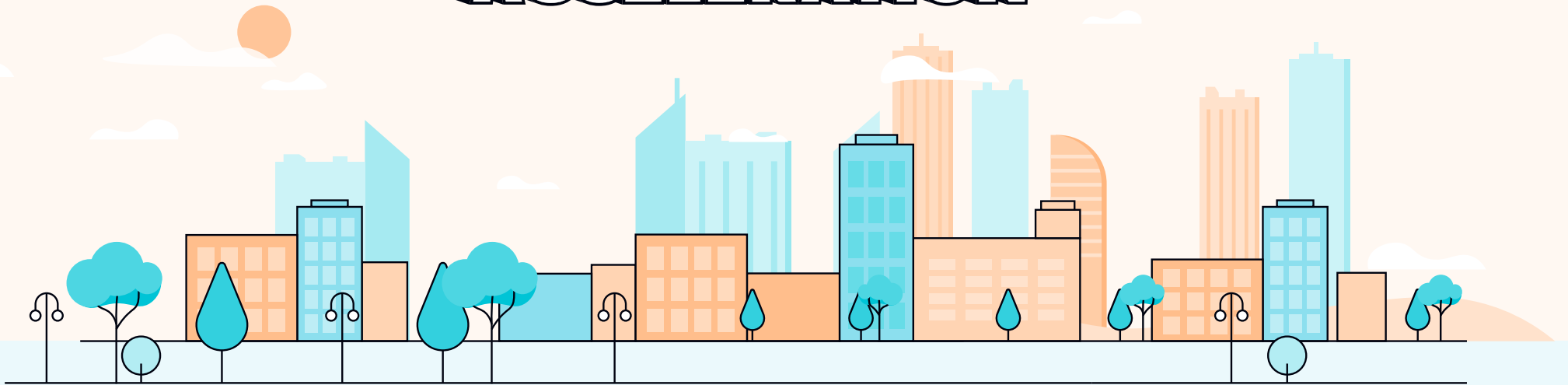


# THE **GREAT** ACCELERATION



# Table of contents

## Campaigns

- CLEAN VEHICLES ..... 4
- FREIGHT ..... 7
- ENERGY ..... 10
- CLEAN CITIES ..... 13
- AVIATION ..... 16
- SHIPPING ..... 19
- SUSTAINABLE FINANCE ..... 22

## Communications impact ..... 24

## Our people ..... 26

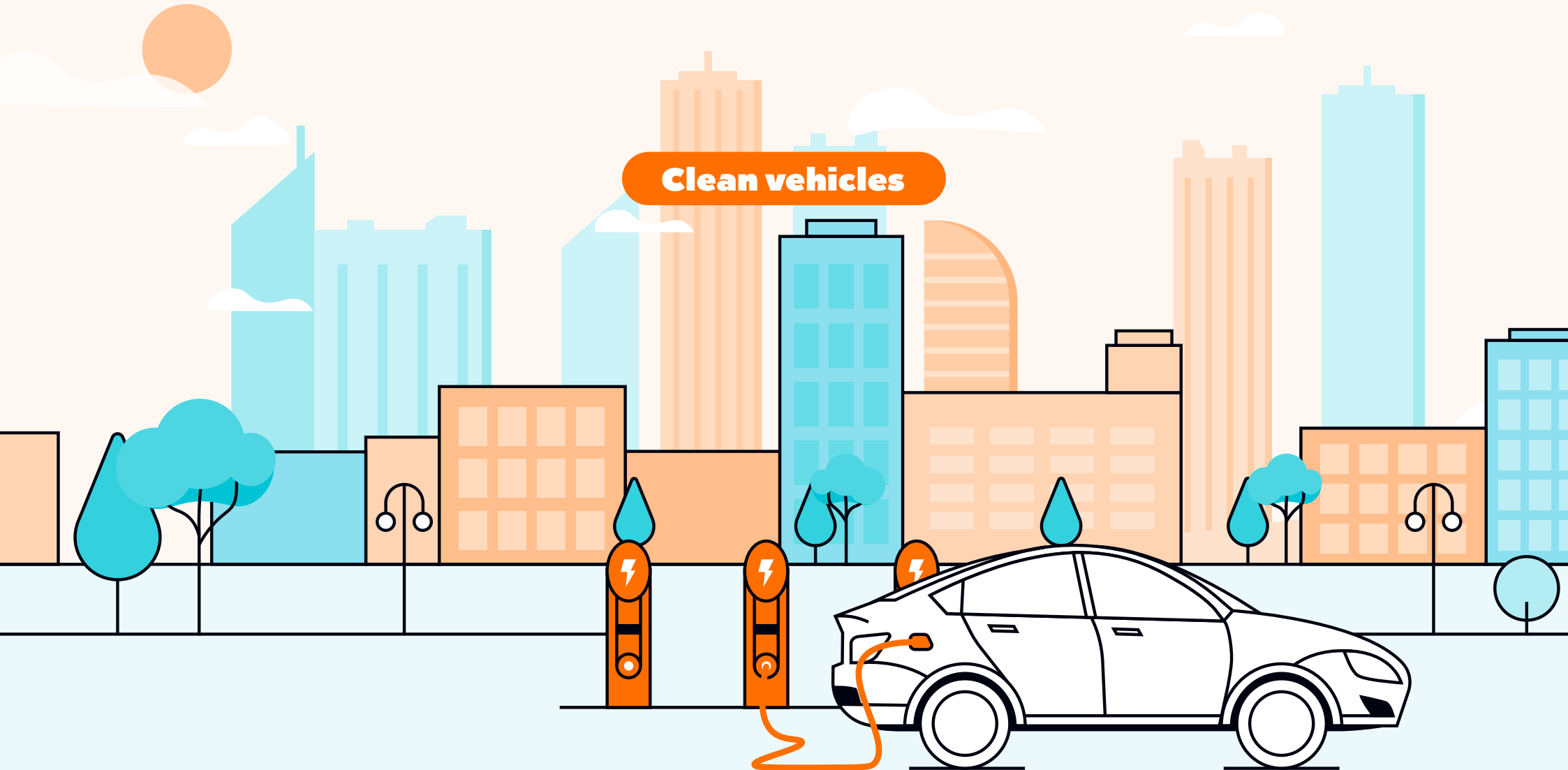
## Our members ..... 40

## Our funders & finances ..... 44

**While the world was locked down, transport's green transformation was being unlocked. From electric vehicles to aviation, a great acceleration was under way.**



## Clean vehicles



## The year of the electric vehicle

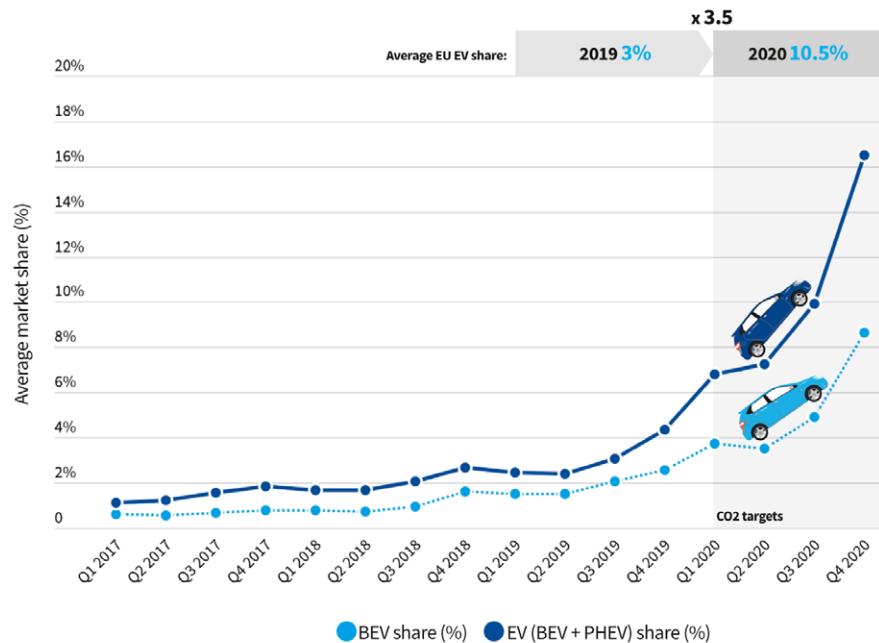
2020 was the most productive year to date in tackling the greatest source of transport emissions: internal combustion engine cars. It was the year of the electric vehicle in Europe, and it began with the quiet entry into force of the long awaited EU 2020/21 car CO2 targets. These require carmakers to invest in clean technology, mostly electric cars, and reduce carbon pollution from their car sales to 95g/km on average. Huge investments, a large selection of plug-in models and soaring sales followed. By the end of 2020 EVs made up 10.5% of sales across Europe, more than triple the previous year. T&E captured the trend in its annual cars CO2 report, positively dubbing it 'Mission Accomplished'. It goes without saying, there has never been a better time to buy a plug-in vehicle.

## No backsliding

A strong start to the year for EV sales looked to be derailed by the Covid crisis which drove Europe into lockdowns and economic uncertainty. With car dealerships closed through spring and delays in the production of new models, there were calls within the car industry to delay and relax the rules. In response, T&E assembled a coalition of cities, companies and NGOs to convince the European Commission to stay the course. The crisis was not an excuse to roll back climate progress, instead it was an opportunity to accelerate the green transition.

Recovery plans represented such an opportunity. Similar purchase subsidies and scrappage schemes in the aftermath of the financial crisis in 2008 helped consumers to buy new diesel and petrol cars. But more than a decade later, politicians stood firm against the industry's demands to subsidise all cars. This time round funding in Germany, France and – to a large extent – Spain and Italy focused on supporting sales of electric and low-emission models. The zero emissions momentum was back on track once again.

## EV and BEV share in the EU



## Tightening car CO2 standards

In September the Commission unveiled its plans to ramp up its 2030 climate ambitions to put itself on course for a zero-emission economy by 2050. The Commission announced plans to increase the 2030 car CO2 target and flagged the idea of setting an EU-wide end date for the sales of internal combustion engine technology. To support the electric momentum, it committed to the roll-out of one million public charge points by 2025, similar to what T&E recommended early in the year in its RechargeEU analysis.

However, despite this acceleration in EV sales, the EU risks slowing down if car CO2 standards between 2025 and 2030 are not tightened. This will be the battleground over the next year which will determine whether Europe picks up speed or slows down.

## Elsewhere

### UBER TO ELECTRIFY HALF ITS EUROPEAN FLEET

Uber will provide 50% of its rides in emissions-free vehicles across seven European capitals by 2025 following an 11-month [campaign](#) by Transport & Environment and seven NGO partners. The world's largest mobility platform pledged to clean up its act in Amsterdam, Berlin, Brussels, Lisbon, London, Madrid and Paris in response to the #TrueCostOfUber campaign, which urged it to ditch dirty vehicles and replace them with electric cars.

### A FIRST EVER SUSTAINABLE BATTERY LAW

The end of the year saw proposals to make battery supply chains ethical and more sustainable. A draft [battery law](#) was announced by the European Commission mirroring T&E priorities on batteries since the group joined the European Battery Alliance in 2017. This included lowering battery carbon footprint, ethical sourcing via mandatory due diligence and recovery targets (recycling) for key materials such as cobalt and nickel.

### EXPOSING THE PLUG-IN CON

With half of plug-in sales being plug-in hybrids in 2020, T&E [tested](#) and assembled evidence to expose the climate risks these "fake electric" cars pose. Often not designed to be driven in electric mode in real-world conditions, these large cars with small batteries often spew three to four times the CO2 levels that they advertise. Tightening the tests, reforming the tax incentives and allowing only zero emission cars to get rewards under the Car CO2 rules are all needed to close the current plug-in con.

**Freight**



## Fast tracked

A few years ago, the thought of producing a zero-emission truck would have seemed far-fetched. Yet owing to developments in battery technology, this has changed. By the end of 2020 electric trucks were already on the market. The trucking giants, Volvo and Daimler, committed to electrifying their entire fleets, while on the other side of the Atlantic, California adopted a sales mandate for zero-emission trucks. Can Europe’s policymakers keep up?

## A year of trucking milestones

Seven major truck makers (Scania, MAN, Volvo, DAF, Daimler, IVECO and Ford) announced a joint pledge that by 2040 all their new commercial vehicles will be ‘fossil free’ – a unique time in history where truckmakers seemed to jump ahead of what regulations require. This came after a long push from T&E, including joint letters with Unilever, Ikea, Nestlé, Unilever, REWE Group and AB InBev to EU Commission president [Ursula von der Leyen](#) and EU climate chief [Frans Timmermans](#).

Committing to fossil-free trucking is not sufficient in itself, however. This leaves the door open to using biofuels or e-fuels, and gives no guarantee that the tank cannot be filled with fossil fuels instead. A genuine commitment to steadily increase the production of zero-emission trucks is required, be it [battery electric or hydrogen fuel cells](#). Moving away from fossil fuels is a major step forward, now it is all about choosing the right technology for the different truck applications.

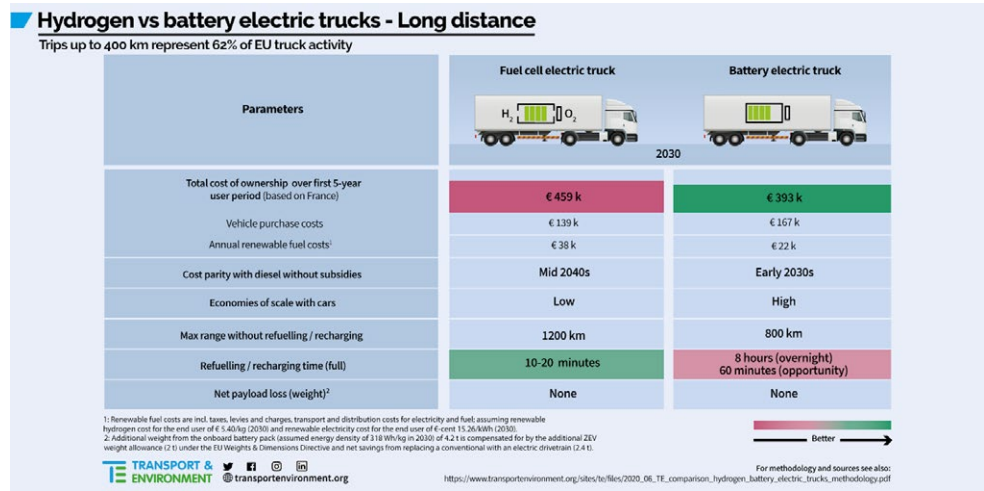
## European Clean Trucking Alliance

This summer 18 leading businesses and organisations (including T&E) launched the [European Clean Trucking Alliance \(ECTA\)](#) to call for the decarbonisation of road freight to meet EU 2030 emission targets. Some members of the alliance are already showing the way by using zero-emission rigs. Contargo, the biggest trimodal container network in Europe, is already deploying electric trucks while AbInBev is using them to transport bottles of Stella and Corona.

## Paying the right price

Truckmakers, logistics service providers and environmental organisations came together to ask EU governments to agree a common position on the long-delayed reform of European truck tolling; a revision designed to help cut CO2 emissions from new trucks. The [letter](#) was signed by truckmakers Scania and the Volvo Group, Clecat, T&E, and Dutch environmental organisation, Natuur & Milieu.

At the end of 2020, EU member states at last reached an agreement on a [Eurovignette](#) proposal which would allow hauliers driving emissions-free trucks to get at least 50% off road tolls. Now the clock is ticking to finalise the negotiations with the European Parliament and ensure polluting trucks pay for their pollution.





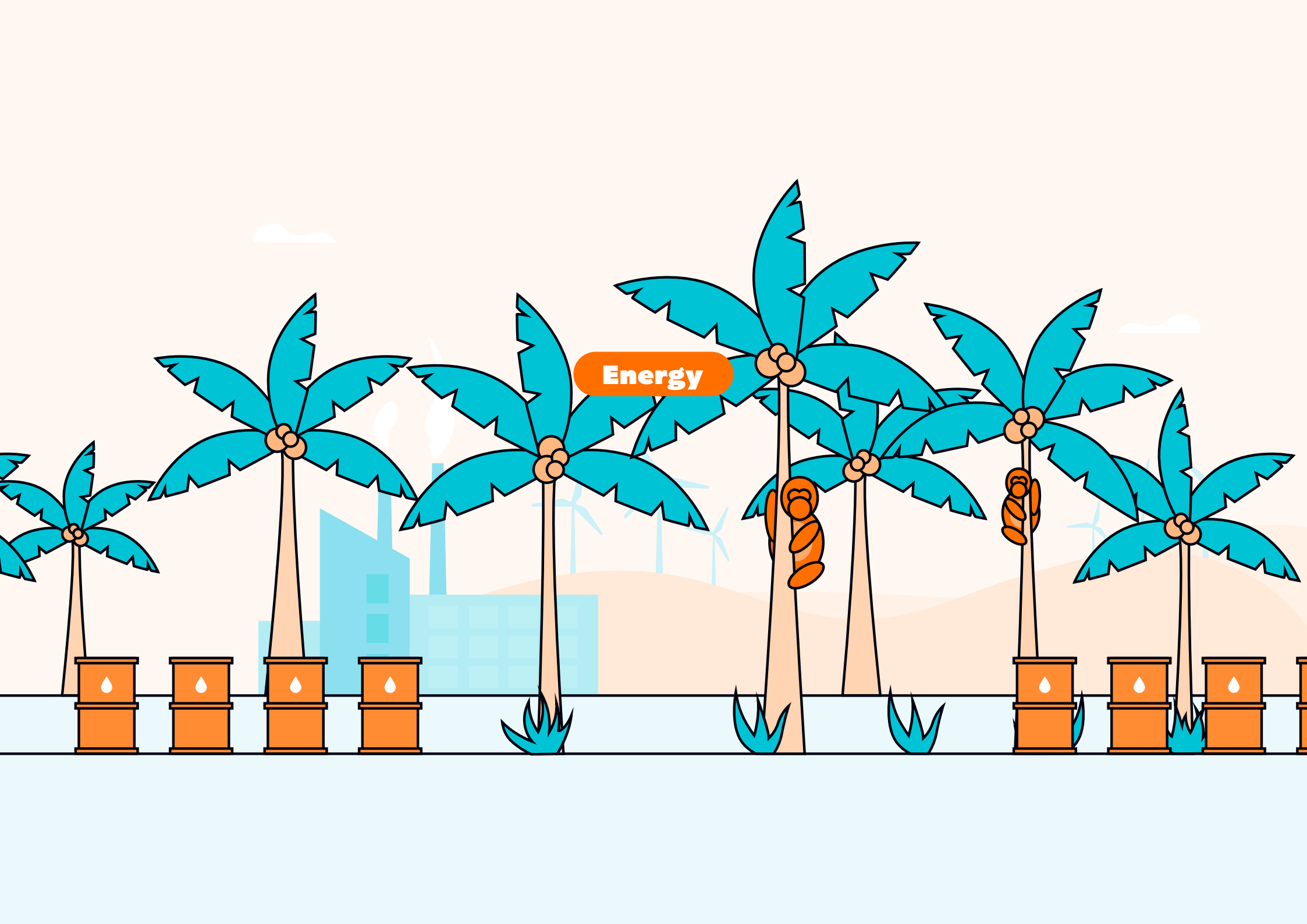
## No e-trucks without charging

The European Commission is developing new standards for safe and secure truck parking areas in Europe. Its ambition is to upgrade 300,000 truck parking places and create 100,000 new ones in Europe based on the new standards which provide good resting conditions.

An alliance of truckmakers, suppliers and NGOs (including T&E) came together to ask the Commission to require charging stations at truck parking. The alliance requested the installation of charging stations for refrigerated trucks in all upgraded, or new, parking areas, and to plan ahead for the future deployment of electric charging and hydrogen refuelling stations for zero-emission trucks.

## Sustainable and Smart Mobility Strategy

Finally, the Sustainable and [Smart Mobility Strategy \(SSMS\)](#) confirmed the review of the CO2 standards for trucks in 2022, including an extension of the scope to buses. T&E welcomed the strategy as it put forward measures to reduce transport emissions by at least 90% by 2050 compared to 1990. But the European Commission's milestone of 80,000 zero-emission trucks by 2030 is far far behind where the market is heading, as we saw from the announcements of Volvo, Daimler et al. Clean trucking is heading in the right direction, but policymakers need to speed up.



Energy

## The world has changed. Energy use will too

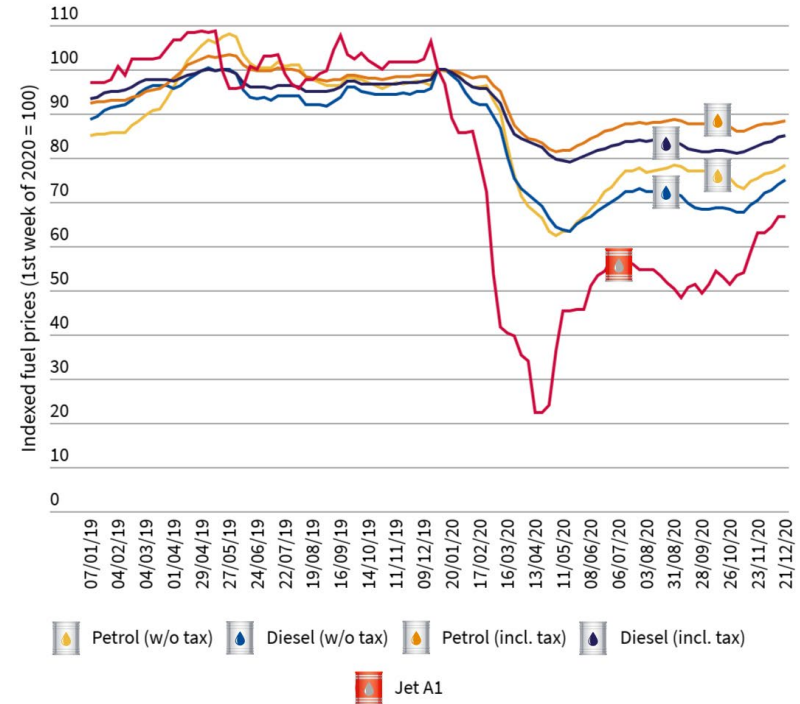
Renewables continued to take an ever greater energy share in 2020. But with biomass burning on the up, too, the fight over the right kind of renewables continues. And while T&E was helping to ensure more zero emissions vehicles were on the road than ever before, oil came down from its 2019 high. We may never see those highs again. Meanwhile, hydrogen was the year’s buzzword, but the debate over its precise role in transport decarbonisation remains open.

## The year that oil demand sank

Because of lockdowns and travel restrictions, global oil demand dropped by 29 millions barrels per day in April 2020, the worst fall in the history of the oil markets. 2020 was also the year when something unprecedented happened. US oil prices dropped below zero for the first time in history due to oversupply and limited storage capacity. Demand across the world remains low. Only reduced supply is dragging prices back up.

The impacts of the 2020 pandemic, especially the economic crisis, will be felt for years with many societal changes set to endure. Business travel could be widely replaced by Zoom and Teams, and the morning commute may never be the same again as workers get used to home comforts. Other changes could be more damaging, however, with home deliveries surging. The world has changed. Energy use will too.

## Energy prices fall



Source: Petrol and diesel: European Commission, Weekly Oil Bulletin; Jet A1: IATA fuel monitor

## The EU’s hydrogen push

In 2020, hydrogen made it high on the EU agenda. In July, the European Commission released its hydrogen strategy as a **clear signal** for prioritising hydrogen use in hard-to-decarbonize sectors like

aviation and shipping. Unfortunately, however, the Commission left the door open to supporting fossil-based hydrogen. Later in the year, T&E released a [report by Ricardo Energy](#) emphasising the importance of efficiency. The report concluded electrofuels would be wasted on cars while it is badly needed to decarbonise planes and ships. Powering just 10% of cars, vans and small trucks with hydrogen and 10% with e-diesel would require 41% more renewables in 2050 than if they were electric vehicles running on batteries, according to the study.

## The fight against biofuels goes on

Biofuels such as palm oil continue to present a major challenge. According to a [study](#) for the European Commission, biodiesel from palm is three times worse for the climate than regular diesel when indirect emissions are accounted for, while soy diesel is two times worse.

Early in the year T&E participated in the lawsuit which led to Italian oil giant Eni being slapped with a [€5 million fine](#) over its greenwashing of palm-oil based diesel as 'green'. The company ran a marketing campaign that deceived consumers by claiming its 'Eni Diesel+' has a positive impact on the environment.

Following this, the company announced it would [ditch](#) palm oil diesel by 2023. In a written response to Italian T&E member Legambiente, submitted for their annual general meeting, the energy company stated: 'As part of its decarbonisation strategy, Eni is substantially reviewing its supply chain in order to eliminate the use of palm oil and PFAD by 2023'.

A T&E [study](#) brought this much closer to home by showing that European drivers burn 100 times more palm oil in their tanks than is in the 40 billion Oreo cookies consumed worldwide every year. It found that the amount of forest-ravaging palm oil used to make EU 'bio'-diesel increased 7% the year before, reaching an all-time high of 4.5 million tonnes.

Growing evidence that indirect land-use impacts made some biofuels worse for climate change than diesel has led to a change of policy direction, notably away from palm oil. But it isn't just palm oil. As use of palm oil is expected to recede between now and 2030, the gap in the EU biofuels market is likely to be filled by soy, which presents its own deforestation problems.

Mindful of this danger, T&E commissioned a [report](#) by expert consultancy Ceruly, which shows that

soy cultivation is a major cause of deforestation in the Amazon and other critical ecosystems in Latin America, and that additional demand for soy diesel as a biofuel on the European market would exacerbate the problem. Based on this new piece of evidence, T&E is asking soy biodiesel to be phased-out, together with palm oil, as soon as possible.

The fight goes on.

## Progressive measures on biofuels at the national level

At the [national level](#), countries are moving forward with more progressive measures on biofuels, setting earlier dates for ending the support of palm oil in diesel than what the EU requires.

France decided early on to end the tax incentives to palm biodiesel and it recently extended the measure to soy and palm derivatives. Italy is considering similar measures to apply from 2023 onwards. Meanwhile, Denmark adopted measures to end the accounting of palm oil biofuels towards its renewable targets from 2021. More recently, [Germany announced](#) that incentives for the use of biodiesel made from palm oil would end by 2026 – four years ahead of the EU's phase-out date.

## #Together4Forests

The [#Together4Forests](#) campaign supported by T&E saw more than a million people call for a strong, new EU law to stop EU-driven deforestation, sending a powerful signal to the European Commission and national governments – the second largest public consultation on environmental issues in the history of the EU.

T&E will continue to accelerate the transition away from oil – and from crop biofuels.

An illustration of a clean city scene. In the foreground, a person with dark curly hair, wearing a white long-sleeved shirt and orange pants, is riding a black bicycle from left to right. To the right, a person with light blue hair, wearing a white shirt, orange pants, and a black shoulder bag, is walking and looking at a smartphone. The background features a city skyline with various buildings in shades of orange and light blue. A street lamp with two circular lights stands in the middle ground. The text "Clean cities" is written in white on an orange rounded rectangular sign. The overall style is flat and modern with a limited color palette.

**Clean cities**

## A breath of clean air

In 2020 city life came to a standstill. Bars, restaurants, cafes and clubs bolted their doors as European cities sought to stop the spread of Covid-19. Yet it wasn't all bad for urban life. Lockdowns brought clearer skies and less polluted cities and thousands of cycle lanes and pedestrian zones were created to aid social distancing.

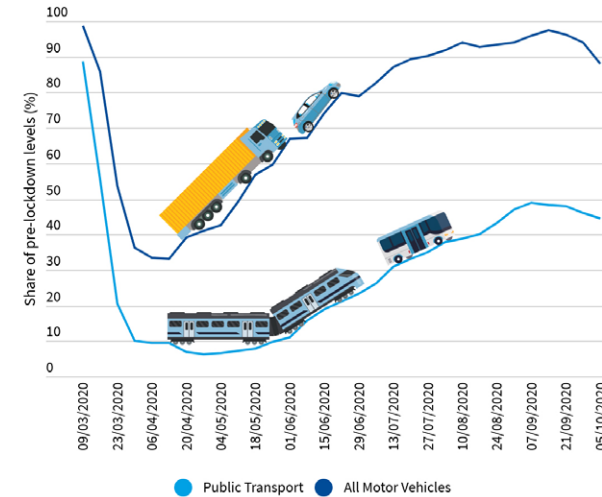
Things are unlikely to return to normal. The morning commute in particular may never be the same again as workers and businesses get used to working from home. However, with fears of airborne infection still at large, urban transport has taken a hit. This will need to change to avoid cities backsliding to pre-Covid pollution levels.

## Residents don't want to see air pollution levels return

Between 14 and 21 May, T&E, together with YouGov, surveyed over 7,000 adults in 23 metropolitan areas: Barcelona, Madrid, Rome, Milan, Paris, Marseille, Lille, Lyon, Toulouse, Nice, Brussels, Berlin, Hamburg, Köln, Frankfurt, Munich, Greater London, Greater Manchester, Birmingham, Leeds and Glasgow, as well as the Belgian regions of Flanders and Wallonia. Results showed that a clear majority of urban residents across the continent did not want to see air pollution return to pre-COVID-19 levels. They supported profound changes in transport, like banning dirty cars from city centres and protecting clean air. It was mentioned in 133 newspapers covering 22 countries and reached more than 18 million people.

Despite this, backsliding didn't take long. In June, a T&E commissioned study found that large European cities had seen a significant decrease of air pollution following the outbreak of Covid-19, but that air pollution climbed back up towards pre-Covid levels in all cities as soon as lockdown ended.

## Public transport's slow recovery in the UK



Source: Centre for Cities (2020), Figure 5. Elaborated from DfT. Note: Public Transport includes buses, national rail, London Tube.



*Example from the UK of public transport rebounding slower than private motor vehicles*

This is in part caused by fears over public transport. Another T&E-commissioned report highlighted the risk of an increase in car usage after lockdown measures were lifted. This report was promoted at national level thanks to T&E and the help of a coalition of five organisations: Greenpeace Belgium, Les chercheurs d'air, Alternatiba Paris, Legambiente and Ecologistas en Acción.

## Paris, summer 2020

In Paris, where T&E started the pilot Clean Cities campaign, we ran a petition calling on the future mayor of Paris to halve road traffic by 2026. This petition gathered more than 9,000 signatures and was supported by the transport deputy mayor at the time. In the lead-up to the election, Alternatiba organised two 'citizens empowerment' actions and produced a strong social media campaign, which was retweeted by Anne Hidalgo herself.

## Rome, autumn 2020

T&E, together with its Italian partner's Legambiente, put consistent pressure on the local administration in Rome to pedestrianise one of the roads around the Colosseum. The government finally agreed and a portion of via San Gregorio — which links Circo Massimo to the Colosseum — is set to become an exclusive bike and pedestrian path for the citizens of Rome early this year. This was the first step in bringing this ancient area of Rome into the pedestrianised GRAB network (a 46-kilometer loop around Rome), taking it back for the city dwellers - and the climate.

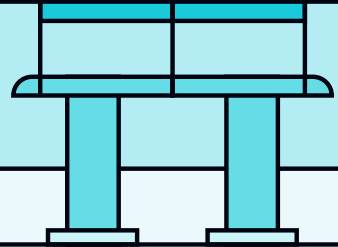
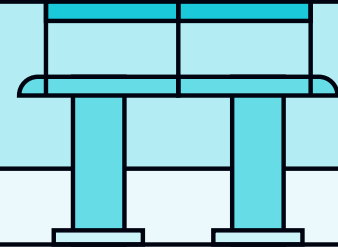
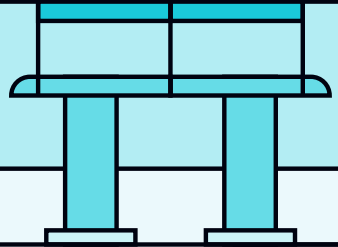
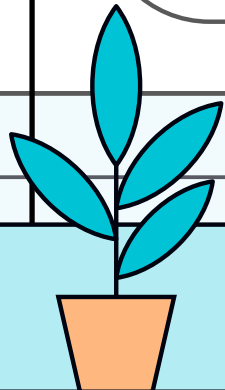
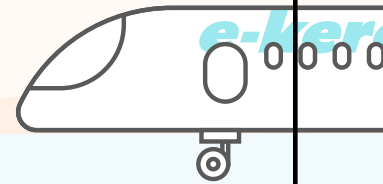
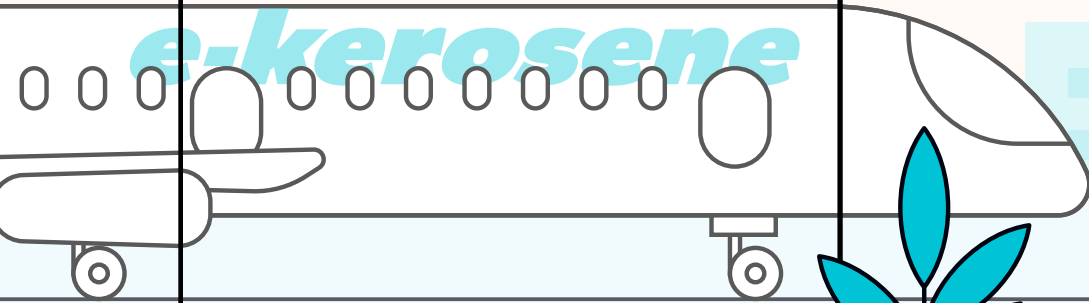
## What to do with all that public space?

T&E's proposal came first in [a public consultation](#) asking what we should do with public space if we don't use it to park cars anymore. T&E asked for car parking spaces in front of schools to be used to create space to play, relax and for other recreational activities.

## Will it last?

2020 accelerated social trends and attitudes that have the potential to clean up urban transport. Citizens have had a taste of clean air and there is a greater appetite for reclaiming public space. Will it stay that way when life returns to normal speed? The year ahead will be crucial.

**Aviation**





## Greening aviation before take-off

There were few more defining transport trends in 2020 than the near absence of flights from our skies. Following the Covid-19 outbreak, business trips were moved online while holidaymakers were forced to vacation closer to home. This led to a short-term decrease in aviation emissions. However, air traffic is expected to return as restrictions on movement are lifted.

But the year did see progress in clean aviation fuels, especially e-kerosene and the EU pressed ahead with ambitious measures for the sector under its Green Deal. Much still needs to be done, though. With many airlines now at the mercy of public bailouts, now is the time for policymakers to push for green conditionality and ensure the public’s demand for climate action is fulfilled.

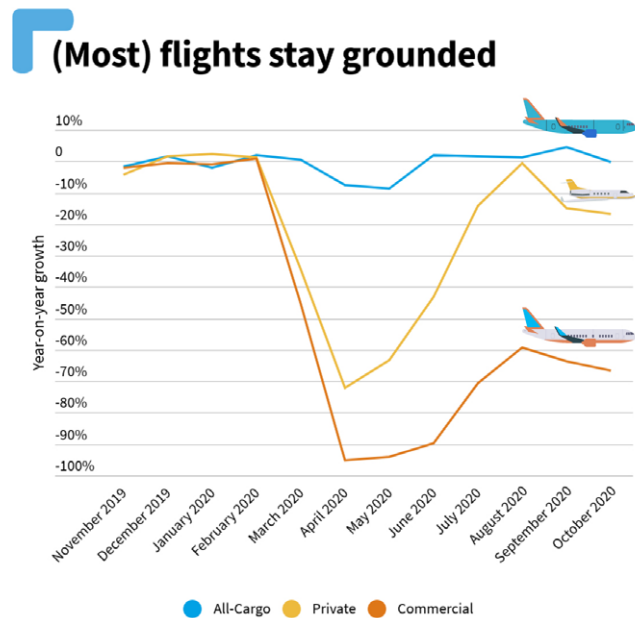
## Before life stopped

In January, as part of the Green Deal, the European Commission announced a new legislative initiative called [ReFuelEU](#) which should set the necessary framework to drive the uptake of sustainable advanced fuels (SAFs) by airlines. New fuels that can be dropped into existing aircraft, with no need for a redesign, offer the most effective means of cutting emissions from the sector. ReFuelEU will be the first ever EU piece of legislation specifically dedicated to regulate aviation fuels. However, for this to be successful, the Commission needs to ensure it prioritises e-kerosene and does not set targets that are so high they encourage the use of unsustainable alternative fuels – such as [biofuels](#).

## Post-Covid recovery

Then the pandemic hit. With flights cancelled across the continent, European airlines turned to governments to bail them out; bailouts conspicuously lacking in green conditionality. In response, Transport & Environment, Carbon Market Watch and Greenpeace created an [airline bailout tracker](#) using publicly available data to keep track of how much airlines receive. Without green conditions, they fear, public money will simply be used to fund airlines’ polluting practices.

More promisingly, as part of its Covid recovery, the European aviation sector adopted more ambitious climate goals in a [round table report](#) which was agreed with industry, T&E and other representatives of civil society (unions, passengers). The report commits to 2019 being the peak year for emissions, significant cuts to emissions by 2030, and net zero for all flights departing from Europe by 2050. All signatories also agreed that the bloc’s carbon market, which includes flights within Europe, needs reform.

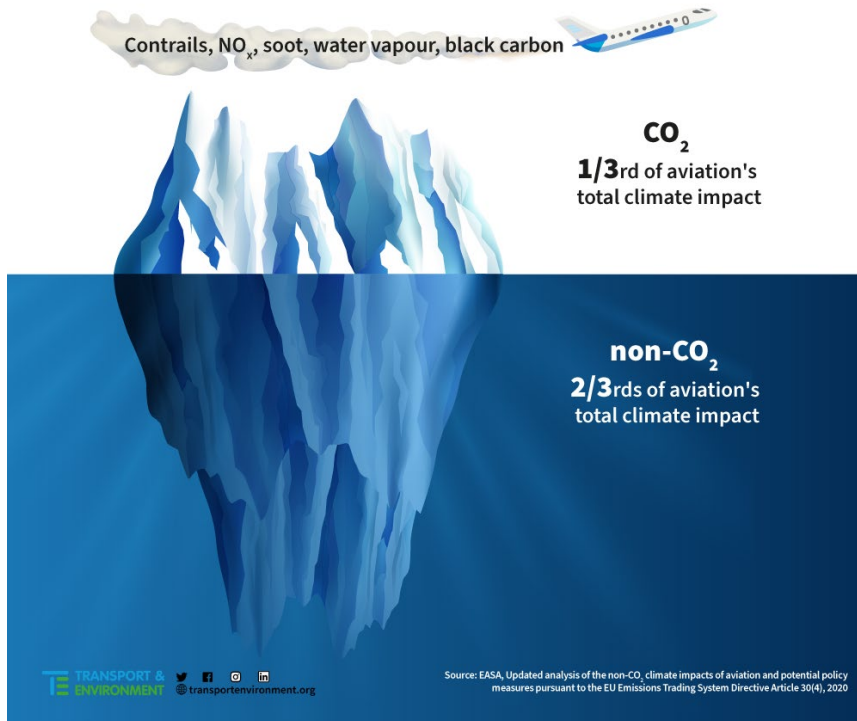


Source: Eurocontrol STATFOR platform

## It's not all about CO2

Yet it isn't just CO2 we should be worried about. The European Commission published a [report](#) on aviation's non-CO2 climate impact. The study provided a long overdue admission that CO2 emissions are only the tip of the iceberg when accounting for the true effect of flying on global warming, which is now estimated to be three times that of CO2 alone. Non-CO2 impacts were also included in the EU's Sustainable Smart Mobility Strategy, which commits to follow-up on the report findings, as well as cut emissions from short haul aviation.

### Non-CO<sub>2</sub>: the hidden side of aviation's total climate impact



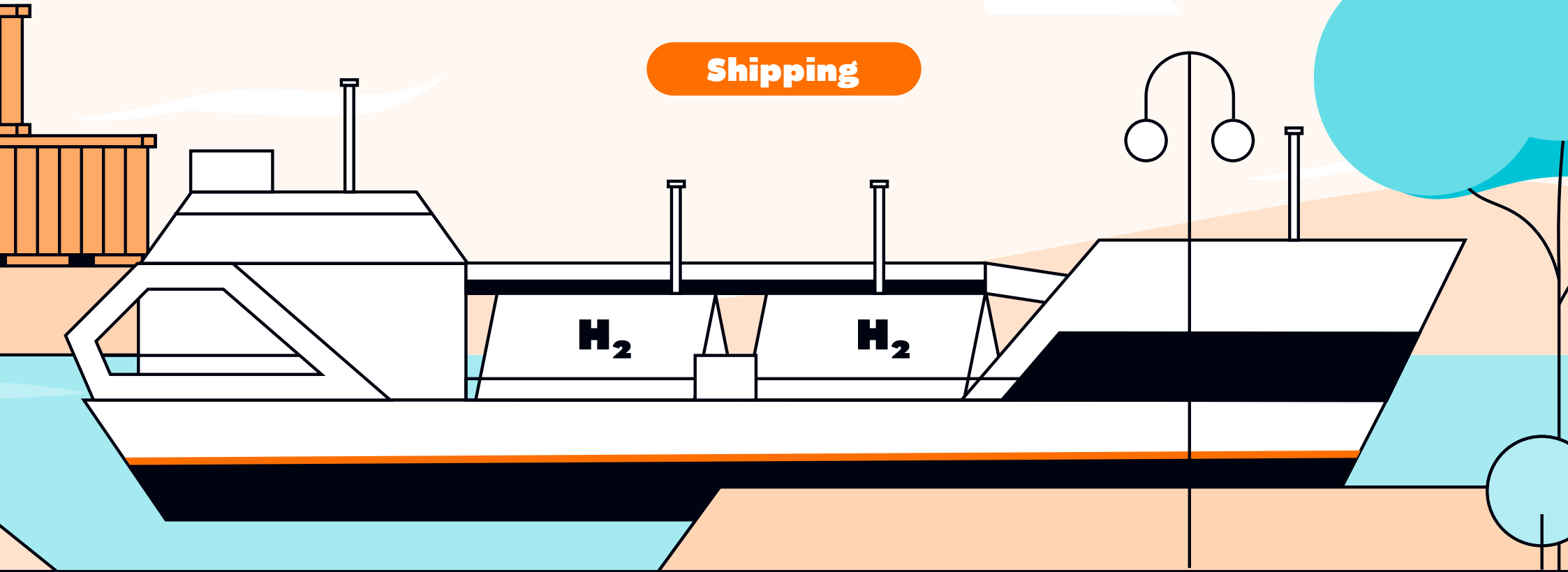
## Airbus and the planes of the future

2020 saw the airline manufacturing giant Airbus publish three concepts for zero-emissions airplanes to be powered by hydrogen with ranges similar to current aircraft used for intra-EU travel. Whether they truly mark the beginning of a serious change in aircraft design depends on what Airbus and governments do next. But they are a sign the company recognises that aviation's blind reliance on fossil-fuelled jet engines has an end date. Whether that end comes soon enough for the climate depends on whether we introduce binding CO2 targets accompanied by laws that provide investment certainty for zero-emission fuels and aircraft.

## And it's not all about clean fuels

A study commissioned by T&E found that an ambitious shift from air to rail would have limited, though important, potential for emissions savings. T&E recommended that, as part of the EU's long-term decarbonisation strategy, improvements are made to develop a Europe-wide connected rail system combined with tax policies targeting aviation to deliver fair ticket prices that reflect the environmental impacts.

# Shipping



## A fair wind

2020 was a choppy year for shipping. The pandemic initially threatened to bring global seaborne trade to a standstill while the world sought to stop the spread of the virus. But most of the industry bounced back, not least on the heels of lockdown-driven trade activity via Amazon and other online platforms. On the environmental front, the year saw major advancements in green shipping technology, but realising this potential will need a greater political effort. Importantly, 2020 saw a growing acknowledgement that the industry needs to start paying for its pollution.

## Slow moving politics, fast moving tech

Political action on shipping emissions was slow going. Key climate negotiations at the International Maritime Organisation (IMO) were initially delayed, then ended up with greenwashing. The failure by the UN agency was so stark it was explicitly denounced by Laurence Tubiana, the architect of the Paris Climate Agreement, and criticised by the UN Secretary General Antonio Guterres.

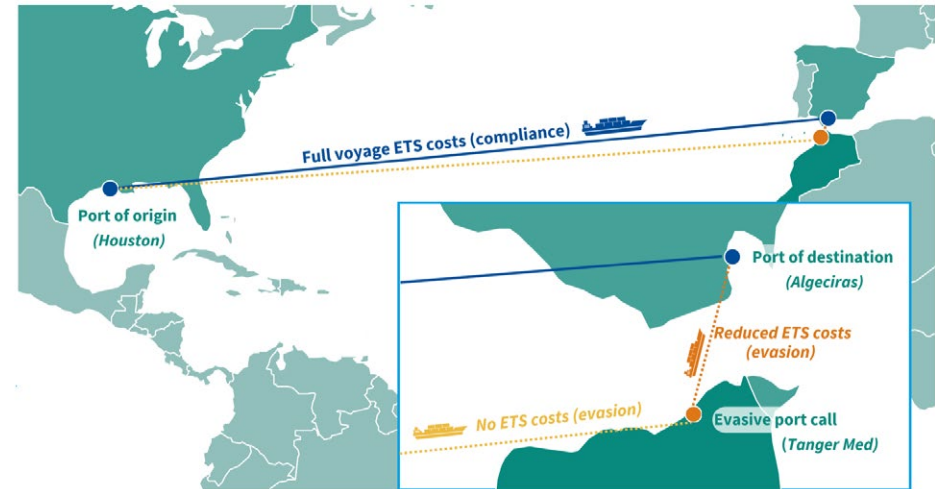
And in 2020 the container shipping operator, the Mediterranean Shipping Company (MSC) climbed up in the list of the EU's top 10 carbon emitters - ahead of Ryanair and two power stations in Germany and Poland. An ominous sign.

## European Parliament votes to clean up shipping

Yet a major breakthrough was made at the European Parliament level with MEPs voting to apply the 'polluter pays' principle to shipping by including it in the EU emissions trading system (ETS). They also called for a 40% carbon intensity reduction target to apply to ships when they are in operation to be met by 2030, and that ships must also be emissions free at berth by 2030, which will stop maritime transport from polluting cities while ships are docked in Europe's ports.

The European Green Deal committed to extending the EU carbon market to the maritime sector. The European Commission is now weighing up whether to include inter-European trade only or complete coverage of all incoming and outgoing trips. T&E's study helped to debunk claims that shippers would simply evade a long-distance ETS by uncovering the minimal benefits of evasion.

## What is an evasive port call?



## A hydrogen strategy for the future

Technological developments were far more promising. In July the European Commission released its [Hydrogen Strategy](#) - a blueprint for economic recovery and green technological transition. William Todts, executive director at T&E, said at the time "this is the right plan at the right time. Hydrogen is the missing link in Europe's strategy to decarbonise planes and ships where electrification is not an option".

## Recognition of shipping in the Smart and Sustainable Mobility Strategy

The year ended with the European Commission publishing its Smart and Sustainable Mobility Strategy (SSMS) where it recognised shipping's climate impact, while reiterating its commitment to include the sector in the EU carbon market and stating the need to deploy alternative marine fuels. The SSMS also set the ambitious goal of deploying the first ocean-going zero-emission fuel by 2030.

## The industry unveils the ships of the future

Despite the looming economic uncertainty, there were important advances within the industry. MAN and Wärtsilä declared a race to deliver the first dual-fuel ammonia engines by 2024. This was followed by one of the world's largest shipyards, South Korean Daewoo (DSME), announcing the possibility of commercialising a large ocean-going zero-emission vessel by 2025 using ammonia technology.

Other announcements were to follow. Two Belgian companies, the shipowner CMB and engine manufacturer ABC, launched the first dual-fuel hydrogen engine, which could power coastal vessels or serve as auxiliary power generators for long-distance shipping.

And it wasn't just ships carrying cargo that were set for a makeover. The Danish ferry operator DFDS announced plans to deploy a large zero-emission hydrogen fuel-cell vessel sailing between Oslo and Copenhagen by 2027. The ferry will be able to sail more than 1,500 km on a single hydrogen tank while carrying 1,800 passengers and more than 2,000 passenger cars.

## Not on dry land yet

The battle is far from won, though. Clean fuels risk being overlooked in favour of biofuels and liquified natural gas (LNG). T&E will be on the frontline in 2021 to make sure that the fuels powering Europe's ships in the future are the right ones.

**BANK**

**Sustainable finance**

**TAXONOMY**

- ▲ ZERO-EMISSIONS VEHICLES
- ▼ GAS
- ▲ BIOFUELS
- ▼ NUCLEAR
- AVIATION
- SHIPPING



## Money, money, money

Back in April 2020, the EU found itself facing not just a severe health crisis but an economic one, too. The deepest recession since the second world war pushed a number of highly indebted countries on the brink of debt default, and posed an existential risk to the Union. Coerced into solidarity, heads of state decided to launch a massive stimulus plan and use Brussels' institutions to foot part of the bill for the crisis. Next Generation EU - the union's recovery plan - was announced, including a whopping €600 billion of 'climate spending' for the next seven years. If spent correctly, this would enable Europe to accelerate its transition towards a zero-emission mobility system.

## Taxonomy regulation

With Next Generation EU dwarfing pretty much everything else in finance, the launch early in the year of the [taxonomy regulation](#) - the world's most advanced set of rules for green finance - went somewhat unnoticed. T&E played a major role in shaping the regulation that establishes what banks and investment funds can call 'green', in favour of zero-emissions vehicles. From 2026 only zero-tail-pipe emissions vehicles can be defined as sustainable. For trucks the regulation is even stricter, allowing only zero-emission or low-emissions trucks to be labelled green (ruling out almost all of the models commercially available today).

## #GreenRecovery

The taxonomy regulation was eclipsed however by the EU's Covid-recovery package. Although €600 billion was earmarked for green spending, the operational guidelines remained quite vague, leaving the door open for greenwashing. As a consequence, the handful of member states that would receive more than 50% of the funds (Italy, Spain, France and Poland) were given the possibility to invest so called green funds in a number of polluting activities, such as gas powered energy, biofuels and more.

To ensure the recovery fund is truly green, T&E led an EU-wide campaign for a green and just recovery that was endorsed by 130 NGOs and 1.3 million people. As a result the EU increased the green share of the €2 trillion stimulus package and the seven-year budget from 25% to 30%. Most notably, the share

of the Recovery and Resilience Facility was increased to 37%, dedicating a whopping €250 billion to climate-friendly investments in just 2 years, making it the world's largest ever green stimulus package.

## T&E appointed to the Platform for Sustainable Finance

In recognition of its work and expertise, T&E was appointed by the European Commission as a member of the expert group, the Platform for Sustainable Finance. The group defines the sustainability criteria for the financial industry. T&E holds one of 30 seats in the technical working group and leads the 10 experts in the transport sector team.

## A once in a generation opportunity

2020 was a difficult year for everyone but recovery spending offers a major opportunity to green Europe's economy. T&E will fight to ensure that this means cleaning up the transport and energy sector.



# **Communications impact**

**THE PANDEMIC AND HOMEWORKING DIDN'T LESSEN OUR  
IMPACT AS WE GREATLY EXPANDED OUR REACH IN 2020**



## Output

Press releases	92
Publications	83
Opinion pieces	45
Bulletin articles	69
Infographics	146
Email alerts	49
Tweets	1301
Facebook posts	462
Social media videos	42
T&E hosted events	12

## Impact

11,474	Online articles
973,083,621	Estimated views
117	Countries
41	Languages
5,669	Bulletin readers
724,768	Website users
43,512	Online supporters
3,250,000	Petition signatures
7,710	Email alerts subscribers
17,833,000	Twitter impressions
14,159	Twitter engagements
3,491,346	Facebook impressions
3,028	Facebook post shares
4873	Linkedin group members
3,024,447	Social media videos view
3,444	Event attendees



# **Our people**

**63 ADVOCATES - 14 COUNTRIES - 4 CONTINENTS**



**William Todts**

EXECUTIVE DIRECTOR

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## Policy teams

ROAD



**Julia Poliscanova**

DIRECTOR, CLEAN VEHICLES AND E-MOBILITY

Clean vehicles



**Jens Müller**

MANAGER, AIR QUALITY



**Saul Lopez**

MANAGER, E-MOBILITY



**Lucien Mathieu**

ANALYST, TRANSPORT & E-MOBILITY



**Anna Krajinska**

EMISSION ENGINEER



**Alex Keynes**

MANAGER, CLEAN VEHICLES



**Cecilia Mattea**

CLEAN VEHICLES OFFICER



**Griffin Carpenter**

COMPANY CARS ANALYST



**Yoann Gimbert**

EMOBLITY ANALYST

**Freight**



**Tiziana Frongia**

MANAGER, AIR QUALITY



**James Nix**

MANAGER, FREIGHT



**Fedor Unterlohner**

FREIGHT AND INVESTMENT OFFICER



**Pauline Fournols**

CLEAN FREIGHT POLICY OFFICER

**NON-ROAD**



**Carlos Calvo Ambel**

SENIOR DIRECTOR, NON ROAD AND ANALYSIS

**Aviation**



**Andrew Murphy**

DIRECTOR, AVIATION



**Jo Dardenne**

MANAGER, AVIATION



**Matteo Mirolo**

AVIATION OFFICER

Shipping



**Faig Abbasov**

DIRECTOR, SHIPPING



**Lucy Gilliam**

AVIATION AND SHIPPING CAMPAIGNER



**Jacob Armstrong**

SUSTAINABLE SHIPPING OFFICER



**Delphine Gozillon**

SUSTAINABLE SHIPPING OFFICER

Energy



**Laura Buffet**

DIRECTOR, ENERGY



**Geert De Cock**

MANAGER, ELECTRICITY AND ENERGY



**Suren Rangaraju**

ENERGY ANALYST

**Trends and analysis**



**Thomas Earl**

MANAGER, MODELLING AND DATA ANALYSIS



**Juliette Egal**

DATA ANALYST



**Simon Suzan**

DATA ANALYST



**Valentin Simon**

DATA ANALYST

**Climate**



**Sofie Defour**

CLIMATE MANAGER



SUSTAINABLE FINANCE



**Luca Bonaccorsi**

DIRECTOR, SUSTAINABLE FINANCE  
AND DIGITAL ENGAGEMENT



**Anna Grabowska**

SUSTAINABLE FINANCE MANAGER



**Giorgia Ranzato**

SUSTAINABLE FINANCE OFFICER

CLEAN CITIES



**Barbara Stroll**

DIRECTOR, CLEAN CITIES CAMPAIGN



**Lauren Reid**

MANAGER, INTERNATIONAL CLEAN  
CITIES CAMPAIGN



**Sophie Bauer**

FREIGHT AND INVESTMENT OFFICER



**Cristina Aroldi**

COMMUNICATIONS AND MEDIA  
MANAGER

## Support teams

### COMMUNICATIONS



**Eoin Bannon**

MANAGER, MEDIA



**Sandra Riano**

MANAGER, DIGITAL MARKETING



**Pierre Dornier**

CAMPAIGNER, CLEAN AIR



**Zsigmond Kovács**

VIDEO CREATOR



**Sofia Alexandridou**

GRAPHIC DESIGNER



**Sam Hargreaves**

COMMUNICATIONS OFFICER



**Chris Bowers**

T&E BULLETIN CO-EDITOR

NATIONAL OFFICES



**Nora Christiansen**

SENIOR DIRECTOR, NATIONAL OFFICES



**Stef Cornelis**

DIRECTOR, GERMANY



**Isabell Büschel**

DIRECTOR, SPAIN



**Diane Strauss**

DIRECTOR, FRANCE



**Greg Archer**

DIRECTOR, UK



**Veronica Aneris**

DIRECTOR, ITALY



**Jekaterina Boening**

SENIOR POLICY MANAGER, GERMANY



**Fredericke Piper**

POLICY OFFICER, E-MOBILITY,  
GERMANY



**Matt Finch**

POLICY MANAGER, UK



**Morgan Jones**

DATA ANALYST, UK



**Carlo Tritto**

POLICY OFFICER, ITALY

OPERATIONS TEAM



**Marc Schuurmans**

SENIOR DIRECTOR OF OPERATIONS



**Aisling Henrard**

HR AND OFFICE MANAGER



**Cristina Mestre**

FUNDRAISING & GRANTS MANAGER



**Tina Cenyte**

OFFICE ASSISTANT



**Ibtihal Abdelrahim**

EXECUTIVE ASSISTANT



**Vakha Kilaev**

ACCOUNTANT

## Our board



**Arie Bleijenberg**

VICE PRESIDENT



**Nuria Blázquez Sánchez**

MEMBER



**Jeppe Juul**

PRESIDENT



**Alexander Fedorov**

MEMBER



**Christian Hochfeld**

MEMBER



**Marcin Korolec**

MEMBER



**Michael Müller-Görnert**

MEMBER



**Stephanie Penher**

MEMBER



**João Vieira**

MEMBER



# **Our members**

**WE REPRESENT 63 ORGANISATIONS IN 24  
EUROPEAN COUNTRIES**



# Members



**Austria**



**Belgium**



**Belgium**



**Belgium**



**Belgium**



**Belgium**



**Bosnia and Herzegovina**

«



**Croatia**



**Denmark**



**Denmark**



**France**



**France**



**France**



**France**



**Germany**



**Germany**



**Germany**



**Germany**



**Greece**



**Hungary**



**Ireland**



**Ireland**



**Italy**



**Italy**



**Italy**



**Lithuania**



**Netherlands**



**Netherlands**



**Norway**



**Poland**



**Poland**



**Poland**



**Poland**



**Portugal**



**Portugal**



**Portugal**



**Romania**



**Romania**



**Russia**



**Russia**



**Slovenia**



**Spain**



**Spain**



**Sweden**



**Sweden**



**Switzerland**



**Switzerland**



**Ukraine**



**Ukraine**



**United Kingdom**



**United Kingdom**



**United Kingdom**



**United Kingdom**

# Supporters



**Estonia**



**France**



**International**



**International**



**International**



**Italy**



**Italy**



**Spain**



**Spain**



**United Kingdom**



# **Our funders & finances**

**TRANSPORT & ENVIRONMENT GRATEFULLY ACKNOWLEDGES  
SUPPORT FROM THE FOLLOWING INSTITUTIONS IN 2020**

# Our funders

**> €1,000,000**

- Climate Imperative Foundation
  - European Climate Foundation
  - Schwab Charitable Fund
- 

**€500,000 < €1,000,000**

- ClimateWorks Foundation
  - European Commission
  - The Norwegian Agency for Development Cooperation
  - Oak Foundation
- 

**€500,000 - 250,000**

- Hewlett Foundation
  - KR Foundation
  - Rockefeller Brothers Fund
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**€ 100,000 < € 250,000**

Firmenich  
Stiftung Mercator

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**€ 25,000 < € 100,000**

BirdLife International  
Germanwatch  
German Ministry for Environment

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**< € 25,000**

T&E members and support fees  
FIA Foundation  
International Council on Clean Transport  
Purpose  
Seas at Risk

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# Our finances

## INCOMES (IN EUROS)

Membership fees	<b>32,700</b>	<b>0.5%</b>
EC Grants	<b>615,571</b>	<b>8.8%</b>
Governments	<b>863,030</b>	<b>12.3%</b>
Private - Foundations	<b>5,464,913</b>	<b>77.7%</b>
Financial income	<b>1,625</b>	<b>0.00%</b>
Other misc. Income	<b>55,869</b>	<b>0.40%</b>

TOTAL **INCOME 2020:**  
**7,033,708**

## EXPENDITURE

(IN EUROS)

Personnel	<b>3,182,317</b>	<b>46.6%</b>
Travel and subsistence	<b>61,356</b>	<b>0.9%</b>
Research and consultancy	<b>1,192,235</b>	<b>17.5%</b>
Transfer to T&E members	<b>798,295</b>	<b>11.7%</b>
Subcontracting	<b>495,155</b>	<b>7.3%</b>
Direct project costs	<b>433,359</b>	<b>6.3%</b>
Office costs	<b>627,513</b>	<b>9.2%</b>
Depreciation and provisions	<b>27,642</b>	<b>0.4%</b>
Financial costs	<b>6,762</b>	<b>0.10%</b>

TOTAL EXPENDITURE 2020:  
**6,824,633**



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## 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.

