is a hollow phrase if no-one follows through on it. We want to be transport's green watchdog in Europe, and are determined to become ever better at it.

We hope 2012 will be the year Europe figures out that sustainable transport and economic recovery are two sides of the same coin.

Ulla Rasmussen, *President*

Jos Dings, *Director*

March 2012



“At the time of writing, the oil price is edging its way back towards 2008’s record level.”

Highlights from 2011

International transport

Bill Hemmings, Programme Manager

Antoine Kedzierski, Policy Officer

- **Aviation**
- **Shipping**

Cleaner transport fuels

Nuša Urbančič, Programme Manager

- **Fossil fuels**
- **Biofuels**

Cleaner vehicles

*Greg Archer, Programme Manager
Malcolm Fergusson, Senior Policy Analyst
William Todts, Policy Officer
Cécile Toubeau, Policy Officer*

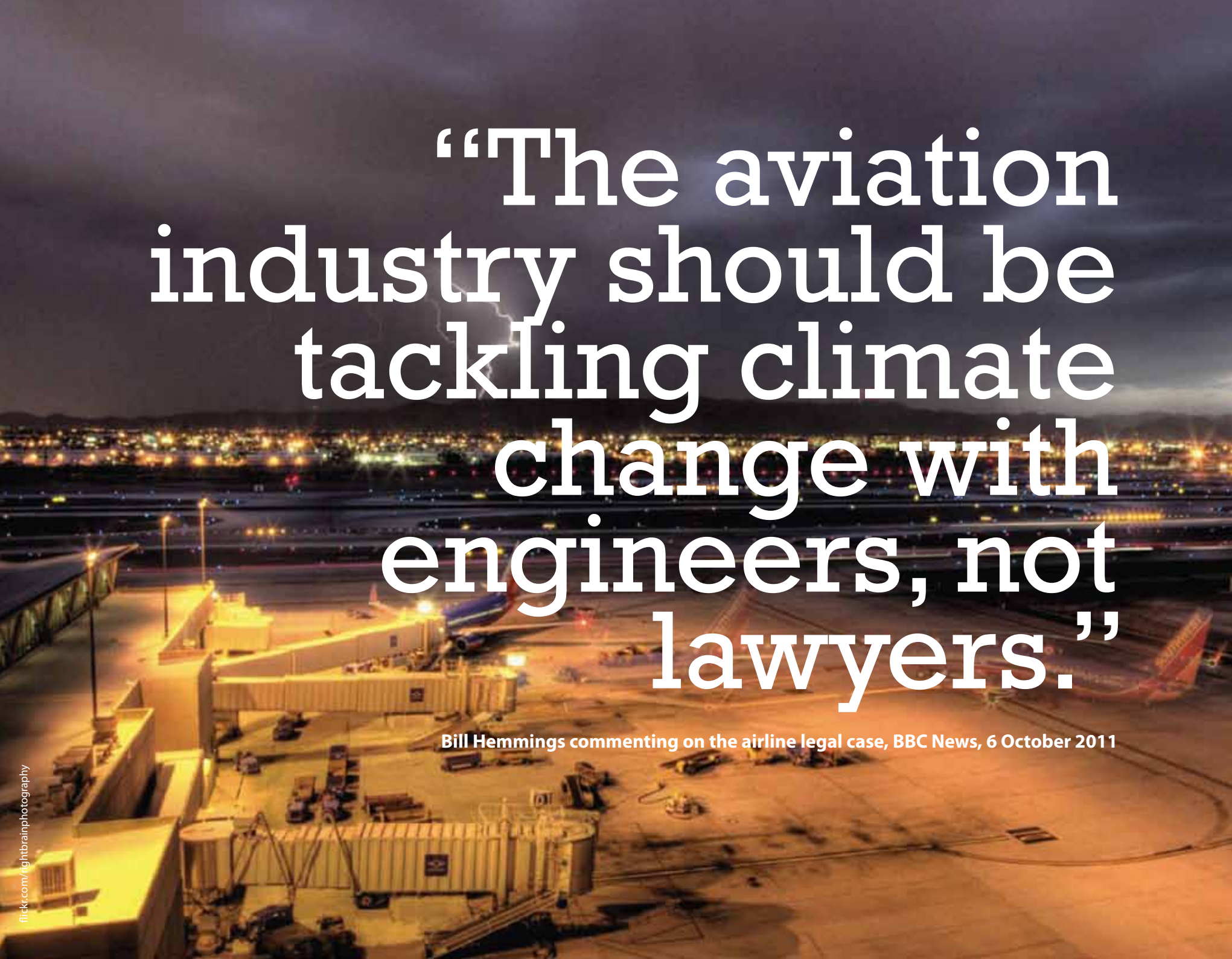
- **Cars and vans**
- **Noise**

EU transport policy

*Nina Renshaw, Deputy Director
Magnus Nilsson, Senior Campaigner*

- **Fuel taxation**
- **Smarter EU transport spending**

High light 2011

An aerial night photograph of an airport tarmac. The scene is illuminated by warm yellow ground lights, creating a high-contrast scene against the dark sky. Several aircraft are visible, including a large blue and white jet in the center. Ground support equipment, such as baggage carts and service vehicles, is scattered across the tarmac. In the background, the city lights of an airport town are visible under a dark, cloudy sky.

“The aviation industry should be tackling climate change with engineers, not lawyers.”

Bill Hemmings commenting on the airline legal case, BBC News, 6 October 2011

Aviation

International transport

Bill Hemmings, Programme Manager

Antoine Kedzierski, Policy Officer

Aviation is the fastest growing source of transport greenhouse gas emissions and the most climate-damaging form of transport. T&E and the other members of the International Coalition for Sustainable Aviation (ICSA) are observers at the International Civil Aviation Organization (ICAO) where we work towards global, binding targets for emissions reductions and fuel efficiency standards for new aircraft. T&E also campaigns in Europe to remove VAT and fuel tax exemptions for aviation.

In 2011, the EU's modest plan to help aviation cut its emissions by joining the EU Emissions Trading Scheme (EU-ETS)

came under international pressure led by a group of American airlines that brought a legal challenge at the Court of Justice of the European Union. T&E, together with WWF and a group of American NGOs, were granted rare permission by the court to help defend the EU's law at the hearing in July. In December, the court categorically rejected the legal challenge, dealing a substantial blow to the opposition.

Working with our ICSA colleagues, we also worked to keep the ICAO's much lower profile effort to devise a CO₂ standard for new aircraft on track.

€25 Ryanair's charge for one checked bag

€0.25 Ryanair's EU-ETS charge

Source: Ryanair



“Adopting the EEDI is the right step but the long delay weakens its short to medium term impact significantly.”

Bill Hemmings, Reuters, 15 July 2011

Shipping

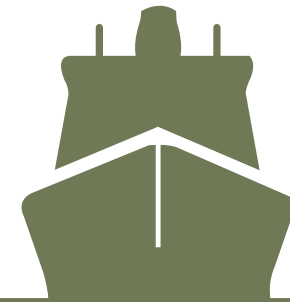
International transport

Bill Hemmings, Programme Manager

Antoine Kedzierski, Policy Officer

Shipping is one of the fastest growing sources of transport greenhouse gas emissions, and is also a source of black carbon and the air pollution that causes acid rain. T&E and other members of the Clean Shipping Coalition (CSC) are observers at the International Maritime Organization (IMO) where we work towards global binding targets for emissions reductions and fuel efficiency standards for ships. T&E also works in Europe to reduce the impact of air pollution from shipping and for the removal of fuel tax exemptions.

In 2011 T&E actively supported the adoption of IMO's energy efficiency standard for new ships (EEDI) by urging selected EU governments to ratify the IMO's Marpol Annex VI regulation on ship pollution and subsequently vote in favour of the EEDI in July. The EEDI was successfully adopted, and became the world's first global legally-binding fuel efficiency standard in the transport sector. Lloyds Register say the measure could save ship operators \$50bn a year by 2020.



Slow steaming: an opportunity in a crisis

In October, T&E and Seas At Risk organised a conference on so-called 'slow steaming' in the shipping sector. The fuel-saving measure has become widespread in the industry during the financial crisis so T&E brought together stakeholders to examine the implications of making the practice permanent. The industry had expressed fears that slow steaming would damage engines, but major shipping operator Maersk reported at the conference that their considerable experience of slow-steaming had shown this fear to be unfounded.

\$50bn – Annual savings for ship operators by 2020 following introduction of the IMO's EEDI energy efficiency standard.

Source: Lloyds Register

The background of the image shows an industrial facility with several tall smokestacks. One prominent stack in the foreground has red and white horizontal stripes. Thick white plumes of smoke or steam rise from the stacks, filling much of the sky. The overall scene is hazy and industrial.

“Tar sands producers in Alberta could gain a competitive advantage over Venezuelan or Russian competitors if they make investments to bring down emissions. That’s the point.”

Nuša Urbančič commenting on the Fuel Quality Directive, Financial Times, 10 November 2011

Fossil fuels

Cleaner transport fuels

Programme Manager

As well as reducing overall transport energy demand, the world needs to reduce the emissions that result from the production of transport fuels. That means improving refinery efficiency, stopping wasteful gas flaring and moving investment away from the most carbon intensive sources such as tar sands and coal-to-liquid.

Like the EU's plan for cutting aviation emissions (see page 13), implementation rules for a binding EU target to cut transport fuel production emissions by 6% by 2020 came under attack from a third country in 2011. Canada says it is unfair that the EU gives

tar sands a 22% higher carbon footprint than conventional oil. What it does not say is that the law does the same thing with oil made from shale, coal and gas, and that cleaner projects can apply for a lower value than the default. T&E worked with other environmental groups in Europe and Canada to ensure that EU fuels policy reflects the science, and gives a true picture of the carbon impact of all fuels.

22% - Additional carbon emissions from tar sands oil production compared to conventional oil

Source: Adam Brandt, Department of Energy Resources Engineering, Stanford University

Tarnished Earth

In partnership with other environmental NGOs and The Co-operative, T&E organised a conference on the fuel quality directive at the European Parliament, accompanied by this outdoor photographic exhibition of the destruction in Alberta caused by tar sand extraction.



A large field of cleared land, likely a deforestation site, with a yellow excavator visible in the background. The ground is covered in dry, brown debris and sparse green vegetation. The sky is overcast and grey.

“We never took the Commission for a bunch of flat-earthers, but on this issue we are getting the sense of an administration in denial.”

Nuša Urbančič commenting on delays to the ILUC proposal, European Voice, 6 October 2011

Biofuels

Cleaner transport fuels

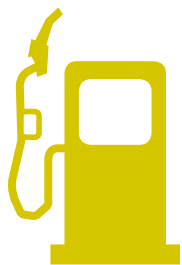
Nuša Urbančič, Programme Manager

If left unchanged, EU legislation promoting biofuels for transport will lead to higher, not lower greenhouse gas emissions, mainly because of emissions from so-called 'indirect land use change' (ILUC). T&E campaigns for Europe to address the full environmental impact of biofuel production, including ILUC emissions. Only by correctly accounting for the carbon emissions of biofuels can the market be driven towards fuels that contribute to reducing emissions, not increasing them.

In 2011, T&E worked to ensure that the latest scientific analysis and evidence of the

damage caused by existing biofuels policies is taken into account by policymakers. During the year, the World Bank, the IMF, WTO and the OECD added their voices to calls for policy change. Meanwhile, more than 210 scientists wrote to the European Commission expressing their concern that ILUC was not being taken into account.

At the time of writing, the Commission is more than a year late with its proposal and internal divisions appear to have blocked progress.



210 – Number of scientists calling on the European Commission to account for ILUC

Source: Union of Concerned Scientists

Peter and Jane explain ILUC

In a bid to explain a tricky concept in a simple, accessible way, T&E produced a short animated video clip to explain how indirect land use change (ILUC) works. The clip has been watched, in various language versions, over 30,000 times on YouTube. According to the BBC, it "offers an insight into how efforts to get across policy positions are evolving." (BBC News, 10 May 2011)



A front-facing view of a white Audi SUV, likely an A8L model, with a large white text overlay centered on the image. The text reads: "When it comes to future targets to improve fuel efficiency, industry cost estimates should be taken with an SUV-sized pinch of salt." The Audi logo is visible on the front grille.

“When it comes to future targets to improve fuel efficiency, industry cost estimates should be taken with an SUV-sized pinch of salt.”

Jos Dings commenting on T&E's finding that emission cuts have not resulted in higher prices for car buyers, *The Guardian*, 29 September 2011

Cars and vans

Cleaner vehicles

Greg Archer, Programme Manager

Malcolm Fergusson, Senior Policy Analyst

William Todts, Policy Officer

Cécile Toubeau, Policy Officer

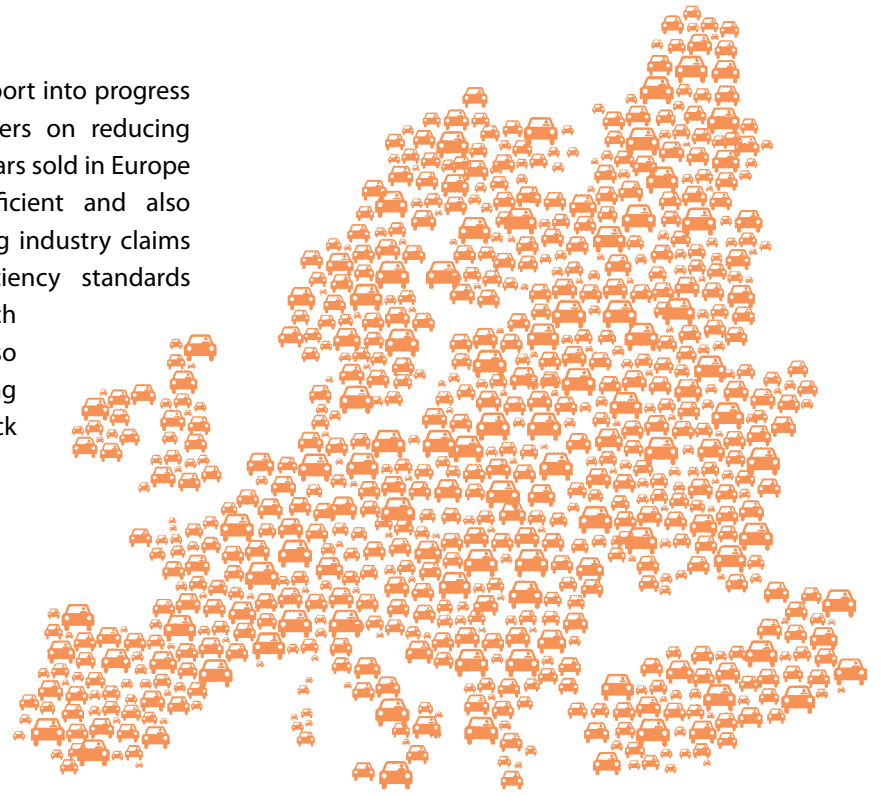
One of the most important steps Europe can take to save oil, combat climate change, and create high tech jobs is to require car and van makers to produce cleaner, more efficient vehicles. In 2008, the EU set legally-binding CO₂ standards for the first time. The law is already making a big difference. T&E wants the EU to set future standards for fuel efficiency and to ensure that car buyers can rely on the fuel consumption figures stated by carmakers.

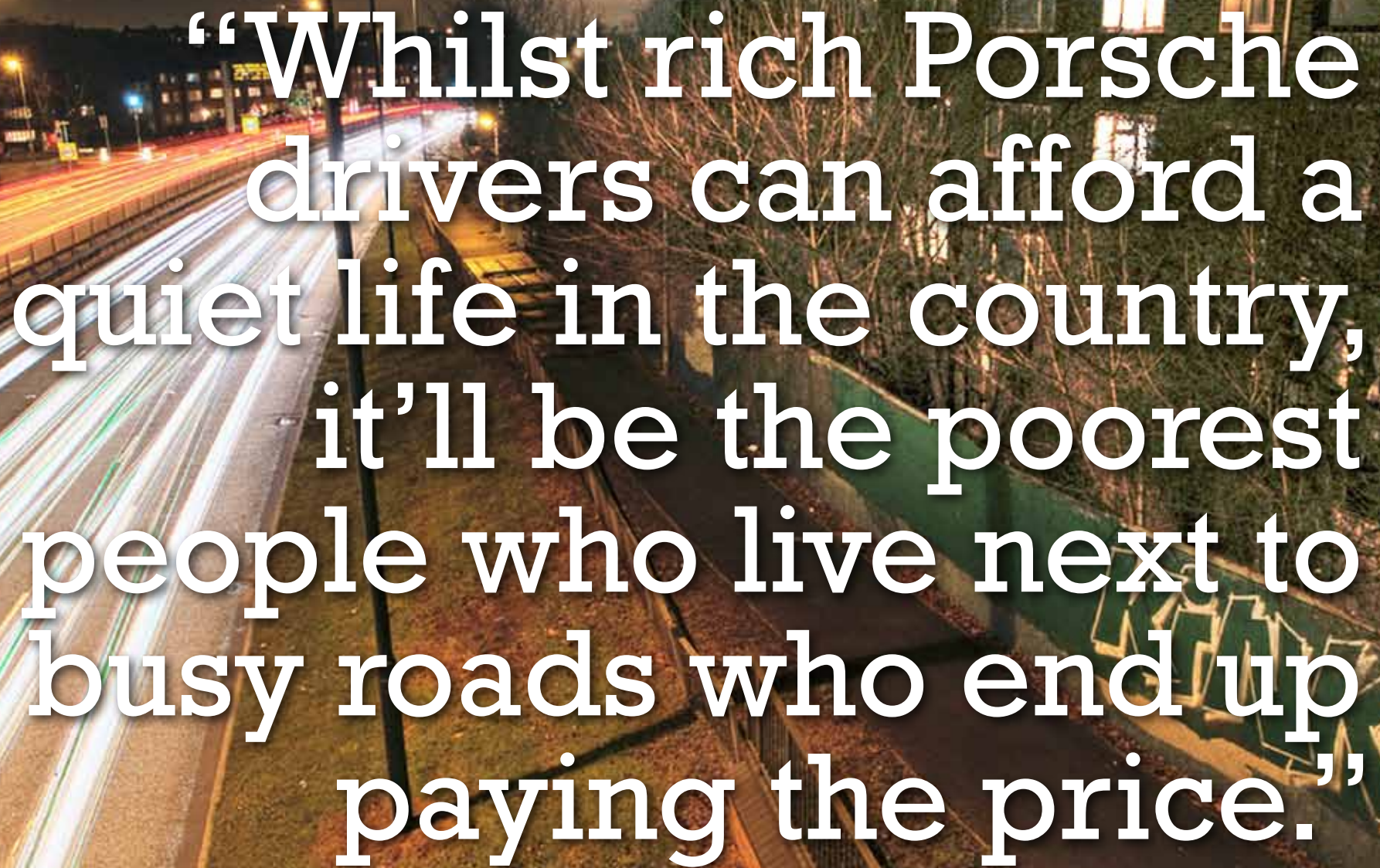
According to T&E's 2011 report into progress made by Europe's carmakers on reducing carbon dioxide emissions, cars sold in Europe are getting more fuel-efficient and also cheaper, thereby countering industry claims that obligatory fuel efficiency standards would put cars out of reach of buyers. The report also warned that cars are getting heavier again, holding back efforts to cut emissions.



€100bn – Annual cost of Europe's oil import bill for cars

Source: T&E





“Whilst rich Porsche drivers can afford a quiet life in the country, it’ll be the poorest people who live next to busy roads who end up paying the price.”

Nina Renshaw commenting on German government plans to weaken vehicle noise standards for sports cars, AutoBild, 30 September 2011

Noise

Cleaner vehicles

Greg Archer, Programme Manager

Malcolm Fergusson, Senior Policy Analyst

William Todts, Policy Officer

Cecile Toubeau, Policy Officer

According to the World Health Organisation (WHO), noise is second only to air pollution in the impact it has on health. It is a major cause, not only of hearing loss, but also of heart disease, learning problems in children and sleep disturbance.

In December 2011, the European Commission adopted a proposal for a new regulation aimed at tightening noise emissions standards for cars, vans, lorries and buses.

The tightened standards should enter into force five years after the regulation receives final approval, i.e. not before 2017. T&E, together with other environmental NGOs, has been advocating for the limits to be enforced faster with an additional third step of reductions for all vehicles in 2020.

200,000 – Number of Europeans suffering from cardiovascular diseases linked to exposure to traffic noise

Source: WHO

QUIET PLEASE

Quiet please

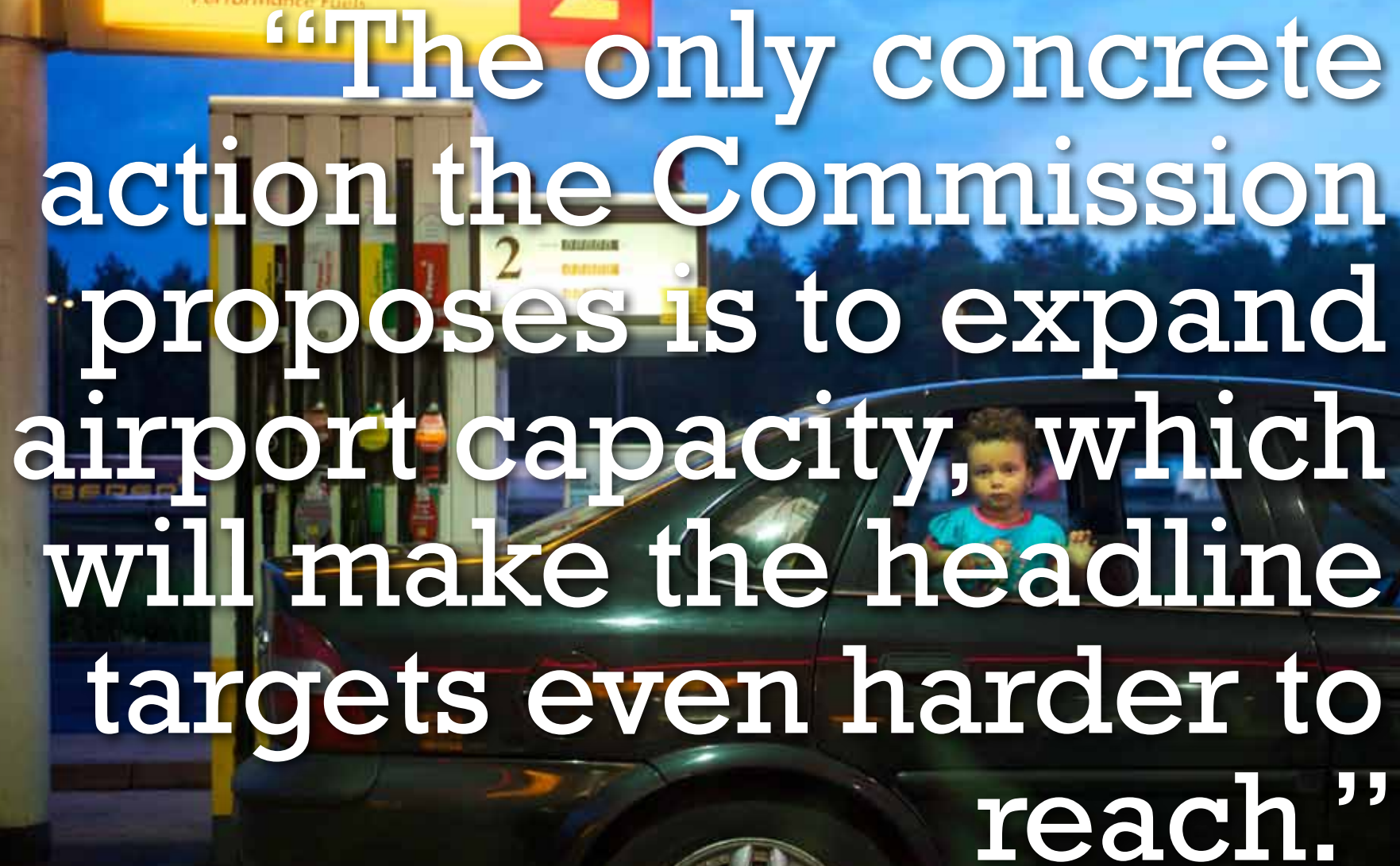
In May, T&E together with HEAL brought together speakers including the European Environment Agency, the WHO, the Danish Environmental Protection Agency and Barcelona City Council for a conference examining the latest science on transport noise health impacts. The European Commission used the event as a platform to announce its intention to propose new standards.

QUIET PLEASE
THE FUTURE OF EU NOISE POLICIES

AN EVENT CO-ORGANISED BY T&E, EEB and HEAL

Wednesday 25th May, 13:00 - 18:00
European Economic and Social Committee
Rue van Maerlant 2, Brussels

TRANSPORT & ENVIRONMENT | EUROPEAN ENVIRONMENTAL BUREAU | EUROPEAN UNION



“The only concrete action the Commission proposes is to expand airport capacity, which will make the headline targets even harder to reach.”

Jos Dings commenting on the EU Transport White Paper, AFP, 29 March 2011

EU transport policy

*Nina Renshaw, Deputy Director
Magnus Nilsson, Senior Campaigner*

In 2011, CO₂ emissions from transport continued to rise, levels of air pollution such as NO_x refused to drop, and the world used a record amount of energy yet again. The EU's transport policy White Paper, updated in 2011, set a reduction target for overall transport emissions for the first time ever, but gave few ideas on how it would be actually achieved.

But on a positive note, two real world EU initiatives that T&E supports brought some perspective for progress:

Fuel taxation

Together with fuel efficiency standards, fuel taxation plays a crucial role in managing transport and its emissions in Europe. In 2011,

a new T&E study found that, contrary to popular perception, average fuel tax in Europe has fallen in real terms by €0.10 per litre since 1999 at the cost of 350 000 jobs. The launch of the study coincided with publication of the Commission's proposals to revise the EU Energy Tax Directive, which if agreed would raise the minimum levels of fuel tax and require diesel to be taxed at a level which reflects its full energy/CO₂ content.

Smarter EU transport spending

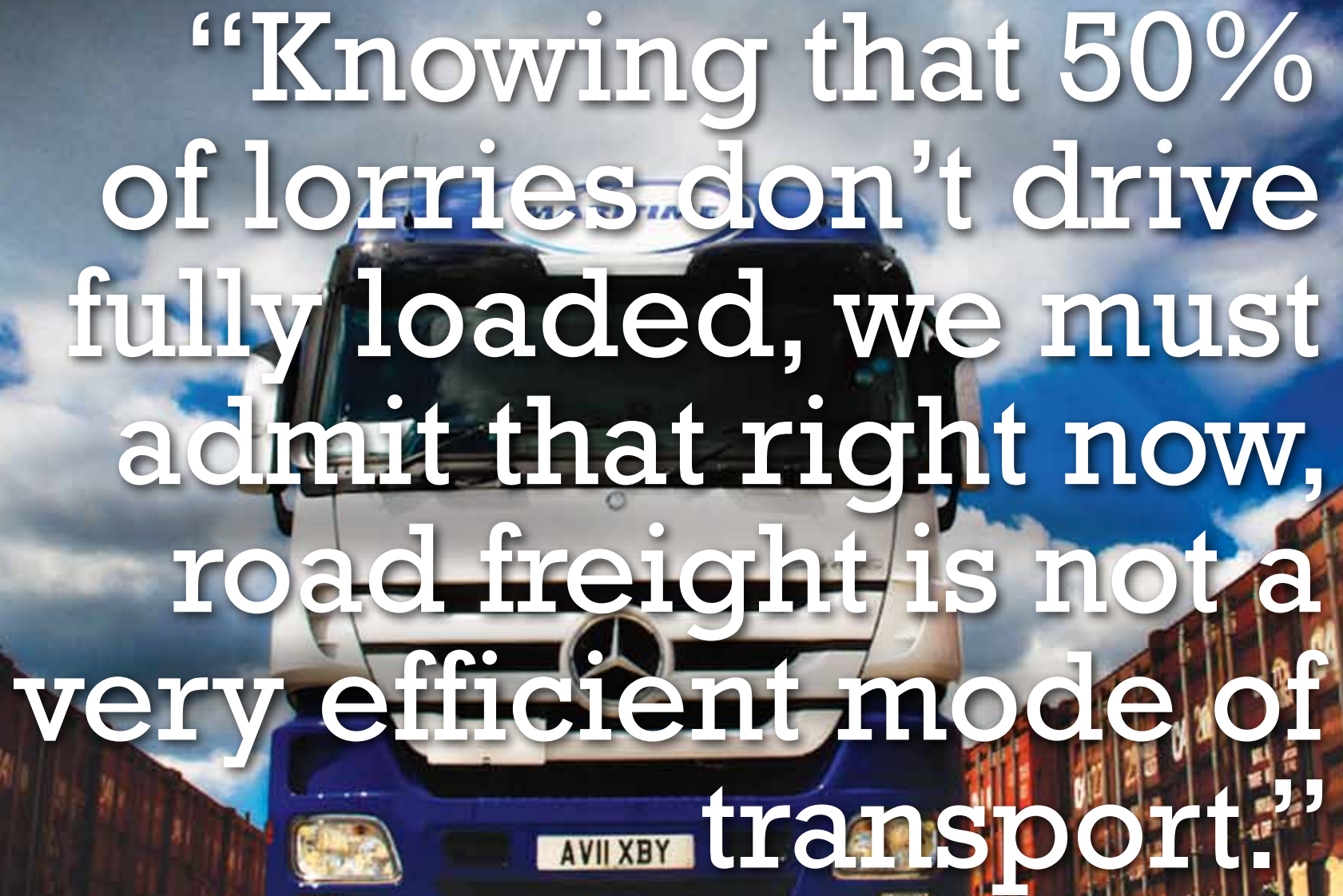
In 2011, the EU began planning its next major budget decisions, which included specific proposals on how to spend large chunks of transport-related spending. T&E has advocated the concept of 'climate rating' for EU-funded

transport projects, whereby projects that reduce emissions get higher co-funding rates than those that produce more. In an ideal world, the EU would stop funding Spanish 'motorways to nowhere', and spend more on smarter, smaller projects such as smart road charging schemes, or upgrades to commuter rail projects.

350,000 – Number of jobs that could have been saved since 1999 through lower labour taxes, had taxes on fuel not dropped by 10 cents in real terms.

Source: T&E





“Knowing that 50% of lorries don’t drive fully loaded, we must admit that right now, road freight is not a very efficient mode of transport.”

William Todts, Trends-Tendances, 23 June 2011

Smarter road freight

*Nina Renshaw, Deputy Director
William Todts, Policy Officer*

Better lorries not bigger lorries

As the road industry continues to push hard for longer and heavier lorries, T&E has been working on an alternative: making existing lorries safer and greener. The current box-like shape is not as aerodynamic nor as safe as it should be.

More design space for lorry cabs (but not the trailers) and adequate regulation would result in lorries with a crumple zone for improved safety and a much more aerodynamic shape. That would save lives and cut emissions.

T&E worked throughout 2011 on a smart truck design with an automotive consultancy in Germany, the project will be unveiled early in 2012.

The European Commission is also developing proposals to reduce CO₂ emissions from lorries; T&E is actively involved in that debate.

Road charging for lorries

In 2011, following many years of advocacy by T&E, the EU finally permitted Member States to integrate some of the societal costs of road freight into tolls. Under the revised 'Eurovignette'

directive, the costs of air and noise pollution can be added to the price hauliers pay to use roads.

In July, Poland became the fifth EU Member State to have a distance-based road charging scheme for lorries, while countries like Spain and Belgium are also likely to introduce a lorry charge on major roads. Portugal has also extended its charges for motorway use from 1800km to 2400km of its 2700km motorway network, while shifting from so-called 'shadow tolls' (paid by the government) to real ones (paid by users).



3500 – Potential number of deaths avoided annually through introduction of T&E's aerodynamic and safer smart lorry concept.

Source: FKA Automotive

Network and Communications

Dudley Curtis, Communications Manager
Audrey Martin, Communications Assistant
Maurizio Molinari, Communications Assistant
Kerstin Meyer, Senior Campaigner

Working with member organisations

T&E now has a member of the team dedicated to helping our member organisations get involved in EU transport and environment issues. Senior campaigner Kerstin Meyer divides her time between this work and advising the policy team on relations with the EU institutions.

A new website

During 2011, T&E developed an all-new website. The new site aims to give more context and background to our key campaigns, while the familiar news and publications remain easily accessible thanks to advanced search and filtering functionality.

www.transportenvironment.org



Tweeting transport

T&E has also increased its presence on the social network Twitter, with regular updates, links to new studies and useful news reports.

You can find us at @transenv.

In the media

T&E featured widely in the media read by EU opinion formers; some highlights have been featured in this annual review. In addition, our expanded communications team has helped increase T&E's presence in the non-English media including Le Monde, Die Zeit and Corriere della Serra.

Le Monde

DIE ZEIT

CORRIERE DELLA SERA

Board

President

Ulla Rasmussen, VCÖ, Austria

Vice Presidents

Michael Müller-Görnert, VCD, Germany

João Vieira, Portugal

Treasurer

Colin Howden, Transform Scotland, UK

Svante Axelsson, Naturskyddsföreningen, Sweden

Caroline Beglinger, VCS/ATE, Switzerland

Ioana Ciuta, Terra III, Romania

Pierre Courbe, Inter-Environnement Wallonie, Belgium

Michel Dubromel, FNE, France

Christian Nobel, Natuur & Milieu, Netherlands

Members

Austria

VCÖ

Belgium

Groupement des Usagers des Transports Publics à Bruxelles
Inter-Environnement Bruxelles
Inter-Environnement Wallonie
KOMIMO

Bosnia and Herzegovina

Center for Environment

Croatia

Friends of the Earth Croatia

Czech Republic

Centre for Transport and Energy

Denmark

Danish Eco Council
NOAH-Trafik

Estonia

Friends of the Earth Estonia

Finland

Finnish Traffic League
Finnish Association for Nature Conservation

France

Fédération Nationale des Associations d'Usagers de Transport

France Nature Environnement
Réseau Action Climat

Germany

DUH

VCD

Hungary

Clean Air Action Group
Hungarian Traffic Club

Italy

Amici della Terra

Netherlands

Friends of the Earth Netherlands
Natuur en Milieu

Norway

Friends of the Earth Norway

Poland

Polish Ecological Club

Portugal

Quercus

Romania

TERRA III Milenium Foundation

Russia

Centre for Environmental Initiatives

Slovenia

Focus

Spain

Associació per a la Promoció del Transport Públic
Ecologistas en Acción

Sweden

AirClim - The Air Pollution and Climate Secretariat
Swedish Society for Nature Conservation

Switzerland

Alpine Initiative
VCS

UK

Aviation Environment Federation
Campaign for Better Transport
Environmental Transport Association
Friends of the Earth EWNI
Transform Scotland

Supporters

European Cyclists' Federation, UITP, WWF

United Nations

T&E is recognised as an NGO in Special Consultative Status with the Economic and Social Council of the United Nations. T&E coordinates the International Coalition for Sustainable Aviation (ICSA) which has observer status at the International Civil Aviation Organization (ICAO) and is a founding member of the Clean Shipping Coalition (CSC) which has observer status at the International Maritime Organization (IMO).

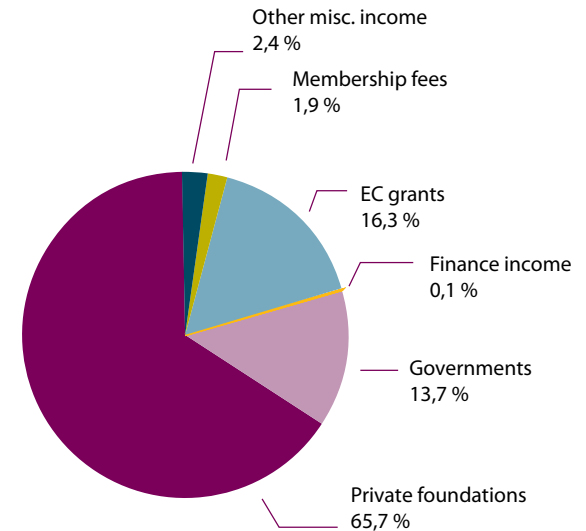
Green 10

T&E works as a partner in the Green10, an informal group of environmental NGOs active at EU-level.

Finance

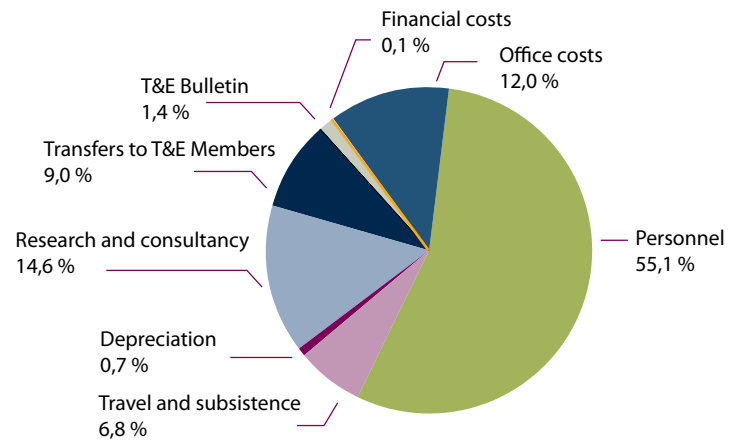
Income 2011

EC grants	€ 249.516
Financial income	€ 782
Governments	€ 210.386
Private foundations	€ 1.008.944
Other misc. income	€ 36.534
Membership fees	€ 29.213
Total	€ 1.535.375



Expenditure 2011

Personnel	€ 845.154
Travel and subsistence	€ 104.498
Depreciation	€ 10.987
Research and consultancy	€ 223.913
Transfer to T&E Members	€ 138.247
Financial costs	€ 1.465
T&E Bulletin	€ 21.396
Exceptional charges	€ 4.843
Office costs	€ 184.213
Total	€ 1.534.716



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

Funders

T&E gratefully acknowledges funding support from the following institutions in 2011:

€500,000+

European Climate Foundation

€100,000+

European Commission

Ministry of Infrastructure and Environment, The Netherlands

€25,000 - €100,000

CEE Bankwatch

ClimateWorks Foundation

Deutsche Umwelthilfe

Federal Environment Agency, Germany

Government of Norway

Oak Foundation

Packard Foundation

The Co-operative

Tides Foundation

<€5000

Swedish Society for Nature Conservation

T&E member and supporter fees of €1200 or less





“We hope 2012 will be the year Europe figures out that sustainable transport and economic recovery are two sides of the same coin.”

Transport & Environment's mission

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

Our work is focused on the areas where European Union and global policies have the potential to achieve the greatest environmental benefits.

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

Our member organisations work throughout Europe for sustainable transport at national, regional and local level. Transport & Environment's role is also to bring our members together, enabling 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.

Ann 20

Transport & Environment

Rue d'Edimbourg, 26 | B-1050 Brussels | Belgium
www.transportenvironment.org