

NEWSLETTER

International Regulatory Developments

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EUROPE

EU Presidency Declaration on Future of European Mobility

On 4 April 2024, the Belgian Presidency of the European Council outlined the future of European mobility in a Brussels Declaration. This came after an informal meeting of European Transport Ministers held in Brussels on 3 and 4 April.

The Declaration calls on the European Union to take ten steps during the next legislature. Most of these relate to rail, with a call to make freight and passenger services a priority.

The Declaration also states that the 'polluter-pays' principle should be applied to mobility to ensure fair competition: the price of each mode of transport must reflect the external costs incurred, such as pollution, CO₂ emissions or congestion.

In addition, ministers propose analysing the needs of intermodal terminals throughout the European Union, with help for Member States to ensure these are adequately met.

The Brussels Declaration is available to read at belgian-presidency.consilium.europa.eu/en/news/the-belgian-presidency-outlines-the-future-of-european-mobility.

Clean Transition Dialogue on Mobility

On 8 April 2024, European Commission President von der Leyen spoke at the Clean Transition Dialogue on Transport and Mobility.

Ms von der Leyen spoke in general terms about mitigating climate change, saying that protecting climate and nature can be achieved whilst maintaining the competitiveness of industry. She said that the EU has created the legal framework to be climate neutral by 2050, which is "important for investment decisions, and it is important for predictability and reliability for those who invest in a certain direction for the future."

The Commission President went on to say that the legislative framework must be implemented, and the Clean Transition Dialogue with representatives from ports and shipyards, trains and airlines, cars, buses, trucks, recharging infrastructure and the alternative fuels producers is a key part of this.

She then focused on the key aspects of infrastructure, clean fuels and supply chain. On clean fuels, the focus was on fuel for maritime and aviation applications.

Ms von der Leyen's speech can be read in full at ec.europa.eu/commission/presscorner/detail/en/speech24_1881.

On 10 April, the Commission adopted a Communication taking stock of a series of Clean Transition Dialogues on transforming Europe into a clean, resource-efficient, fair and competitive economy. The Dialogues have been chaired by Executive Vice-President Maroš Šefčovič. This stocktake will

feed into the discussion of EU leaders at the upcoming European Council on the next steps in Europe's clean transition.

Nine Clean Transition Dialogues have taken place so far. Industry and social partners confirmed their strong commitment to shape and implement the European Green Deal. Social partners highlighted the importance of ensuring the social fairness of the transition, to create good quality jobs as well as the need for reinforced structured social dialogue. The Dialogues have focused on hydrogen, energy-intensive industries, clean tech, energy infrastructure, critical raw materials, forest-based bioeconomy, cities, clean mobility, and steel.

The communication adds that the Commission will provide further guidance to support industry and Member States in applying EU legislation and will strengthen the focus on burden reduction. The Commission will also publish on a dedicated platform a set of key indicators to monitor and measure progress of the green transition, competitiveness of the EU economy and the social transition. The Commission will further support industry in equipping the employees with the necessary skills for the transition, and will continue working with cities, regional and local authorities.

The Commission Communication can be found at ec.europa.eu/commission/presscorner/detail/en/ip_24_1884.

Commenting on the Communication, EC Executive Vice-President Šefčovič said that Europe's decarbonisation must be increasingly driven by market forces, in addition to targets and regulation. Strengthening the business case for the clean tech sector is particularly important as we are in the implementation phase of the Green Deal, which – from the industrial perspective – means the phase of scaling-up manufacturing capacities.

Vice-President Šefčovič highlighted five building blocks for a reinforced industrial approach to delivering the Green Deal, namely an effective and simplified regulatory framework, stable energy prices, modern infrastructure, easier access to finance and a stronger single market. He committed to a continuation of the Clean Transition Dialogues.

Mr Šefčovič's comments are at ec.europa.eu/commission/presscorner/detail/en/speech24_1949.

European Parliament Vote on Air Quality Directive

On 24 April 2024, the European Parliament adopted a provisional political agreement with EU countries on new measures to improve air quality in the EU so it is no longer harmful to human health, natural ecosystems and biodiversity, by 381 votes in favour, 225 against, and 17 abstentions.

The new rules set stricter 2030 limits and target values for pollutants with a severe impact on human health, including particulate matter (PM2.5, PM10), NO₂ (nitrogen dioxide), and SO₂ (sulphur dioxide). Member states may request that the 2030 deadline be postponed by up to ten years, if specific conditions are met. If the new national rules are violated, those affected by air pollution will be able to take legal action, and citizens may receive compensation if their health has been damaged. More air quality sampling points will also be set up in cities and air quality indices across the EU will become comparable, clear and publicly available.

The law now also has to be adopted by Council, before being published in the EU Official Journal and entering into force 20 days later. EU countries will then have two years to apply the new rules.

The European Parliament press release is at europarl.europa.eu/news/en/press-room/20240419IPR20587/air-pollution-parliament-adopts-revised-law-to-improve-air-quality.

European Parliament Adoption of Rules for Machinery on Public Roads

On 24 April 2024, the European Parliament adopted new rules to make mobile working equipment safer when it needs to use public roads. The new regulation was adopted at the plenary with 582 votes in favour, 10 against and 3 abstentions.

Mobile work machines will have to start complying with common road safety requirements. These will cover for example brakes, steering, field of vision, lighting, dimensions and other elements. In order to be able to sell this equipment in the EU, manufacturers will have to submit their equipment for road safety testing and compliance checks before putting them on the market.

The regulation foresees a transition period of 11 years, during which the manufacturers would be able to choose whether they want to start using the EU certificate or keep complying with relevant national laws only.

The text will now have to be formally approved by the Council. After that, it will be published in the Official Journal and will become a binding law for all Member States.

The European Parliament press release can be found at europarl.europa.eu/news/en/pressroom/20240424IPR20642/parliament-approved-rules-to-make-work-machines-safer-on-roads.

European Council Adoption of Euro 7 Provisional Agreement

On 12 April 2024, the European Council adopted the Euro 7 regulation, which lays down rules on emission limits for road vehicles and battery durability. This is the last step in the decision-making procedure.

The Euro 7 regulation establishes rules for the exhaust emissions of road vehicles, but also for other types of

emissions such as tyre abrasion and brake particle emissions. It also introduces requirements for battery durability. For cars and vans, the regulation keeps the existing Euro 6 exhaust emission limits but introduces stricter requirements for solid particles. For heavy-duty buses and lorries, the regulation imposes more stringent limits for various pollutants, including some that have not been regulated until now, such as nitrous oxide (N₂O). In addition, Euro 7 introduces stricter limits for particle emissions produced when braking, with specific limits for electric vehicles. The new rules also include stricter lifetime requirements for all vehicles in terms of both mileage and lifetime.

Following the Council's approval today of the European Parliament's position, the legislative act has been adopted. After being signed by the President of the European Parliament and the President of the Council, the regulation will be published in the Official Journal of the European Union and will enter into force on the twentieth day following its publication.

The dates of application of the regulation will depend on the kind of vehicle concerned: 30 months for new types of cars and vans, and 42 months for new cars and vans; 48 months for new types of buses, trucks and trailers, and 60 months for new buses, lorries and trailers; 30 months for new systems, components or separate technical units to be fitted in cars and vans, and 48 months for those to be fitted in buses, lorries and trailers.

The Council press release can be found at consilium.europa.eu/en/press/press-releases/2024/04/12/euro-7-council-adopts-new-rules-on-emission-limits-for-road-vehicles.

European Parliament Vote on HDV CO₂ Provisional Agreement

On 10 April 2024, the European Parliament adopted new measures, already agreed upon with the Council, to strengthen CO₂ emission reduction targets for new heavy-duty vehicles (HDVs).

The regulation, addressing emissions from new trucks, buses and trailers, was endorsed by MEPs with 341 votes in favour, 268 against and 14 abstentions.

CO₂ emissions from large trucks (including vocational vehicles, such as garbage trucks, tippers or concrete mixers) and buses will have to be reduced by 45% for the period 2030-2034, 65% for 2035-2039 and 90% as of 2040. By 2030, new urban buses will need to reduce their emissions by 90% and become zero-emission vehicles by 2035. Emissions reduction targets are also set for trailers (7.5%) and semi-trailers (10%), starting from 2030.

The law requires the EC to conduct a detailed review of the effectiveness and impact of the new rules by 2027. This review will need to assess, among others, whether to apply the rules to small lorries, the role of a methodology for

registering HDVs exclusively running on CO₂ neutral fuels and the role that a carbon correction factor could have in the transition towards zero-emission HDVs. The Council still needs to formally approve the agreement before it can enter into force.

The Parliament's press release can be found at europarl.europa.eu/news/en/pressroom/20240408IPR20305/meps-adopt-stricter-co2-emissions-targets-for-trucks-and-buses.

The adopted text is at europarl.europa.eu/doceo/document/TA-9-2024-0192_EN.pdf.

Regulation on In-Service Verification Procedures for HDV CO₂ Emissions

On 16 April 2024, Regulation 2024/1127 was published in the Official Journal of the European Union. This Regulation supplements Regulation 2019/1242 by setting out the guiding principles and criteria for defining the procedures for the verification of the CO₂ emissions and fuel consumption values of heavy-duty vehicles in-service (in-service verification).

This Regulation sets out the guiding principles and criteria for defining the procedures for verifying that the CO₂ emissions and fuel consumption values recorded in the customer information files correspond to the CO₂ emissions from, and the fuel consumption of, heavy-duty vehicles in-service. It also sets out the procedures for verifying the presence of any strategies on board or relating to the vehicles that artificially improve the vehicle's performance in the tests performed or in the calculations made for the purpose of determining the CO₂ emissions and fuel consumption.

The Regulation covers the selection of in-service verification vehicles, in-service verification tests, the documentation, duty to inform and conclusion of the granting approval authority, as well as the funding of the in-service verifications. Regulation 2024/1127 will enter into force on the twentieth day following its publication in the Official Journal.

The full regulation is available to read at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202401127.

Transition Pathway for EU Mobility Industrial Ecosystem

On 16 April 2024, the European Commission launched a call for pledges to achieve the green and digital transition of the EU Mobility Industrial Ecosystem while ensuring its competitiveness and resilience to crises.

The Commission says this call is key to working together with stakeholders to co-implement the fields of action identified in the Mobility Transition Pathway. It is inviting all organisations, from SMEs to larger companies, public administration, civil society groups and other interested parties to participate. The call will allow businesses and organisations to showcase what they are doing and intend to

do for a more sustainable, digital and resilient mobility industry.

Once collected and reviewed, pledges will be published online to promote knowledge and synergies among different stakeholders and their activities. Moreover, the collection of pledges will help identify best practices and room for potential complementary action and support at the EU level.

More information is available at single-market-economy.ec.europa.eu/news/transition-pathway-eu-mobility-industrial-ecosystem-commission-launches-call.

Commissioner Breton Comments on EU Competitiveness

On 15 April 2024, European Commissioner for Internal Market Mr Thierry Breton posted on LinkedIn with his views on an EU Competitiveness and Industry New Deal.

He states that it is time to "take bold and concerted steps" to boost the EU's competitiveness policy, by promoting industrial technologies and markets of the future, by securing industrial value chains through an enhanced economic security approach, by modernising the single market and by developing skills for quality jobs in Europe.

Mr Breton identifies finance as being critical, with public and private money required. This money should be channelled more strategically, and access to European public money needs to be simpler and more predictable.

The Commissioner also says that in addition to promoting the EU's technological and industrial bases, we need to protect ourselves against economic security risks (supply chains; physical and cyber-security of critical infrastructure; technology security and technology leakage; weaponisation of economic dependencies or economic coercion) and partner more strategically with countries worldwide with which we have common economic security interests.

Mr Breton's full comments are available to read at linkedin.com/pulse/successful-eu-competitiveness-industry-new-deal-thierry-breton-vxsve.

European Commission Infringement Decisions

On 24 April 2024, the European Commission published its package of infringement decisions against Member States for failing to comply with their obligations under EU law. Amongst these are three related to air pollutants.

The EC has decided to open an infringement procedure by sending a letter of formal notice to Lithuania (INFR(2024)2015) for failing to correctly incorporate the Directive limiting air pollutants from medium combustion plants (Directive (EU) 2015/2193) into national legislation. Lithuania has not correctly transposed this Directive into its national legislation, whereas the deadline for Member States to do so was 19 December 2017. Lithuania has not included

correct requirements on setting limit values for pollutant emissions and has incorrectly transposed certain definitions. It has also failed to correctly transpose some of the permitting obligations of the operator. The Commission is therefore sending a letter of formal notice to Lithuania, which now has two months to respond and address the shortcomings raised by the Commission.

The European Commission has also decided to send a reasoned opinion to Poland (INFR(2021)2024) for failure to address shortcomings in the transposition of Directive on the reduction of national emissions of certain atmospheric pollutants (NEC Directive). In June 2021, the Commission sent a letter of formal notice to Poland, urging it to comply with the NEC Directive. However, some of the grievances persist, including lack of transposition of the requirement to conduct transboundary consultations on the national air pollution control programmes and to include obligatory measures in the programmes. Therefore, the Commission has decided to send a reasoned opinion to Poland, which now has two months to respond and take the necessary measures.

Finally, the Commission has decided to send a reasoned opinion to Ireland (INFR(2021)2116) for failure to address shortcomings in the transposition of the Industrial Emissions Directive (Directive 2010/75/EU). The Commission sent a letter of formal notice to Ireland in February 2022. However, Ireland's legislation still does not correctly transpose certain permitting requirements such as compliance with emission limit values when a derogation is granted from the requirement to respect the emission levels associated with the best available techniques, some technical requirements in annexes to the Directive, and certain definitions. Therefore, the Commission has decided to send a reasoned opinion to Ireland, which now has two months to respond and take the necessary measures.

Full details of the EC's infringement decisions are at ec.europa.eu/commission/presscorner/detail/en/inf_24_1941.

Dutch report on Options for Climate Neutrality in 2050

On 24 April 2024, the Dutch Planning Office for the Living Environment (PBL) published a report looking at options for achieving climate neutrality in the Netherlands by 2050.

The report states that delaying or ruling out options in advance makes achieving climate neutrality in the Netherlands by 2050 almost if not completely impossible. It is 'not a question of either-or, but of and-and'.

Given the uncertain availability of energy sources and technologies, all building blocks are useful and necessary, including more 'controversial' options such as the use of biofuels, carbon capture and storage (CCS) and agricultural and rural adaptation.

The report is available to read (in Dutch) at pbl.nl/actueel/nieuws/ook-controversiele-opties-nodig-voor-klimaatneutraal-nederland-in-2050.

Swiss Parliament Decision on E-Fuels

On 15 March 2024, the Swiss Parliament passed the new CO₂ Emission Reduction Act. The Act contains Article 11a, concerning CO₂ reduction factors in new car fleets through the consumption of renewable synthetic fuels.

This states that importers and manufacturers of vehicles can request that the CO₂ reductions achieved through the use of renewable synthetic fuels are taken into account when calculating the CO₂ emissions of their new vehicle fleet. To do this, they must provide evidence showing which quantity of such fuels is contractually allocated to them by which distributor.

Renewable synthetic fuels must meet the requirements of Article 35d of the Environmental Protection Act of October 7, 19839 (USG).

A report on this is available at spin-together.ch/2024/04/03/eligibility-of-synthetic-fuels-for-co2-fleet-emissions.

The CO₂ Emission Reduction Act can be found at parlament.ch/centers/eparl/curia/2022/20220061/Schlussabstimmungstext%201%20SN%20D.pdf.

ECHR Judgement on Swiss Action on Climate Change

On 9 April 2024, the Grand Chamber of the European Court on Human Rights judged by a majority of sixteen votes to one, that in the case of Verein KlimaSeniorinnen Schweiz and Others v. Switzerland (application no. 53600/20), there had been: a violation of Article 8 (right to respect for private and family life) of the European Convention on Human Rights; and, unanimously, that there had been: a violation of Article 6 § 1 (access to court).

The case concerned a complaint by four women and a Swiss association, Verein KlimaSeniorinnen Schweiz, whose members are all older women concerned about the consequences of global warming on their living conditions and health. They consider that the Swiss authorities are not taking sufficient action, despite their duties under the Convention, to mitigate the effects of climate change.

The Court found that Article 8 of the Convention encompasses a right to effective protection by the State authorities from the serious adverse effects of climate change on lives, health, well-being and quality of life.

The Court found that the Swiss Confederation had failed to comply with its duties ("positive obligations") under the Convention concerning climate change. There had been critical gaps in the process of putting in place the relevant domestic regulatory framework, including a failure by the Swiss authorities to quantify, through a carbon budget or

otherwise, national greenhouse gas (GHG) emissions limitations. Switzerland had also failed to meet its past GHG emission reduction targets. While recognising that national authorities enjoy wide discretion in relation to implementation of legislation and measures, the Court held, on the basis of the material before it, that the Swiss authorities had not acted in time and in an appropriate way to devise, develop and implement relevant legislation and measures in this case.

In addition, the Court found that Article 6 § 1 of the Convention applied to the applicant association's complaint concerning effective implementation of the mitigation measures under existing domestic law. The Court held that the Swiss courts had not provided convincing reasons as to why they had considered it unnecessary to examine the merits of the applicant association's complaints. They had failed to take into consideration the compelling scientific evidence concerning climate change and had not taken the complaints seriously.

The full judgement is available to download from hudoc.echr.coe.int/eng-press#%20.

NORTH AMERICA

Publication of US GHG Phase 3 Emissions Standards for HDVs

On 22 April 2024, the US EPA's Phase 3 greenhouse gas (GHG) emissions standards final rule (see AECC News of 5 April 2024) for model year (MY) 2032 and later heavy-duty highway vehicles was published in the Federal Register.

This final rule is effective on 21 June 2024.

EPA says it believes the standards are appropriate and feasible considering lead time, costs, and other factors. EPA also finds that it is appropriate to limit the availability of certain advanced technology credits initially established under the HD GHG Phase 2 rule, and to include additional flexibilities for manufacturers in applying credits from these incentives in the early model years of the Phase 3 programme.

EPA is also adding warranty requirements for batteries and other components of zero-emission vehicles and requiring customer-facing battery state-of-health monitors for plug-in hybrid and battery electric vehicles. In this action, it is also finalising additional revisions, including clarifying and editorial amendments to certain highway heavy-duty vehicle provisions and certain test procedures for heavy-duty engines.

The final rule is published at [federalregister.gov/documents/2024/04/22/202406809/greenhouse-gas-emissions-standards-for-heavy-duty-vehicles-phase-3](https://www.federalregister.gov/documents/2024/04/22/202406809/greenhouse-gas-emissions-standards-for-heavy-duty-vehicles-phase-3).

US Administration National Goal for Zero-Emissions Freight Sector

On 24 April 2024, the US Administration announced a first-ever national goal to transition to a zero-emissions freight sector for truck, rail, aviation and marine, along with a commitment to develop a national zero-emissions freight strategy.

This whole-of-government strategy includes new federal investments, continued engagement with stakeholders on zero-emissions freight infrastructure, and forthcoming action plans on each of the freight segments. The strategy will prioritise actions to address air pollution hot spots and tackle the climate crisis, mobilising a broad range of government resources, and reflect public participation and meaningful community engagement, furthering the President's commitment to environmental justice for all.

This new commitment to zero-emissions freight is said to align with and support President Biden's existing goals for a carbon pollution-free energy sector by 2035 and for achieving net-zero emissions from the transportation sector by 2050. It also aligns with the Administration's commitment to work with other countries to identify pathways and implementation actions that enable zero-emissions medium- and heavy-duty vehicles to reach 30% of new sales in 2030 and 100% of new sales by 2040.

The full announcement is available to read at [whitehouse.gov/briefing-room/statements-releases/2024/04/24/fact-sheet](https://www.whitehouse.gov/briefing-room/statements-releases/2024/04/24/fact-sheet).

ASIA-PACIFIC

Cambodia Clean Air and Sustainable Transport Workshop

On 29 April 2024, Clean Air Asia published details of efforts in Cambodia to combat air pollution. The Ministry of Environment (MoE), in collaboration with the United Nations Environment Programme (UNEP) and the United Nations Economic Commission for Europe (UNECE), is spearheading efforts to achieve this goal by launching the Euro 6/VI roadmap.

During the Cambodia Clean Air and Sustainable Transport Workshop in Phnom Penh in March 2024, His Excellency Pak Sokharavuth, MoE Under Secretary of State, pledged to implement Euro 6/VI standards by 2030 as part of the Clean Air Plan of Cambodia (CAPC). The CAPC, Cambodia's national strategy for combating air pollution, was published in November 2021.

At the workshop, Mr. Herbert Fabian, coordinator of the Secretariat for the Acid Deposition Monitoring Network in East Asia (EANET), outlined the objectives of the UNEP Used Vehicles Programme, emphasising international cooperation to promote more stringent vehicle emission standards.

He highlighted the role of UNEP in the global phaseout of lead in gasoline and stressed the importance of collaboration in removing dirty vehicles and fuels from the market. He further explained how the reduction of sulphur in fuels helped reduce acid rain while pointing out that health risk contributors such as particulate matter (PM) and Nitrogen oxides (NOx) remain. He emphasised the need for better emission standards to reduce vehicular PM and NOx emissions.

Participants from the Ministry of Mines and Energy, Ministry of Economy and Finance, Ministry of Commerce, Ministry of Industry, Science, Technology and Innovation, and Ministry of Public Works and Transport discussed potential challenges and needs to implement Euro 6VI, particularly the concerns for Euro 5N and 6VI used vehicle supply, clean fuel costs and capacity-building needs.

Further details of the workshop can be found at cleanairasia.org/our-news/cambodias-journey-towards-cleaner-and-safer-used-vehicles-combat-air-pollution.

GENERAL

Launch of Our Common Air Commission

On 11 April 2024, the Our Common Air Commission launched with a call for global financial institutions to invest in clean air programmes.

Our Common Air is a global commission of high-level government figures, renowned health experts, academics, and leading climate change specialists, co-chaired by Rt Hon. Helen Clark, former Prime Minister of New Zealand, and Dr Soumya Swaminathan, former Chief Scientist at the World Health Organization (WHO). Other commissioners include Yvonne Aki-Sawyer, Mayor of Freetown; HE María Espinosa, former Ecuadorian Foreign Minister and United Nations General Assembly President; Gina McCarthy, former Administrator of the US Environmental Protection Agency and Shirley Rodrigues, Deputy Mayor of London.

The Commission is urging global financial institutions, particularly the World Bank, to invest more heavily in clean air programmes to generate climate, health and economic benefits.

In addition to advocating for increased financing, the Commission calls on global financial institutions to measure and better track the economic benefits that come from clean air, so that it is recognised as an asset for people and planet.

The Commission also wants governments to commit to urgent action on short-lived climate pollutants (SLCPs) by integrating air pollution outcomes into the review of their Nationally Determined Contributions (NDCs), rapidly addressing SLCPs and setting ambitious SLCP emissions reduction targets.

Information on Our Common Air Commission is at ourcommonair.org.

RESEARCH SUMMARY

Effects of Emissions and Pollution

Short-Term and Long-Term Effects of Exposure to PM10, Narges Seihei, et al.; *Clinical Epidemiology and Global Health* (in press), [doi: 10.1016/j.cegh.2024.101611](https://doi.org/10.1016/j.cegh.2024.101611).

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Real-world particulate, GHG, and gaseous toxic emissions from heavy-duty diesel and natural gas vehicles, Zisimos Toumasatos, et al.; *Atmospheric Environment* (June 2024), Vol. 327, 120512, [doi: 10.1016/j.atmosenv.2024.120512](https://doi.org/10.1016/j.atmosenv.2024.120512).

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Emissions Control, Catalysis, Filtration

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FORTHCOMING CONFERENCES

Raw Materials Summit

14-16 May 2024, Brussels, Belgium

registration.eitmsummit.eu/raw-materials-summit-2024

SIA High Performance Hydrogen Internal Combustion Engine

16 May 2024, Orléans, France

sia.fr/evenements/346-high-performance-hydrogen-internal-combustion-engine

27th ETH Nanoparticles Conference

10-14 June 2024, Zürich, Switzerland

npc24.scg.ch/?idU=4

Fuel Science: From Production to Propulsion

11-13 June 2024, Aachen, Germany

tme.rwth-aachen.de/cms/TME/De-Lehrstuhl/Aktuelle-Veranstaltungen/~pmdn/12-FSC-Konferenz-2024/?lidx=1

European Sustainable Energy Week

11-13 June 2024, Brussels, Belgium (and online)

interactive.eusew.eu

24th International Congress Dritev

12-13 June 2024, Baden-Baden, Germany

www.dritev.com

Cambridge Particle Meeting

17 June 2024, Cambridge, UK

cambridgeparticlemeeting.org

SIA Powertrain International Conference

19-20 June 2024, Lille, France

event.fourwaves.com/79651605-96c9-454f-9129-fe5986450f40/pages

CLEPA Materials Regulations and Sustainability Event

27-28 June 2024, Frankfurt, Germany

clepa.eu/events/clepa-materials-regulations-and-sustainability-event-2024

Stuttgart International Symposium on Automotive and Engine Technology

2-3 July 2024, Stuttgart, Germany

fkfs-veranstaltungen.de/index.php?id=100

New Materials for future Mobility (NeMMo)

3-4 July 2024, Nantes, France

sia.fr/evenements/?year=2024

International Congress on Catalysis

14-19 July 2024, Lyon, France

<https://www.icc-lyon2024.fr>

Future of Emission Control

21-23 July 2024, Karlsruhe, Germany

trackact.kit.edu/FuturEmission.php

Thermo- and Fluid Dynamics Processes for Clean Propulsion Powerplants

10-13 September 2024, Valencia, Spain

cmt.upv.es/#/thiesel2024

Rostock Large Engine Symposium

12-13 September 2024

rgmt.de

Emissions Analytics Non-Road Powertrains and Fuels

18-19 September 2024, Munich, Germany

conferences.emissionsanalytics.com/nonroad-eu

Deadline for abstracts 5 April 2024

SAE Conference on Sustainable Mobility

18-20 September 2024, Catania, Italy

universitacusano.com/csm2024

Aachen Colloquium Sustainable Mobility

7-9 October 2024, Aachen, Germany

aachener-kolloquium.de/en

POLIS Conference 2024

27-28 November 2024, Karlsruhe, Germany

polisnetwork.eu/2024-annual-polis-conference