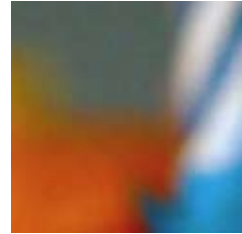


Annual Review 2009

Transport & Environment



 **TRANSPORT &
ENVIRONMENT**



Transport & Environment

Annual Review 2009

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www.mazout.nu

Our profile on the European Commission's voluntary register of interest representatives can be found on the official website: <http://tinyurl.com/ychxhdh>

Annual Review 2009

Transport & Environment

About us



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

The work of our Brussels-based team is focused on the areas where European Union policy has the potential to achieve the greatest environmental benefits. Such policies include

technical standards for vehicle fuel efficiency and pollutant emissions, environmental regulation of international transport including aviation and shipping, European rules on infrastructure pricing and environmental regulation of energy used in transport.

Naturally our members work on similar issues with a national and local focus. But their work also extends to public transport, cycling policy and other areas largely untouched by the EU. Transport & Environment's role in

this context is to bring our members together, adding value through the sharing of knowledge and campaigning strategies.

Established in 1990, we represent around 50 organisations across Europe, mostly environmental groups and sustainable transport campaigners.

We are politically independent, science-based and strictly not-for-profit.

Members



National members

Austria

VCÖ

Belgium

Groupement des Usagers des Transports
Intercommunaux Bruxellois / *Brussels
Public Transport User Group*

Inter-Environnement Bruxelles
Inter-Environnement Wallonie

KOMIMO / *Environment and Mobility*

Croatia

Zelena akcija / *Friends of the Earth Croatia*

Czech Republic

Centrum pro dopravu a energetiku /
Centre for Transport and Energy

Cesky a Slovensky Dopravní Klub / *Czech
and Slovak Traffic Club*

Czech Transport Federation

Denmark

Danish Eco Council

NOAH-Trafik

Estonia

Eesti Roheline Liikumine / *Friends of the
Earth Estonia*

France

Fédération Nationale des Associations
d'Usagers de Transport / *National
Federation of Public Transport Users*

France Nature Environnement

Germany

Deutsche Umwelthilfe / *German Environmental Help*

VCD

Greece

Society for the Protection of Nature and Eco-development

Hungary

Clean Air Action Group

Magyar Közlekedési Klub / *Hungarian Transport Club*

Italy

Amici della terra / *Friends of the Earth Italy*

The former Yugoslav Republic of Macedonia

Makmontana

Netherlands

Milieudedefensie / *Friends of the Earth Netherlands*

Natuur en Milieu / *Nature and Environment*

Norway

Norges Naturvernforbund / *Friends of the Earth Norway*

Poland

Polski Klub Ekologiczny / *Polish Ecological Club*

Portugal

Quercus

Romania

TERRA Mileniul III

Russia

Centre for Environmental Initiatives

Slovenia

Focus Association for Sustainable Development

Spain

Asociación para a Defensa Ecolóxica de Galiza / *Galician Association for Ecological Defense*

Asocioo per la promocio del transport public / *Association for the Promotion of Public Transport*

Ecologistas en accion / *Ecological Action*

Sweden

Gröna Bilister / *Swedish Association of Green Motorists*

Svenska Natursskyddsföreningen / *Swedish Society for Nature Conservation*

AirClim - The Air Pollution and Climate Secretariat

Switzerland

Alpine Initiative

VCS

UK

Aviation Environment Federation

Campaign for Better Transport (formerly Transport 2000)

Environmental Transport Association

Friends of the Earth England, Wales and Northern Ireland

Transform Scotland

International Associate Members

BirdLife International
European Cyclists' Federation (ECF)
WWF

Support Members

International Union of Public Transport (UITP)
Community of European Railways (CER)

Introduction



The year 2009 was marked by the elections to the European Parliament and a new Commission, though the latter took until the new year to be approved. In Parliament, the result was a new distribution of political power and quite a few new players to get acquainted with. Regarding the Commission, there were also big changes with the creation of a brand new department exclusively working on climate change policy. Of particular interest to T&E was President Barroso's call for the 'decarbonisation of transport'.

T&E is in a very good position to make the most of these developments: twenty years ago, the organisation was founded. Over the years, it has become a highly respected and influential stakeholder in the making of European transport policy. Thus, we will do our very best to assist the players in working for our goal, namely a sustainable transport policy.

Injecting realism into the political search for easy solutions has been high on the T&E agenda in 2009 and will remain so in 2010. Electric cars and biofuels are politically both perceived as easy solutions to the climate and energy problems of transport. In

both cases, T&E has looked into the details, exposed the potential drawbacks and highlighted the need for well-informed policy-making based on facts and figures, not hype.

The year 2009 left lots of unfinished business for 2010: At the UN climate conference in Copenhagen T&E managed to get the bunker fuels issue high on the agenda. However, the Conference itself ended with a big question mark regarding what the next steps for emissions from international transport will be. The Commission has spent 2009 preparing its new Future of Transport Strategy and 2010 will show whether the strategy will support the decarbonisation target or rather focus on more of the same. The Eurovignette proposal got fairly good treatment in the Parliament, but is presently on hold in the Council.

T&E itself faced some important changes in 2009: a fresh new logo, a bigger office in a new sustainable office building and a new colleague, Henryk Brauer, primarily working on freight transport issues.

I would like to thank the excellent T&E staff; not just for the work towards the political institutions but also for inter-

acting with those of us working on a more national level. The information exchange and coordinated political action brings the work of NGOs to a new level. Also very special thanks to our Director Jos Dings, who has built that exceptional team, secured new sources of funding and generally taken T&E from strength to strength over the last six years. Last but not least, particular thanks to Magnus Nilsson, not only for his work as a long-standing board member, but especially for taking over the Presidency at the beginning of 2009 on very short notice.

I am looking forward to 2010 both in terms of political work, but also in terms of developing T&E into a bigger and even more efficient organisation. And I am very much looking forward to celebrating our 20th Anniversary!

Ulla Rasmussen
President

March 2010

January 2010 saw the 20th anniversary of T&E's birth, a significant milestone in the organisation's history, especially for those who had had the faith and the time to spend founding T&E in the late 1980s.

Being able to pinpoint the exact time of foundation of an organisation that took 14 months to prepare is an inexact science. But a conference in Dortmund in November 1988 was the obvious moment of conception, and the first T&E annual general meeting on 12 January 1990 is generally recognised as the moment of birth.

For its first three years T&E didn't have an office and only just had an employee. The initial secretary Luc Lebrun gave way to Erwin Alderlieste, and he gave way to Chris Bowers, who was T&E's first coordinator working two-

and-a-half days a week from the offices of one of T&E's British members.

In March 1992 Bowers was asked to open a T&E office in Brussels, a task which was completed in December 1992, but he opted not to move to Brussels, so was replaced by Gijis Kuneman. Kuneman spent two years as coordinator before becoming T&E's first director in 1995.

By then, T&E had support staff, in the form of secretaries and communications/policy officers, and it gradually grew in size to its current staff of a director, five policy officers, a communications manager, an office manager, a financial manager and a couple of interns.

An early success was T&E's first research project, which had the work-

ing title 'Internalising Social Costs of Transport' and led to a final report in 1993 entitled 'Getting the Prices Right' – the level of thoroughness of this report's research and its transport-economic backbone did a lot to build T&E's reputation in the early years. Another notable success that influenced the European debate came in October 2006 when T&E broke the silence over how individual car companies were performing in reducing carbon dioxide emissions from new models.

In its first two decades T&E has built a lot of respect among Commission officials, MEPs and the Brussels-based media corps. That respect is due to the sound scientific basis of T&E's research and the strength of its arguments. Those are values T&E held twenty years ago, and still holds today.

Carmakers' performance makes case for strong van limits

www.transportenvironment.org/cars-and-co2



In September, T&E's fourth annual report into how carmakers are reducing carbon dioxide emissions from new vehicles highlighted rapidly differing performances among the main manufacturers. But the pattern of those differences showed that the forthcoming obligatory CO₂ limits are already leading to changes in the automotive industry, which has led T&E to intensify its call for the EU to agree meaningful CO₂ limits for vans.

The best reducers based on sales in Europe were BMW and Mazda. The German luxury car maker recorded the biggest improvement for the second year running, cutting its average CO₂ emissions from new models by 10%. The Japanese maker Mazda cut its emissions by 8.2%, but it was one of the worst offenders before so had plenty of room for improvement.

Nine of the 14 biggest car makers reduced their emissions by 4% or less. Most noticeable was the dramatic

slowing of reduction efforts at Fiat and Peugeot-Citroën, the two companies who came top when T&E first published figures for each maker in 2006, and who are close to achieving the limit of 130 g/km set out in the EU's first legislation that imposes obligatory limits.

Despite having been watered down to unnecessary levels, the new EU law is already having an impact. The report argued that if the overall drop in average CO₂ emissions was purely related to the financial crisis, fuel prices or changing consumer behaviour, we would have seen every company reducing much more equally. In fact car makers are seeing how far they have to cut, and changing their fleets accordingly.

T&E's 2009 car company CO₂ report also analysed some of the underlying reasons behind average emissions reductions. These included Ford's decision to sell off its gas-guzzling Jag-

uar and Land Rover brands (a move that accounted for half of Ford's CO₂ reductions) and how some makers are failing to maximise the credit for emissions reductions by making the relevant technology optional rather than standard.

In October 2009, the European Commission published a proposal to reduce CO₂ emissions from vans. T&E argues that if legally binding targets work for cars, they will work for vans where progress so far has been even worse. Fuel-efficient vans will be good for the environment and save billions in fuel costs for the many businesses that depend on them.

Vans now represent 12% of total 'light vehicle' (car and van) sales in the EU, but the share is increasing rapidly.

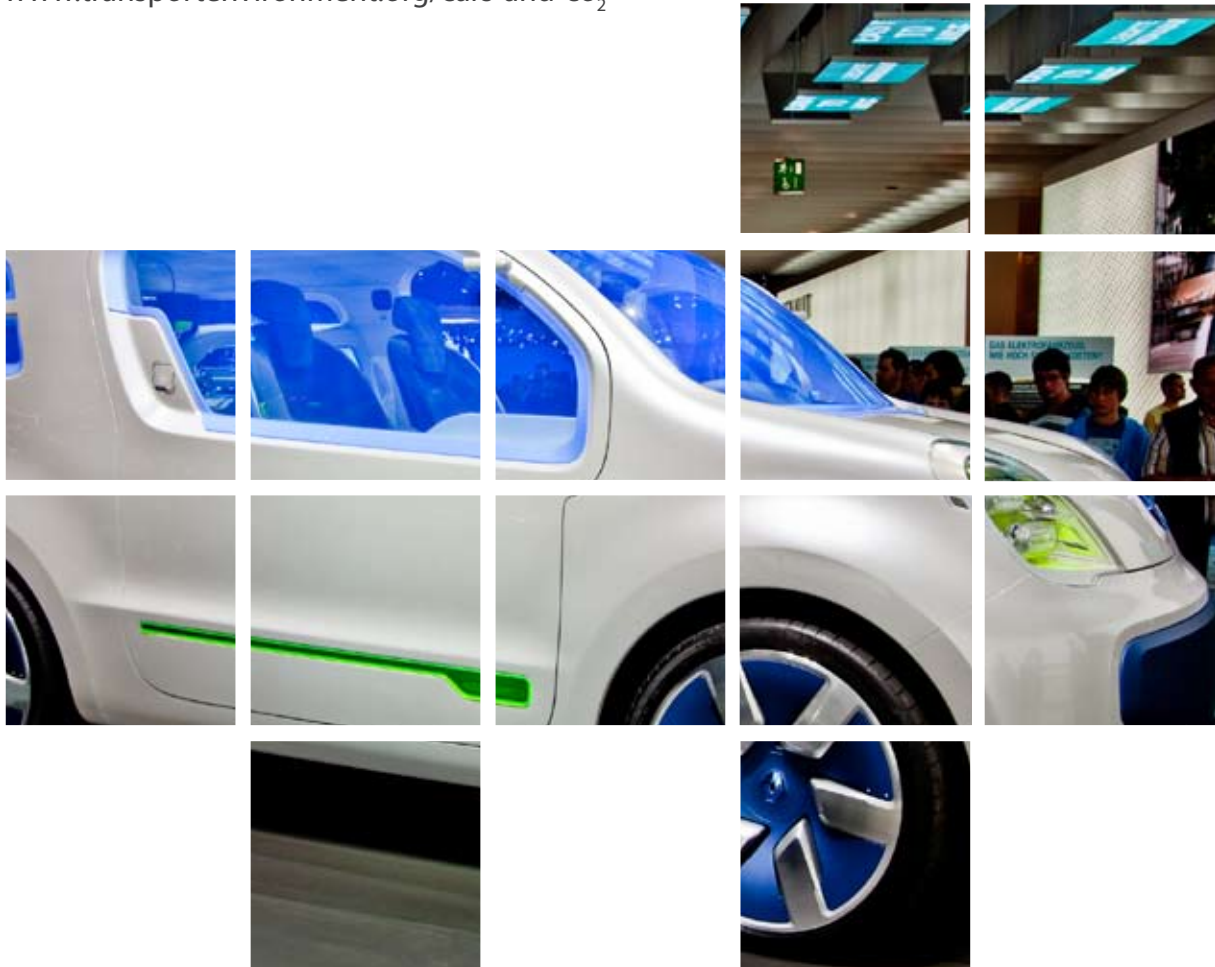
Bloomberg

> "This shows that the industry can do more than it was doing the whole time the pressure was not on...It shows that voluntary commitments do not work and regulation is much more effective."

Jos Dings quoted by Bloomberg news on the findings of the 2009 T&E car CO₂ report. 15 September 2009

How to avoid an electric shock

www.transportenvironment.org/cars-and-co2



© flickr.com/bindermichi

The EU is in danger of wasting the potential for electric cars to cut greenhouse gas emissions. That was the main conclusion of a report published by T&E in November which warned that promoting electric cars in isolation will not only under-use the environmental benefits but could lead to more carbon dioxide emissions than if no electric cars were produced. The report makes three clear recommendations for changes to EU policy and thinking.

The message from the report was not a negative one because without doubt, electric and plug-in hybrid cars can help reduce CO₂ emissions and oil consumption. But it warned policymakers not to fall for the hype, and called on them to keep their eye on the ball.

The report argued that the game for policymakers is cutting emissions and reducing our dependence on oil, not promoting electric cars. And promoting electric cars without maintaining pressure on fuel efficiency standards would kill any chance of success, it warned.

One of the biggest criticisms of existing EU law is the 'supercredits' which allow car makers to sell up to 3.5 gas-guzzling cars for every electric vehicle they sell and still reach their official EU overall emissions target. This means that the more electric vehicles that are sold, the more oil is used and CO₂ is emitted.

Another criticism is that electric cars are counted as 'zero-emissions' despite the fact that the electricity they

use can come from power stations driven by high-carbon fossil fuels such as coal.

Among its recommendations, the report says long-term CO₂ emissions standards from cars must be tightened to at least 80 g/km by 2020, that supercredits and zero-rating must be abolished, and that the power sector should be decarbonised. It also calls for on-board metering of the quantity and quality of electricity used to power electric cars.

The report was presented to MEPs at a special breakfast session in the European Parliament and received widespread media coverage.

FINANCIAL TIMES

> 'Spotlight on battery cars leaves big picture in shadow'

The Financial Times reported T&E's concerns about electric car hype in this article, 26 November 2009

The truth about trucks

www.transportenvironment.org/lorry-charging



© flickr.com/citroen250

Lorries cause vastly more environmental damage and congestion than their share of Europe's road vehicles leads people to believe, according to a report for T&E published in January as the EU debated a controversial revision of rules that govern road charging for lorries (the Eurovignette directive).

Heavy goods vehicles make up just 7% of total vehicle kilometres, but the report by the Dutch consultants CE Delft shows they are responsible for 20% of the congestion, twice the number of road deaths per kilometre than passenger cars, and that their carbon dioxide emissions will increase by 54% by 2030.

The significance of the report came not just in the timing – the draft proposals to revise the rules on what countries can charge lorry companies were going through the EU leg-

islative process – but also in the disproportionate contribution by road haulage to environmental and safety problems.

Some MEPs had argued that the proposed changes to the Eurovignette directive are unfair to the road haulage industry because of the size of the overall vehicle fleet, but the impact is vastly greater than the size, which in turn means the impact of tackling the damage caused by trucks would be effective.

For T&E, the proposed changes did not go far enough. Under current rules, governments are banned from charging road hauliers more than the cost of road infrastructure. Under the proposed changes, they could charge hauliers for the costs of pollution, noise and congestion caused by lorries, but not for climate change or accidents.

The proposed revision of the Eurovignette directive will not make charges to cover external costs obligatory. It is only an 'enabling' directive which says what member states can and can't charge for – national governments will have the final decision on whether they charge for external costs. T&E says that governments must be allowed to keep every option open when tackling massive problems like congestion.

The revision of the Eurovignette directive was proposed in July 2008, eight months after the Commission had finally agreed to the principle of allowing governments to charge for more than simply the costs of road building and maintenance. The institutions were deadlocked throughout 2009 on the issue, but it is likely to be picked up again by the Belgian presidency of the EU in the second half of 2010.

Le Monde

➤ 'CO₂ emissions from heavy goods vehicles could increase by 54 % by 2030'

Le Monde's headline on the T&E study, 17 January 2009'

Tyres: always read the label

www.transportenvironment.org/cars-and-co2



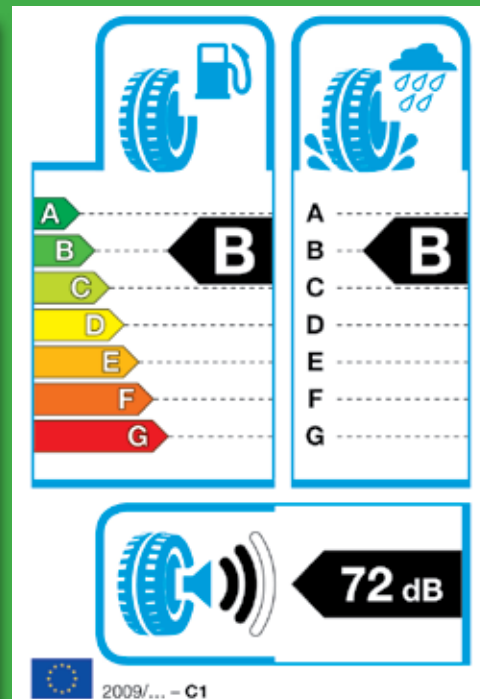
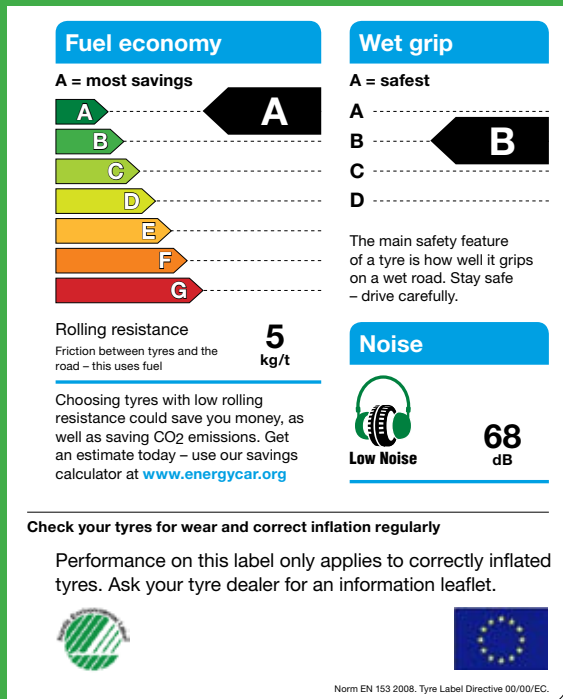
In October 2009, the EU agreed on a new labelling scheme for new tyres that T&E described as 'a step forward'. But much will now depend on national authorities being strict on implementing the scheme.

With energy labels having boosted European sales of energy-efficient fridges, freezers and washing machines,

T&E had advocated a label giving information on a tyre's fuel consumption impacts, road grip in wet weather and noise to be made obligatory on all tyres. But under the compromise agreement, supplying a label will be obligatory but manufacturers will have the option either to stick them to the tyres or provide a paper version instead.

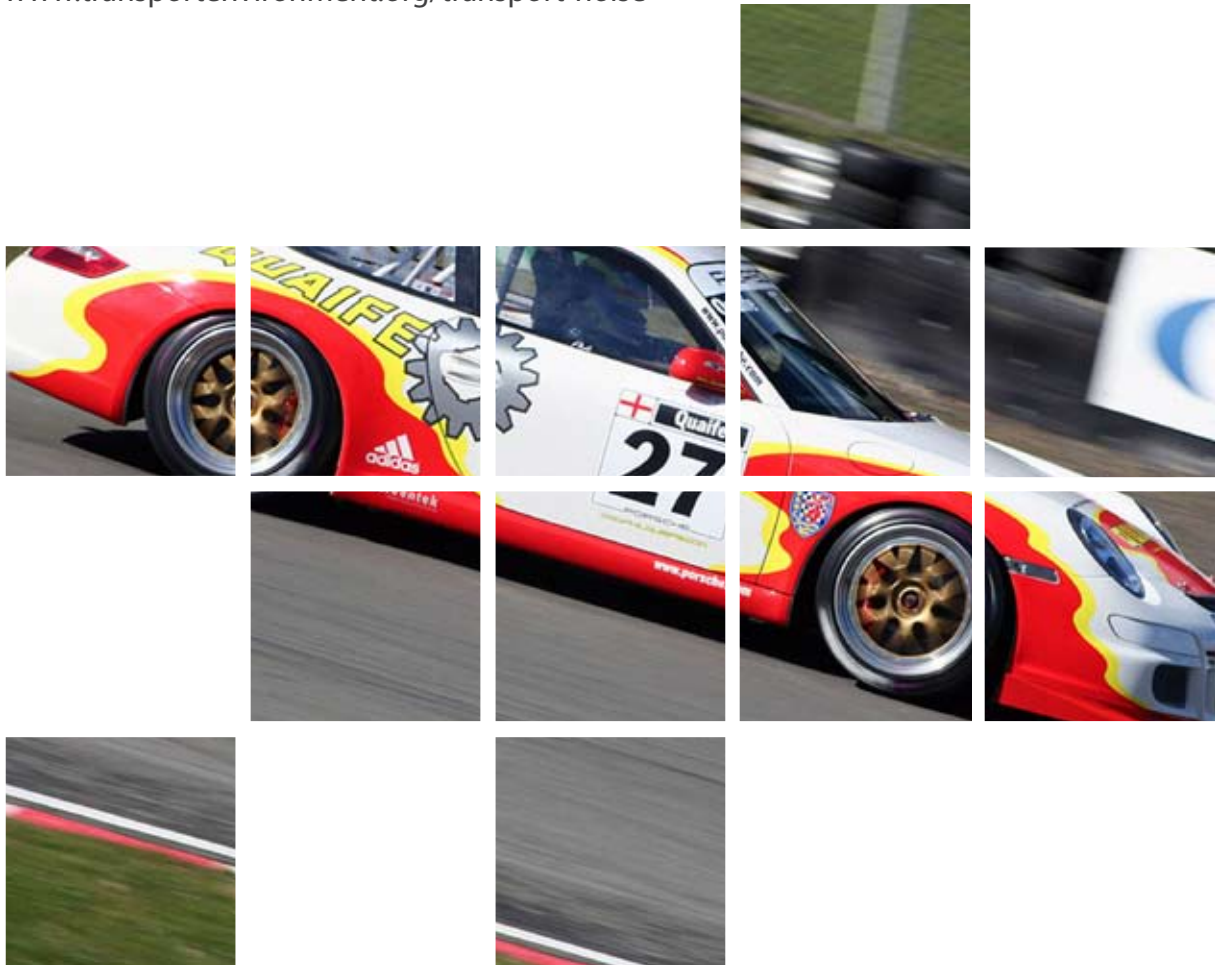
Much will now depend on what happens in tyre shops and garages and how much national governments insist on the labels being accessible.

The design of the EU label (below right) bears a striking resemblance to a version submitted by T&E (below left) during the planning stages of the legislation. Imitation is the sincerest form of flattery!



If you want quiet cars, don't put Porsche in charge

www.transportenvironment.org/transport-noise



The dangers of the United Nations' Geneva office taking over responsibility for regulating aspects of European transport were thrown into sharp focus in August, after a draft for a legally binding standard designed to cut noise from cars allowed for traffic noise to get much louder.

The UN's Economic Commission for Europe has since delayed any decision on the issue. This delay followed intervention by T&E to expose the draft new standard and the fact that it had been written by a representative of the German sports car company, Porsche. The story was covered in the German media, with support for T&E's call for the EU to regulate vehicle noise itself.

Environmental groups have been increasingly concerned about the EU's willingness to delegate responsibility for certain standards to the

Geneva-based UN-ECE, largely because UN-ECE meetings are held behind closed doors and national government officials are frequently accompanied and closely advised by industry figures.

So alarm bells rang when a UN-ECE working group on noise proposed a new test, intended to reduce vehicle noise. The new test should target peak noise levels when car engines are working hardest, but delegates from Germany and the Netherlands showed it would in fact allow what is known as 'sound design' on high-powered cars and lead to noise increases of 3 decibels on average, and up to 10 decibels compared to the current standards.

This means vehicles could legally be up to 10 times louder, and the most high-powered engines could be as loud as a low-flying jet aircraft.

A growing realisation among EU members that road noise levels could rise, as well as concern about the democratic deficit of the UN-ECE compared with the EU, prompted the UN-ECE to say it will not make any decision until February 2010 at the earliest. In the meantime, the Netherlands prepared an alternative proposal.

The regulation is due to apply to the 27 EU members plus 19 other countries including Australia, Japan, Korea and South Africa.

The current maximum noise level in the EU for cars is 74 decibels, or 75 for sports cars. In 2008, a study for T&E suggested that current road traffic noise is responsible for around 50 000 deaths a year in Europe.



> 'New noise standards makes cars louder'

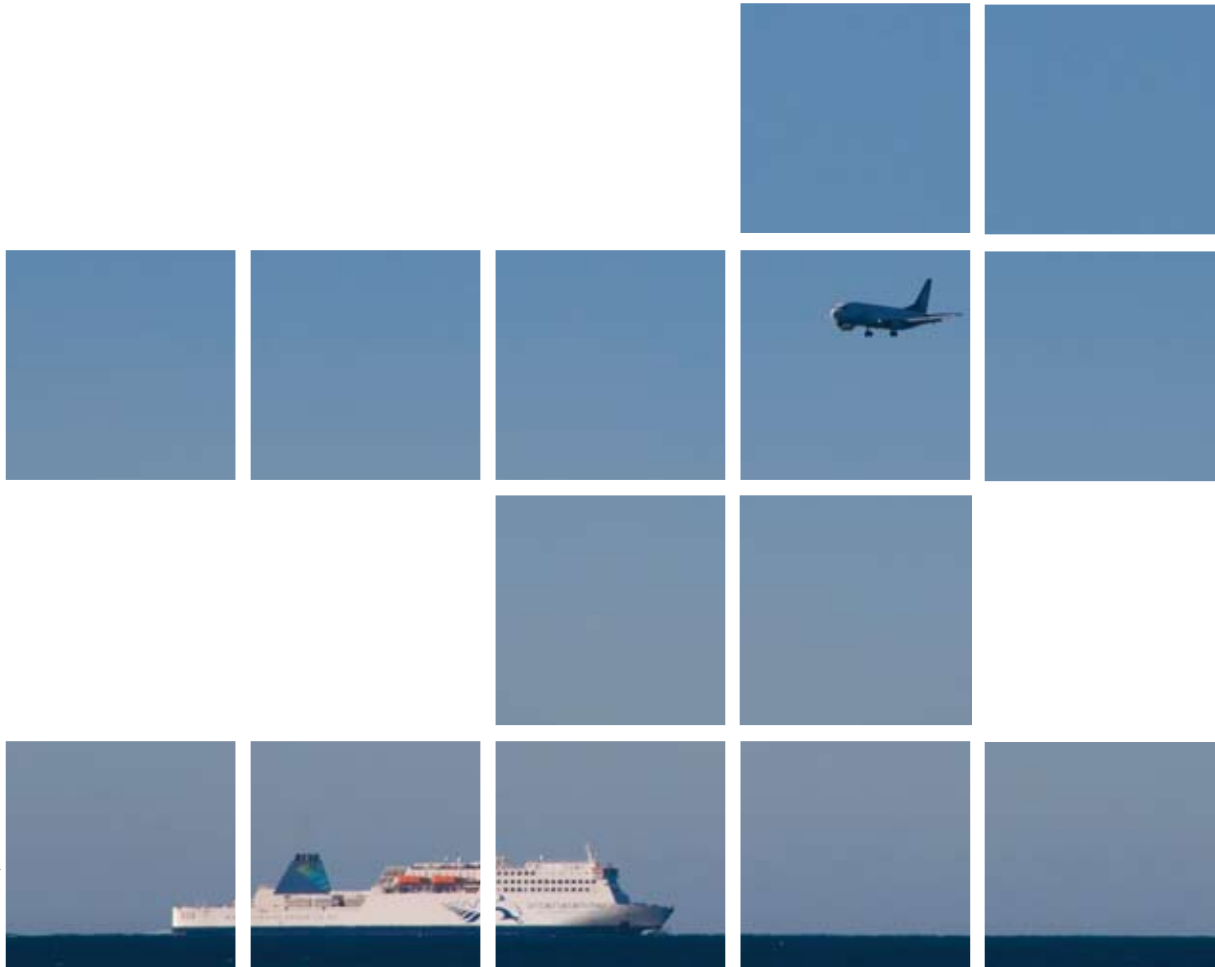
The influential German news website Focus reported on T&E's surprising announcement that Porsche had written a new international noise standard, 31 August 2009

Aviation and shipping:

What went wrong at Copenhagen and what next?

www.transportenvironment.org/aviation

www.transportenvironment.org/shipping



The 1997 Kyoto Protocol dealt with emissions from international aviation and shipping by outsourcing the problem to the International Civil Aviation Organisation (Icao) and International Maritime Organisation (IMO).

The title of a T&E report published in June, 'Bunker fuels and the Kyoto Protocol: How Icao and the IMO failed the climate change test' sums up what happened next and over the subsequent twelve years. In short, not a single binding measure to cut carbon emissions was agreed.

In 2009, T&E took a leading role in an international coalition of environmental organisations working to get binding global emissions reductions targets for the two sectors in the follow-up to the Kyoto protocol.

In the end, the outcome of the Copenhagen summit proved extremely disappointing as regards international aviation and shipping emissions. Although more discussion amongst countries on so-called 'bunker' fuels at the UNFCCC level occurred in the last three months of 2009 than during the last ten years, it proved impossible to bridge the continuing differences.

But all is not lost. Copenhagen resulted in a heightened profile for aviation and shipping emissions. The final agreement also opened the door to revenues from global measures to be used as part of a future climate financing package to help the developing world adapt to climate change. Though aviation and shipping were not mentioned specifically in this context.

Icao and IMO will proceed to discuss further the issues at their upcoming meetings in 2010 but without any formal guidance or timelines on the key issues from Copenhagen that they claimed were needed to enable them to progress the debate over emissions reductions.

Following the agreement to include emissions from aviation in the EU emissions trading scheme, the new European Commission and Parliament must be looking seriously now at introducing regional legislation to control emissions from ships calling at EU ports. T&E will certainly be supporting calls for EU action and redoubling our efforts at the international level.

The Economist

➤ "Critics of the aviation industry would like to see fuel-efficiency standards for new aircraft of the kind that are forcing rapid change in carmaking."

T&E's Bill Hemmings was quoted in this article in *The Economist* on aviation and the environment. 26 September 2009

Biofuels: handle with care

www.transportenvironment.org/low-carbon-fuels



The worst biofuels can emit 2000% more greenhouse gases than fossil fuels, while the best can genuinely cut down on emissions. Those are two conclusions of a United Nations report, one of several papers published towards the end of 2009 that reaffirm that only certain biofuels can be environmentally beneficial – and only then if produced in certain ways.

The UNEP study looks not just at which biofuel crops are good and bad, but also the conditions for biofuels production. Compiled by UNEP's International Panel for Sustainable Resource Management, it says one of the best biofuel options is using wastes and residues as this offers a way out of the land-use dilemma, but it also looks at the worst example – biodiesel from palm oil grown in tropical peatland forests cleared for fuel-producing purposes – which records the eye-catching 2000% figure.

A Commission statement said the report's findings were 'already integrated into EU biofuels policy', but that claim was thrown into doubt by another report launched in November by T&E and five other Brussels-based NGOs.

'Biofuels: handle with care' is an analysis of EU biofuels policy with several recommendations for action. Among them are that the EU should scrap its energy-based target for biofuels in transport and replace it with a greenhouse gas reduction target; and that an absolute priority is to include estimates for the carbon impact of indirect land-use change.

The impact of biofuels on the overall use of land is a central feature of a paper by Jerry Melillo published in October in Science magazine. Melillo said growing biofuel crops can lead to both displaced food crops and extra

fertiliser which can release the greenhouse gas nitrous oxide.

Another paper in Science magazine, from Tim Searchinger, said the rules for assessing compliance with the Kyoto protocol are biased in favour of biofuels, because they automatically count all biomass as 'carbon neutral' without taking emissions from land cleared to grow biomass crops into account.

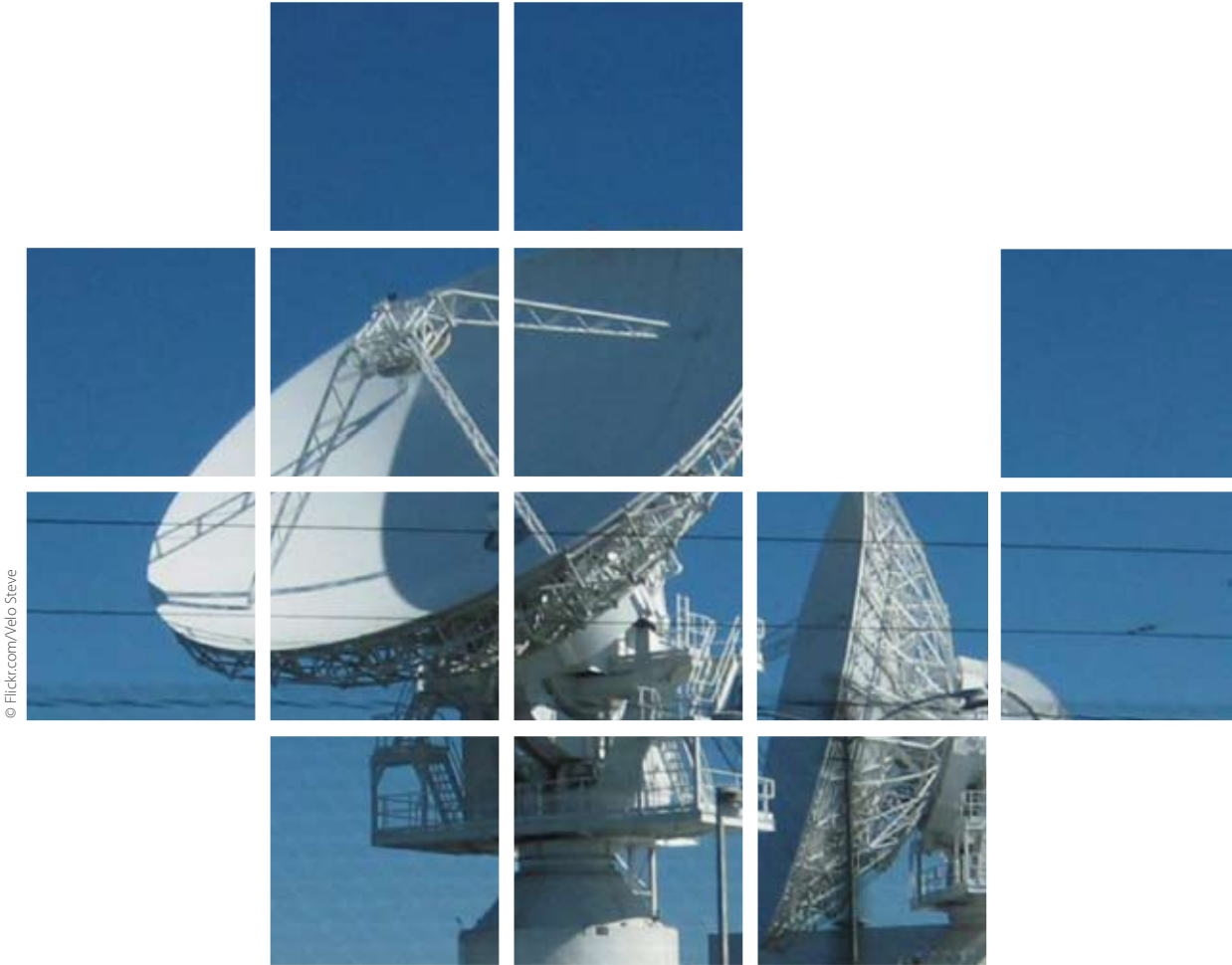
Both Melillo and Searchinger spoke at a conference on biofuels co-organised by T&E in the European Parliament in November, appropriately titled 'Biofuels: the burning questions'.

EuropeanVoice

⊗ "...many academics and environmentalists are also worried about the domino effects of biofuels, the unintended consequences of 'indirect land-use change' (ILUC)."

T&E's Nuša Urbančič was quoted in this EuropeanVoice article on biofuels 4 June 2009

Media and communications



© Flickr.com/Velo Steve

Bulletin

As part of T&E's redesign, the Bulletin newsletter has a new look. It is distributed to around 4000 electronic and 700 print subscribers every month.



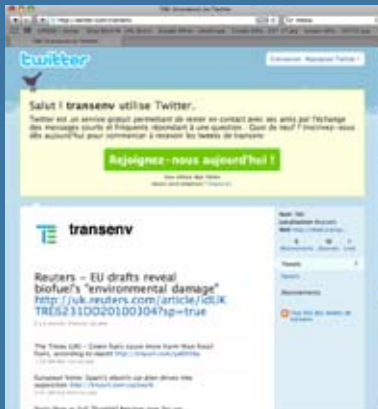
Website

The T&E website also has a new look. The most popular publication in 2009 was the latest edition of our car manufacturer CO2 report, downloaded over 10,000 times.



Connect with T&E

T&E news can now be read and discussed on the social networking websites LinkedIn and Twitter.



In the media

T&E was featured in a wide range of media in 2009, read highlights of the coverage on our website: www.transportenvironment.org/media-coverage

Publications

All publications can be downloaded from www.transportenvironment.org/publications

Briefing: Vans and CO2

Cleaner and Safer Road Transport: Response to the European Commission Consultation

Briefing: Aviation and Shipping at Copenhagen

Briefing: Reducing NOx emissions from shipping

Market-based instruments for NOx abatement in the Baltic Sea

How to Avoid an Electric Shock - Electric Cars: from Hype to Reality

Biofuels: handle with care + summary EN/FR/DE

Saving lives, fuel and CO2: Why the EU should set stringent standards for tyre pressure monitoring systems

A Sustainable Future for Transport: Response to the European Commission Consultation

Measures Necessary for the Implementation of Article 7a of the Fuel Quality Directive

Briefing: Shipping GHGs and Copenhagen

Reducing CO2 Emissions from New Cars: A Study of Major Car Manufacturers' Progress in 2008

How the motor industry hijacked regulation of vehicle noise

CO2 emissions from transport in the EU27: An analysis of 2007 data submitted to the UNFCCC

Biofuels and indirect land use change: response to the European Commission's pre-consultation

Briefing: Comparison of Eurovignette toll schemes in Europe

Briefing: the carbon footprint of shipping

Shaping TEN-T policy for sustainability: response to the European Commission Green Paper

Bunker fuels and the Kyoto Protocol: How ICAO and the IMO failed the climate change test

Briefing: UNFCCC must include aviation and shipping emissions in measures on climate change

Enerdata report and T&E briefing: The impact of lower oil consumption in Europe on world oil prices

Annual Review 2008

Briefing: Tyre Labelling

Biofuels in Europe: An analysis of the new EU targets and sustainability requirements

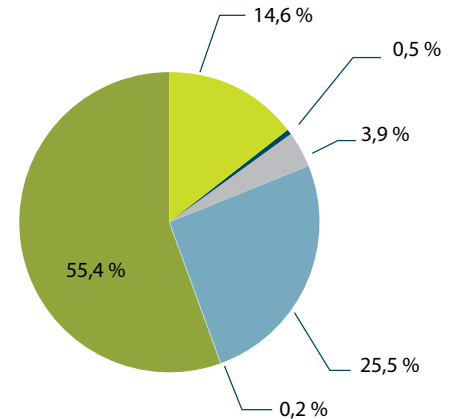
Are trucks taking their toll? The environmental, safety and congestion impacts of lorries in the EU

Income and expenditure

These diagrams illustrate T&E's income and expenditure for the year ending 31 December 2009.

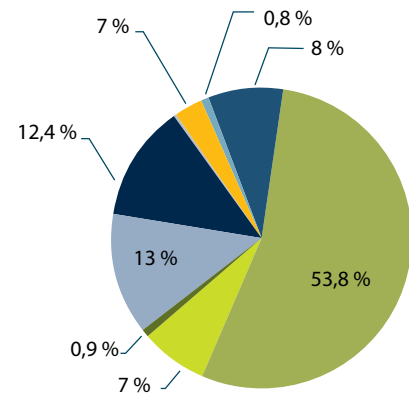
Income 2009

EC grants	€ 261,000.00
Financial income	€ 2,011.27
Other grants - private / foundations	€ 567,804.95
Other grants - governments	€ 149,476.00
Other income	€ 4,749.15
Membership fees	€ 39,625.00
	€ 1,024,666.37



Expenditure 2009

Personnel	€ 551,220.41
Travel and subsistence	€ 75,099.01
Depreciation	€ 9,720.78
Subcontracting	€ 133,658.3
Transfer to T&E members	€ 127,500.00
Financial costs	€ 2,528.81
Other activity costs	€ 35,716.91
Exceptional charges	€ 7,922.77
Office costs	€ 81,531.38
	€ 1,024,898.44



T&E gratefully acknowledges funding support from the European Commission.

Who we are



Row 1: Jos, Kerstin, Béatrice, Henryk; Row 2: Nina, Dudley (and son); Row 3: Paolo, Nuša, Bill

Staff

Director

Jos Dings

Policy Team

Henryk Brauer
Road freight

Bill Hemmings
Aviation, Shipping

Kerstin Meyer
Cars and CO₂

Nina Renshaw
Freight, Pricing, Noise

Nuša Urbančič
Fuels, Electrification

Communications Manager

Dudley Curtis

Finance Manager

Paolo Ferraresi

Secretary

Beatrice Chiantalassa

Interns

Elina Haapala

Paul van Dam

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*Transport Specialist,
Quercus, Portugal*

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Transform Scotland*

Ioana Ciuta,
*Executive Director, TERRA Mileniul
III, Romania*

Michel Dubromel,
*Transport Policy Spokesman,
France Nature Environnement*

Michael Müller-Görnert,
*Transport Policy Spokesman, VCD,
Germany*

Chris Nobel, *International Transport Policy Specialist, Natuur en Milieu, The Netherlands*

Professor José Manuel Palma,
University of Lisbon, Portugal

T&E is a member of

European Cyclists Federation (ECF) – associate member
Clean Air Initiative for Asian Cities (CAI-Asia) – NGO member

United Nations

T&E is recognised as an NGO in Special Consultative Status with the Economic and Social Council of the United Nations.

T&E coordinates the International Coalition for Sustainable Aviation (ICSA) which has observer status at the International Civil Aviation Organisation (ICAO). www.icsa-aviation.org

Green 10

T&E works as a partner in the Green10, an informal group of environmental NGOs active at EU-level which includes Birdlife International, CEE Bankwatch Network, Climate Action Network Europe, European Environment Bureau, Friends of the Earth Europe, Greenpeace, Health and Environment Alliance, International Friends of Nature and WWF. www.green10.org

About T&E

T&E is the principal environmental organisation campaigning on sustainable transport at the EU level in Brussels.

Established in 1990, our primary focus is on European transport and environmental policy but our work in Brussels is supported by 50 member organisations working across the EU to promote an environmentally sound approach to transport.

Transport & Environment

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