

T&E Annual Report 2006



European Federation for
TRANSPORT and ENVIRONMENT

T&E Annual Report 2006

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

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About T&E

T&E is Europe's principal environmental organisation campaigning on sustainable transport. Our primary focus is on European policy but our work in Brussels is supported by 44 member organisations working in 20 European countries to promote an environmentally sound approach to transport.

T&E Staff 2006

Director

Jos Dings (NL)

Policy Officers

Markus Liechti (CH)

Aat Peterse (NL)

Nina Renshaw (UK)

João Vieira (PT)

Communications Officer

Dudley Curtis (UK)

Finance Manager

Paolo Ferraresi (IT)

Secretary

Beatrice Chiantalassa (FR)

Stagiaires

Emma Bagyary (BE), Verena Bibaritsch (AT)

Judit Sándor (HU), Gabriel Simcic (FR/IT)

T&E Board 2006

President

Sonja Klingberg (DE)

Vice-Presidents

Magnus Nilsson (SE)

Ton Sledsens (NL)

Treasurer

Bram Claeys (BE)

Malcolm Fergusson (UK)

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Judit Madarassy (HU)

José Manuel Palma (PT)

Ulla Rasmussen (AT)

T&E is a member of

European Environmental Citizens Organisations for Standardisation (ECOS) - member

European Cyclists Federation (ECF) – associate member

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

United Nations

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

On a number of general European environment topics, T&E works as a partner in the Green10, an informal group of environmental NGOs active at EU-level which includes Birdlife International, CEE Bankwatch Network, Climate Action Network Europe, European Environment Bureau, Friends of the Earth Europe, Greenpeace, Health and Environment Alliance, International Friends of Nature and WWF.

T&E Members

National Members

Austria	Verkehrsclub Österreich www.vco.at	Romania	TERRA Mileniul III www.terraiii.ngo.ro
Belgium	Groupeement des Usagers des Transports Intercommunaux Bruxellois Inter-Environnement Bruxelles www.ieb.be Inter-Environnement Wallonie www.iewonline.be Koepel Milieu en Mobiliteit www.komimo.be	Russia	Centre for Environmental Initiatives (Joined 2006) www.cei.ru/eng/english.shtml
Czech Republic	Centrum pro dopravu a energetiku www.cde.ecn.cz Český a Slovenský Dopravní Klub www.dopravniklub.ecn.cz	Spain	Asociación para a Defensa Ecológica de Galiza www.adegagaliza.org Associação per la promoción del transport público www.laptp.org Ecologistas en acción www.ecologistasenaccion.org
Denmark	Danish Eco Council (Joined 2006) www.ecocouncil.dk/english/ NOAH-Trafik www.noah.dk/trafik	Sweden	Gröna Bilister www.gronabilister.se Svenska Naturskyddsföreningen www.snf.se Swedish NGO Secretariat on Acid Rain www.acidrain.org
Estonia	Eesti Roheline Liikumine www.roheline.ee	Switzerland	Alpine Initiative www.alpeninitiative.ch
France	Fédération Nationale des Associations d'Usagers de Transport www.fnaut.asso.fr France Nature Environnement www.fne.asso.fr	UK	Verkehrsclub der Schweiz www.verkehrsclub.ch Aviation Environment Federation www.aef.org.uk Environmental Transport Association www.eta.co.uk TRANSform SCOTLAND www.transformscotland.org.uk Transport 2000 www.transport2000.org.uk
Germany	Deutsche Umwelthilfe (Joined 2006) www.duh.de Verkehrsclub Deutschland, www.verkehrsclub-deutschland.de		
Greece	Society for the Protection of Nature and Eco-development http://www.livinglakes.org		
Hungary	Clean Air Action Group www.levego.hu/caag.htm Magyar Közlekedési Klub www.mkk.zpok.hu		
Italy	Amici della terra www.amicidellaterra.it		
Netherlands	Milieudefensie (Joined 2006) www.milieudefensie.nl Stichting Natuur en Milieu www.snm.nl		
Norway	Norges Naturvernforbund www.naturvern.no		
Poland	Polski Klub Ekologiczny www.most.org.pl		
Portugal	Quercus www.quercus.pt		

International Associate Members

BirdLife International
www.birdlife.org
Communauté des Chemins de Fer Européens
www.cer.be
European Environmental Citizens Organisations for Standardisation (ECOS)
www.ecostandard.org
European Cyclists' Federation
www.ecf.com
Union Internationale des Chemins de fer
www.uic.asso.fr
Union Internationale des Transports Publics
www.uitp.com
WWF
www.panda.org/epo

Introduction

For T&E, 2006 may come to be seen as a 'tipping point' in transport and environment policy at EU level. But there was very little evidence of this during the first part of the year.

New positive environmental transport initiatives were sorely lacking as the drive for deregulation took hold. In June a revised Common Transport Policy (CTP) was published that T&E characterised as 'unsustainable and illegitimate'. Unsustainable because it lacked any ambition to decouple economic growth from growth of transport and illegitimate because it appeared to have been produced in total disregard for the revised Sustainable Development Strategy (SDS) published just six days previously. The SDS had included several concrete objectives for reducing the harmful impacts of transport, the CTP had none.

It seemed as if 2006 was nothing more than a continuation of the appallingly low level of ambition on environment and transport that had characterised the current EU administration since it took over in 2004.

For T&E, the relative lack of policy proposals represented a series of opportunities: hiring and training two new policy staff and the development of a guide for member states to the 2005 Eurovignette directive on road charging are just two examples. And, as ever, T&E staff participated in a wide range of events, giving presentations on 45 occasions with a combined audience of over 3000 people.

But it was also an opportunity to build new coalitions and refocus our tactics on some of the key issues. With the 2008 deadline for carmakers to reach the target of their commitment to cut CO2 emissions fast approaching, 2006 was also a prime opportunity to turn up the heat on policymakers: to highlight the failure of the voluntary approach and to name and shame individual car brands – something the European Commission had never done. Working in close cooperation with members and other interested NGOs in a new coalition T&E published a ground-breaking study showing the performance of individual carmakers in cutting CO2 emissions. Within weeks the environment commissioner announced that the EU would not hesitate to legislate in case of the failure of the voluntary commitment. By the end of 2006 it was clear that legislation would be a serious option come 2007.

Biofuels policy is another area where there have been some signs of positive change. Awareness of the potentially negative effects of biofuels (land and energy use, food competition) is rising and policies are now slowly being developed to favour clean biofuels over dirty ones.

By the end of 2006 T&E saw the beginnings of a pay-off from over ten years of work on another important topic, as the world's first multi-lateral plan to cut aviation greenhouse gas emissions was announced by the Commission. A first step maybe, but also a giant leap forward compared with where we stood ten years ago. In short, the rhetoric coming out of the Commission is that energy and climate are now the key issues. And that is something of a revolution.

But time will tell. In 2007 several high-profile policy initiatives will be presented, on fuels, fuel-efficient cars, aviation emissions, biofuels, tyre noise, urban transport...to name but a few. It now looks as if 2006 was just the calm before the storm. I trust that T&E and its members will rise to the challenge.



Sonja Klingberg, President

Policy Work

Clean Vehicles and Fuels

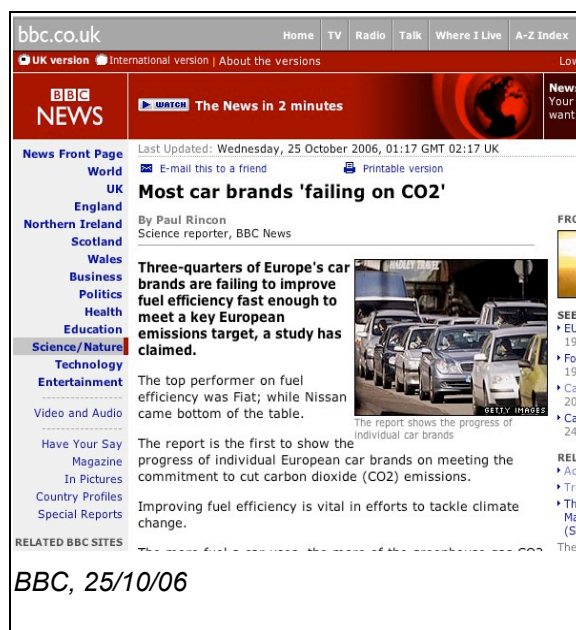
www.transportenvironment.org/Topic8.html

Introduction

Reducing CO2 emissions from new cars:

Efforts to reduce CO2 emissions from new cars are an indispensable element of climate policy for transport. Existing EU targets, which the car industry are very unlikely to achieve, could be met with currently-available technology and at moderate or even negative cost to society as a whole.

In 2006 T&E realised one of the main initial goals of its Low Carbon Cars campaign: the recognition that the Voluntary Agreement with the car industry for reduction of CO₂ emissions from new cars is failing. Furthermore, the European Commission has now explicitly mentioned the need for legislation and a legal proposal is likely to appear by the end of 2007. This dramatic shift in EU thinking came partly as a result of T&E and its partner NGOs' campaign work in 2006. Notably the publication and high profile pan-European media coverage of T&E's brand-by-brand breakdown of progress towards the target of the Voluntary Agreements, 'How clean is your car brand?'. This report made it clear that climate targets are feasible if car makers put their minds to it. But it also brought further attention to the failing agreement following T&E's publication of the overall 2005 figures which showed progress had slowed to just one quarter of the rate needed.



Euro standards - air pollution limits for new cars:

T&E's three-year campaign for improved air pollution standards for new cars, particularly particle and nitrogen oxides (NOx) from diesels drew to an end in 2006. New standards are finally set to come into force in 2010 (Euro 5) and 2015 (Euro 6). The end result was disappointing for T&E. The standards were weaker than hoped and there will be a long delay before their introduction.

Biofuels:

In partnership with other European environmental NGOs, T&E has worked to challenge the preconception that biofuels are inherently good for the environment, and to promote an approach that rewards the environmental gains from biofuels rather than biofuels themselves. The campaign has focussed on putting energy efficiency first and demanding a certification system to ensure that only the most environmentally-friendly biofuels are promoted in Europe. A high-level conference organised by EEB, Birdlife and T&E was effective in getting sustainability concerns on the agenda. It has also boosted the prospects for a Commission proposal to introduce a greenhouse gas target for transport fuels to be presented early in 2007.

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 negative effects on up to a third of the EU population. In 2006 T&E relaunched its noise work with special emphasis on the upcoming review of the tyre noise directive.

Main activities in 2006

- The publication of the ranking of car brands according to their degree of fulfilment of their CO2 emission targets under the Voluntary Agreement to the EU.
- Development of a pan-European NGO working group on low carbon cars
- A joint event on biofuels and certification in Brussels
- Participation in the UN-ECE working group on vehicle standards for noise emissions and the WHO expert group on night-time noise guidelines
- Establishing an NGO coalition on road and rail noise

Looking forward

On cars and CO2, the Commission is expected to formally table legislation as a serious option in 2007. The legislative process is likely to be hard-fought by the car industry and therefore T&E will continue to work extensively on this issue for at least the next two years.

In 2007 the Commission is expected to table new targets for biofuel use in Europe. Working with other environmental NGOs, T&E will campaign for certification. A related policy proposal is expected on decarbonisation of all fuels used in transport – an approach T&E will support.

Noise work in 2007 will be focussed on capacity building and lobbying on the revision of the tyre-noise directive revision.



"Car makers are still big polluters", Front page of Belgian-Flemish Metro, 26/10/06

Events

- 07/06/06 - A Sustainable Path for Biofuels in the EU, Brussels
- 13/09/06 - Driving Lower Emissions: Future EU Policy for Fuel-Efficient Cars, Brussels
- 12/12/06 - Co-organisation of EEB environmental noise working group meeting, Brussels

Publications

- 03/06 - T&E Position Paper on energy efficiency, "Less Oil, More Welfare"
- 04/06 - T&E Submission to the Cars 21 High Level Group Final Report Consultation
- 07/06 - T&E Submission to the EU Biofuels Directive Consultation
- 07/06 - Greenhouse Gas Emissions from Transport in the EU25: Background Briefing
- 08/06 - EU Climate Policy for Passenger Cars: Background Briefing
- 09/06 - T&E Position Paper on EURO 5 Emission Limits (update)
- 10/06 - How Clean is Your Car Brand?

Economic Incentives for Cleaner Surface Transport

www.transportenvironment.org/Topic15.html

Introduction

Work on safe and sustainable freight transport continued in 2006 under the D² project - dynamic transport for a dynamic economy. T&E's focus was on pan-European work, mainly promoting the environmental and traffic management potential of the 'Eurovignette' directive (directive on charging heavy goods vehicles for the use of infrastructure), and working towards the inclusion of all external costs of transport in the next revision of the directive.

After the compromise reached on the Eurovignette Directive in 2005, the Directive came into force in June 2006. T&E has been active in explaining and promoting the use of effective road user charging schemes with a view to environmental improvement.

The Commission is currently undertaking a study on internalisation of external costs in all transport modes, and has promised to come forward with a proposal on how to proceed with pricing in 2008. Meanwhile, other pricing initiatives have been put on hold.

Main activities in 2006

- Publication of a guide to the new EU rules for road tolls for lorries, translated into several language versions, so-far including: French, German, Hungarian, Polish and Slovenian.
- Presentations included: Austrian transport ministry, Swedish road institute, Allianz Pro Schiene, Imprint-net and Stockholm 'Voice' meeting
- T&E's Hungarian member Clean Air Action Group organised a high-level seminar on road charging using T&E's publication as a basis for discussion
- Participation in stakeholder meetings including an Urban Charging Seminar at the UK Permanent Representation, and a workshop on charging organised by T&E member FNE



Looking forward

In 2007, T&E will continue to support member groups in their national activities to promote the opportunities of road charging schemes under the EU directive. At time of publication, events were planned for Poland, Czech Republic and Slovenia.

The Commission is required to develop a methodology to allow for the charging for the external costs of road transport in tolls. T&E will follow and influence this work in 2007.

Events

1-2/2/06 - Stockholm Congestion Charge Visit / Briefing, Stockholm

Publications

07/06 - A Price Worth Paying: A Guide to the New EU Rules for Road Tolls for Lorries

Investing in a Sustainable Transport System

www.transportenvironment.org/Topic14.html

Introduction

EU investment in transport systems is one of the main tools in which the EU has an impact on the sustainability of the transport system and the European economy in general. The main reasons are both environmental (direct impacts on habitats and indirect impacts from increased traffic) and socio-economic. The EU is entering a new funding period 2007-2013, which is set to include substantial funding flows to New Member States, under the auspices of the Trans-European transport network (TEN-t) budget, plus Structural and Cohesion funds. As the TEN-t budget for the period was reduced to €8bn in 2006 (from requested €21bn), it is expected that infrastructure projects will primarily be funded from alternative EU funds and public/private partnerships.

The entitlement of Central and Eastern European states to a larger portion of the funds brings a changed context with new risks, given the condition of existing infrastructure, high political demand for new construction and hopes of stimulating rapid economic growth with such projects.

A political agreement was reached in December on the financial regulation for the TENs budget between ministers and the European Parliament's budget committee. If approved by the Parliament in 2007 it could result in a higher percentage of project funds coming from European taxpayers and higher risk projects being given the green light as a result of lower risk to the private sector.

Main activities in 2006

- Collaborating with RSPB on a study identifying Natura 2000 sites that fall within a number of transport corridors and priority projects. The eventual aim is to highlight the overlap between TENs projects and Natura 2000 protected areas.
- Research on an extensive guide, destined for NGOs and citizens, with material on how to influence infrastructure investment decisions. The guide will explain allocation of funds for infrastructure projects and the mechanisms and policies to protect the environment (SEA, EIA, etc.)
- Following, with other NGOs, the implementing regulations of the TEN-T budget;

Looking forward

Once the mapping exercise led by RSPB is finalised, we will work with Birdlife and FoE on a project to communicate the results to decision-makers and the public.

The infrastructure and environment guide is intended for publication in mid-2007 either in publication or website form. Emphasis will be placed on pushing for improved decision-making on the basis of thorough environmental and socio-economic impact assessments including proper stakeholder consultation.

Aviation

www.transportenvironment.org/Topic7.html

Introduction

Aviation is responsible for 4-9% of total man-induced climate change. In the EU this figure is even higher and is rapidly increasing, since carbon dioxide (CO₂) emissions from international flights departing from EU airports increased by 7.5% in 2004. This increase in CO₂ emissions from aviation cancels out almost one quarter of the reductions made over the same period by other sectors in Europe under the terms of the Kyoto protocol. In addition, the aviation industry is recognized as a major cause of noise nuisance in Europe, and also contributes to air quality problems.

In 2006 T&E's work in the field of aviation was focused on tackling the climate change impacts of the sector. Following almost a decade of awareness raising on this issue by T&E and other environmental NGOs, the European Commission finally presented a proposal to include aviation in the European Union Emissions Trading System (EU-ETS). Together with other environmental NGOs, T&E welcomed this initiative as a first-step towards bringing aviation into line with other sectors.



Main activities in 2006

- T&E presented its views on emissions trading for aviation at many events, including presentations to a European Parliament Public Hearing, the European Aviation Club and the Royal Aeronautical Society;
- T&E participated in the European Climate Change Programme 2 working group meetings on aviation, the Airport Noise Working Group and ICAO meetings representing ICASA.

Looking forward

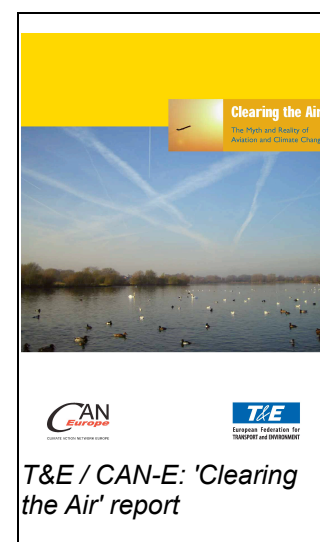
In 2007 the Commission proposal to include aviation in the EU-ETS will be dealt with by the European Parliament and Council. At International level this issue will be also higher on the agenda of ICAO, since some states are going to try to block the application of the ETS to their carriers. T&E will push for the EU system to be agreed in time for the ICAO assembly in October in order for Europe to maintain a strong position. T&E, along with other NGOs will also push for the widest possible geographic scope of the system and for non-CO₂ emissions to be included and for the aviation sector's emissions to be reduced in line with existing Kyoto targets for other sectors.

Besides the challenge of ensuring that the inclusion of the EU ETS will be approved, the work towards other policy instruments such as a fuel taxation will be developed.

Publications

06/06 - Clearing the Air: The Myth and Reality of Aviation and Climate Change

10/06 - T&E Position Paper: Measures to Curb the Climate Change Impacts of Aviation



Shipping

www.transportenvironment.org/Topic17.html

Introduction

The huge increase in demand for shipping in recent years is, to a limited degree, attracting stakeholder attention to the environmental and climate change impacts of maritime transport. But progress has been slow to non-existent thanks to international inaction. The fuel ships burn is produced from the most contaminated residual products of oil refineries and, if there are no dramatic changes, shipping will be the biggest source of air pollution in Europe by 2010.

In 2006 some steps have been taken to improve the situation. The revision of Marpol Annex VI was initiated by the IMO and is expected to cut pollution. At EU level the Commission has launched studies to discuss policy options for reducing the climatic impacts of ships and adopted the recommendation on the promotion of shore-side electricity for use by ships at berth in EU ports. Needless to say, there is a long way to go.

Main activities in 2006

- Working with other NGOs to push for action at IMO level to reduce emissions from ships;
- Following the work of the European Commission regarding the implementation of measures to reduce air pollutant emissions from ships and policy options to address the climatic impact of the sector;
- Working together with other NGOs in a joint-platform on the environmental impact of ship scrapping;
- Participation at the IMO Marine Environment Protection Committee, BLG meeting on the revision of Marpol Annex VI;
- Researching options to improve the environmental quality of shipping fuels;

Looking forward

In 2007, T&E will work on ensuring that progress towards reduced air pollution emissions is achieved at IMO or EU level. Work will continue to inform stakeholders about the need to address the climatic impact of shipping and the cost-effective measures that are available to do so.

Publications

01/06 - Green NGOs Submission to the IMO on Reducing Ship Emissions

General Transport and Environment Issues

www.transportenvironment.org/Topic12.html

www.transportenvironment.org/Topic13.html

Introduction

Two substantial and over-arching European environment and transport policies were revised during 2006: the Sustainable Development Strategy (SDS) and the Common Transport Policy (CTP). T&E's work on the former was, as usual, in collaboration with the Green 10 group of EU environmental NGOs who regularly work together on so-called 'horizontal' issues.

The two policy updates were in stark contrast. The revised EU sustainability strategy approved by heads of government contained "operational objectives and targets" for sustainable transport in eight areas, including climate change, energy use, air and noise pollution. As part of this, it defined objectives to break the link between economic growth and the growth of transport. But six days later, the revised CTP paper was approved by the 25 commissioners. Not only did it fail to mention the sustainability strategy's commitment to reducing greenhouse gas emissions from transport, and reducing levels of air and noise pollution to levels acceptable for health and the environment, but it also abandoned the commitment to breaking the link between economic and transport growth that was a cornerstone of the original 2001 CTP white paper. This juxtaposition between the two documents led T&E to characterise the CTP as 'unsustainable and illegitimate'. Nonetheless earlier drafts of the CTP review were even more damaging and T&E campaigned hard, along with the Green 10 for the worst elements to be dropped from the final package.

T&E also works to influence the programmes of the rotating presidencies of the European Union along with its members. In 2006 a press conference was organised by VCD in Germany where T&E's priorities for the 2007 German presidency were launched.

Main activities in 2006

- Numerous high-level speeches, articles and interventions on the Common Transport Policy including a speech to a high-level Deutsche Bahn event and an article in a leading EU policy journal 'Public Service Review – European Union'
- work with Green 10 on Sustainable Development Strategy, EU Transparency initiative and other 'horizontal' issues

Looking forward

Upcoming events include the 50th Anniversary of the EU and the preparation of the review of the EU Budget. With the Green10 we will play an active role in these.

The Commission will publish two broader transport policy papers in 2007 – on freight logistics and urban transport. We will closely monitor their preparation.

Events

11/12/06 – Press conference with T&E Member VCD on priorities for the German presidency of the European Union

Publications

03/06 - *Green NGOs: A Programme for Sustainable Development for the European Union*

03/06 - T&E Position Paper on energy efficiency, "Less Oil, More Welfare"

05/06 - *Green NGOs Position on Lobbying the EU*

07/06 - Greenhouse Gas Emissions from Transport in the EU25: Background Briefing

08/06 - *Green NGOs Submission to the European Transparency Initiative*

11/06 - T&E Priorities for the 2007 German Presidency of the EU

Communication and Working With Members

Media work: less is more

T&E refocused its media strategy in 2006 to concentrate on fewer, but more far-reaching communications activities.

In the past media relations tended to be process-driven ie: numerous reactions to the various stages of the policy process but T&E now aims to create stories of its own in order to influence key stakeholders.

In 2006, T&E's position on key issues was covered in a wide range of international, European, national and specialist media including: BBC, Financial Times, Financial Times Deutschland, Reuters, Associated Press, Press Association, International Herald Tribune, Wall Street Journal Europe, Dow Jones Newswires, European Voice, Euractiv.

www.transportenvironment.org

Monthly page downloads up 70% in 2006

Most popular downloads:

'Clearing the air' (aviation), 07/06 - 22,326

'How clean is your car brand?', 10/06 - 12,629

'A price worth paying' (road pricing), 07/06 - 2,312

Website

The T&E website has evolved in 2006 in several important ways, including:

- All stories are now classified by topic ie: Clean Vehicles & Fuels, Aviation, Investment
- The homepage contains a main promo area to draw attention to the hot topic of the week with links to relevant background documents
- Two years of T&E Bulletin news stories have been added to the site and classified by topic to allow visitors to trace the development of key topics over time
- T&E news stories now available through Google News

Publications

T&E published or contributed to some twenty publications in 2006. The focus has been on getting publications to their target audience. 'Clearing the air', published at a critical point in the aviation and emissions trading debate, was downloaded several thousand times from the website – and printed copies were sent to key stakeholders generating positive comments in many cases.

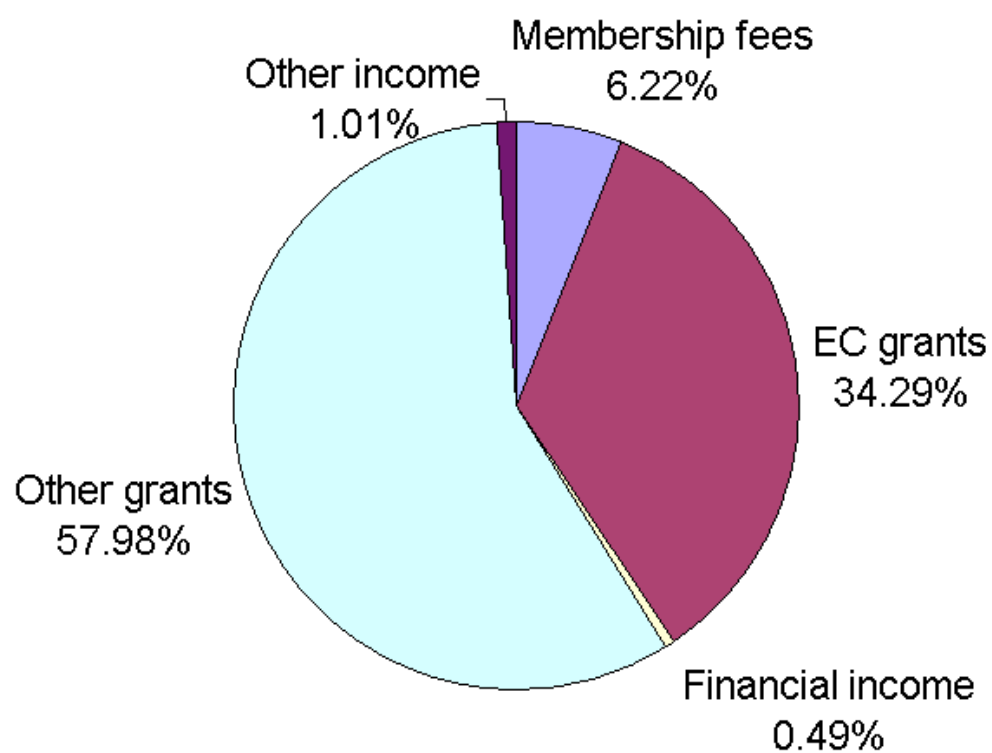
Working groups

The primary tool for working with members is T&E's range of email working groups. These were extensively developed during 2006 and currently include groups working on aviation (74 members), emissions standards (46 members), fuel-efficient cars (98 members), road and rail noise (24 members), road pricing (59 members) and TENs / Nature conflicts (34 members).

Over the last year, these have grown into very active groups with a high-level of participation and information sharing.

New members

In 2006 T&E welcomed five new members: The Danish Eco-Council, Denmark; Deutsche Umwelthilfe, Germany; Milieudefensie, Netherlands; The Centre for Environmental Initiatives, St Petersburg, Russia; European Environmental Citizens' Organisation for Standardisation (ECOS), Brussels, Belgium.

Income 2006

Annex 1: Publications

- 01/06 - *Green NGOs Position Paper on the Proposed Clean Air for Europe Directive*
- 01/06 - *Green NGOs Position Paper on the Thematic Strategy on Air Pollution*
- 01/06 - *Green NGOs Submission to the IMO on Reducing Ship Emissions*
- 02/06 - T&E Position Paper on Aviation Ticket Taxes
- 03/06 - *Green NGOs: A Programme for Sustainable Development for the European Union*
- 03/06 - T&E Position Paper on energy efficiency, "Less Oil, More Welfare"
- 04/06 - T&E Submission to the Cars 21 High Level Group Final Report Consultation
- 05/06 - *Green NGOs Position on Lobbying the EU*
- 06/06 - Clearing the Air: The Myth and Reality of Aviation and Climate Change
- 07/06 - A Price Worth Paying: A Guide to the New EU Rules for Road Tolls for Lorries
- 07/06 - T&E Submission to the EU Biofuels Directive Consultation
- 07/06 - Greenhouse Gas Emissions from Transport in the EU25: Background Briefing
- 08/06 - EU Climate Policy for Passenger Cars: Background Briefing
- 08/06 - *Green NGOs Submission to the European Transparency Initiative*
- 09/06 - T&E Position Paper on EURO 5 Emission Limits (update)
- 10/06 - How Clean is Your Car Brand?
- 10/06 - T&E Position Paper: Measures to Curb the Climate Change Impacts of Aviation
- 11/06 - T&E Priorities for the 2007 German Presidency of the EU
- 12/06 - Aviation and Emissions Trading: Background Briefing

These publications can all be downloaded from the T&E website:

www.transportenvironment.org/Downloads-req-viewsdownload-sid-49.html

Annex 2: Press Review

A brief selection of international press coverage of T&E in 2006



Airline industry is living in the clouds

November 23, 2006

From Mr Jos Dings.

Sir, The International Air Transport Association's response to the European Union's proposed inclusion of aviation in its emissions trading system (report, November 16) shows the industry's continued understatement of the problem and a misunderstanding about the role of the International Civil Aviation Organisation.

Anthony Concl of IATA says air travel is responsible for 2 per cent of emissions. That was true in 1992, and only for carbon dioxide (CO₂) emissions. In 2000, aviation was responsible for between 4 per cent and 9 per cent of the climate impact of human activity (depending on the impact of cirrus clouds). Since 1990, the base year of the Kyoto agreement, CO₂ emissions from international aviation in Europe have grown by 83 per cent. Meanwhile, other sectors have been busy cutting emissions. To put Mr Concl's words another way, this is about the environment, not about politics.

The industry accuses the EU of acting unilaterally, saying a global solution is needed. In fact, at its last general assembly the ICAO said it "endorses the further development of an open emissions trading system for international aviation". But it has ruled out the setting up of an emissions trading system by itself. The reality is that, if Europe does not propose and set up a workable system, we can forget about international action on this issue. That would be a disgrace.

With no fuel taxes to pay, no VAT on tickets, €20bn in rescue aid from EU governments since 1991 (according to Lufthansa) and almost a decade after Kyoto was signed, the aviation industry is still living in the clouds. Emissions trading alone will not be enough to bring it into line with other sectors of the economy, but it's a welcome first step.



EU tackles aircraft CO₂ emissions

December 20, 2006

Airlines operating in the EU should pay for any increase in their carbon emissions above current levels, the European Commission has proposed.

Commissioners called on the industry to make a "fair contribution" to the fight against climate change.

But environmentalists said the measures were too weak to make much difference.

The commissioners' idea is to bring internal EU flights inside the bloc's emissions trading scheme from 2011, with other flights following in 2012.

The aviation industry generally welcomed the plan.

Permits

"Aviation emissions need to be brought under control, because they are rising very fast," said Environment Commissioner Stavros Dimas.

"Since 1990, they have gone up about 90% and, by 2020, they are going to be doubled, if business continues as usual."

The commission says 46% of this expected growth in aviation emissions - or 183 million tonnes of CO₂ per year - would be saved if its plan was implemented in full.

However, a large part of the saving would be achieved by other participants in the emissions trading scheme (ETS), which would sell emission allowances to the airlines.

The plan would work by issuing airlines with emissions allowances, mostly free of charge, based on their average carbon use between 2004 and 2006.

An airline that cut its emissions would be able to sell its surplus permits, while one that increased emissions would have to buy extra permits from industry or from other airlines.

'Lost battle'

Environmentalists say Environment Commissioner Stavros Dimas wanted tougher action against airlines' emissions, but lost an internal battle following a huge lobbying campaign by industry.

BBC Environment Analyst Roger Harrabin says the airlines have escaped a plan to make them buy their allowances at auction.

"They have escaped with most of their privileged tax-free status intact. And perhaps most seriously, they don't have to account for emissions of other greenhouse gases, probably three times more powerful than CO₂, that happen not to be included in the trading scheme," he says.

The European Commission said it expected short-haul air tickets to rise by 1.8 euros (£1.20) to 9 euros each by 2020 - too little, environmentalists said, to deter people flying.

But the Association of European Airlines (AEA), representing big carriers such as British Airways, Air France KLM and Lufthansa, said the proposals would force its members to buy emission permits.

"It will be a burden and it might be a heavy burden," said AEA spokeswoman Francoise Humbert.

The Commission said it expected short-haul air tickets to rise by 1.8 euros (£1.20) to 9 euros each by 2020.

It added that the scheme could result in a 183m tonne cut in carbon emissions by 2020 - equivalent to 46% of the industry's current emissions - though the reduction would not necessarily be made by the airlines themselves. Some of it would be made by other participants in the ETS, which would sell permits to the airlines.

The European Federation for Transport and Environment (T&E) estimated the scheme would cut aviation emissions themselves by only 3%.

"After 10 years of talk, we welcome the world's first multilateral plan to cut aviation emissions," said T&E director Joe Dings.

"But the end result must actually encourage airlines to cut their emissions rather than giving them a free ride."

Friends of the Earth said the emissions limits needed to be part of a package of measures, including abandoning airport expansion plans and "ending tax breaks enjoyed by the industry".

INTERNATIONAL Herald Tribune

EU to include airlines in carbon trading program

December 20, 2006

Airlines that fly within the European Union will have to trade pollution allowances beginning in 2011, the European Commission said Wednesday, which could see travelers pay more for popular short-break trips.

Expanded rules covering all airlines that fly into the EU will take effect the next year, a move that would hit U.S. airlines on their lucrative trans-Atlantic routes.

It also angered U.S. officials. The U.S. mission to the EU warned that the "non-consensual" inclusion of foreign airlines could break international aviation laws and "will undermine rather than support international efforts" to limit carbon dioxide emissions from aircraft.

European airlines are generally in favor of the plan, since EU officials had warned them that refusing to back a carbon emissions trading program would result in an aviation tax.

"EU emissions from international air transport are increasing faster than from any other sector," the Commission said. "This growth threatens to undermine the EU's progress in cutting overall greenhouse gas emissions."

The plan could add between €1.80 and €9 (about US\$2.40 to US\$11.80) to a typical return flight within Europe with higher price hikes for long-haul trips. The Commission claimed these would be "significantly lower" than oil price increases passed on to travelers.

Bowing to pressure from trade partners, the EU's executive arm will give all flights to and from EU airports another year to join the program.

All airlines — based in the EU or elsewhere — will have to trade carbon dioxide allowances beginning in 2012 for all flights to and from European airports, it said.

This will break international aviation law, said U.S. spokesman Robert Gianfranceschi. "The inclusion of non-EU airlines on a non-consensual basis runs counter to EU member states' legal obligations under the Chicago convention on international civil aviation and their bilateral air transport agreements, including with the U.S.," he said.

The EU's refusal to wait for the International Civil Aviation Organization to set up a global program "will prove unworkable," he said, calling on EU governments — who must approve the plan — to insist that it not be implemented without international backing.

But EU Environment Commissioner Stavros Dimas insisted that the plan was in line with international law, adding that he did not believe U.S. airlines would win a challenge to it. He called on their "moral obligation" to fight climate change.

"We need to act globally. We need to have the United States on board," Dimas told reporters. "It's a global problem. It needs a global solution."

He said Europe had to push ahead because international efforts were moving too slowly.

The program gives airlines a financial incentive to reduce emissions because they can sell allowances that they don't use. But if they fail to turn to low-carbon technology or increase their flights, they will be forced to buy additional allowances to release more carbon dioxide.

The EU said aircraft emissions make up 3 percent of total greenhouse gas emissions — higher than any other industry — but are increasing as cheap flights multiply and would likely double by 2020.

"Without action, the growth in emissions from flights from EU airports will by 2012 cancel out more than a quarter of the 8 percent emission reduction the EU must achieve to reach its Kyoto Protocol target," it said.

Someone flying from London to New York and back generates about the same level of emissions as the average person in the EU does by heating their home for a year, the Commission said.

Emissions will be capped at the average from 2004 to 2006, it said. Some allowances will be auctioned by national governments but most will be given away.

Airlines can trade carbon permits with other fuel-hungry industries such as power generators and steelmakers, increasing competition for a finite number of permits.

Scandinavian airline operator SAS AB said carbon trading was the best option because it did not punish economic growth. But it said it would have preferred to start with a global plan "in environmental terms and from a competitive perspective."

The Association of European Airlines, which represents Air France SA and British Airways PLC, backed emissions trading but warned that a poorly designed program could strip airlines of the funds they need to introduce cleaner technology. The International Air Transport Association also gave it a "cautious welcome."

But environmentalists claimed the EU plan was too weak, citing a report from the British think tank, the Institute for Public Policy Research, that said airlines could make up to 2.7 billion pounds (€4 billion; US\$5.26 billion) in profit because they will get emissions allowances for free and pass on the costs in higher ticket prices.

One group, Transport and Environment, said the plan would barely reduce overall emissions and more measures were needed such as a tax on fuel and sales tax on tickets.

The EU says it will, by the end of 2008, suggest trading another greenhouse gas released by airlines: nitrogen dioxide.

EU governments and the Parliament must back the proposal — and can make changes — before it enters into force.



Study says car targets are being missed

October 25, 2006

Only five of the top 20 car brands in Europe are on track to meet voluntary targets to cut greenhouse gas emissions, and none of the Japanese or Korean manufacturers are doing enough, research by an environmental lobby group will show today.

The study, by Brussels-based Transport & Environment, found Fiat, Citroën, Renault, Ford and Peugeot were reducing average carbon dioxide emissions in line with, or close to, promises made to the European Commission by industry trade groups.

But from 1997, the year before a voluntary agreement on curbing emissions by the European Association of Automobile Manufacturers, to 2005, carbon from Nissan's cars fell by only a fifth of the amount it should have done. The calculations are the first time brand-specific data have been provided, and are intended to increase the pressure on the Commission as it is considering the successor to the current voluntary agreements with the industry.

Carmakers are engaged in a fierce lobbying effort to head off calls for legislation restricting carbon emissions - which are directly proportional to fuel efficiency - even as many in the industry accept the current agreements will not be met.

Demands for CO2 reduction have already affected the business plans of most carmakers in Europe, with several bringing less profitable small cars to Europe specifically to help them meet the goal.

Toyota, which has been trying to "green" its brand through sales of hybrid cars, has cut emissions by only 76 per cent of what it should have done by now if it is to reach the target of making cars producing an average of 140 grammes of CO2 per kilometre, T&E said.

Aat Peterse, policy officer at T&E, said the fact that five mass-market producers had met the target "shows that it is possible to bring the big mass of cars' emissions down".

"A lot of other companies are not delivering the same effort," he said. "We think they should not get away with non-compliance."

Under the voluntary agreements, European manufacturers have until 2008 to reach 140g/km, while Japanese and Korean producers have until 2009.

Acea has appealed to the Commission to relax the target to take account of the increased emissions caused by equipment required to meet regulations on local exhaust pollution and vehicle safety. But the Commission has repeatedly threatened to impose rules on carmakers if the voluntary agreement is not met. Acea declined to comment on the brand-by-brand numbers, pointing out that the agreements were for an industry average.



Most car brands 'failing on CO2'

October 25, 2006

Three-quarters of Europe's car brands are failing to improve fuel efficiency fast enough to meet a key European emissions target, a study has claimed.

The top performer on fuel efficiency was Fiat; while Nissan came bottom of the table.

The report is the first to show the progress of individual European car brands on meeting the commitment to cut carbon dioxide (CO2) emissions.

Improving fuel efficiency is vital in efforts to tackle climate change.

The more fuel a car uses, the more of the greenhouse gas CO2 is released into the atmosphere.

In 1998, the European Automobile Manufacturers Association (Acea) pledged to the European Union on behalf of its members to reduce the average CO2 emissions for new cars to 140 grams per kilometre by 2008. This represents a reduction of 25% over 1995 levels.

Japanese and Korean manufacturers, which command a smaller part of the European car market, made similar commitments. But they have an extra year to do so.

Cutting down

According to the report commissioned by Transport and Environment (T&E), Nissan, Suzuki, Mazda, Audi, Volvo, BMW and Volkswagen cut their emissions at less than half the rate needed to meet their commitment.

Fiat, Citroen, Renault, Ford and Peugeot are set to meet or exceed their target by 2008.

"We see that it is feasible to reduce emissions according to targets, but there are still a large number of car makers who fail to do so," said Aat Peterse, clean cars programme manager at T&E.

"It's not a question of cost, it's not a question of technology. It is a question of policy."

Overall, the car industry is not on track to meet its commitment to the European Union, the report states.

In the remaining three or four years, car makers would have to reduce the CO2 emission and fuel consumption of their products at three to four times the rate of reduction they have achieved in previous years.

A spokesman for the UK's Society of Motor Manufacturers and Traders (SMMT) said: "I don't think, realistically, there's anybody in the industry who doubts there is a real job to get down to the 140g of CO2 per kilometre level by 2008."

Increasingly, green factors are rising up the buying agenda in much the way safety did 10-15 years ago
Society of Motor Manufacturers and Traders

"Overall, we've shown we're committed to cleaning up our performance on new cars. We've gone a long way, we're hitting trend targets and we're looking to meet the 2008 commitment," he told BBC News.

A spokeswoman for Acea admitted the commitment represented "a very ambitious target". She added: "The industry invests huge amounts of money in research and development to achieve these goals."

Motor manufacturers say safety requirements imposed on the industry have offset efforts to cut emissions. Side impact bars and airbags add to a car's weight, requiring greater engine power to move the vehicle.

Meeting targets

Nissan said its showing in the report reflected differences in the mix of vehicles sold by the company in 1997 compared with 2005.

"Our range of 4x4s and crossover vehicles has broadened and sales have consequently increased. We have also introduced a high performance sports car," a spokesman told BBC News.

"Together these vehicles made up nearly 30% of our sales in 2005 versus nearly 5% in 1997. Their CO2 figures are naturally higher than the smaller cars we sold more of in 1997 and so will raise our average."

A spokesman for Suzuki added that he had not seen the report, but said the company produced "some very fuel efficient cars".

"Every manufacturer recognises that lower carbon dioxide is not just a moral issue, it's a question of competitive advantage," said a spokesman for the SMMT, "Increasingly, green factors are rising up the buying agenda in much the way safety did 10-15 years ago."

Acea said it supported an "integrated approach" to reducing emissions. Alternative fuels, new approaches to taxation and driver responsibility must be involved in cutting CO2.

The EU is currently preparing a revised EU strategy on CO2 emissions in cars. Amongst other options, it could consider the issue of industry regulation, something car manufacturers oppose.



Major Carmakers Lag EU Pollution Targets - Report

26 October, 2006

Major carmakers including Nissan, Volkswagen and BMW are far behind in boosting fuel efficiency standards to meet European Union targets, a report showed on Wednesday.

The report, commissioned by Brussels-based environmental group Transport & Environment (T&E), said three-quarters of 20 major brands sold in Europe were not making changes fast enough to meet climate-change targets set in a voluntary agreement with the EU.

The voluntary goals, which the European Commission has threatened to make binding if carmakers do not follow through, require emissions of carbon dioxide (CO₂) for new cars sold in Europe to be reduced to 140 grams per kilometre on average by 2008. Asian carmakers have until 2009 to meet the target, while US automakers are not technically covered by the pact.

Nissan had the worst record in Europe of cutting emissions from its new cars, followed by Suzuki, Mazda, VW premium brand Audi, Ford unit Volvo, BMW and Volkswagen, the group said.

Some companies were on track, however. It said Fiat, PSA brands Citroen and Peugeot, Renault and Ford would all meet or exceed the goals by the 2008 deadline, based on their current records.

"Clearly the target is achievable, but as long as 75 percent of carmakers go unpunished for their failure, we will never make the necessary progress," T&E official Aat Peterse said in a statement.

"Europe must kiss its voluntary targets goodbye and waste no more time in coming up with legally binding measures to double fuel efficiency in the next decade," he said.

Carmakers criticised the report, emphasising that the voluntary agreement was for an average reduction industry-wide, making figures on specific automakers irrelevant.

"This commitment is an industry commitment and the target is an industry average target," said Sigrid de Vries, spokeswoman for the Association of European Automobile Manufacturers. "It's just not about individual performances in this target."

She said automakers were challenged by the fact that cars were getting heavier due to increased safety standards and called on policymakers to use taxation to create incentives for consumers to buy fuel-efficient cars already on the market.

"They need to be bought, too. The demand has not been that large so far."



Will it be more trucking (and polluting) or more efficiency?

March 24, 2006

From Mr Jos Dings.

Sir, Stefan Lorentzson of Volvo (Letters, March 22), seems to suggest that Europe should stop promoting road charging schemes for trucks because "higher charges for road will not result in the desired shift to rail". But this reasoning fails to acknowledge one of the main additional benefits of road charging, namely the dramatic improvements in the efficiency of the road haulage industry that result.

A recent study by the German Federal Office for Freight Transport (BAG), on the impact of Germany's distance-based toll for trucks introduced in January 2005, is illuminating. For example, internet sites that sell freight space on trucks that would otherwise return from their destination empty have seen rapid growth. The results speak for themselves: there has already been a 13 per cent decrease in "empty truck kilometres".

Evidence from Switzerland has shown that higher tolls for dirty vehicles resulted in an increase in sales of newer, cleaner trucks - a fact that Volvo will surely appreciate. All this is good for business, the economy and the environment.

Regarding the impact of road charging on shifting freight to rail, Mr Lorentzson refers to an (as yet unpublished) study by TransCare. According to Mr Lorentzson, that study shows that a €1-per-km toll increase leads to "a less than 1.2 per cent shift of road transport volume to rail".

But raw volume seems an odd metric to use. It is widely acknowledged that the advantages of rail freight are over long distances. Therefore tonne/kilometres are more commonly used in studies of this type and would have shown a much more significant figure.

Europe needs transport policies that encourage technical innovation, efficiency and reduced environmental impacts. There is plenty of evidence that road charging can achieve these aims.

Sadly, some elements of the road transport industry simply want to keep on trucking (and polluting) the way they always have.