

OUR 30-YEAR JOURNEY

From evolution to revolution

T&E 2019 annual report

T&E's reach in 2019



9,115

ONLINE ARTICLES



2,850,713

SOCIAL MEDIA VIDEOS
VIEWS



10,788,122

TWITTER IMPRESSIONS



3,461,568

FACEBOOK
IMPRESSIONS



793,000

PETITION SIGNATURES



434,563

WEBSITE USERS



33,367

ONLINE SUPPORTERS



5,001

EMAIL ALERTS
SUBSCRIBERS



5,156

BULLETIN READERS



4,459

LINKEDIN GROUP
MEMBERS

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Cars

CARS



In December 2019, the EU's chief executive, Ursula von der Leyen walked on to a podium in Brussels and presented her grand plan for making the bloc's economy sustainable. Contained in her European Green Deal was one short sentence which, though unremarked upon, will have a major impact on Europe's industrial strategy, transport system and climate and environment policies for decades to come: the EU would have a "clear pathway from 2025 onwards towards zero-emission mobility". It was the first time the EU executive committed to zero emissions - not low or alternative - as the aim for transport.

It means that tailpipe air pollution and CO2 emissions from cars - which are responsible for 44% of transport's carbon emissions in Europe - will come to an end. No more uncertainty about the ultimate fate of the internal combustion engine; all that's left to do is decide its end date.

End of the INFERNAL combustion engine?

The results of T&E's campaigning on the climate impact of cars are evident: in January, a new law to cut carbon emissions from new cars and vans by 15% in 2025 and 37.5% (vans 31%) in 2030, compared to 2021 levels, was approved. While the new targets narrow the regulatory gap with China - and put Europe back in the clean-tech driving seat - they fall well below what's needed to meet the goals of the Paris Agreement. That will require around 40% of new cars sold in 2030 to be electric.

The new targets were a confirmation for the car industry that tailpipe emissions would need to end. Two months later, the world's biggest selling carmaker, Volkswagen, pointed the way forward when it announced its €60 billion plan to sell 70 electric models and make 22 million electric vehicles in the next decade. That and its commitment to end the development of the internal combustion engine after 2026 were a game changer for the automotive industry, **T&E said**.

Meanwhile France adopted a mobility law banning combustion cars in 2040; Spain too is aiming for that date while the Netherlands and Denmark want to go all-zero emission by 2030. In Britain, the new government brought forward the date for all-zero emission car sales to 2035. Cities too are joining the queue. Amsterdam, Paris and Brussels have announced that soon their cities will only be open to zero emission mobility. The direction of travel is now clear.

Fake hybrids and the SUV bonanza

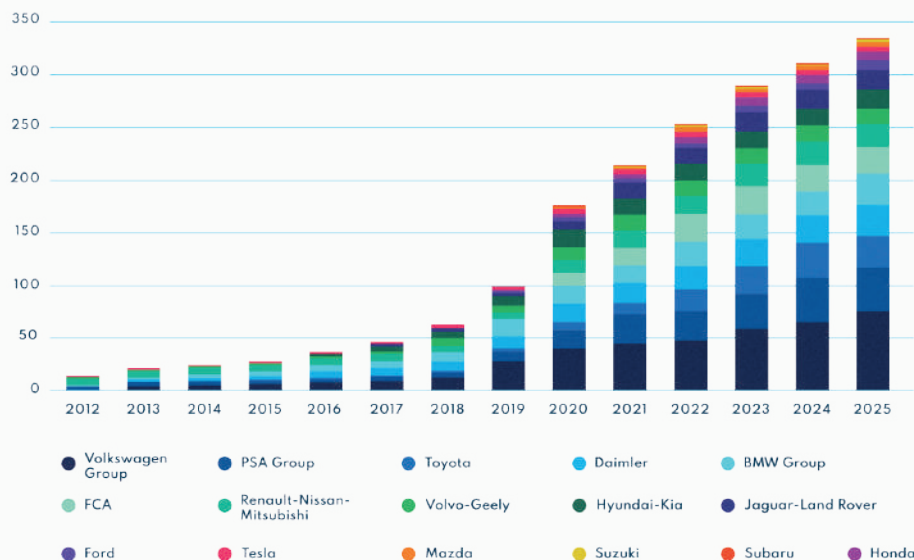
While carmakers understand the future is electric, their present is still very much fossil. Our annual car CO2 report uncovered how carmakers were boosting sales of SUVs, 36% of the market in 2018, to maximise profits in the final years before the 95g CO2 standard started to apply. As a result, new car CO2 emissions were **actually increasing**.

T&E **remained vigilant** and discovered that manufacturers were likely pushing sales of fake plug-in cars over genuine electric vehicles as they could also be used to comply with CO2 targets. In reality, such plug-in hybrids are usually big, powerful SUVs which are rarely charged because of their very limited electric range. As a result they emit as much or more CO2 than diesel or petrol cars. A year later, those fears proved well founded when we helped **the Guardian** uncover a plug-in hybrid testing scandal.

We also effectively debunked arguments downplaying the appeal of electric cars. In July a T&E analysis derived from IHS Markit production **data** showed the number of electric car models on the European market would more than triple within the next three years. After several years of timid growth, EU carmakers were expected to offer 214 electric models in 2021 - up from the 60 available at the end of 2018.

T&E's Mission Possible report, out just before the Frankfurt motor show, showed the auto industry were **gearing up to sell** up to one million battery electric and plug-in-hybrid vehicles in the EU in 2020, proving the effectiveness of the EU car emissions rules. It also showed that electric vehicles would account for around 5% of new car sales in 2020 and about 10% in 2021

ELECTRIC CAR MODELS COMING TO MARKET IN EUROPE 2019-2025



"More than 250 European cities now have a low emission zone, some of which will soon become zero-emission zones. And from 2025 some EU countries want to completely ban new cars with combustion engines. This emerges from a report by the European environmental association T&E."

Der Tagesspiegel - 14/09/2019

No quick fixes

Four years after it happened, Dieselgate continued to make headlines. The number of dirty diesel cars and vans on European roads had reached **51 million**, T&E's fourth annual analysis showed. There was an increase of 18% in 2018 and a 74% rise since 2016, as carmakers continued to sell poorly performing technology to unaware customers.

We uncovered that three out of every four highly-polluting diesel cars caught in the 2015 Dieselgate had **still not been recalled** for fixes. And those still waiting for the cheap, least effective form of fixes – software recalls – would have to wait for another two years.

While governments failed to tackle the dangerous legacy of Dieselgate, mayors across Europe took bold action. Faced with citizens and courts demanding clean air, Low and Zero Emission Zones were introduced in more than 250 European cities. And these policies work, as T&E's **analysis** showed. Yet, even the most successful schemes are not immune from backlash. Last summer, the newly elected mayor of Madrid pledged to reverse the hugely successful 'Madrid Central' zone that had completely reshaped the mobility in the centre. But he underestimated how attached the Madrileños already were to fresh air and more public space. T&E teamed up with local NGOs to show that 'Madrid Central' was one of the most effective clean air policies in Europe (reducing nitrogen dioxide concentrations by up to 32%). We also alerted the European Commission about regressions, helped promote a **petition** that more than 240,000 citizens signed and joined a **street rally** of 60,000 people. These efforts proved successful: the mayor promised to improve, not scrap, the scheme and his own coalition partners continue to oppose decisions that would make air pollution worse again.

In the UK too T&E **took the fight** to the UK government, which announced an air pollution plan that simply repeated existing strategies that have failed to clean up transport. The Clean Air Strategy published in October did not even set out when nitrogen dioxide (NOx) limits, which are widely breached in British cities, would be achieved. Effective new emissions controls would need to be

proposed for the main source of NOx emissions in urban areas, diesel cars, T&E warned.

Taken for a ride

On top of diesel's air pollution, cities in the UK and elsewhere in Europe are also suffering with increased congestion thanks to ride-hailing services like Uber. Data compiled by Euromonitor for T&E **showed a surge** in the number of Uber drivers in the past few years in London and Paris. The analysis estimated that in the two cities alone, the emissions of Uber taxi services could be as high as half a megatonne of CO2 - 515 kilotonnes of CO2. This is equivalent to adding the CO2 emissions of an extra 250,000 privately owned cars to the road. To add to concerns, French government data from 2017 showed that 90% of the registered private hire vehicles, which include Uber, were diesel cars. The report helped launch the **#TrueCostOfUber** campaign, a broad coalition of green NGOs in the US, Germany, France, the UK, The Netherlands and Belgium, and led by T&E.

Since then the campaign has helped raise awareness of the problem in six European cities: London, Paris, Berlin, Amsterdam, Brussels and Lisbon. Through petitions - with 25,000 signatures in **Paris**, 5,000 in **Brussels** - it has mobilised citizens to pressure lawmakers to take action. The aim is to make Uber help its drivers switch to zero-emission cars.

Smarter

And the arrival of electric vehicles would also save European countries hundreds of millions on their transition to renewable electricity. France, Italy, Spain, and the UK could save between €500 million and €1.3 billion each a year, **according to a study** for T&E, by using EVs for smart charging. Charging electric cars at the best time of day for the grid would help avoid demand peaks and provide extra storage when there is renewable electricity oversupply. This in turn would reduce the need to build additional grid storage and power plants..

However, other technological developments in automotive technology could soon require the attention of regulators. Driverless cars could **increase traffic** in European cities by 50% to 150% by

2050, which would be like a rush hour that lasts all day, a T&E study showed. A 'Wild West' unregulated increase in driverless cars - as anticipated by some in the industry - could result in 40% more CO2 emissions from cars between now and 2050, making Europe's climate goals all but impossible to achieve. However, driverless cars do have the potential to reduce vehicle activity and emissions significantly. It requires all driverless vehicles to be electric and shared. Also, crucially, cities would need to start taking space away from cars and roads and giving it back to people, including cyclists and new mobility users.

Trucks

TRUCKS



If ever there had been a culmination of T&E's work on one transport mode, it was on trucks in 2019 when three of our campaigns came to fruition at once. Heavy goods vehicles, which account for 2% of vehicles but are responsible for 22% of road transport CO2 emissions and 15% of road collision fatalities, would become cleaner, more aerodynamic and safer thanks to three new laws that T&E pushed for.

In February, EU lawmakers agreed to bring forward the introduction date for more **aerodynamic, safer truck cabs**. T&E had long fought for the reform to speed up the roll-out of more rounded truck fronts that allow drivers to better see pedestrians and cyclists and improve fuel efficiency. From 1 September 2020 truckmakers are permitted an additional 80-90cm of cab length in return for improving the aerodynamics, vision, safety and driver comfort of the truck cab.

"Europe puts a stop, for the first time, to polluting emissions from heavy vehicles. Stef Cornelis of the NGO Transport & Environment, one of the most influential in Brussels in this field, believes this is just the beginning. 'The standards will have to be stricter when they are reviewed in 2022,' he warned."

El Pais - 12/02/2019

A week later the European Parliament **reached a deal** with EU governments and the European Commission on the bloc's first ever CO2 targets for trucks. Manufacturers would have to cut the carbon emissions of vehicles they sell in Europe by almost a third by 2030 compared to 2019 levels. New heavy-goods vehicles sold in 2025 would be required to emit 15% less CO2.

Savings

T&E welcomed the standards, which will mean fuel savings of more than €20,000 for a truck in the first five years for hauliers and businesses after 2025, and almost €60,000 per vehicle over a five-year period after 2030. However, the 2030 target should be reviewed upward in 2022 if we want to halt global warming, we cautioned.

At T&E's urging, the European Parliament won a non-binding, but strongly incentivised, sales target for zero emission trucks. From 2025, manufacturers whose new truck sales are more than 2% electric and hydrogen vehicles will be rewarded with a less stringent CO2 target. The deal also includes a 2-tonne additional weight allowance for zero-emission trucks.

The sales benchmark resulted from business pressure from major companies allied with T&E's goal of zero-emissions freight transport. In January, they **wrote to the climate commissioner**, key MEPs and EU governments. Retailers Carrefour and Spar Austria, and transport companies Alstom, Geodis and DB Schenker, were among those telling lawmakers that a yearly sales benchmark is vital if the transport sector is to reduce its emissions and fuel costs.

In our sights

Lives will also be saved as a result of new truck standards agreed in 2019. After years of educating and cajoling lawmakers about poor driver vision, MEPs and EU governments decided to **mandate new cab designs** that would enable their drivers to better see pedestrians and cyclists on the road around them. T&E had been pushing for the world's first 'direct vision' standard – under the EU's revised General Safety Regulation – since the GSR was last updated in 2009.

One thousand cyclists and pedestrians die every year in truck collisions. The Commission found that improving the direct vision performance of trucks would save up to 550 lives per year. Truckmakers will have to comply with the direct vision standard no later than January 2026.

Hit the gas

Despite the legislative progress, T&E had to remain vigilant about old threats to progress: some manufacturers continued to beat the drum for gas powered vehicles - despite liquified natural gas being just another fossil fuel. T&E had already exposed the negligible greenhouse gas reductions of LNG trucks compared to diesel ones. Now its air pollution needed to be exposed. We published the **results of on-road tests** commissioned by the Netherlands government that showed LNG trucks are not better than diesel, and some models can in fact pollute the air up to five times more than diesel trucks.

The results shook the complacent truck automotive sector and flew in the face of truckmakers' claims that gas trucks cut nitrogen oxide (NOx) emissions by more than 30%. It sent a clear message to EU governments to stop encouraging the uptake of polluting LNG trucks with the extremely low tax rates that fossil gas for transport enjoys in most countries.

The three LNG trucks tested emitted 2 to 5 times more poisonous NOx than the diesel truck with the lowest test result when driven in a combination of urban areas, regional routes and motorways. When driven in towns and cities, the gas trucks release 2 to 3.5 times more NOx than the tested diesel truck with the lowest emissions. Trucks powered by biomethane (biogas) would have the same air pollutant emissions as trucks running on fossil gas because the fuel characteristics are the same. The on-road tests also show that all three gas trucks tested produce levels of particle emissions comparable to diesel trucks

October brought the news that leading truckmaker Daimler would **end the development** of gas trucks. It also pledged to phase out diesel trucks over time, only producing electric and hydrogen trucks by 2039.



Selling point

By year's end T&E was already moving to convert the climate rhetoric of the new Commission into more ambitious action on truck emissions. Joining with brands and retailers – such as Nestlé, Unilever, REWE Group and AB InBev – as well as transport industry players and NGOs, we called on the Commission to set sales targets for zero-emissions trucks and vans. **In a letter**, we told incoming EU climate chief Frans Timmermans that binding truck and van sales targets for 2025 and 2030 – as part of his European Green Deal – are needed to overcome a lack of supply of the clean vehicles that businesses have been calling for.

The letter gave voice to the growing demand for an EU strategy for zero-emissions city logistics as the supply of clean trucks from manufacturers is nearly non-existent. Shifting freight transport away from fossil fuels is one of the most effective ways to tackle carbon and air pollution, but right now many companies cannot source any more than a handful of electric trucks.

Planes

PLANES



It was student climate strikers who pushed the crisis to the top of the agenda in 2019, and with that came greater scrutiny of aviation. Flygskam, meaning 'flight shame', began to influence people's travel plans. It's hard to assess how many joined the iconic Greta Thunberg in avoiding flying - the most carbon intensive form of transport - but Sweden saw a 4% drop in the number of people flying via its airports last year. People turned to rail: Eurostar recorded record passenger numbers on its trains between the UK and continental Europe last summer. And European rail operators started to revive night trains which had hastily been withdrawn from service over the last decade.

Airlines themselves also came in for greater criticism over their 3.7% (and rapidly growing) share of EU emissions. T&E was scrutiniser-in-chief, quickly analysing the latest official data to show that Ryanair had **joined the top 10 carbon emitters** within Europe, a league which had until now been exclusively occupied by coal plants. The airline's CO2 emissions had increased by nearly half in the five years to 2018, while overall airline emissions had shot up almost 5% in just one year.

Political climate

The European elections of May 2019 were a crystallising moment in the fight to rein in aviation's emissions in Europe. In TV debates the lead candidates of the four big political groups all called for airlines to finally start paying tax on their flights within the EU. "The privileging of the airline business must be stopped," the center-right's Manfred Weber said. "Why is there still no tax on kerosene?" asked the socialist, Frans Timmermans. "That's crazy." Fast forward a few months and Timmermans is the new Commission's climate chief and promising to review airlines' kerosene tax exemption.

But the fight to get aviation taxation on the agenda had begun much earlier. To combat the widespread misconception that such taxation would be illegal, T&E commissioned legal experts to explain that it could in fact be done. A tax could be agreed at EU level or between individual countries, the independent **legal analysis** said.

Then came a **long-awaited study** for the European Commission that found taxing aviation kerosene sold in Europe would cut aviation emissions by 11%. The reduction in carbon emission would be equivalent to removing almost 8 million cars from our roads. T&E championed the study, which had

been finalised the previous year but had its publication delayed by the Commission. And contrary to the aviation industry's claims, the leaked study noted that the Chicago Convention "does not explicitly prohibit the taxation of jet fuel" - confirming T&E's earlier legal analysis.

Coalition of the willing

The legal clarifications sparked a coalition of the willing. In June the Netherlands government assembled EU finance ministers and officials for a **special conference** on how to tax aviation and address its climate impact. At T&E's urging, the Swedish and Dutch ministers called for bilateral or multilateral agreements between EU countries to be a way forward to tax aviation fuel.

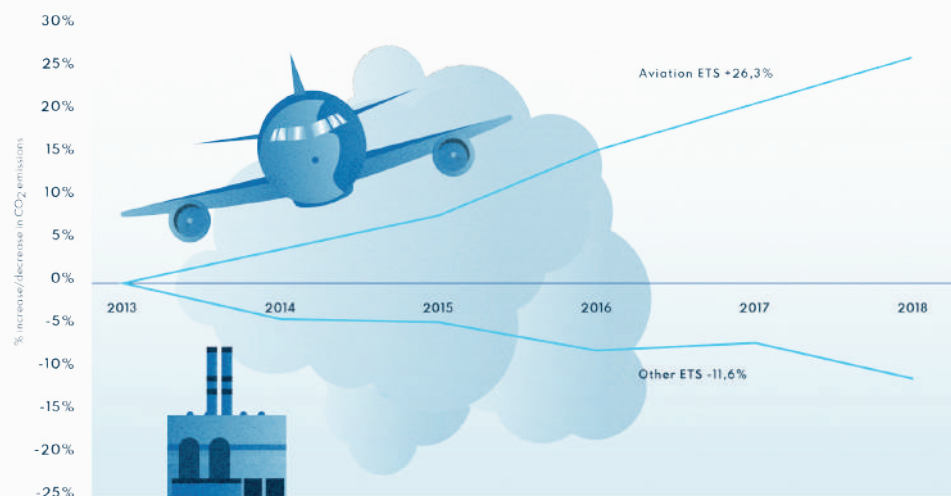
Back in Brussels, finance ministers from nine European countries called on the EU to work harder to put a price on aviation's carbon pollution. In **a statement**, the group, which included Germany, France, Italy and the Netherlands, asked the incoming European Commission to help end the undertaxation of aviation.

"Andrew Murphy of Transport & Environment, said: "Aviation is the most carbon intensive mode of transport so it's no surprise that it risks an increasing cost from climate measures. But that cost can be mitigated if the sector steps up investment in new aircraft and fuels."

Financial Times - 24/01/2019

In December, the Commission's EU Green Deal set the agenda for climate measures in aviation. Such 'difficult to decarbonise' sectors would be required by law to start using cleaner fuels - like the synthetic 'e-fuel' which **T&E had been first** to put on the agenda. Aviation's free pollution permits in the bloc's emissions trading system would be reduced. And the Commission would look closely at how to end the kerosene tax exemption. A 12-month T&E effort had borne fruit, and we were ready for the fight ahead: getting a new tax made law.

AVIATION EMISSIONS GROWTH SINCE 2013 IN THE EU



Note : For emissions that were not lodged on time, 2018 emissions have been set in 2017. For aviation, this assumption amounts to approximately 8% of the verified reported emissions.

to and from destinations outside Europe exempted. But ending the measure and replacing it with ICAO's offsets scheme would see airline emissions in Europe soar by 683 million tonnes of CO₂ over 10 years. That was the findings of **independent research** for T&E, which said that relying on the phony offsetting scheme, known as Corsia, would do absolutely nothing to reduce the sector's spiralling climate impact.

We also highlighted the very worrying scientific findings that flying's true warming impact is two to four times that of its CO₂ emissions when non-CO₂ emissions are taken into account. We **shone a light** on the slow and very secretive work the Commission was undertaking to address the non-CO₂ emissions - to ensure the problem couldn't be swept under the carpet.

Welfare queens

On top of the tax exemption enjoyed by all airlines, Ryanair was also benefiting from taxpayers' money propping up **almost a quarter** of the EU airports it operated from, an in-depth T&E study revealed. Some 52 of the low-cost carrier's 214 airports were either documented to be receiving subsidies or had fewer than 500,000 passengers a year - a conservative estimate of the threshold for profitability. T&E called on the European Commission to end state aid for loss-making airports, which is used to subsidise airlines' rapidly growing emissions.

But while Europe is considering aviation taxation, it's coming under sustained pressure to relax the one measure it has in place to tackle emissions. The UN aviation agency ICAO has long wanted Europe to remove flights from its emissions trading system - and has succeeded in having flights

Ships

SHIPS



All polluters are created equal, but some are more equal. This, for over 30 years, had been the EU's credo when it came to regulating the shipping industry, the only sector fully exempt from EU climate action. But in December 2019, after years of determined campaigning by T&E, the Von der Leyen Commission, announced Europe would finally get its act together on shipping's carbon emissions.

It's been evident for some time that the global regulator of shipping is almost incapable of taking climate action. The International Maritime Organisation has moved at a snail's pace to even agree what to do about the sector's carbon pollution, which is about 3% of global CO2 emissions. At the same time, the IMO has obstructed the EU acting. In 2019, T&E's focus was to protect the EU climate measures already in place for ships, and to ramp them up as a new Commission vowed to make Europe climate neutral by 2050.

The year started with a big fight to defend how the EU collects and publishes data about the emissions of ships calling at its ports. The shipping industry and the IMO pressured the bloc to harmonise its system for carbon pollution with the IMO's hopelessly weak one. The transparency of the EU system, unlike the IMO's, would prevent dirty ships from passing themselves off as efficient. It would incentivise shipping companies to cut their CO2 while also better informing regulations designed to reduce those emissions. It would also require companies to report data on their ships' air pollution in ports.

Cruising for a bruising

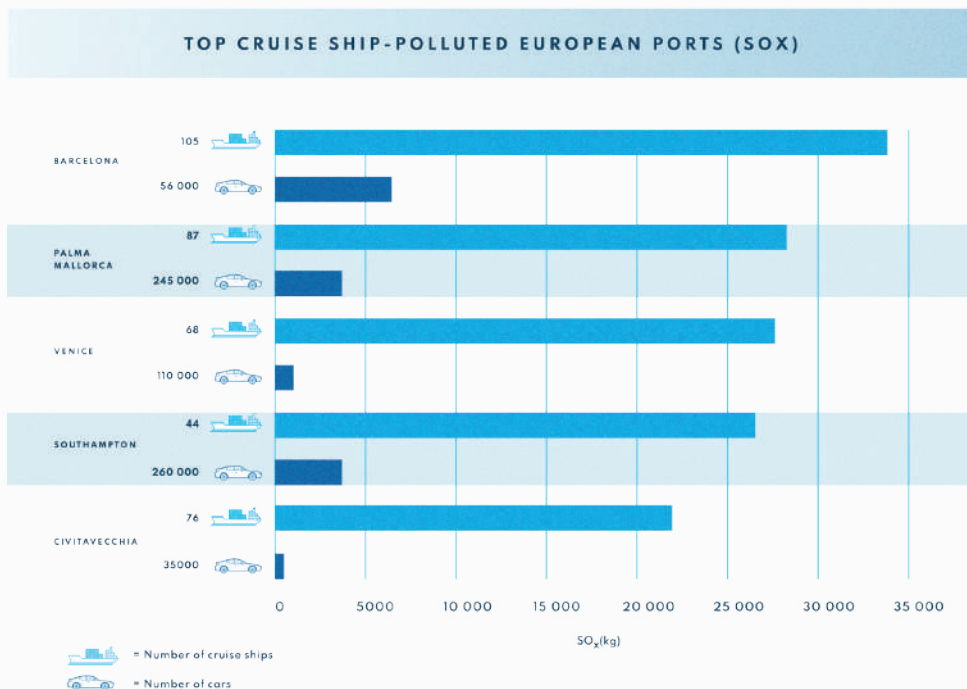
After months of lobbying and brow beating by industry and the IMO, the European Commission heeded T&E and others by **proposing to largely keep** its system, which would underpin the future climate measures T&E was seeking. By year's end, the effort had paid off when the EU's first emissions data for ships revealed the true scale of the sector's problem: a container shipping operator had joined coal plants and Ryanair in the EU's list of **top 10 carbon emitters**. The Mediterranean Shipping Company's (MSC) fleet, which moves consumer goods, ranging from electronics and fresh fruit to clothes and toys, was responsible for about 11 million tonnes (Mt) of CO2 emissions in 2018. T&E analysis of the data showed that MSC would be the 8th biggest emitter in the bloc if shipping was part of the EU's emissions trading system.

"According to a new study by NGO Transport & Environment, the world leader in luxury cruising, Carnival Corporation, alone emitted in 2017 ten times more sulfur oxide (SOx) around European coasts than all of the 260 million vehicles in the European fleet."

Le Monde - 05/06/2019

The shipping sector kept T&E's analysts busy in 2019. In June a deep dive into publicly available data on luxury cruise ships found that the world's biggest operator, Carnival Corporation, had **emitted nearly 10 times more sulphur oxide (SOx)** around European coasts than all 260 million of Europe's cars in 2017. Royal Caribbean Cruises, the world's second largest, emitted four times more than the European car fleet.

T&E was the first to match the exact routes that cruise ships had sailed with data on their fuel burn. Not only did it reveal the biggest SOx and nitrogen oxide (NOx) emitters, but also which port cities bore the worst of their sulphur pollution: Barcelona, Palma de Mallorca, Venice, Southampton and Civitavecchia (Rome).



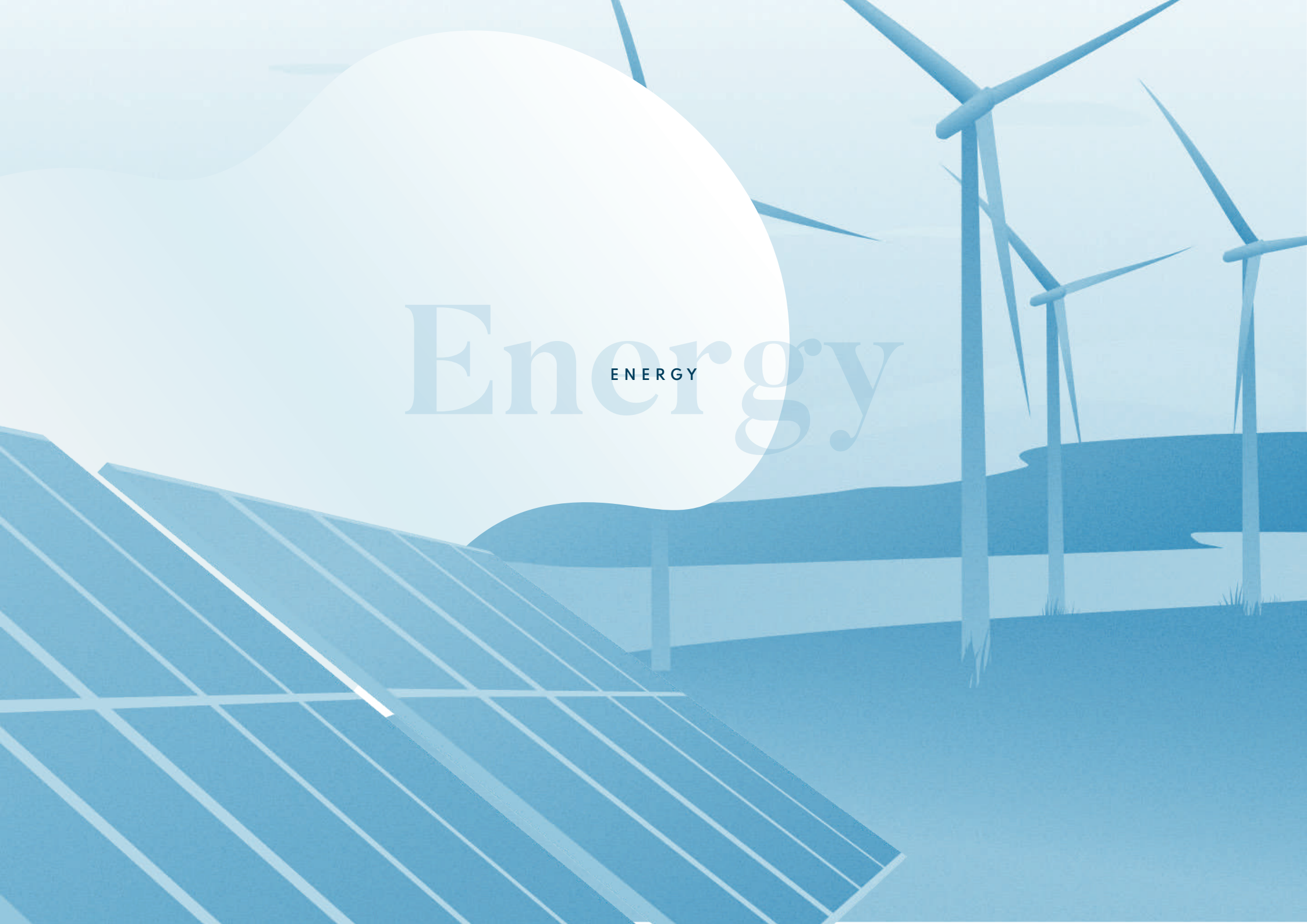
Slow lane

Meanwhile the IMO remained unmoved on the wider sector’s climate impact. Five years after the Paris climate agreement and two years after countries agreed a global 2050 decarbonisation objective, its meetings were ending in procedural wrangling. Despite pleas from the T&E-backed Clean Shipping Coalition, IMO states failed to make any progress on speed reduction.

The EU’s patience finally started to wear thin when a new Commission swept into power with a **Green Deal** to decarbonise all sectors of the economy. At T&E’s urging, president Ursula von der Leyen and climate chief Frans Timmermans announced that shipping should start to pay for its pollution through the bloc’s emissions trading system. T&E’s recommendations on a zero-emissions berth standard - to require ships to run on electricity while in-port - were also made a priority for the next Commission. It also pledged to accelerate the roll-out of clean fuel infrastructure for ships - meaning electric and hydrogen facilities.

The study was a bombshell for the cruise industry, which had been used to receiving a free pass in environmental regulation. It was reported in virtually all major news outlets and on TV channels worldwide. Pressure was now mounting on regulators to require cruise lines to use shore-side electricity in ports, batteries for shorter distances and hydrogen technology for longer voyages. The EU Green Deal included plans to make some of this a reality.

In September we published [an analysis](#) that found shipping was benefitting from what was effectively a fossil fuel subsidy of €24 billion a year. The sector’s exemption from energy taxes under the EU’s Energy Tax Directive (ETD) was a perverse incentive for climate pollution.



Energy

ENERGY

After years of dogged campaigning, March 2019 was crunch time. The European Commission had to decide whether it would allow the ruinous use of palm-oil diesel in European cars and trucks to continue. To make sure the Commission would do the right thing, T&E and its network launched its biggest ever public campaign.

We assembled the #NotInMyTank coalition to fight against fake-green palm-oil biodiesel. It included: DUH and Nabu in Germany; Ecologistas en Acción in Spain; Friends of the Earth and Canopée in France; Legambiente in Italy; Friends of the Earth in the Netherlands; ZERO in Portugal; the Swedish Society for Nature Conservation; NOAH in Denmark; and CNC, CETRI, Fian and 11.11.11 in Belgium.

Campaign platforms Sum of Us, WeMove.eu and German change.org also came onboard, and by March **660,000 people** had signed a petition telling the Commission they did not want forests destroyed to make fake 'green' biofuels. During a four-week public consultation, more than **65,000 ordinary citizens** overcame the clunky and unfriendly mechanism set up by the Commission to send a clear message to end the practice.

Our coalition partners also took the fight to the streets. Groups of 'ape' protestors **descended** on EU embassies in European capitals and at the Commission building in Brussels. T&E also echoed the voices of Indonesian indigenous and civil society actors speaking out in defense of phasing out palm oil in biofuels. In an open letter to the European Commission, **hundreds of leaders** of Indonesian indigenous communities, smallholder organizations, human rights organizations and environmental NGOs warned of the potential environmental and human rights consequences of continued EU support for palm oil-based biofuels.

Imported deforestation

Ahead of the Commission's decision, we continued to inform the public and decision makers. In January we published a **study** that found a significant share of palm oil and soybean expansion happens on rainforests, forests, peatland and savannahs - land with high carbon stocks. Based on the most recent available satellite assessments, the report estimated that 31% of palm oil expansion globally takes place on forests, while 23% of the expanded production occurred on peatland (some

of which overlapped with forest conversion). At least 7% of global soybean expansion caused direct deforestation in the period 2012 to 2015, the study estimated.

We were also the first to **analyse** the latest data from OILWORLD, the industry's reference for vegetable oils markets. It showed that almost two-thirds of palm oil consumed in the EU was burned as energy. In 2018, 65% of all the palm oil imported into the EU was used for energy. 53% of all palm imports was used to make biodiesel for cars and trucks - an all-time high - and 12% to generate electricity and heating - another record. Palm oil used for biodiesel grew again in 2018 - by 3% - while the use of palm oil to make food and animal feed dropped significantly, by 11%. T&E said it patently showed that the imported deforestation from consuming palm oil in Europe was mainly driven by the biofuels policy.

EU PALM OIL CONSUMPTION BY END USE



Milestone

So, the writing was on the wall for the Commission when it **finally decided** that palm oil is not a green fuel and should not be promoted because it causes deforestation. The use of palm oil in diesel, which is driven by the EU's renewable energy targets, would be gradually reduced as of 2023 and should reach zero in 2030, according to its long awaited delegated act, although exemptions remained. T&E had helped Europe reach a milestone in the fight to recognise the climate impact of burning food for energy - though the loopholes meant some palm oil could still be promoted as a "green" road fuel.

"In Italy 95% of biodiesel is produced with palm oil (Transport & Environment data). The European campaign #NotInMyTank launched by a coalition of environmental NGOs asks for the ban on fuels produced with palm oil and stop subsidies from the European Union."

La Repubblica - 21/01/2019

Beyond Brussels, the fight against fake 'green' fuels was also raging in national capitals. In Rome, T&E, along with NGOs Legambiente and Movimento Difesa del Cittadino **took a case** to the Italian Competition Authority against ENI. The oil giant claimed its 'ENI diesel +' had positive impacts on the environment and reduced emissions by 40%. For the first time in Italian history, the government watchdog fined Eni with €5 million for greenwashing and misleading consumers.

In France, another energy giant, Total, had its plans to use palm oil **challenged**. Countering the intensive lobbying of the French oil major was the #NotInMyTank partner, Canopee. The French constitutional council ruled in favour of excluding palm oil from the list of biofuels that enjoy tax incentives. Total had estimated the incentives were worth between €70 million and €80 million a year.

League table

T&E was also concerned at national governments insufficient preparation to meet their decarbonisation targets for transport in 2030 and 2050. In a bid to spark debate at national level, we **analysed and ranked** the 28 draft national energy and climate plans. It showed that every country's climate measures for transport would fail to meet their own 2030 emissions targets. All countries would need to implement far more effective policies than had been proposed to date, T&E warned.

We also urged member states to support renewable electricity to move away from food-based biofuels. Most EU states have not incentivised the use of electricity in the same way they do with biofuels. But the revised renewable Energy Directive provides the opportunity to use renewable electricity to reach the EU target for renewable advanced fuels. T&E **published a paper** looking at how crediting systems in California and the Netherlands give fuel suppliers more options beyond biofuels to meet the targets, and how this could generate revenues to help finance a sustainable transition to electromobility.

Finance

FINANCE



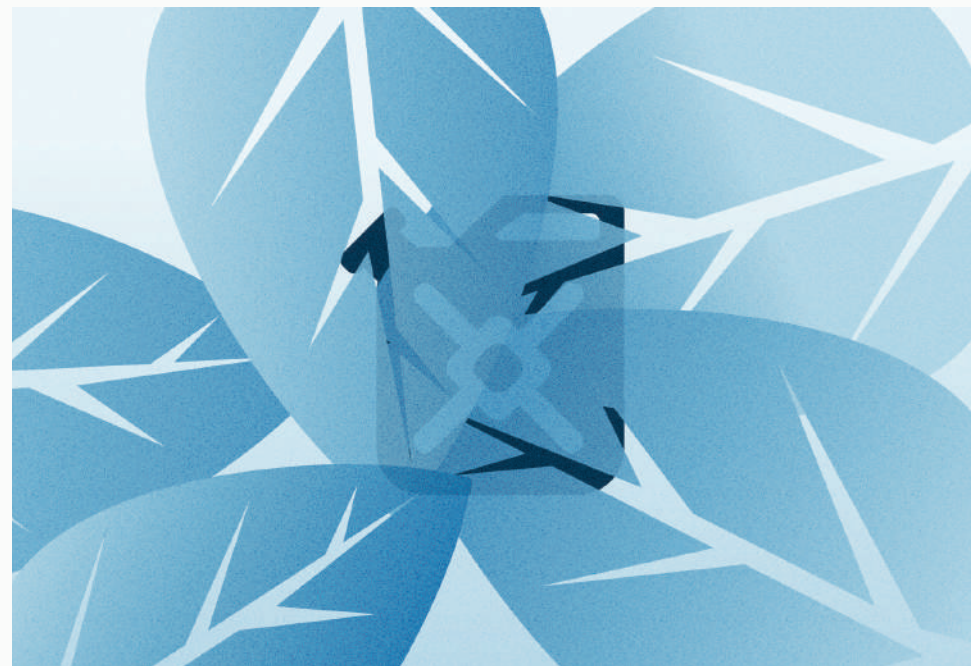
Money makes the world go round. Banks, investment and pension funds, insurance companies, etc, determine how much goes to different companies and thus decide who wins and who loses in the economic 'race'. Diesel or electric cars? Trains, buses or airplanes? Ultimately it is a matter of the capital made available to a specific technology. It's how Tesla got off the ground. So, Europe will not transition to a decarbonised economy unless the financial industry steers its funds towards sustainable economic activities. This is why in 2019 T&E started work on sustainable finance.

We helped guide MEPs and governments to agree **billions in EU spending** on more sustainable projects like electric vehicle re-charging points and public transport under the bloc's infrastructure budget.

We also focused on private funds. 'Sustainable' investment is big business: in 2018 almost 50% of the total managed assets in Europe - up to €12 trillion - were labeled 'sustainable investing assets'. But to date, there were no rules to govern what type of private investments could be labelled 'green'. So while banks and other players were offering green funds, there was no way of telling whether they were genuinely green. That's why T&E and other NGOs moved fast to make sure the European Commission's new 'green' investment list (the taxonomy) wouldn't be punctured with loopholes by the fossil fuel, transport and financial services lobbies.

Going public

As soon as the Commission's expert group published a **draft list of 'green' projects**, we realised that informing and mobilising the public would be the only way to get a list based on science. The draft marked a good starting point for the taxonomy, listing only cars with zero tailpipe emissions, such as electric and hydrogen vehicles, from 2026. It also excluded airports or any other project promoting aviation. However, it also left the door open to trucks and buses running on biofuels certified as having low indirect emissions. In effect any internal combustion engine vehicle could be declared green once if it was claimed they used biofuels.



To stop lobby groups pushing for loopholes to label fossil fuel vehicles and other dubious 'green' investments, T&E assembled a civil society coalition from around the continent. Together with WWF, Greenpeace, BirdLife Europe and others, we mobilised over 130,000 citizens to tell finance ministers and other lawmakers to **stop fake 'green'** investments being included.

Governments attempted to stall for time - requesting a two-year delay - as they worked out their differences. A compromise text negotiated by the Finnish presidency of the EU ambiguously defined 'transition activities', which could allow things like fossil gas to be labelled sustainable at a later stage. Germany, Austria and Luxembourg tried to block the vague wording. T&E and its green NGO partners alerted the public, forcing governments to back down.

On the drink

Talks between MEPs, the Commission and governments were on the brink of collapse before Christmas. The European Parliament resisted giving a ‘get out of jail free card’ for the financial sector whereby asset managers would be free from an obligation to disclose the extent to which their “sustainable” products were aligned with the EU’s definition. Furthermore, an attempt was made to politicise the scientific exercise of defining criteria and thresholds for economic activities to be considered aligned with the Paris objectives.

Governments were even willing to derail the law in the final hours of negotiations in order to protect the greenwashing of national industry by the financial sector. Their attempts were so blatant that T&E and others **called them out** publicly. Just days before Christmas, they were forced to back down and sign-off on a **progressive deal**: the taxonomy of environmentally sustainable activities would be based on scientific evidence rather than political compromises, and include disclosure requirements for the financial sector. Furthermore, corporations like Volkswagen and Siemens would also need to disclose the extent to which they’re engaging in economic activities as per the EU’s criteria.

As Brussels shut down for the holidays, T&E was getting warmed up for the next fight: over the actual list of sustainable investments - the so-called climate taxonomies - which must be published before the end of 2020. The Commission will also update the Sustainable Finance Action Plan in autumn, which will determine financial legislation for the coming years. The Commission will establish a Platform for Sustainable Finance in 2020 and T&E will work to ensure there is a strong civil society voice around that table. With uncertain economic times to come, it is fundamental that policies and measures are put in place that allow for truly sustainable finance to flourish.

Communications impact

In 2019, for the campaign #NotInMyTank, we led a coalition of 18 organisations based in 10 different countries

Output

Press releases	84
Publications	53
Opinion pieces	23
Bulletin articles	73
Infographics	303
Email alerts	26
Tweets	629
Facebook posts	93
Social media videos	30
Orangutan suits	30

Impact

9,115	Online articles
593,352,144	Estimated views
111	Countries
38	Languages
5,156	Bulletin readers
434,563	Website users
33,367	Online supporters
793,000	Petition signatures
5,001	Email alerts subscribers
10,788,122	Twitter impressions
22,989	Twitter engagements
3,461,568	Facebook impressions
4,925	Facebook post shares
4,459	Linkedin group members
2,850,713	Social media videos view



Our people

39 campaigners - 14 countries - 4 continents

Policy teams

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E-MOBILITY



Jens Müller

MANAGER, AIR QUALITY



Saul Lopez

MANAGER, E-MOBILITY



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POLICY OFFICER, CLEAN VEHICLES
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Lucien Mathieu

ANALYST, TRANSPORT &
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Our members

We represent 60 organisations in 26 European countries

Members



AUSTRIA



BELGIUM



BELGIUM



BELGIUM



BELGIUM



BOSNIA AND HERZEGOVINA



CROATIA



CZECH REPUBLIC



DENMARK



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FRANCE



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POLAND



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INTERNATIONAL



ITALY



ITALY



POLAND



SPAIN



SPAIN



UK

Our funders & finances

Transport & Environment gratefully acknowledges support from the following institutions in 2019:

Our funders

> € 750,000

European Climate Foundation

The Norwegian Agency for Development Cooperation

€ 750,000 - 500,000

ClimateWorks Foundation

€ 500,000 - 250,000

Oak Foundation

European Commissions

€ 250,000 - 100,000

Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

German federal Environment Agency (UBA)

Hewlett Foundation

KR Foundation

New Venture Fund

€ 100,000 - 25,000

BirdLife International

Connie Hedegaard

Seas at Risk

Transport for London

< €25,000

T&E members and support fees

FIA Foundation

Ministerie van Infrastructuur en Waterstaat

Norwegian Ministry for Climate and Environment

Private donations

Our finances

INCOMES (IN EUROS)

Membership fees	30,525	0,60%
EC Grants	577,835	11,60%
Governments	1,097,784	22,00%
Private - Foundations	3,263,671	65,40%
Financial income	1,265	0,00%
Other misc. Income	19,933	0,40%

TOTAL INCOME 2019
4,991,014

EXPENDITURE
(IN EUROS)

Personnel	2,443,581	50,00%
Travel and subsistence	237,070	4,80%
Research and consultancy	634,701	13,00%
Transfer to T&E members	351,134	7,20%
Subcontracting	600,173	12,30%
Depreciation and provisions	23,797	0,50%
Office costs	592,713	12,10%
Financial costs	4,891	0,10%

TOTAL EXPENDITURE 2019
4,888,060

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.

