

TE XPOSED!



Transport & Environment
2015 annual report

TABLE OF CONTENTS

1. Our numbers	3
2. Our campaigns	5
2.1 Cars: CO2 & air pollution	6
2.2 Aviation & shipping	10
2.3 Biofuels	14
2.4 Safer, cleaner trucks	18
2.5 Dirty fuels	22
2.6 Better trade & regulation	26
3. Our funders	30
4. Our resources	31
5. Our people	32
6. Our members	35
7. Our mission	37



OUR NUMBERS

MEDIA



61

Press releases



7,510

Online articles



71,614M

Potential viewership



99

Countries



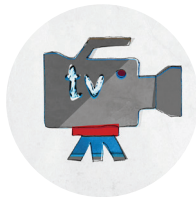
32

Languages



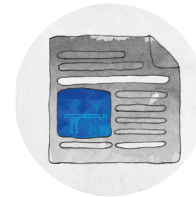
7

Media inquires/day



159

TV & Radio interviews



829

Press interviews

DIGITAL



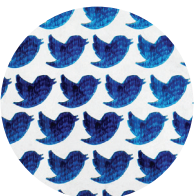
183,034

Unique web visitors



3,743

Bulletin readers



3,750

Followers



31,430,700

Twitter impressions



2,311

Mentions



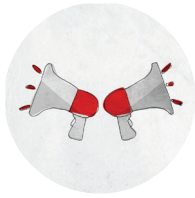
2230

LinkedIn group members



OUR NUMBERS

ADVOCACY



6
Campaigns



54
Publications



30
T&E events



247
Speaking
opportunities

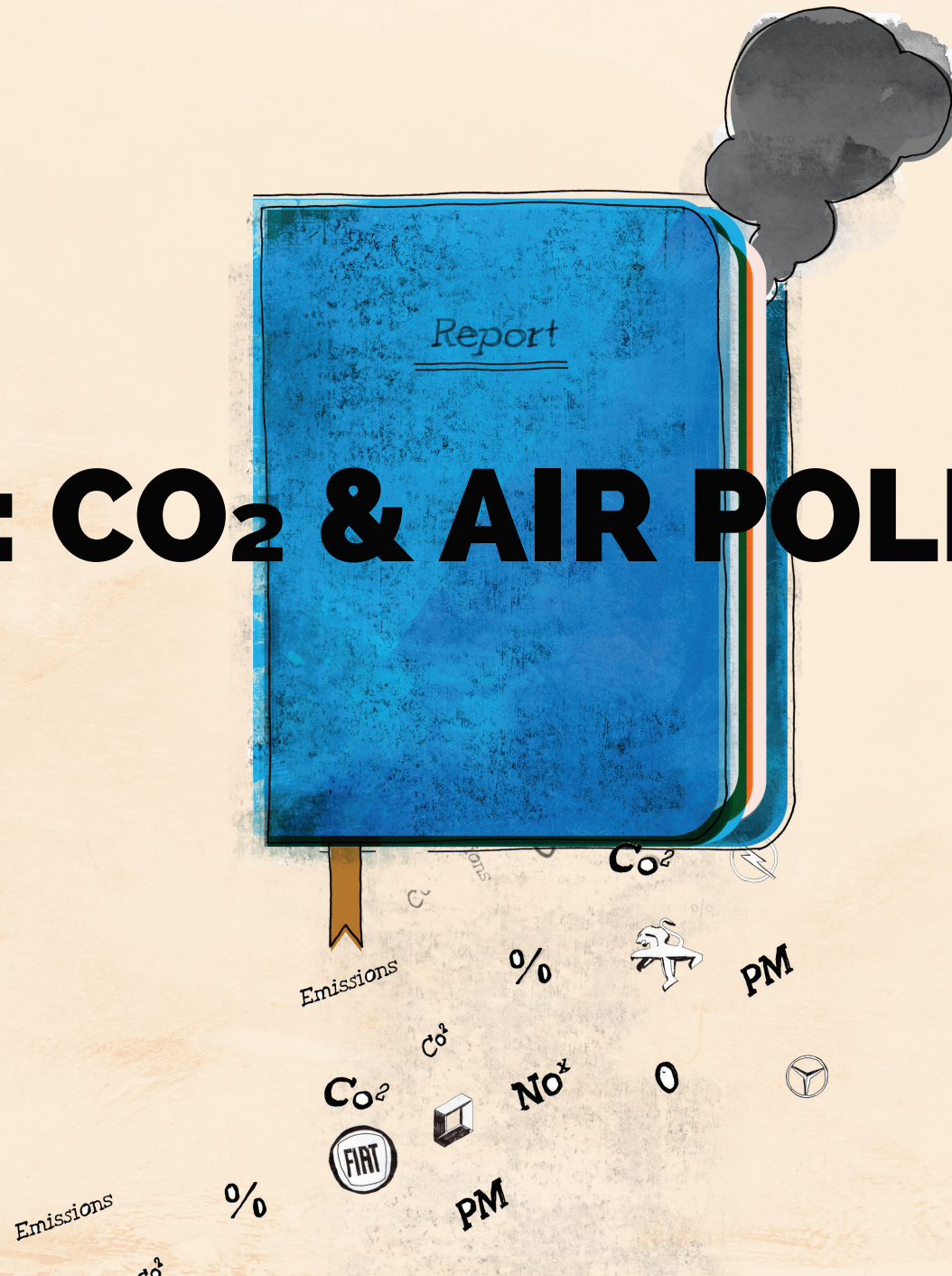


50
Opinion
pieces



1,886
Event
attendees

CARS: CO₂ & AIR POLLUTION





OUR CAMPAIGNS

CARS: CO₂ & AIR POLLUTION

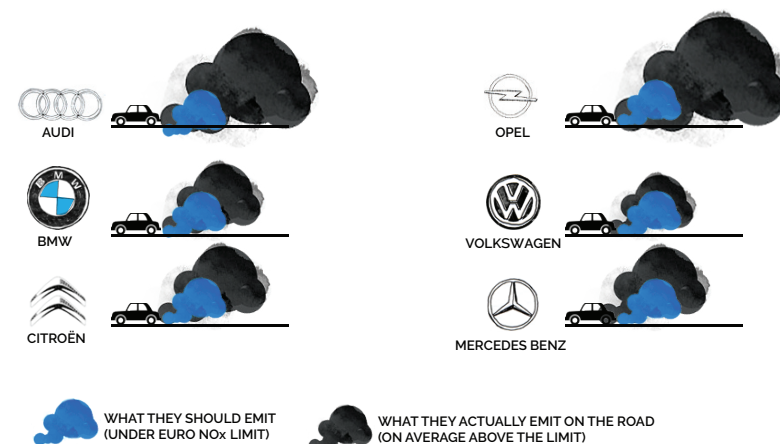
Dieselgate: exposing the tip of the iceberg and what lies beneath

Late one Friday evening last September, T&E started receiving emails and calls from startled automotive journalists. Volkswagen, the talisman of German industrial prestige and Europe's leading carmaker, had been caught cheating emissions tests in the US. On-board software detected when its vehicle emissions were measured in a lab and adjusted its performance to defeat the test. Its diesel cars were in fact emitting 35 to 40 times US regulatory levels, triggering a recall of 482,000 vehicles and a potential fine of \$18 billion.

It was possibly the biggest scandal in carmaking history and T&E were the go-to organisation for media seeking an explanation. T&E had dried out the forest for years with reports showing carmakers cheating or manipulating tests for air pollution and carbon emissions. (Our first study on the topic, *Cycle Beating and the EU test cycle for cars*, had been published in 1998.) And VW's snaring and admission was the spark

that lit the fire. The resulting wildfire is still burning – with far-reaching consequences for how national authorities test cars and who has oversight. But just four days before the VW scandal exploded, T&E's *Don't Breathe Here!* report had pointed the finger at several carmakers.

Above and beyond the safe limit



The Don't Breathe Here! report's compelling evidence that VW was just the tip of the iceberg was dynamite. It showed on average new diesel cars produced emissions about five times higher than the allowed limit, and just one in 10 of the cars tested complied with the law. It showed Europe's testing system is obsolete, allowing carmakers to use cheaper, less effective exhaust treatment systems in cars sold here. In the week of #VWgate (later to be #dieselgate), the contrast with the tough US regulations was humiliating for the EU.

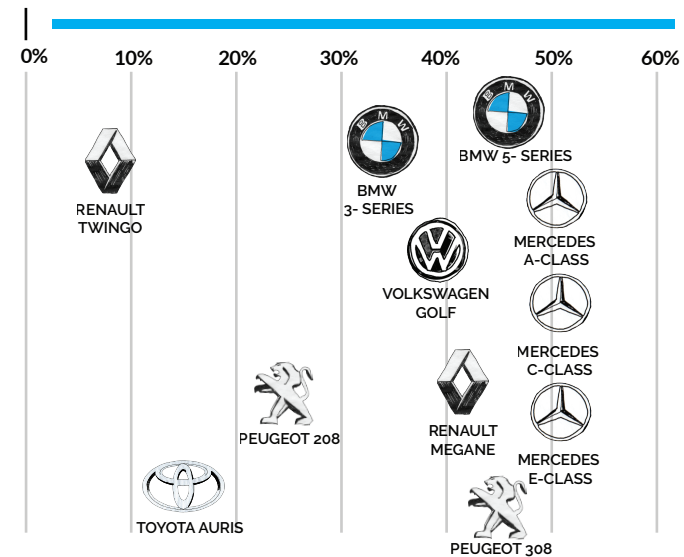
A week later T&E delivered a second hammer blow with publication of its annual *Mind the Gap* report, showing a chasm between official and real-world fuel consumption. New cars, including the Mercedes A, C and E class, BMW 5 series and Peugeot 308, were now swallowing around 50% more fuel than their lab test results. The chasm was so wide – 40% on average – that it could no longer be explained just through test manipulations such as fully charging the battery and taping over grills. The possibility of a software 'defeat device', similar to that used by VW, could no longer be ruled out.

Mind the gap

40% - THE AVERAGE DIFFERENCE BETWEEN OFFICIAL CAR CO₂ TEST RESULTS AND REAL-WORLD EMISSIONS IN 2014

NO GAP BETWEEN OFFICIAL AND REAL-WORLD EMISSIONS

GAP BETWEEN OFFICIAL AND REAL-WORLD EMISSIONS



Source: derived from Spritmonitor data from ICCT, 2015

With two-thirds of the claimed gains in CO₂ emissions and fuel consumption since 2008 actually having been delivered through manipulating or cheating tests, the case for a rapid overhaul of the EU testing

system could no longer be ignored. By year's end, Industry Commissioner Elżbieta Bieńkowska gave in to the inevitable and admitted the EU type approval system had failed. She promised more EU oversight and the possibility of sanctions for national authorities not doing their jobs. The announcement came following a further shameful admission by VW (this time that they had produced misleading fuel efficiency figures) and a raft of tests exposing dodgy practices by other carmakers.

The European Commission, at the bidding of Germany among others, gifted carmakers a disgraceful deal to double and delay nitrogen oxide (NOx) limits for new diesel cars and vans. It would permit dirty diesels to continue causing premature deaths, asthma and birth abnormalities under even looser pollution limits. T&E exposed the hypocrisy of governments publicly talking tough on air pollution but privately lobbying for weaker NOx limits, and the European Parliament came close to rejecting the dodgy deal that had been struck behind closed doors during a 'comitology' process. The new limits are almost certainly illegal and may yet be overturned by the European court. The battle continues.

”

“According to Transport & Environment (T&E), a green pressure group, the gulf between stated fuel-economy figures (and by extension carbon-dioxide emissions) and those achieved by an average driver has grown to 40% in recent years”

The Economist, 26 September 2015

Meanwhile, T&E's long campaign to replace the obsolete test for car CO₂, the NEDC, was bearing fruit. The WLTP, the new test, is scheduled to come into force in 2017 and will close the loopholes that we demonstrated carmakers abuse to produce better fuel consumption ratings. In preparing for its introduction, carmakers have denied they gamed the system and since sought credits for their cheating – in order to relax the 2021 car target of 95g of CO₂ per km when the new WLTP test is introduced. As a result, we could go from having a good standard under a weak test to a weak standard under a better test. T&E exposed the collusion by some member states to effectively weaken CO₂ standards behind closed doors, and will continue to do so in 2016.

”

„Da besteht ganz offensichtlich ein Unterschied zwischen dem was Politiker in Deutschland sagen und dem was sie in Buessel tun. Sie fuehren die Oeffentlichkeit in die Irre, wenn sie sich im gleichen Atemzug einerseits fuer bessere Tests einsetzen aber gleichzeitig durchs Hintertuerchen mit Schlupfloechern torpedieren – das ist Heuchelei!“

– Greg Archer, clean vehicles director.
Panorama, TV ARD 1, 26 November 2015, prime time

An on-road CO₂ test is the ultimate goal of T&E and strides towards this were made when PSA Peugeot Citroen asked for help measuring and publicising their real-world emissions. With T&E's collaboration to devise the methodology, PSA become the first car-maker to accept that real-world tests for CO₂ are possible – breaking an industry shibboleth. The company will also collaborate to measure pollutant levels, including NO_x, as a second step.

But 2015 was also the end of the road for T&E's annual How clean are Europe's cars report. After 10 years, the official figures on carmakers' progress towards the EU's CO₂ targets are obsolete – the gap between the reported data and reality is now too glaringly obvious. And so the 10th edition is the final one – until credibility has been restored, at least.

Learn more

transportenvironment.org/what-we-do/cars-and-co2



The image features two cartoon elephants standing side-by-side, dressed in formal suits. The elephant on the left is grey and wears a blue suit jacket, a white shirt, and a blue tie. The elephant on the right is purple and wears a red checkered suit jacket, a white shirt, and a red tie. They are both holding a light pink rectangular sign with their hands. The sign contains the text 'ELEPHANTSINTHEROOM.EU'. The background is a textured, light beige color with some dark grey brushstrokes on the left and right sides.

AVIATION & SHIPPING

ELEPHANTSINTHEROOM.EU



OUR CAMPAIGNS

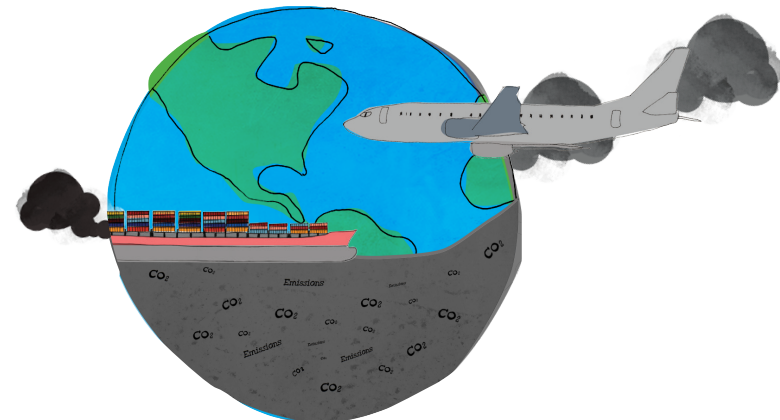
AVIATION & SHIPPING

Spotting the elephants in the room

In a year when all roads led to Paris, and all countries and all sectors of the economy were expected to offer up their share of emissions cuts, the aviation and shipping industries stood aloof from the negotiations, hoping to go unnoticed. Commercial aviation accounts for 5% of global warming while CO₂ from shipping is about 3% of the global total. In recent years their emissions have grown twice as fast as the those of the global economy. Escaping national emissions targets because of their international nature, they were the elephants in the climate talks room.

So T&E set out to expose them as just that. Starting with two 'elephants' protesting outside a sleepy meeting of the International Maritime Organisation (IMO) in London in November, we relayed the findings of the European Parliament's scientific study: that planes and ships could make up 39% of world CO₂ emissions in 2050 if left unregulated. In the end, the two sectors escaped explicit mention in the Paris agreement

but had been left with an implicit onus by world leaders to get their houses in order to limit global warming to 1.5°C.



39%: aviation and shipping's share of global CO₂ in 2050 if left unregulated

Crucial to placing that onus on shipping was a new EU law to monitor, report and verify the CO2 emissions and fuel efficiency of vessels in Europe. This makes ship fuel efficiency rankings possible and democratises access to data in the shipping industry. Modest though it is, it is still the first EU climate law covering shipping. T&E, which had championed it, found common cause with shipping users and worked together with the Clean Shipping Index – a non-profit platform bringing together shipowners and cargo owners – to make the business case for greater efficiency in the IMO.

It was the beginning of a shake-up for an industry in denial about the failure of the market to economise fuel burned. T&E's expert study found new ships built were on average 10% less fuel-efficient than those built in 1990 while 61% of container ships built in 2014 were beating the new 'Energy Efficiency Design Index' standard that the IMO had set for new ships in 2020.

”

“Where is the pledge for international shipping, and where is the pledge for international aviation? They haven't got one. They're the two elephants in the room, but they're not in the room.”

**- Bill Hemmings, aviation and shipping director
The New York Times, 3 June 2015**

Airlines were faring little better on fuel burn as the International Civil Aviation Organisation (ICAO) debated a fuel efficiency standard for new aircraft. T&E increased the pressure on the industry to act, highlighting data showing fuel efficiency improving at a rate of just 1.1% per year – meaning ICAO's 2020 goal would be met 12 years late. On lucrative transatlantic routes some of the world's largest airlines, including British Airways, Lufthansa and United Airlines, were among the least efficient. BA, the worst performer, burned 51% more fuel per passenger-kilometre than the most efficient carrier. In the US, the Environment Protection Agency offered a chink of light, announcing that aircraft emissions endanger human

health and would therefore need to be regulated. It placed the ball firmly in ICAO's court. Back in Europe, T&E ensured that Europe at least regulated the emissions it was legally obliged to, exposing which international airlines had been fined for non-compliance with the EU's emissions trading system. Painstaking research also revealed €60 billion in public support for the industry globally, via tax breaks on its fuel.

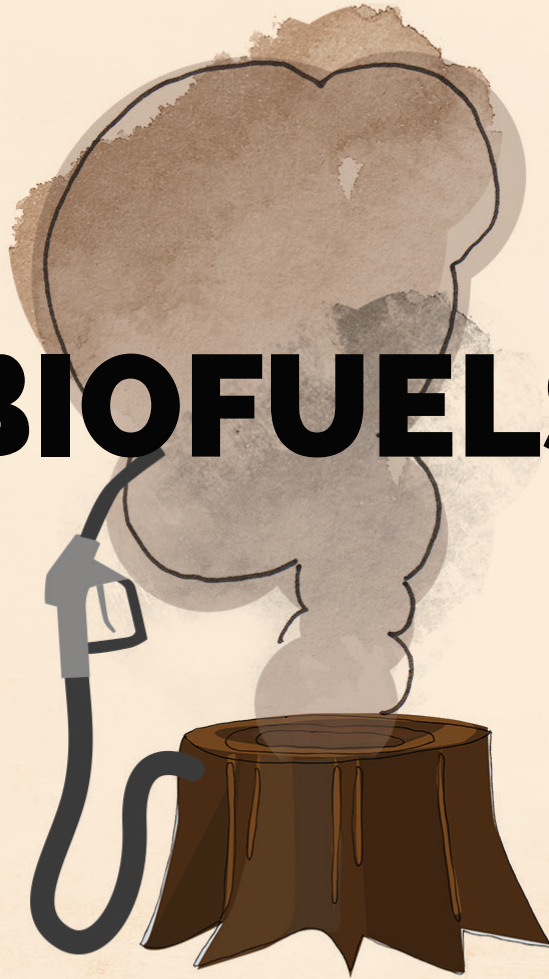
With the stage set for the Paris summit, T&E was a constant presence at the UNFCCC's drafting meetings in Bonn and ensured aviation and shipping emissions were included in the deal presented to world leaders. We also saw the need to make the moral argument, supporting the Marshall Islands – a nation in mortal danger from rising sea levels while being the world's third biggest ship registry – as it pleaded its case with the IMO and later the UN climate conference. It was instrumental in bringing together the 'high-ambition' coalition of nations that would eventually ensure the Paris conference aimed for worthwhile limits on rising temperatures. In the final days, ICAO and IMO pushed hard to have their emissions excluded from the deal, rightly earning them the 'Fossil of the Day' award from NGOs. But months of irrefutable scientific evidence and moral argument had taken their toll, and European

shipowners – fearful that Europe instead of the IMO would act first – pleaded for shipping to be reinstated in the Paris deal. The die had been cast, and UN chief Ban Ki-moon and climate conference president Laurent Fabius demanded ICAO and IMO finally act in 2016.

Learn more

transportenvironment.org/what-we-do/aviation
transportenvironment.org/what-we-do/shipping

BIOFUELS





OUR CAMPAIGNS

BIOFUELS

Fuelling a debate based on facts

When MEPs and governments failed to finalise reform of Europe's deeply flawed biofuels policy two years ago, T&E settled in for a much longer campaign than envisaged. In 2009 the EU had passed a law to promote the use of biofuels in Europe's cars – fuels that lawmakers mistakenly believed were cleaner than fossil fuels. It was imperative that any reforming law would account for biofuels' indirect emissions, which occur when land previously used to grow crops for food is converted to grow crops for fuel – resulting in carbon sinks elsewhere being cleared to produce food.

By 2015 the European Parliament was under siege from lobbyists of every stripe – farmers, oil companies, carmakers – to weaken a proposed cap on land-based biofuels, and we needed a way to communicate the facts to politicians. T&E and other environmental and development NGOs simply had to frame the debate so that the science could speak for

itself, drowning out arguments about farm supports and bogus green credentials.

'I don't like preaching'

T&E crafted a strategy to be deployed online and on the ground, starting with *The Little Book of Biofuels*. This neat coffee-table book set the boundaries of the debate, introducing the hard facts in a comprehensible form: the additional biofuels demand created by existing EU targets would result in extra emissions equivalent to adding up to 29 million extra cars to Europe's roads. Every fact was backed with timelines and tables showing where every political actor stood, and graphs detailing biofuels' impact. Demand for the book was so high among time-starved parliament staffers seeking the facts that the first print run quickly ran out.

The release of the new rapporteur's draft report was crunch time for the campaign and our web documentary at Biofuelsreform.org was deployed with impeccable timing. Beyond the interactivity and smooth user interface, the documentary had at its heart a journalistic exposition of every angle of the topic and every single voice. It also contained a trove of press articles highlighting concerns of scientists and the Commission about the actual benefits of first-generation biofuels. But crucially, interviews with the most important MEPs showed they were responding to T&E's approach. "I don't like preaching, I need facts," said the rapporteur, Nils Torvalds.

”

“Estos biocombustibles no tienen futuro en la UE. Si queremos conseguir la reducción del 60% en la emisión de gases de efecto invernadero en 2050, la UE tiene que fomentar la eficiencia y facilitar la instalación de tecnologías bajas en carbono, como la electricidad renovable”

– **Pietro Caloprisco, senior clean energy officer**
El País, 14 April 2015

The documentary website garnered 4,000 unique visitors, mainly based in Brussels. Then, five days before the vote, a wider pressure campaign swung into action – targeting key MEPs. T&E and the NGOs created a web platform from where 3,000 citizens directly tweeted at 10 wavering MEPs, asking them to stop bad biofuels. In the end, MEPs limited at 7% the use of first-generation biofuels that can count toward the 10% renewable energy target in transport by 2020. A multi-billion industry is now re-considering its investments in these fuels that some hoped would green Europe but instead turned out to be a costly climate disaster.

7% of emissions in the EU ETS

-or three times Portugal's CO₂ emissions-
are 'labelled' carbon neutral with no climate safeguards



As the dust settled on a five-year campaign, T&E's attentions focused beyond Europe to Colombia, a new hub of palm oil production to supply the old continent. We sent a documentary team to the vast palm oil plantations of the country where 4.7 million people have been displaced from their home and lands due to a complex armed conflict. The resulting film will join the dots between Europe's fuels policy and its seemingly intangible effects.

Back in Europe we continue to challenge the received wisdom about bioenergy sustainability. Our study with other NGOs found that up to 150 million tonnes of CO₂ result from burning biomass with no climate safeguards and that these are being labelled carbon neutral in Europe. That means that up to 7% of all emissions in the emissions trading system do not require carbon permits – based on the questionable assumption that all the CO₂ released by burning will be compensated through extra carbon absorption the future. Our work exposed the gaping hole in EU renewable energy legislation, which lacks sustainability criteria for this 'green' fuel.

Europe also lacks a plan for bioenergy from wastes and residues – despite growing interest in this overlooked source. T&E worked with a coalition of busi-

nesses and NGOs to produce the first comprehensive study on the potential of this untapped advanced bio-fuel for transport.

Learn more

transportenvironment.org/what-we-do/biofuels

CO₂

CO₂



SAFER, CLEANER TRUCKS

CO₂

CO₂

CO₂

CO₂

CO₂

CO₂

CO₂

CO₂

CO₂

CO₂

Emissions

CO₂

CO₂

CO₂

res!



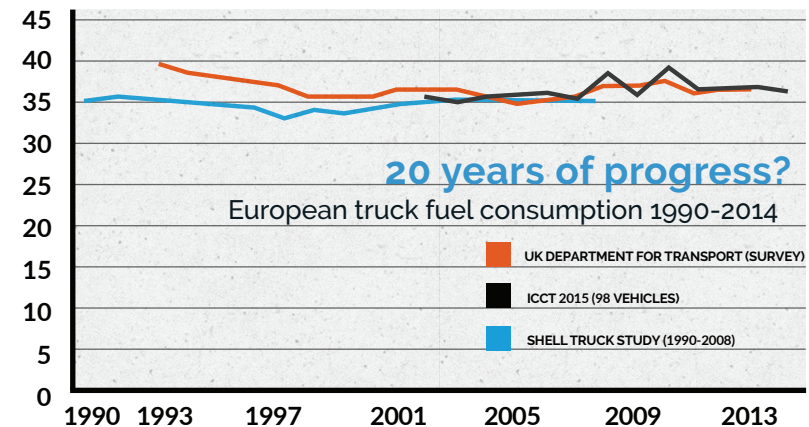
OUR CAMPAIGNS

SAFER, CLEANER TRUCKS

Shifting gears: from truck designs to standards

As one campaign closes another has already begun. Early in 2015 the European Parliament and national governments finally voted to end brick-shaped lorries, clearing the way for advances in fuel efficiency and safety for drivers, cyclists and pedestrians. After round-upon-round of technical studies commissioned and policy discussions hosted by T&E, the new law was passed to allow truckmakers to produce new designs. Again it fell to us to call out member states on their craven concession to an industry that – incredibly – lobbied them to postpone a voluntary transition towards rounder cabins for a decade. With a lot of help from cities, hauliers, trade unions and environmental groups, the postponement was brought back a couple of years, to ‘only’ 2021. We were eager to move on and demonstrate the sector’s climate impact as well as the enormous potential of fuel efficiency standards.

Litres/100km



While trucks and buses make up less than 5% of Europe’s vehicles, they account for 30% of EU road transport CO₂ emissions. Their fuel efficiency has stagnated for the last 20 years mainly because we

don't have policies to make trucks more efficient, like we have for cars (CO₂ standards). So when governments toyed with the idea of covering road transport emissions under the emissions trading system, T&E moved quickly to expose this folly with a comprehensive analysis on the effectiveness of CO₂ standards. Standards for trucks would deliver annual emission cuts of over 36 megatons per year in 2030. That's roughly as much as a 2025 standard for cars and vans.

A wake up call from across the pond

If all that evidence were not enough, news from America helped put truck fuel efficiency higher on the political agenda: the Obama administration started building on its existing truck CO₂ standards and set a new target to improve fuel efficiency by 24% by 2027. But T&E argued that the announcement also signified something else important for European manufacturers, whose trucks account for more than 40% of global production. It was a direct challenge to Europe's technological and regulatory leadership: our projections showed US trucks would likely overtake Europe's on fuel efficiency by the early 2020s, if not sooner. That would not only be bad news for the environment but for the economy and jobs too.

Support for standards

Some European governments are starting to wake up: a look at the fine print in a European Commission consultation revealed support from up to four governments for truck CO₂ standards. MEPs echoed this demand in a plenary vote in June while Germany's Federal Environment Agency also came out in favour. The news came as T&E projections, based on the Commission's own reference scenario, showed trucks and buses would almost equal cars' share of road transport emissions by 2030 if CO₂ standards, as passenger vehicles faced, were not introduced for trucks too.

We also made sure policymakers were given the latest evidence on what is happening to the trucking market. The International Council on Clean Transportation uncovered how trucks sold in Europe burn the same amount of fuel per km now as they did 13 years ago. This lost decade of truck fuel economy largely coincided with the period when European truckmakers allegedly operated a cartel to agree price increases following new air pollution standards. The Commission's investigation continues.

”

“Met de stemming van dinsdag draaien we de pagina om wat betreft de veiligheid op de weg en de brandstof-efficiëntie van vrachtwagens. Maar de effecten zullen pas in 2022 merkbaar zijn. Bovendien is het nieuwe design van vrachtwagens vrijwillig, en niet verplicht.”

– William Todts, freight and climate director
Het Nieuwsblad, 10 March 2015

We also started building coalitions with hauliers and truck fleet managers. We joined forces with them to demand more competition on truck fuel economy and give road users access to data on fuel efficiency that is emerging from VECTO, the new test procedure to measure European trucks' CO₂. That and real-world testing of truck CO₂ emissions would give hauliers a better basis for deciding what vehicle to buy.

The year also saw progress on truck tolling: Transport Commissioner Violeta Bulc announced plans for road charging that would be distance based, not time-dependent, and optional for member states (to make it

politically feasible). T&E has been highlighting how smart road tolling can help drive better, safer and cleaner trucks into the fleet as well as bring a modal shift to rail. Meanwhile, yet another EU country prepared to introduce truck tolls with Belgium pushing ahead on its nation-wide truck tolling scheme.

Learn more

transportenvironment.org/what-we-do/cleaner-safer-lorries



DIRTY FUELS



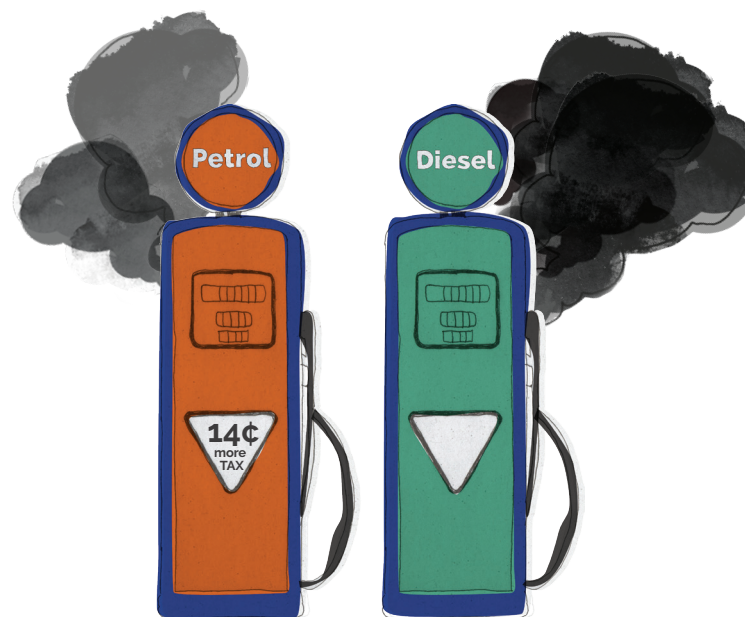
OUR CAMPAIGNS

DIRTY FUELS

Counting the tax deals for dirty diesel

Europe is a diesel island in the world. In the EU one in two cars sold is a diesel while outside it is one in 20. The tax treatment of diesel fuel is at the heart of the debate over 'dirty diesel' and leads to air quality problems where nine out of 10 new diesel cars sold fail to meet NOx limits when driven on the road.

Historically Europe has taxed diesel more lightly than petrol, sowing the seeds for a boom in diesel car sales that started in the 1980s. As hopes of a binding European law on equal taxation faded in 2015, T&E saw the urgent need to inform policymakers of just how much we incentivise the technology through tax breaks. Our study, Europe's tax deals for diesel, found that Europeans pay 14 cent more on average in tax for a litre of petrol than for diesel – incentivising diesel cars through tax breaks to the order of €2,600 per vehicle. The overall fuel tax break for diesel cars amounts to an eye-watering €27 billion per year, with Germany and France alone accounting for more than half of this amount.



Europeans pay 14 cent more on average in tax for a litre of petrol than for diesel

But some wrong ideas die hard: T&E still has a job to do in dispelling the car industry myth that lower diesel tax has been beneficial for the climate. In fact, the cheaper fuel has led to larger vehicles on our roads and additional mobility. And a diesel engine costs €2,000 more than a comparable petrol one; if that money were spent on hybridising the petrol engine, CO₂ could be cut by much more than the 10-15% per km than diesel cars typically deliver.

Thankfully, some European countries are beginning to rethink their diesel tax strategy. Belgium and France have started a multi-year drive to close the gap with petrol over the next few years. The UK already taxes diesel and petrol at the same rate per litre, though this means diesel is still taxed 10% less per unit of energy.

Our study also shed light on Europe's truck diesel tax havens. With diesel used by trucks taxed even more lightly than for cars, 10 countries now tax truck diesel at or close to the EU minimum rate of 33 cent per litre – in a race to the bottom to get foreign trucks to fill up on their territory. Truck owners received a €4.5 billion rebate in 2014 on diesel fuel tax, with eight EU countries – Italy, France, Spain, Romania, Belgium, Hungary, Ireland and Slovenia – giving hauliers rebates on

their diesel excise, up from one country in 2000. The fiscal dumping techniques not only undermine neighbouring countries' tax revenues but also create a race to the bottom that runs completely counter to the EU's ambition to reduce CO₂ emissions and oil imports. Our message to lawmakers: with oil prices low, now is the time to act and finally align petrol and diesel taxes through a new energy tax directive.

”

“Days before the opening of global climate negotiations in Paris, it is clear that Europe has the capability to process these climate-killing fuels while the EU does nothing to stop them entering Europe”

– **Laura Buffet, clean energy officer**
EurActiv, 25 November 2015

While Europe fiddled as its diesel burned, the US dealt a blow to North America's ultra-high carbon tar sands sector by rejecting plans to construct the Keystone XL pipeline. The project would have brought tar sands crude from Alberta, Canada to America's Gulf

Coast refineries. From there the fuel – the extraction and refining of which produces three to four times more global warming emissions than conventional crude – could have been shipped to Europe. But despite the decision, Europe remains a prospective market for tar sands – from Canada and elsewhere. As ever with the oil industry, information is as transparent as the crude itself. T&E and Friends of the Earth Europe sought to clean up matters with an assessment of Europe's refineries: which facilities were ready to process the climate-killing fuel. The resulting map shows Europeans which refineries in their region are equipped, allowing them to lobby their political representatives to keep tar sands out.

Early in 2015 the EU finally published, after years of delay, the Fuel Quality Directive which originally was intended to encourage use of greener road fuels. Much weakened under pressure from North America and the oil industry, it still requires European governments to track and report dirtier types of oil; a basis for further action after 2020.

Learn more

transportenvironment.org/what-we-do/dirty-oil



BETTER TRADE & REGULATION



OUR CAMPAIGNS

BETTER TRADE & REGULATION

What's the deal with trade and transparency?

“Chlorinated chicken” has become the favourite reason of supporters of the EU-US trade deal – currently being negotiated – to dismiss opponents’ concerns as narrow and hyperbolic. Deliberately focusing on this particular issue is a useful distraction: the Transatlantic Trade and Investment Partnership (TTIP), as the proposed trade agreement is called, has always been about much more than Europe’s food safety, important though it is. Behind closed doors, with minimum transparency, negotiators are eking out a deal that would change both who has a say in making Europe’s laws and which court has the final ruling. T&E’s job since day one of TTIP has been to force negotiators to come clean about what’s really at stake.

Negotiators are quite happy to dismiss citizens’ concerns about harmonising Europe’s food and product standards with talk of jobs, growth and investment.

But they are having a harder time doing so on the deal’s ‘investor protection’ clauses. So-called ‘Investor-State Dispute Settlement’ (ISDS) awards foreign businesses the special privilege of bypassing national court systems and suing governments directly, in costly special private arbitration panels, over measures that can jeopardise future profits. It is a mystery to civil society why Europe’s citizens should pay for foreign firms’ investment risks; plenty of insurers earn a living doing exactly this. And typically the lawsuits are over laws designed to protect the public, as is the case with the TransCanada Corporation which is suing the US government for \$15 billion. It’s doing so under the ISDS clause of the NAFTA trade deal, following rejection of the Keystone XL tar sands pipeline because of its climate impact.



145,000 responses to a public consultation on putting 'investor protection' clauses in the EU-US trade deal - 97% opposed it!

Promisingly, in January 2015 Trade Commissioner Cecilia Malmström was forced to admit that almost all of the 145,000 public responses to an ISDS consultation – then a record for an EU consultation – wanted it scrapped from the Europe-America deal. But November brought frustration when the Commission drew an entirely different conclusion: that ISDS should stay and be rebranded as an 'Investor Court System'.

Instead of requiring foreign companies to exhaust national legal avenues first, as citizens must, they could choose between either a national court or the Investment Court System. Investors will logically choose the route likely to lead to the highest financial settlement. Meanwhile, the court's establishment and running would be paid for by taxpayers.

A meek European Parliament had earlier indicated that it would be OK with such a rebranding dressed up as 'reform'. But it's not over yet; in 2016 MEPs will vote on CETA, a deal with Canada and the first one to include the Investment Court System.

”

"The EU's 'new' investment court system ... is a mere rebranding exercise of ISDS"

**– Cecile Toubeau, better trade and regulation manager
Reuters, 16 September 2015**

Laundry list

Meanwhile, behind the closed doors of the World Trade Organisation, the EU and 16 countries around the world were trying to seal a supposedly green deal that would lower tariffs on environmentally-friendly products. T&E failed to see a green side to dirty anthracite coal, airplane engines, parts for the nuclear energy industry and even cancer-causing asbestos which all made the list of 120 'green' products. T&E leaked the countries' entire laundry list of goods they're keen to export. Talks are still ongoing but negotiators have meanwhile taken some of the most egregious items out.

Learn more

transportenvironment.org/what-we-do/better-trade-and-regulation



OUR FUNDERS

T&E GRATEFULLY ACKNOWLEDGES FUNDING SUPPORT FROM THE FOLLOWING INSTITUTIONS IN 2015

>€500,000 European Climate Foundation
The Norwegian Agency for Development Cooperation

**€500,000 -
€100,000** ClimateWorks Foundation
Oak Foundation

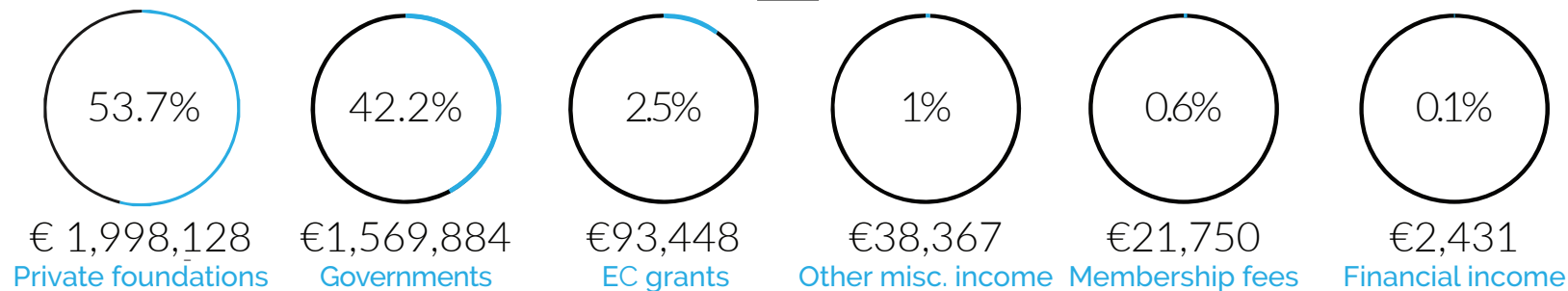
**€100,000 -
€25,000** BirdLife
Deutsche Umwelthilfe e.V. Bundesgeschäftsstelle Berlin
European Commission
Funders for Fair Trade
German Federal Environment Agency (UBA)
New Venture Fund
Rockefeller Brothers Fund
Stiftung Mercator

<€25,000 T&E members and support fees
De Staatsecretaris van Infrastructuur en Milieu
FIA Foundation
Grassroots Foundation
KestrelMan
Svenska Naturskyddsforeningen

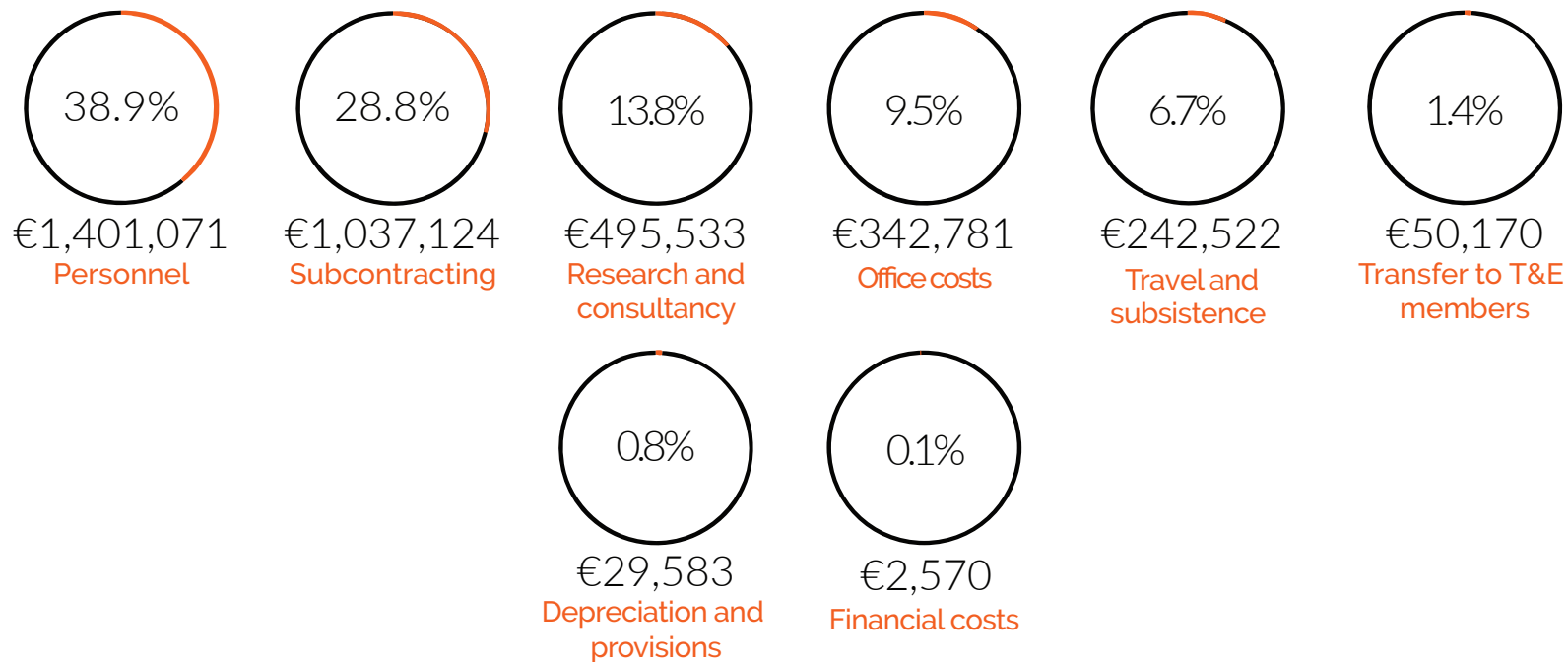


OUR RESOURCES

INCOME



EXPENDITURE





OUR PEOPLE

POLICY TEAM



JOS DINGS
Executive Director



GREG ARCHER
Director, Clean Vehicles



BILL HEMMINGS
Director, Aviation and Shipping



WILLIAM TODTS
Director, Freight and Climate



MALCOLM FERGUSON
Senior Policy Consultant



CÉCILE TOUBEAU
Manager, Better Trade and Regulation



LAURA BUFFET
Oil and Biofuels Officer



ANDREW MURPHY
Aviation and Shipping Officer



SOTIRIS RAPTIS
Shipping and Aviation Officer



FRANÇOIS CUENOT
Vehicle Emissions Officer



JULIA HILDERMEIER
Clean Vehicles and Emobility Officer



CARLOS CALVO AMBEL
Transport and Energy Analyst



JULIA POLISCANOVA
Clean Vehicles and Air Quality Officer



CRISTINA MESTRE
Climate and Biofuels Officer



SAMUEL KENNY
Freight and Rail Transport Officer



OUR PEOPLE

COMMUNICATIONS TEAM



NICO MUZI
Director of Communications



EOIN BANNON
Communications Officer



PIERRE DORNIER
Communications Officer



MAGGIE FEARN
Creative Assistant



CHRIS BOWERS
T&E Bulletin Editor

FINANCE AND OFFICE MANAGEMENT TEAM



MARC SCHUURMANS
Director of Operations



AISLING HENRARD
Office Manager



OUR PEOPLE

BOARD



JOÃO VIEIRA
President



PHILIPPA EDMUNDS
Vice-President



PIERRE COURBE
Vice-President



MICHAEL MÜLLER-GÖRNERT
Treasurer



ANGEL APARICIO



CHRISTIAN NOBEL



SVEN HUNHAMMAR



JEAN THÉVENON



JAMES NIX



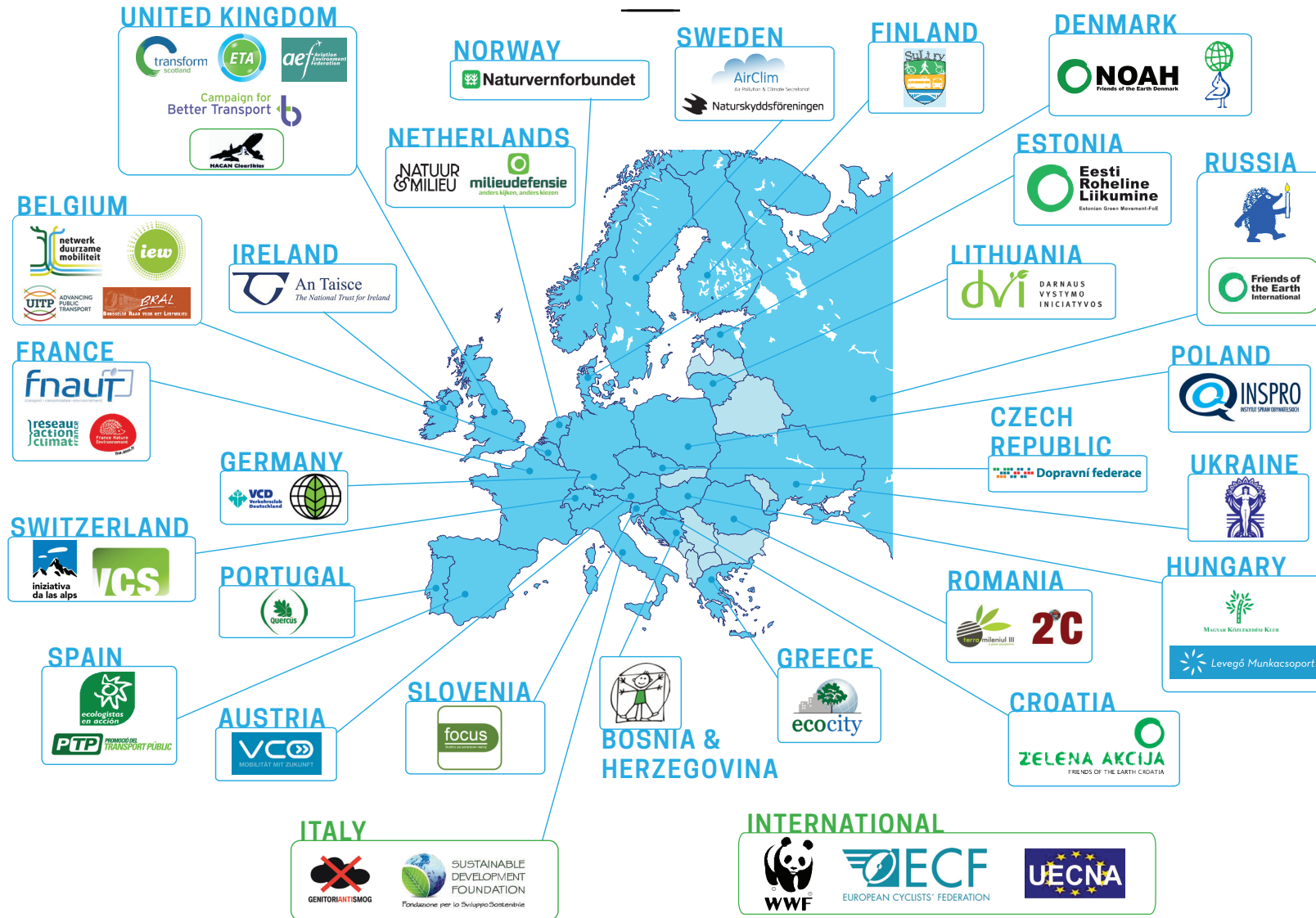
ALEXANDER FEDOROV



INGA RINGAILAITE

OUR MEMBERS

49 MEMBERS IN 27 COUNTRIES



OUR MEMBERS

49 MEMBERS IN 27 COUNTRIES

OUR SUPPORTERS

BELGIUM



ITALY



GENITORI ANTISMOG



Fondazione per lo Sviluppo Sostenibile

SUSTAINABLE
DEVELOPMENT
FOUNDATION

UK



HACAN ClearSkies

RUSSIA



Friends of
the Earth
International

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), and is a founding member of the Clean Shipping Coalition which has observer status at the International Maritime Organisation (IMO).

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

ECOS AND GREEN BUDGET EUROPE

T&E staff sits on the boards of ECOS, European Environmental Citizens' Organisation for Standardisation, and Green Budget Europe, an NGO platform that aims to promote environmental fiscal reform at the EU level.



OUR MISSION

EUROPE'S LEADING NGO CAMPAIGNING FOR SUSTAINABLE TRANSPORT



For more than 25 years now, we have been working to minimise transport's harmful impacts on the environment and health, maximise efficiency of resources, including energy and land, and guarantee safety and sufficient access for all.

T&E covers all modes of transport: cars, vans, trucks, trains, planes, ships. All the energy that powers them. And the infrastructure they use.

Credibility is our key asset. We are non-profit and politically independent, and we are strong believers in the power of science and evidence in policymaking.

T&E represents 49 NGOs in 27 countries across Europe.



2015 annual report
Transport & Environment