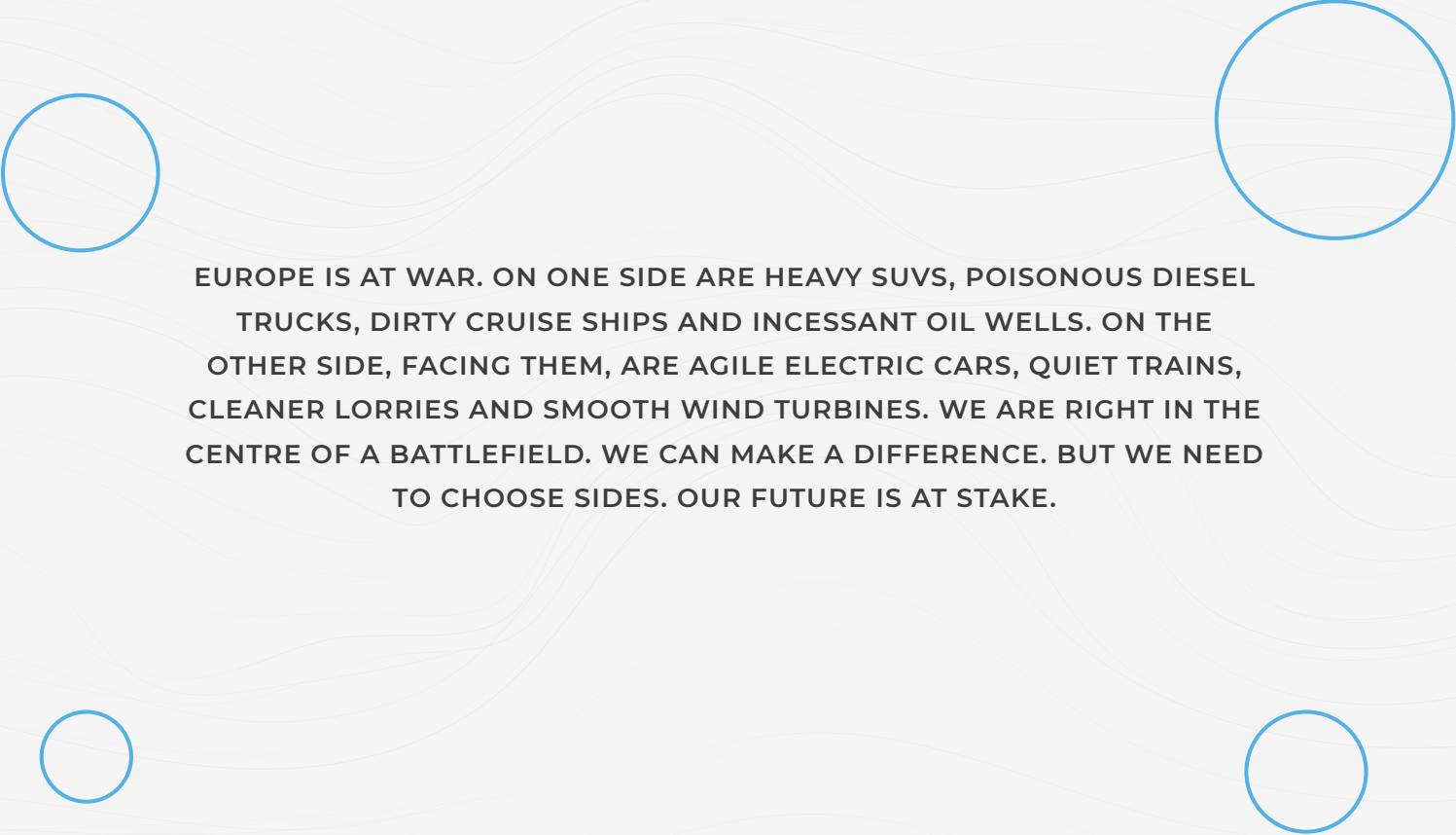


ANNUAL REPORT

2018

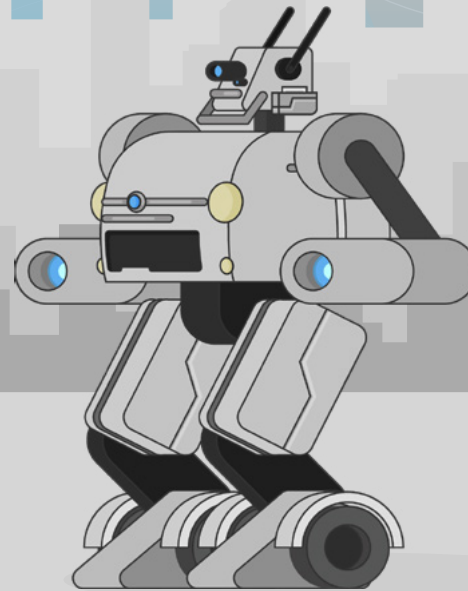
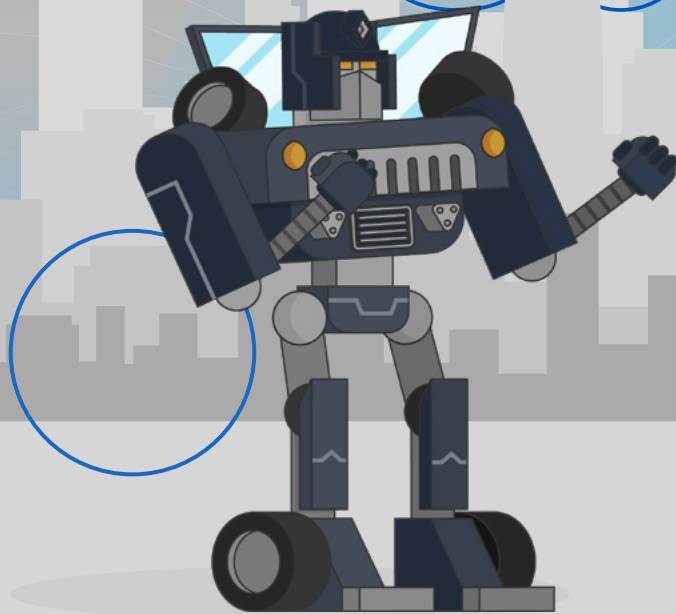
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EUROPE IS AT WAR. ON ONE SIDE ARE HEAVY SUVs, POISONOUS DIESEL TRUCKS, DIRTY CRUISE SHIPS AND INCESSANT OIL WELLS. ON THE OTHER SIDE, FACING THEM, ARE AGILE ELECTRIC CARS, QUIET TRAINS, CLEANER LORRIES AND SMOOTH WIND TURBINES. WE ARE RIGHT IN THE CENTRE OF A BATTLEFIELD. WE CAN MAKE A DIFFERENCE. BUT WE NEED TO CHOOSE SIDES. OUR FUTURE IS AT STAKE.

cars



Transport is Europe’s biggest climate problem, contributing 27% to the EU’s total greenhouse gas emissions. And more than half of that comes from cars and vans. The transformation that Europe’s car fleet will need to undergo is vividly illustrated in the fact that, after 20 years of CO2 reduction targets, the 2018 data revealed average emissions of new cars had actually increased in the previous year. A rise in sales of heavy sports utility vehicles (SUVs), crossovers and more powerful vehicles had stalled progress. This is despite us knowing that electric cars emit less CO2 over their lifetime than diesels – even when powered with dirtiest electricity in the EU.

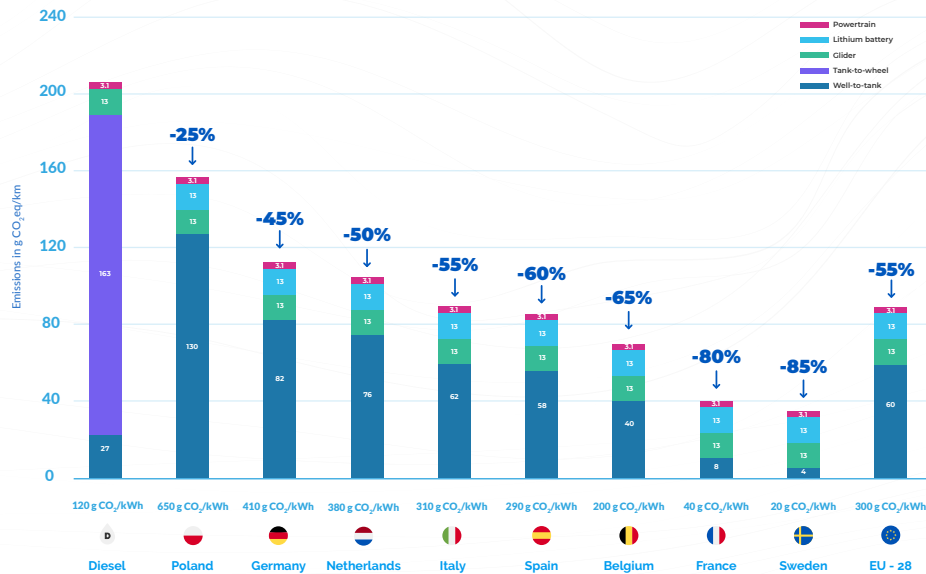
The European car industry was quick to blame the decline in diesel sales – following the self-inflicted Dieseltgate scandal – but T&E wasted no time in [telling the true story](#) behind the data: average CO2 emissions from diesel cars had risen while petrol car emissions remained flat. The reason? Carmakers were actively pushing sales of more powerful, bigger diesels on which they earn higher profit margins.

Passive smokers

The need to transform the fleet to a zero-emission one was underscored by mounting public concern about the air pollution crisis. Three years after Dieseltgate broke, the number of dirty diesels on our roads has increased to 43 million cars and vans – and continues to grow, [T&E analysis](#) shows. Last May, the European Commission took six countries to court for failing to tackle repeated breaches of air quality limits. And research by T&E revealed that at least 350,000 dirty second-hand diesel cars mainly from Germany were exported to Poland in one year alone. In summer we demonstrated the impact of all of this: air pollution is so bad in many of Europe’s most popular cities that holidaymakers may be smoking the equivalent of [up to four cigarettes](#) on a city-break.

City authorities almost everywhere are dragging their heels on fixing the problem, but an Ipsos poll for T&E shows that two-thirds of Europeans support the introduction of low-emissions zones. T&E has been leading the charge, convening environmental and public health groups at the first ever European Diesel Summit that demanded tackling dirty diesel vehicles be a political priority for the EU.

Electric vehicles' climate impact in different energy mixes



The economy, stupid

The groundwork for the transformation to zero-emission vehicles was laid in 2018. T&E painstakingly made the environmental, economic and political cases for a new car CO2 law that would drive down emissions and rev up the European market for electric vehicles – battery or hydrogen. In the face of deceptive warnings about job losses by the car industry and the EU climate commissioner, we highlighted European Climate Foundation research showing the switch to electric will actually create over **200,000 net additional jobs** in Europe by 2030. We also collaborated with the Electronic Contractors Association to show an extra 200,000 jobs would flow from the roll-out of charging infrastructure.

T&E built support among European lawmakers for ambitious car CO2 reduction targets. We made the case for MEPs to propose a strong carrot-and-stick approach for carmakers to sell more EVs. Carmakers resisted, arguing that more infrastructure would be needed before the market would take up electric cars. But, in truth, there were, on average, five electric vehicles on the road **per public charging point** in 2017 in Europe, more than recommended by the European Commission, according to data published by T&E and its allies in the Electromobility Platform. Furthermore we demonstrated that only 5% of EV charging happens at public charging points.

The real reason electric cars had just a 2% market share last year is that European carmakers had barely improved the marketing, choice or availability of zero emissions vehicles (ZEVs). They spent only 1.5% of their advertising budgets on ZEV models in the EU's five largest car markets, a **T&E report** showed, while Europeans could only choose between 30 battery and fuel cell electric models compared to about 370 conventionally-fuelled models. Even then, 90% of sales were from just nine models and most were simply not available for sale in showrooms.

We also demonstrated that European carmakers were investing seven times more in EV production in China (€21.7 billion) than at home. T&E polling indicated 40% of Europeans said the next car they buy is likely to be electric. Indeed carmakers were holding back sales of both electric cars and more fuel-efficient upgrades of their best selling models in Europe until stricter standards kick-in, **T&E research** showed. The tactic allowed them to continue selling old models for as long as possible in order to both optimise profits and try to deceive regulators that they will struggle to hit the current CO2 targets.

Done deal

In the end the evidence amassed by T&E allowed MEPs to resist a rotten deal cooked up by EU governments. The European Parliament won CO2 reduction targets of 15% in 2025 and 37.5% in 2030, compared to 2021 levels – an improvement on the very weak Commission proposal of just 30%. Incentives will reward car manufacturers whose electric vehicle sales account for over 15% in 2025.

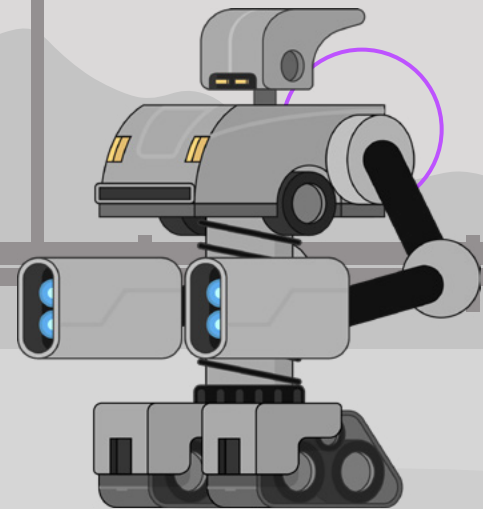
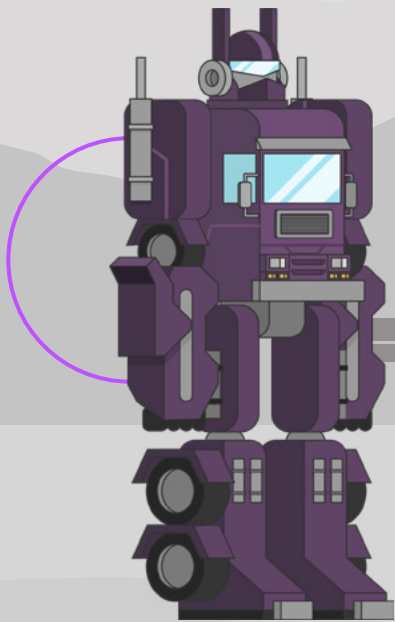
But challenges implementing that law remain: carmakers have continuously manipulated fuel efficiency/CO2 tests to meet CO2 targets. Between 2000 and 2017, the additional fuel burned because of widespread carmaker manipulation had cost drivers an extra €150 billion, T&E calculated. And when a new test for CO2 emissions was introduced, a new tactic emerged: in April T&E **exposed data** suggesting carmakers were inflating their CO2/fuel economy results to make future targets easier to meet. This could reduce the stringency of their 2025 CO2 targets by more than half. In this way carmakers will be able to sell fewer electric cars and more diesel vehicles. Three months later T&E obtained documents showing the Commission had **uncovered evidence** that all but confirmed this.

Testing times

Meanwhile, the EU rowed back on plans to allow all third parties to test vehicles' on-road air pollution after they have been sold – a key step towards avoiding another Dieselgate. National type approval authorities were at least granted power to check new vehicles when they are in service. T&E is continuing its collaboration with Groupe PSA to develop a test that accurately measures NOx and particulate emissions in real driving conditions.

In November, just weeks before the car CO2 law was agreed, the Commission proposed in a climate strategy that Europe end carbon emissions from transport by 2050. That means combustion engine cars must be phased out in the early 2030s. That transformation requires more ambition than the car CO2 targets agreed last year, which show Europe shifting up a gear but not fast enough yet.

trucks



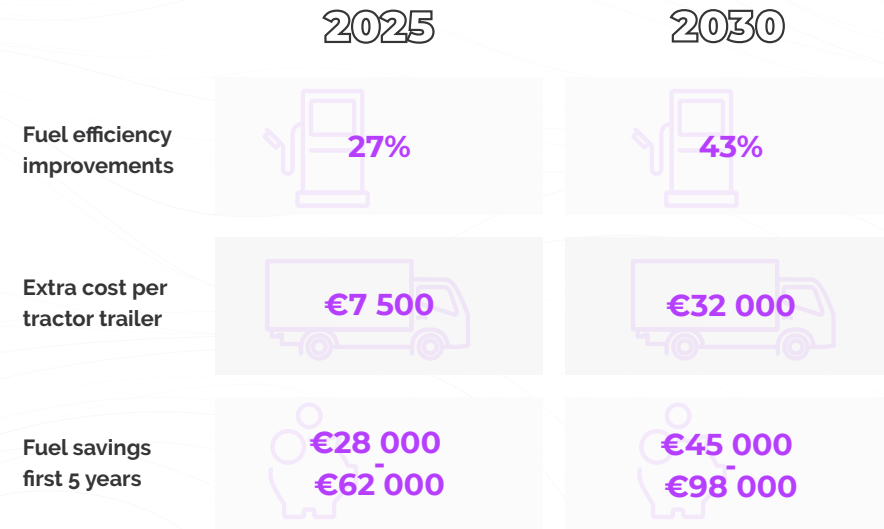
Everyone is crying out for a transformation of the truck. Businesses and hauliers want to reduce their fuel bills after a decade of stagnant fuel efficiency rates in Europe. They also need trucks to change if they are to reduce their climate impact like other sectors. The European market wants heavy-duty vehicles to follow the trends seen in the US where CO2 standards reduced the total cost of ownership of trucks there. And our planet needs trucks to change: they make up just 2% of vehicles on our road yet account for 22% of vehicle greenhouse gas emissions.

The only group happy with business as usual is the truckmakers. German and European truck lobby groups spent much of 2018 urging EU lawmakers to weaken the planned emission reduction targets so they can keep selling even dirtier diesel lorries for another decade and as few electric trucks as possible. **T&E analysis** showed that new trucks in 2025 could be even less fuel efficient than those in 2019, if lawmakers followed the wishes of European truckmakers.

Taking care of business

Last April the other side of the trucking business – the customers – **made their case** to European Commission president Jean-Claude Juncker. IKEA, Unilever, Carrefour and Nestlé were among the companies, logistics groups and hauliers to write to the president asking for an EU target of reducing emissions from new trucks by almost a quarter. This, they argued, would help them meet their climate goals and save €7,700 per year, per truck. They also called for an ambitious mandatory sales target for zero emission trucks. In mid-May the Commission proposed a 15% truck CO2 reduction in 2025 – short of the ambition demanded by hauliers and businesses, and short of what would be needed to hit the EU's own climate goals.

Trucks: Huge return on investment



T&E had long pushed for the EU to set its first ever truck CO2 reduction targets, but was not ready to settle for a mediocre proposal. To convince sceptical lawmakers to be more ambitious, we made the economic case: decarbonising road freight would cut oil imports by 1 billion barrels of oil equivalent by 2030, would strengthen GDP and would create around 120,000 net additional jobs across the economy, an **analysis** by Cambridge Econometrics indicated.

The bell tolls for distance charging

The American experience of CO2 standards was also instructive. Before standards, the price of new trucks was rising in the US but fuel consumption didn't improve. After standards buyers began paying around \$400 more per new truck but in

return they got an average of \$1,400 of additional fuel savings every year, [data analysed by T&E](#) showed.

But an on-road CO2 test – known as VECTO – also needed to be put in place. [T&E pushed](#) for truckmakers to be required to make public the aerodynamic performance of the tractor unit of the truck, as well as its engine fuel efficiency. This transparency would allow hauliers to make informed purchasing decisions, driving truckmakers to be competitive on fuel efficiency and CO2 emissions reductions. We also pushed for [distance-based road tolls](#) for trucks, so that vehicles would pay for the CO2 emissions they emit, incentivising cleaner trucking. Endorsing the Commission's proposal, MEPs called for truckers, from 2023 onwards, to no longer be able to pay by duration – per day, week, month, etc – to drive unlimited distances, and will instead pay per km. MEPs want charges to be differentiated based on CO2 emissions – with zero-emission trucks having a 50% discount. EU countries would be able to decide how much to charge for the vehicle's air pollution and noise, with minimum charges set down in EU law. The legislation is expected to be finalised in the new parliamentary term, starting in 2019.

T&E also kept up the pressure to improve truck safety. In May, the Commission had proposed that all new models should comply with a 'direct vision requirement' in their cabs by 2026 for new models, and by 2029 for all new trucks sold. The direct vision standard would define the area surrounding a truck cab that the driver must be able to see without using mirrors or cameras – crucial towards reducing the 4,000 truck-related deaths in Europe every year. But the Commission's deadline was too lax, and the direct vision standard too vague. We worked with the [mayor of London](#) and others to push for faster, better implementation.

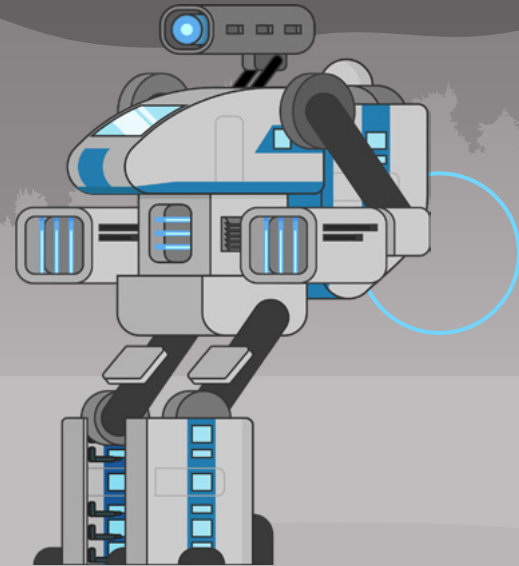
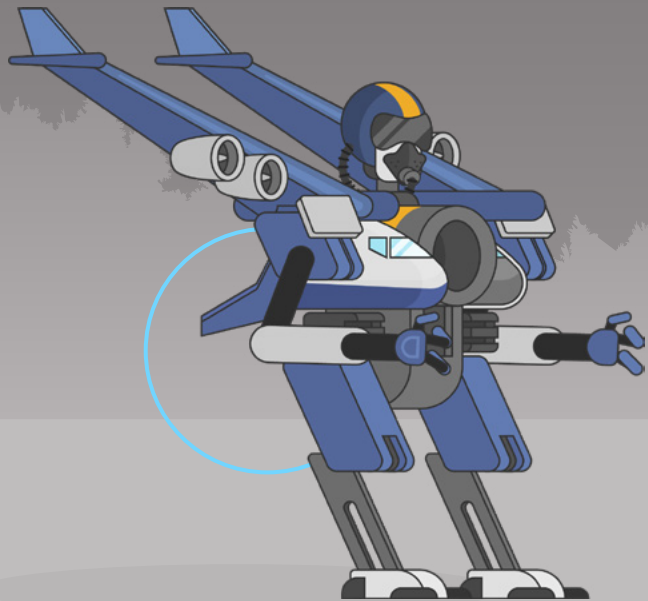
Smoothing the way

There was progress too on truck cab design. In addition to CO2 targets and vehicle safety, the Commission proposed to cut short the controversial three-year moratorium delaying rounder, more aerodynamic cabs from coming on to the market. The moratorium would be cut to four months, allowing the new cabs to hit Europe's roads in 2020. The legislation is set to be made law in 2019.

As the year came to a close, the European Parliament voted to increase the ambition of the Commission's emissions reduction targets to a 20% cut in 2025, and at least 35% in 2030. They also demanded that truckmakers would have to meet a target for zero-emission trucks of 5% of sales in 2025 – with less stringent CO2 targets for those selling a greater share. EU governments were not as ambitious but nonetheless were willing to consider such a sales benchmark. However, ministers were less stringent on CO2 reduction, calling for targets of 15% in 2025 and 30% in 2030.

But the Commission's own long-term climate strategy was clear about the effort that will be required: combustion trucks would need to be phased out in the 2030s. T&E's analysis of the [role of gas in transport](#) had already made it clear that trucks running on gas emitted as much carbon emissions as diesel ones. In fact, there wouldn't even be a business case for gas-powered trucks if the fuel was taxed at the same rates as diesel.

olanes



The political will to do something about the environmental impact of flying has ebbed and flowed over the years. But in 2018 it looked as if policymakers finally began to understand that aviation will need to be transformed. International flights are responsible for 5% of global warming and rapid growth puts it on track to consume a quarter of the world's carbon budget by 2050. Without radical change, it will cancel out the efforts of other sectors to decarbonise.

T&E has plotted a 'road map' (or flight path!) to avoid this outcome but political leaders and the aviation industry need to act fast. By driving out the use of fossil kerosene fuel through carbon pricing and mandating that aircraft switch to low or zero-carbon synthetic fuels made using renewable energy, the climate impact of flying can be reduced dramatically. The new near-zero-carbon drop-in electro-fuels can be produced today and deployed immediately using existing engines and infrastructure. Yet these fuels will have to compete with fossil kerosene, which is much cheaper and tax free. To facilitate the progressive switch to synthetic fuels, demand for kerosene must start to be cut and carbon pricing introduced. Taxing aircraft kerosene and strengthening the EU emissions trading system (ETS) with a tightened cap and no free allowances can help achieve this.

Tax holiday

Which is why a renewed focus on ending the aviation sector's tax exemptions has been one of the most welcome developments in 2018. In February, former Italian prime minister Enrico Letta, ex-WTO head Pascal Lamy and 15 other economists [publicly called](#) for VAT on airline tickets for the first time and to tax aviation kerosene. This, along with other taxes on polluting transport, would help plug the Brexit-shaped gap in the EU's next budget, they said in a letter to EU leaders. T&E analysis indicates that such taxation within transport could generate additional revenues of more than €50 billion a year, which would allow for ordinary citizens'

income tax burden to be reduced.

Flight ticket taxes, which were introduced in a number of European states to compensate for revenue lost due to aviation's VAT exemption, can be restructured to deliver greater environmental benefits, an [independent study](#) for T&E shows. From taxing the carbon content of fuels to charging planes based on their fuel efficiency, EU governments now have several additional options to incentivise airlines to reduce their environmental impact.

On a wing and a prayer

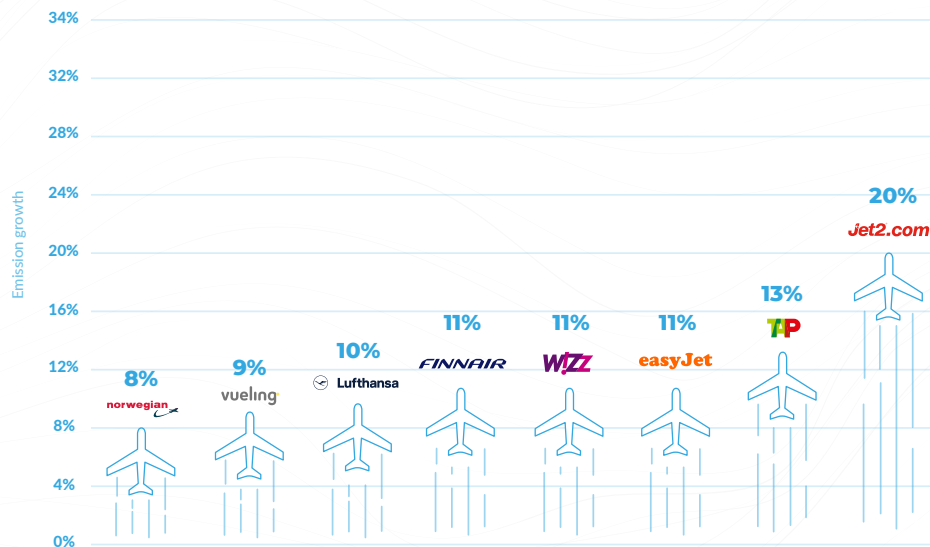
But for now governments and industry are trying to claim that a UN carbon offsetting scheme for aviation will save the day. Known as CORSIA, the scheme will allow airlines to continue to grow their emissions each year up to 2020 and merely account for any surplus growth by buying worthless offsets. That weak proposition has been further eroded by the rulemaking process behind the scheme. Seven European countries [publicly stated](#) they would pull out if environmental safeguards – governing the use of offsets and alternative fuels – are weakened any further. There are already such serious doubts over the environmental effectiveness of carbon offsets that the EU has decided to discontinue their use in its climate policy from 2021 and require all emissions reductions which count towards 2030 targets to occur in Europe. We must avoid a situation where, instead of reducing its own carbon footprint, the aviation sector invests instead in questionable environmental projects, such as the planting of trees that are then cut down.

The UN offsetting scheme risks creating a gap of 96.2 Mtonnes CO₂ – equivalent to Europe's annual steel and iron emissions – if it were to replace aviation's inclusion in the EU emissions trading system, as airlines are calling for, according to an [expert study](#) commissioned by T&E. We worked with the European Parliament and

the Commission to send a strong signal to European governments that they **should hold off** on signing up to CORSIA until the EU has time to fully evaluate its effectiveness versus the ETS in reducing the climate impact of flying. A final decision is expected by 2020.

revoked. As the Economist commented, a “**spectacular lack of transparency**” at the UN aviation and maritime agencies, ICAO and IMO, is protecting the very industry groups those bodies are responsible for regulating. In 2018, T&E **started to chip away** at the opacity with a legal action in the Netherlands. Along with legal NGO ClientEarth, we supported our member Natuur & Milieu, which sued the Dutch government for withholding important ICAO documents setting out the basis for its climate measures. Despite the fact that these measures will need to enter into European law, the Dutch government hid behind the argument that ICAO – which is a UN organisation of member states – had not allowed it to share the information with its citizens. Even parliamentarians are not allowed to see the documents. While our case was rejected in a Dutch court, a similar complaint filed by a Dutch MEP with the EU Ombudsman may have success in 2019.

Major European airlines' emissions grew in 2018

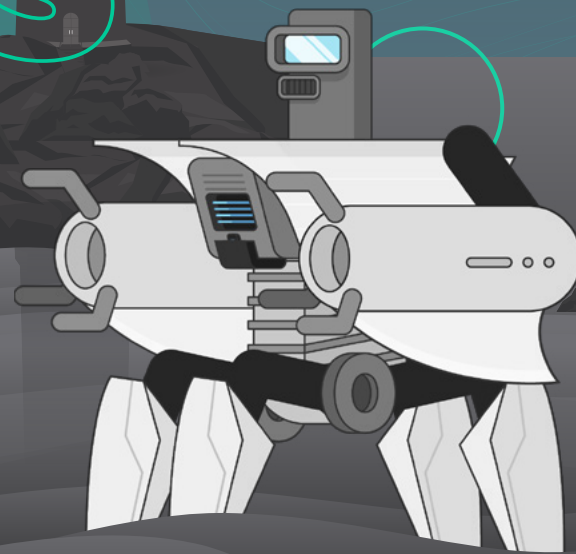
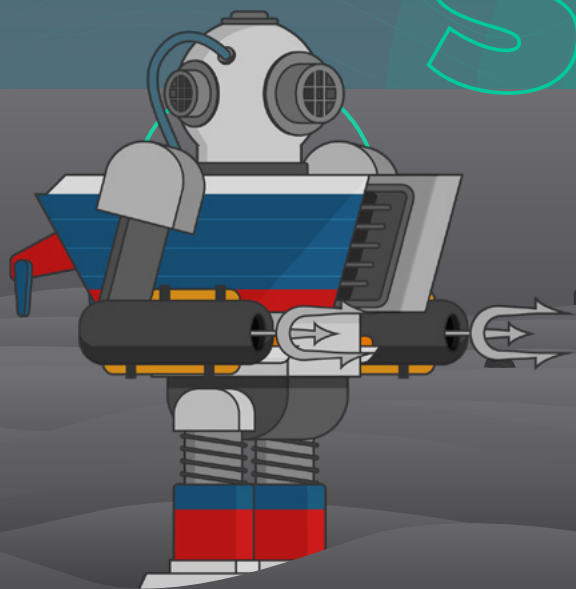


Eurowings emissions grew by 83% after a merge of emissions with Air Berlin and Germanwings

Nothing to see here

In the meantime it remains a struggle to find out what our governments are deciding behind closed doors at UN meetings. Often, observers and journalists are forbidden from reporting what delegates say – punishable by having their access

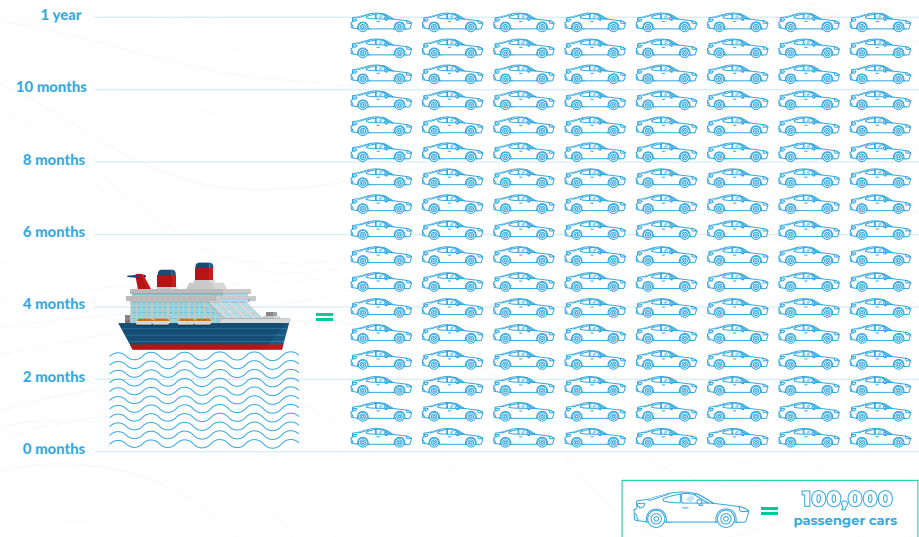
ships



Shipping is a dirty business that is in dire need of transformation. It pollutes the air we breathe and is linked to approximately 400,000 premature deaths a year from lung cancer and cardiovascular disease alone. Cruise ships in the arctic burn the dirtiest fuel there is and wreak havoc on the fragile ecosystem. The industry sends its old ships to be broken down on beaches in poorer countries, allowing hazardous materials to be washed out to sea and endangering the lives of workers. And shipping carbon emissions – 3% of global CO₂ – continue to grow year on year. Yet it remains one of the few sectors of the global economy that has not started the transition towards a decarbonised economy. Its first sector-specific emissions reduction target was only agreed in April 2018.

But the early signs of change are there. In 2018 the IMO, the UN agency that regulates shipping, extended its imminent ban on marine fuels with a sulphur content above 0.5% to include a ban on carrying such fuels. T&E, through its Clean Shipping Coalition of NGOs, **fought hard** for the law which, it's estimated, will help avoid around 700,000 cancer and cardiovascular disease-related premature deaths and around 40 million childhood asthma cases during the first five years of its implementation.

MS Rotterdam emitted the same sulphur pollution in 3 months as 12 million passenger cars emit in 1 year



In vino veritas

We also teamed up with environmental groups around the world to call on industry giant Carnival Cruises to stop using one of the world's cheapest and dirtiest fossil fuels – heavy fuel oil (HFO) – when sailing in fragile Arctic and sub-Arctic waters. When burned, HFO releases greenhouse gases and other dangerous pollutants like sulfur dioxide and soot called black carbon, which settles on sea ice and rapidly accelerates its melting. The loss of sea ice is devastating for Arctic wildlife and communities. We took the case to consumers, demonstrating that it would cost

passengers **just the price of a glass of wine a day** if cruise ships would stop burning HFO in the Arctic. The IMO has agreed to develop a ban on HFO from Arctic waters and the coalition won't rest until it's signed off and implemented.

But even when the path to transformation had been agreed, some in the shipping industry tried to delay and even reverse progress. The EU had long planned to implement new rules for ship recycling in January 2019, yet last year attempts were made to include low-cost ship 'breaking' yards outside the EU on a list of approved facilities. The industry claimed these yards – often located on tidal mudflats in South Asia where it is not possible to contain toxic material, and where workers lack proper protective equipment – were needed to satisfy demand for ship recycling in Europe. Ahead of a critical EU meeting, T&E and the NGO Shipbreaking Platform produced a **thorough analysis** showing that Europe's facilities do have sufficient capacity to meet demand. This fast action helped ensure that sub-standard shipbreaking yards – which would never be allowed to operate in EU countries – stayed off the EU list.

London calling

Progress on reducing shipping's climate impact had long been stalled as the global community dragged its heels. In a bid to build momentum ahead of a key IMO meeting last April, **T&E ranked** EU governments based on their ambition in pushing for an effective climate plan at the UN organisation. Three of the five least ambitious countries – Malta, Greece and Cyprus – are also the EU's biggest shipping registries. They fought hard to convert an EU commitment to support a 70-100% reduction in maritime greenhouse gas emissions worldwide by 2050 (compared to 2008 levels) into an aspirational goal only.

After two difficult weeks of talks in London – where T&E joined climate activists

in a **colourful demo** the likes of which delegates had never seen – governments agreed to require international shipping to decarbonise and at least halve its emissions by 2050. While T&E welcomed the IMO's **first ever climate commitment**, the lack of any clear plan to deliver the emissions reductions, including urgently needed short-term measures, was a major concern. A follow-up IMO meeting in October became bogged-down in procedural matters, revealing the total lack of urgency inside the room.

The voyage to 2050

But shipping's transformation is inevitable if the EU is to decarbonise transport by 2050, as the Commission has proposed. Achieving that will mean powering European ships with batteries, hydrogen and/or ammonia, **T&E's roadmap** shows. That will require only half the amount of renewable electricity that less efficient solutions like synthetic methane or synthetic diesel would need. Fossil gas is certainly not the way forward: independent research for T&E found that liquified natural gas (LNG) infrastructure for shipping in Europe **would cost \$22 billion** to roll-out, and would deliver, at best, a 6% reduction in ship greenhouse gas emissions by 2050 compared to the diesel fuel it would replace and after taking into account methane leakage. In fact, these meagre emissions savings would likely be cancelled out by the growth of maritime trade. The key to the transformation is fossil and carbon-free fuel.



Mercury

In Europe cars and trucks run on fossil fuels: petrol, diesel and, to a small degree, gas. We know they can have no long or even medium-term role in powering European transport if we are to avoid catastrophic climate change. Exiting fossil fuels is key to transformation. But then there's biodiesel. This is produced from food crops. Yet it emits, on average, 80% more CO₂ emissions than the fossil diesel it replaces. And the biodiesel made from palm is three times worse for the climate. For years T&E has pushed to end the destructive anomaly of burning food-based biofuels that do more harm than good. And in 2018, we had our best chance to persuade EU lawmakers to do something about it.

At T&E's urging, the European Parliament sent a signal to the Commission and governments: stop increasing the use of food-based biofuels and label palm oil diesel as unsustainable. EU policy should stop promoting food-based biofuels because it causes significant deforestation. Ending EU support would bring much needed relief to the world's orangutans and precious rainforests.

Fake 'green'

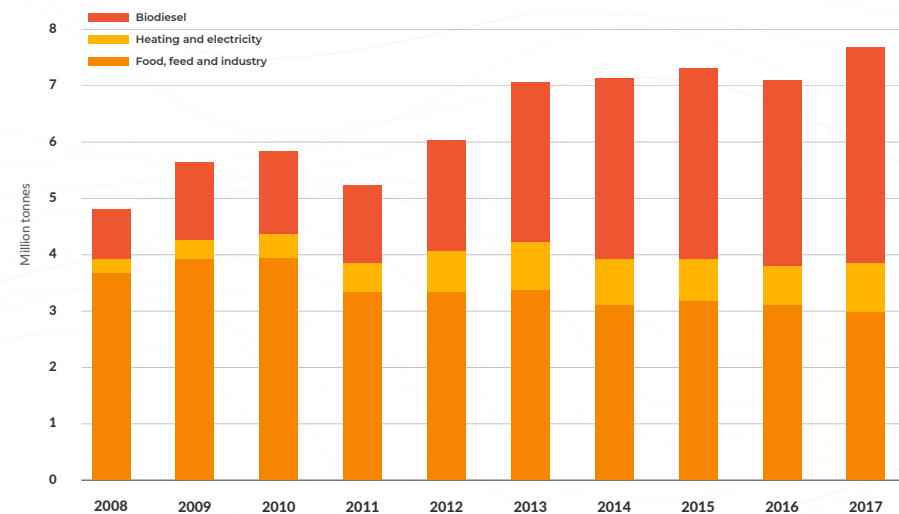
We also worked with Indonesia's indigenous communities, small farmers, and human rights and environmental groups to **alert European leaders** of the true impact of palm oil production. On top of deforestation, peatland drainage and destruction of habitats, Europe's biofuels policy was driving land grabbing, human rights abuses, workers' exploitation and corruption there.

At the same time it was becoming clear that the palm problem was growing. **T&E obtained industry data** showing Europe's use of palm biodiesel had grown 13.5% in one year alone. In 2017, diesel cars and trucks burned more than half (51%) of all the palm oil used in Europe, and an extra 10% was burned for heating and electricity. (Food products and cosmetics accounted for the rest.) The data charted

a four-fold increase in the use of palm for biofuel since the EU's renewable energy law was first introduced in 2009.

Palm oil uses in Europe

More than half of palm oil imported in 2017 ended up in car tanks



In 2018 EU lawmakers finally agreed to fix that law. European countries would no longer be forced to subsidise food-based biofuels to meet the EU's future green energy targets, they agreed. If European countries continue to support food-based biofuels after 2020, they would have to limit their contribution to the levels achieved nationally in 2020, capped at 7%. Crucially, the highest-emitting biofuels made from palm (and soybean) would be capped at 2019 levels until 2023 and then reduced to zero by 2030. The European Commission would have until February 2019 to come up with science-based criteria for the phase-out. Finally, the revised

law includes new transparency requirements that ensures information on the type of biofuels supplied to EU drivers by oil companies will be made publicly available.

To make sure the Commission finished the job, T&E took the fight to the public domain. **Our Ipsos survey** showed the vast majority of Europeans don't know they're putting palm oil in their tanks when filling up with diesel and are opposed to it. We got together with 18 key environmental and citizens groups from 10 European countries and launched a petition, **#NotInMyTank**, telling EU lawmakers to stop forcing citizens to burn palm biodiesel in their vehicles. Activists staged several 'Gatherings of the Apes' to convince policymakers to take action to avoid the extinction of many species, including orangutans, caused by deforestation for palm plantations.

By year's end, a new public momentum was gathering. The French National Assembly voted to end tax incentives for adding palm oil to diesel fuel as of 2020. They also decided to treat palm oil diesel as a regular fuel and not as a green fuel – therefore it could no longer count towards France's targets for renewable energy in transport. The coalition's petition would go on to gather over 650,000 signatures. Would the Commission defy them in 2019?

The real alternatives

Meanwhile, so-called 'advanced' fuels have been given a cautious welcome in Europe. The revised renewable energy law set them a de facto target of 7% of transport energy consumed in 2030. Half of that will need to come from advanced biofuels from waste and residues whilst the rest is expected to come from renewable electricity, such as solar and wind, and other fuels. The new law provides specific incentives for suppliers of renewable electricity to be used in EVs.

However, there may be trouble ahead: the Commission's long-term climate strate-

gy relies on using unsustainable quantities of biomass, much of which EU countries will end up importing from outside Europe. T&E's **own analysis** of how transport can be decarbonised by 2050 projects that advanced biofuels are unlikely to grow beyond 3.5% of transport energy due to constraints in availability and other sectors competing for its use.

So if fossil fuels accelerate climate change, and if most biofuels in Europe today are even worse, what should power our cars and trucks? Renewable electricity from wind or solar is the cleanest energy that can be produced to fuel the transport sector – and is 2.5 times more efficient than fossil fuels in terms of transport work it delivers. Its land footprint is also better – a football pitch of land covered with food crops can fuel 2.4 cars when it would fuel 260 electric cars when covered by solar panels. As Europe greens its electricity supply, electric cars and trucks with electric powertrains – that is battery electric and hydrogen fuel cell vehicles – offer a path to decarbonisation.

However, synthetic fuels – known as electrofuels or power-to-liquid – are neither an efficient or a cost-effective solution for road vehicles, **our analysis showed**. These CO₂-based liquid fuels, which can be used in internal combustion engines, would require one-and-a-half times more than Europe's current total electricity production to power Europe's cars and trucks. However, synthetic fuels could help decarbonise the aviation sector. To emit close-to-zero emissions, the fuel would have to come from new renewable sources – with strict sustainability criteria – and be made using air-captured carbon.



Communications impact

Output Impact

Press releases	101	7,937	Online articles
Publications	72	195,872,583	Estimated views
Infographics	363	112	Countries
Opinion pieces	30	36	Languages
TV & Radio interviews	24	1,851	Event attendees
Bulletin articles	93	4,662	Bulletin readers
Email alerts	22	295,133	Website users
Tweets	883	34,581	Online supporters
Facebook posts	157	770,000	Petition signatures
Social media videos	6	3,690	Email alerts subscribers
Video game	1	6,680,000	Twitter impressions
€700 bank notes	700	9,424	Twitter mentions
		2,199,483	Facebook impressions
		4,872	Facebook post shares
		4,180	LinkedIn group members
		604,467	Social media videos views

The background features a light blue, wavy, topographic-style pattern. Four blue circles of varying sizes are scattered across the page: one in the top-left, one in the top-right, one in the bottom-left, and one in the bottom-right. The central text is rendered in a white, outlined, sans-serif font.

Our people

33 CAMPAIGNERS - 14 COUNTRIES - 4 CONTINENTS

Policy teams

VEHICLES AND NEW MOBILITY



JULIA POLISCANOVA
Manager, Clean Vehicles and
Air Quality



JENS MÜLLER
Manager, Air Quality



YOANN LE PETIT
Clean Vehicles & New
Mobility Officer



FLORENT GRELIER
Clean Vehicles Engineer



ANNA KRAJINSKA
Emission Engineer

FREIGHT AND CLIMATE



JAMES NIX
Director, Freight and
Climate



STEF CORNELIS
Manager, Cleaner
Trucks



SAMUEL KENNY
Freight Policy Officer



LUCIEN MATHIEU
Transport & Emobility
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CRISTINA MESTRE
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Shipping



ANDREW MURPHY
Manager, Aviation



FAIG ABBASOV
Shipping Officer



LUCY GILLIAM
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BETTER TRADE AND REGULATION



CÉCILE TOUBEAU

Director, Better Trade and Regulation

Support teams

MANAGEMENT



WILLIAM TODTS

Executive Director

COMMUNICATION



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Communications



EOIN BANNON
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Network Coordinator



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Digital Communications
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Graphic Designer



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Manager, Italy



MIRKO BUSTO
Policy Officer, Italy



ISABELL BUSCHEL
Manager, Spain

FINANCE AND OFFICE MANAGEMENT



MARC SCHUURMANS
Director of Operations



AISLING HENRARD
Office Manager



JAMES GEATER
Office Assistant

Our board

10 members - 11 countries



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Member



ARIE BLEIJENBERG
Member



MATHIAS BIENSTMAN
Treasurer

The background features a light blue, wavy, textured pattern. Four blue circles are scattered around the central text: one in the top-left, one in the top-right, one in the bottom-left, and one in the bottom-right. The bottom-left circle is significantly larger than the other three.

Our members

Our members



AUSTRIA



BELGIUM



BELGIUM



BELGIUM



BELGIUM



BOSNIA AND HERZEGOVINA



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FRANCE



Our funders & finances

Our funders

Transport & Environment gratefully acknowledges support from the following institutions in 2018:

> € 750,000

European Climate Foundation
European Commission
The Norwegian Agency for
Development Cooperation

€ 750,000 - € 500,000

Schwab Charitable Fund

€ 500,000 - € 250,000

ClimateWorks Foundation
Oak Foundation

€ 250,000 - € 100,000

Deutsche Gesellschaft für
Internationale Zusammenarbeit (GIZ)
GmbH
German Federal Environment Agency
(UBA)
KR Foundation
The Jennifer Altman Foundation

€ 100,000 - € 25,000

BirdLife
Transport for London

< € 25,000

T&E members and support fees
European Aluminium Association (EAA)
European Environmental Bureau
FIA Foundation
Fundacion Ecologia y Desarrollo
Iberdrola
Network for Social Change Charitable
Trust
Stiftung Mercator
Svenska Naturskyddsforeningen

Our finances

Incomes (in Euros)

Membership fees	26,250	0.70%
EC Grants	555,087	13.80%
Governments	1,082,130	26.80%
Private - Foundations	2,324,371	57.60%
Financial income	202	0.00%
Other misc. Income	44,540	1.10%

Total incomes 2017 : 4,032,580

Expenditure (in Euros)

Personnel	2,147,688	54.80%
Travel and subsistence	206,746	5.30%
Research and consultancy	572,327	14.60%
Transfer to T&E members	49,410	1.30%
Subcontracting	502,020	12.80%
Depreciation and provisions	21,856	0.60%
Office costs	413,427	10.50%
Financial costs	5,291	0.10%

Total expenditure 2017 : 3,918,765

Who we are and what we stand for

Established in 1990, Transport & Environment (T&E) is Europe's leading NGO campaigning for cleaner, safer transport. Our job is to research, debate and campaign with the facts available. Our goal is simple but hard: to minimise transport's harmful impacts on the environment and health, while maximising efficiency of resources, including energy and land, without forgetting to guarantee safety and sufficient access for all.

