

AECC NEWSLETTER

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EUROPE

Thematic Workshops under Automotive Industry Strategic Dialogue

The first thematic workshops under the Strategic Dialogue on the Future of the European Automotive Industry took place in Brussels.

On 12 February, Mr Wopke Hoekstra hosted the thematic Working Group ‘Clean Transition and Decarbonisation’. The meeting was divided into two sessions aiming to “gather views to create a shared understanding of the most critical challenges the European automotive industry is facing in relation to the clean transition, to identify solutions and translate them into concrete actions”. The first session was dedicated to charging infrastructure and the second to stimulating demand for zero emission vehicles.



The second workshop, held on 13 February, was hosted by Ms Roxana Mînzatu, Commissioner for Social Rights and Skills, Quality Jobs and Preparedness, and focused on the social aspects of the crisis, such as retaining jobs in Europe.

On 17 February, a workshop led by Executive Vice President for Tech Sovereignty, Security and Democracy Henna Virkkunen looked at digital innovation, covering data access and a request from CLEPA and ACEA to reactivate the legislative proposal on standard essential patents (SEPs) that was put on hold by the Commission.

The workshop held on 19 February was hosted by Executive Vice President for Prosperity and Industrial Strategy Mr Stéphane Séjourné and focused on the industrial value chain, including a separate session on batteries. The discussions focused on risk sharing for investments in innovation, rules on foreign investment, and financial and regulatory measures to improve production – including the possibility of resilience conditionalities and European preferences.

On 20 February, Commissioner for Sustainable Transport and Tourism Apostolos Tzitzikostas hosted the thematic working group on ‘CO₂ free charging and refuelling infrastructure’. Reportedly, all participants spoke in favour of a rapid and uniform expansion of infrastructure.

Commission President Ms von der Leyen will hold another structured dialogue with CEOs of selected OEMs and suppliers on 3 March. The list of participant organisations to the one on clean transition and decarbonisation is at ec.europa.eu/commission/presscorner/detail/en/ac_25_472.

TRAN Committee Debate with EU Transport Commissioner

On 19 February 2025, the Transport and Tourism (TRAN) Committee of the European Parliament held a structured dialogue with Sustainable Transport and Tourism Commissioner Mr Apostolos Tzitzikostas.

Mr Tzitzikostas outlined the main 2025 EU transport policy initiatives. To bring back the competitiveness of car industry, he revealed that on 5 March the Commission would present an action plan for Europe’s automotive sector, building on input from the automotive dialogue launched three weeks previously. Commissioner Tzitzikostas also promised to come up with a Sustainable Transport Investment plan after the summer break. It will cover measures to boost investments in alternative fuels production and the accelerated roll-out of recharging and refuelling infrastructure.

Many MEPs were interested in Europe’s automotive industry action plan, with some asking to review the combustion engine ban, avoid sanctioning industry for not meeting the CO₂ targets in 2025, but also taking into account the needs of heavy-duty vehicles, the spare parts industry and small and medium-sized companies.

The European Parliament press release is at europarl.europa.eu/news/en/pressroom/20250217IPR26978/transport-meets-scrutinise-key-2025-eu-transport-initiatives.

Publication of HDV Emissions Certification Implementing Act

On 20 February 2025, Commission Implementing Regulation (EU) 2025/258, amending Regulation (EU) 2017/2400 updating certification processes for emissions and fuel consumption of heavy-duty vehicles (HDVs), the so-called third amendment on VECTO, was published in the Official Journal of the European Union.

The measure aims to further develop and update the Vehicle Energy Consumption Calculation Tool (VECTO) to cover new technologies for HDVs including vehicles fuelled with hydrogen, vehicles with electrified powertrains, air drag – in-motion charging, vehicles with multiple independent powertrains, as well as provisions on battery durability, Verification Testing Procedure (VTP) for buses and correction/improvement of existing provisions, for the determination of vehicle-specific CO₂ emissions. The amendment would follow the first and the second amendments to Regulation (EU) 2017/2400.

Regulation (EU) 2017/2400 sets out the methodology for determining values of fuel consumption and CO₂ emissions from heavy-duty vehicles.

The Implementing Regulation can be found at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202500258.

Publication of Delegated Regulation on Adjustment of TM_0 Values for LDVs

On 21 February 2025, Delegated Regulation 2025/371 was published in the Official Journal of the European Union. This amends Regulation 2019/631 of the European Parliament and of the Council as regards the adjustment of the TM_0 values for new passenger cars and new light commercial vehicles.

In accordance with Regulation 2019/631, as of 2025, the average test masses of all new passenger cars and new light commercial vehicles ("the TM_0 values") are to be used for the purpose of calculating the specific emissions targets for each manufacturer of new passenger cars and each manufacturer of new light commercial vehicles. The TM_0 values to be used for the calculation are to be regularly adjusted to the respective average test masses of all new registered passenger cars and new registered light commercial vehicles.

The TM_0 values applying for the years 2025 and 2026 are to be calculated as the respective average test mass of all new passenger cars and all new light commercial vehicles registered in the calendar years 2022 and 2023.

The Regulation is available to read at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202500371.

European Commission Work Programme for 2025

On 11 February 2025, the European Commission published its work programme for 2025, under the title 'A bolder, simpler, faster Union.' The Commission says it outlines its ambition to boost competitiveness, enhance security, and bolster economic resilience in the EU. The programme builds on the commitments set out in the Political Guidelines and the mission letters sent by President von der Leyen.

The work programme focuses on the flagship initiatives the Commission will take in the first year of its mandate, responding to the issues that matter most to Europeans. It reflects the need for more opportunities, innovation, and growth.

A Communication on Implementation and Simplification accompanies the work programme. It sets out how the Commission plans, over the next five years, to make implementation of EU rules easier in practice, and to reduce administrative burdens and simplify EU rules.

The 2025 work programme focuses strongly on simplification. It includes a first series of Omnibus packages and proposals designed to make EU policies and laws work better and faster to strengthen the EU's competitiveness.

The first Omnibus package will put forward far-reaching simplification, notably in the fields of sustainable finance

reporting, sustainability due diligence and taxonomy. Other initiatives, like the Industrial Decarbonisation Accelerator Act, will streamline permit granting, authorisations and reporting requirements.

The Commission has identified seven key deliverables, including Sustainable Prosperity and Competitiveness. At the heart of the collaborative plan for decarbonisation and competitiveness is the Clean Industrial Deal, which the Commission says will pave the way towards a proposed 90% emission-reduction target for 2040.

It should be noted that while the Automotive industry Action Plan is not listed in the Work Programme, it is still listed as expected on 5 March in the most recent Commission agenda issued 11 February.

New initiatives include: the Competitiveness Compass (non-legislative, Q1 2025) (Published); the first Omnibus package on sustainability (legislative, Q1 2025); the Clean Industrial Deal (non-legislative, Q1 2025); the Sustainable Transport Investment Plan (non-legislative, Q3 2025); and the European Climate Law amendment (legislative, Article 192(1) TFEU, Q1 2025).

Pending proposals include: the proposal for a Regulation on circularity requirements for vehicle design and on management of end-of-life vehicles, amending Regulations (EU) 2018/858 and 2019/1020 and repealing Directives 2000/53/EC and 2005/64/EC; and the proposal for a Directive amending Directive 1999/62/EC, Council Directive 1999/37/EC and Directive (EU) 2019/520 as regards the CO₂ emission class of heavy-duty vehicles with trailers.

The Work Programme can be downloaded from ec.europa.eu/commission/presscorner/detail/en/ip_25_466.

European Commission Announcement of Clean Industrial Deal

On 26 February 2025, the European Commission presented the Clean Industrial Deal (CID), what it describes as a bold business plan to support the competitiveness and resilience of our industry. The Deal is intended to accelerate decarbonisation, while securing the future of manufacturing in Europe.

The Commission says it is also taking actions to make the regulatory environment more efficient while reducing bureaucratic hurdles for businesses. The measures are the results of engagement with industry leaders, social partners and civil society in the context of the Antwerp Declaration for a European Industrial Deal and the European Commission's Clean Transition Dialogues.

The Deal focuses mainly on two closely linked sectors: energy-intensive industries and clean tech. The announcement says the former face high energy costs, unfair global competition and complex regulations, harming the sector's competitiveness. Clean Tech is said by the Commission to be at the heart of future competitiveness and growth as well as crucial for industrial transformation. Circularity is also a central element of the Deal, in order to

maximise EU's limited resources and reduce over-dependencies on third country suppliers for raw materials.

The Commission goes on to say that the CID presents measures strengthening the entire value chain and serves as a framework to tailor action in specific sectors. The Commission will present an Action Plan for the automotive industry in March and an Action Plan on steel and metals in Spring. Other tailored actions are planned for the chemical and clean tech industry.

The Communication identifies business drivers for industry to succeed in the EU. The Commission has therefore adopted an Action Plan on Affordable Energy to lower energy bills for industries, businesses and households, while the Industrial Decarbonisation Accelerator Act will increase demand for EU-made clean products, by introducing sustainability, resilience, and made in Europe criteria in public and private procurements.

In the short-term, the Commission claims the Clean Industrial Deal will mobilise over €100 billion to support EU-made clean manufacturing. This amount includes an additional €1 billion guarantees under the current Multiannual Financial Framework.

Regarding circularity, the Communication says the EU has to secure access to critical raw materials and reduce exposure to unreliable suppliers. At the same time, placing circularity at the core of the EU's decarbonisation strategy helps maximise the EU's limited resources. The Commission will therefore set up a mechanism enabling European companies to come together and aggregate their demand for critical raw materials, while also creating an EU Critical Raw Material Centre to jointly purchase raw materials on behalf of interested companies. It will also adopt a Circular Economy Act in 2026 to accelerate the circular transition and ensure that scarce materials are used and reused efficiently, reduce the EU's global dependencies and create high quality jobs. The aim is to have 24% of materials circular by 2030.

In addition to ongoing and new trade agreements, the Commission will soon launch the first Clean Trade and Investment Partnerships, which will diversify supply chains and forge mutually beneficial deals. At the same time, the Commission says it will act even more decisively to protect EU industries from unfair global competition and overcapacities through a range of Trade Defence and other instruments. The Commission will also simplify and strengthen the Carbon Border Adjustment Mechanism (CBAM).

The CID communication is at ec.europa.eu/commission/presscorner/detail/en/ip_25_550.

Commission Response to EEA Report on Environment Action Programme

On 20 February 2025, the European Commission issued a press release responding to the European Environment Agency's (EEA's) publication of the progress report on the 8th

Environment Action Programme (8th EAP) objectives (see below).

The Commission says the report shows that the EU is partially on track towards its 2030 climate and environmental goals and targets but demonstrates that more must be done. It acknowledges that despite progress in certain areas, including reducing greenhouse gas emissions, improving air quality, and promoting green finances, more effort is needed to reverse the declining trend in biodiversity and ecosystems, achieve systemic change across systems (e.g. food, energy, & mobility), and ensure well-being for all within planetary boundaries.

The Commission's response points out that the report highlights the urgency of implementing agreed legislation and finalising pending legislative acts. It also recognises the importance of setting new initiatives, such as boosting water resilience and delivering systemic changes in energy, industry, agriculture and mobility.

The press release goes on to say that more progress is also needed in sustainable production and consumption patterns, to reduce excessive use of materials and energy. It states that resource overuse leads to higher levels of air, water and soil pollution and leads to significant pressure on ecosystems and biodiversity.

The Commission press release is at environment.ec.europa.eu/news/faster-progress-needed-stay-within-planetary-boundaries-2025-02-20_en.

European Commission Communication on Multiannual Financial Framework

On 12 February 2025, the European Commission published a Communication on 'The Road to the next Multiannual Financial Framework'. It outlines the key policy and budgetary challenges that will shape the design of the next Multiannual Financial Framework (MFF). This lays the groundwork for reflections on how to adapt the EU's long-term budget to evolving needs and priorities.

The Commission says the next long-term budget, which will start in 2028, needs to maximise the impact of every euro it spends, focusing on EU priorities and objectives where EU action is most needed.

It goes on to say that the new approach for a modern EU budget should include a plan for each country with key reforms and investments, designed and implemented in partnership with national, regional, and local authorities. A European Competitiveness Fund should establish an investment capacity to support strategic sectors and critical technologies. Also, a revamped external action financing should be more impactful, targeted and aligned with strategic interests, contributing to a new foreign policy. The budget should also build in additional safeguards protecting the rule of law. Furthermore, the EU budget should be able to rely on modernised revenues to ensure sufficient and sustainable financing for our common priorities.

The European Commission press release is at ec.europa.eu/commission/presscorner/detail/en/ip_25_486.

Commission Consultation on Auto Sector Antitrust Rules

On 28 February 2025, the European Commission launched a public consultation inviting all interested parties to express their views on the functioning of the competition rules applicable to vertical agreements in the automotive sector. These rules include the Motor Vehicle Block Exemption Regulation ('MVBBER') and the Supplementary Guidelines ('SGL'), both as amended in April 2023, as well as the Vertical Block Exemption Regulation ('VBER') and the Guidelines on vertical restraints, as far as they apply to the automotive sector.

The public consultation is part of the ongoing evaluation of the MVBBER and the SGL launched on 18 January 2024. These rules, which assist companies in the automotive sector in assessing the compatibility of their vertical agreements with Article 101(1) of the Treaty on the functioning of the European Union ('TFEU'), are currently set to expire on 31 May 2028.

All interested parties can submit their comments by 23 May 2025. As part of the ongoing evaluation, the Commission will also seek feedback from national competition authorities. In addition, the Commission is working with the Commission's Joint Research Centre on a study to collect sector-specific information pertaining to a list of relevant industry indicators, with particular focus on the digital transformation of the automotive markets.

After the evaluation is finalised, the Commission will analyse the possible policy options for the future of the MVBBER, in a policy-making phase planned for 2026.

The press release is at ec.europa.eu/commission/presscorner/detail/en/ip_25_473.

BAT Reference Document on Surface Treatment of Metals and Plastics

On 7 February 2025, the European Commission published draft 1 (D1) of the revised Best Available Techniques Reference Document (BREF) for the Surface Treatment of Metals and Plastics (STM). It has been sent to members of the STM Technical Working Group (TWG).

The main objective of the consultation is to invite TWG members to peer-review and validate the information included in the document, as well as to fill in important gaps by submitting relevant additional data and information. In particular, completion of information is needed for: general information on the activities covered in the STM BREF; applied processes and techniques in surface treatment of metals and plastics: to expand the information on new processes not included in the 2006 STM BREF, update the information on the existing ones and to introduce more information on decarbonisation and circular economy aspects; techniques to consider in the determination of BAT

and ET (emerging techniques): to update and complete the 10-heading structured description of best available and emerging techniques.

TWG members are asked to focus on major issues such as the proposed BAT conclusions and associated emission levels as well as associated environmental performance levels, as well as the techniques to consider in the determination of BAT and ET of Chapter 4, which form the basis of the proposed BAT conclusions.

The draft BREF is available to view at eippcb.jrc.ec.europa.eu/sites/default/files/2025-02/STM%20BREF_D1_%20BW-bref.pdf

EEA Report on Progress Towards 8th Environment Action Plan Objectives

On 20 February 2025, the European Environment Agency (EEA) published its annual monitoring report on progress towards the 8th Environment Action Programme (8th EAP) objectives on the basis of a set of 28 headline indicators and corresponding targets.

The EEA says that despite steady progress in key areas, the European Union is only partially on track to achieve the EU's 2030 climate, environment and sustainability objectives. More decisive measures are needed to boost a circular economy, reverse the declining trend in biodiversity and in reducing the EU's consumption footprint.

The assessment shows positive progress in certain areas including on reducing greenhouse gas emissions, improving air quality and in greening the economy, boosting green bonds and increasing eco-innovation. This shows promising signs with the EU largely on track to meet targets for the 8th EAP's enabling conditions, a crucial area to support Europe's shift to a sustainable future. Recent decreases in energy consumption, if sustained, also indicate this target could be met and highlighting the need to maintain decisive action to put the EU on track.

8th EAP PRIORITY OBJECTIVES AND ENABLING CONDITIONS		Outlook of meeting the targets by 2030			
8th EAP indicators Monitoring targets		On track	Likely on track	Likely off track	Off track
CLIMATE CHANGE MITIGATION					
	Greenhouse gas emissions Reduce net GHG emissions by at least 55% by 2030 from 1990 levels		●		
	GHG emissions from land use, land-use change and forestry Increase net GHG removals by carbon sinks from the LULUCF sector to -310 million tonnes CO ₂ equivalent by 2030				●
CLIMATE CHANGE ADAPTATION					
	Climate-related economic losses Reduce overall monetary losses from weather and climate-related events				●
	Drought impact on ecosystems Decrease the area impacted by drought and loss of vegetation productivity				●
A REGENERATIVE CIRCULAR ECONOMY					
	Raw material consumption Significantly decrease the EU's material footprint, by reducing the amount of raw material needed to produce the products consumed in the EU				●
	Total waste generation Significantly reduce the total amount of waste generated by 2030				●
ZERO POLLUTION AND A TOXIC FREE ENVIRONMENT					
	Premature deaths due to exposure to fine particulate matter Reduce premature deaths from air pollution by 55% (from 2005 levels) by 2030		●		
	Nitrates in groundwater Reduce nutrient losses by at least 50% in safe groundwater resources				●

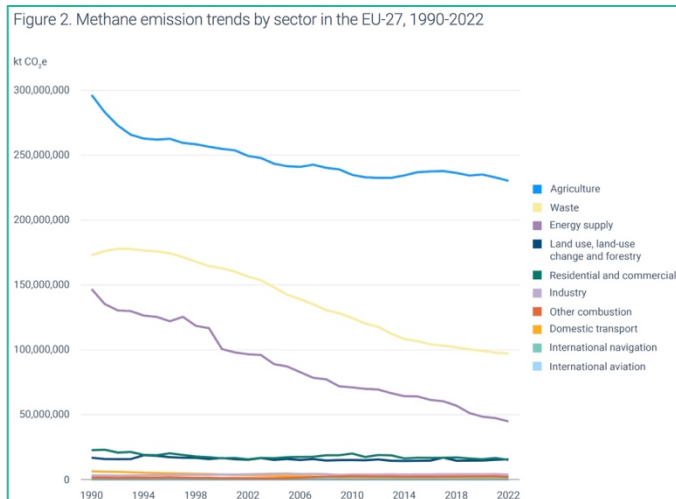
However, EEA says a majority of the updated indicators are either 'likely off track' in meeting the 2030 targets, with four deemed to be totally 'off track', including greenhouse gas emissions from land use, land-use change and forestry, doubling circular material use, ensuring 25% of farm fields are organically farmed, and significantly decreasing the EU's consumption footprint. Reducing energy consumption and boosting consumption of renewable energy were also off track.

The report is available to download from eea.europa.eu/en/newsroom/news/decisive-measures-needed-to-meet-objectives.

EEA Report on Impact of Methane Emissions

On 27 February 2025, the European Environment Agency (EEA) published a briefing titled 'Methane, climate change and air quality in Europe'. The briefing gives an update on methane emissions and their impact on our climate, environment and on human health. It is intended to support future EU policy action on controlling and reducing methane at national, EU and international levels.

Methane (CH₄) is emitted from both human-made and natural sources. Agriculture, waste and energy sectors are the largest sources of human-made emissions, responsible for an estimated 60% of global emissions. Wetlands are the main natural source.



EEA says that while methane emissions from Europe are reducing, global methane emissions and their contribution to global warming are increasing. In Europe, around 37% of the background ozone level is related to global methane. As heat and sunlight also influence the generation of ground-level ozone, the impacts of climate change will also likely increase the risks related to ozone, particularly in southern parts of Europe.

The EEA press release is at eea.europa.eu/en/newsroom/news/more-action-needed-to-reduce-methane-emissions.

German Election Results

On 23 February 2025, the German election resulted in the CDU/CSU being the largest party, meaning Friedrich Merz is likely to become the new Chancellor. The AfD has the second largest number of seats, with the outgoing SPD the third-largest party in the new Bundestag.

The CDU manifesto states that the party will commit to the car and the automotive industry and that the ban on combustion engines must be reversed. It adds that the charging infrastructure for e-mobility must be adequately expanded.

A summary of the manifesto can be found at cdu.de/app/uploads/2025/01/wahlprogramm-cdu-csu-kurzfassung-englisch.pdf.

NORTH AMERICA

Announcement of US EPA Priorities

On 4 February 2025, US Environmental Protection Agency (EPA) Administrator Lee Zeldin announced his 'Powering the Great American Comeback' initiative. The initiative is intended to guide EPA's work to protect public health and the environment.

The initiative has five major pillars. The first is pushing for 'Clean Air, Land, and Water for Every American.' The second is to 'Restore American Energy Dominance,' and the third is for 'Permitting Reform, Cooperative Federalism, and Cross-Agency Partnership.' The fourth pillar is to 'Make the United States the Artificial Intelligence Capital of the World,' and the fifth is 'Protecting and Bringing Back American Auto Jobs.'

The EPA press release is at epa.gov/newsreleases/icymi-administrator-zeldins-powering-great-american-comeback-unveiled-epa.

GENERAL

ICCT Paper on Hybrid Vehicle Technology Developments

On 13 February 2025, the International Council on Clean Transportation (ICCT) published a working paper on hybrid vehicle (HEV) technology developments and opportunities in the 2025-2035 timeframe.

The paper analyses HEV technology and potential CO₂ emission reductions, the historic and future costs of this technology, and how future regulations could be designed to minimise emissions from ICE-equipped vehicles.

It concludes that strong hybrids are cost-effective for consumers and automakers. ICCT says hybrids are generally as profitable as or more profitable than non-hybrid ICE vehicles. Most hybrids provide consumers with fuel savings that offset any higher upfront price. This does not consider further savings due to lower maintenance costs, longer brake life, and greater reliability. Alongside these fuel savings, the paper says hybrid vehicles in 2024 offer the largest CO₂

reductions amongst non-plug-in combustion vehicle technologies, and their emissions reductions could further improve by at least 15% based on existing or very near-future electrification and engine technologies.

The paper also concludes that hybrid vehicles cost less than previously assumed in regulatory documents and their cost will likely decrease further in the future. ICCT states the cost model used to support EPA's recent rulemaking for MYs 2027–2032 overstates total hybridisation costs by an average of \$1 382 (€1 322) compared with MY 2024 hybrid real-world price premiums. Moreover, each generation or redesign of a hybrid model has tended to decrease in inflation-adjusted price. Given that automakers will likely redesign existing hybrid models and engineer new offerings at least once in the decade between 2024 and 2034, it is likely that the cost of hybridisation will further decrease and potentially fall below \$1,000 (€957) versus a comparable non-hybrid ICE on average.

ICCT then states that the efficiency of hybrids can continue to improve through application of known, cost-effective technologies. Powertrain improvements can increase hybrid vehicle efficiency and decrease CO₂ emissions by at least 15%. Specifically, engines and control algorithms can be designed for dedicated application within a hybrid powertrain. Dedicated hybrid engines have improved peak efficiency and/or wider regions of high efficiency compared with engines on both hybrids and non-hybrids today.

The ICCT working paper is available to read at theicct.org/wp-content/uploads/2025/02/ID-292-%E2%80%93-Hybrid-technology_paper_final.pdf.

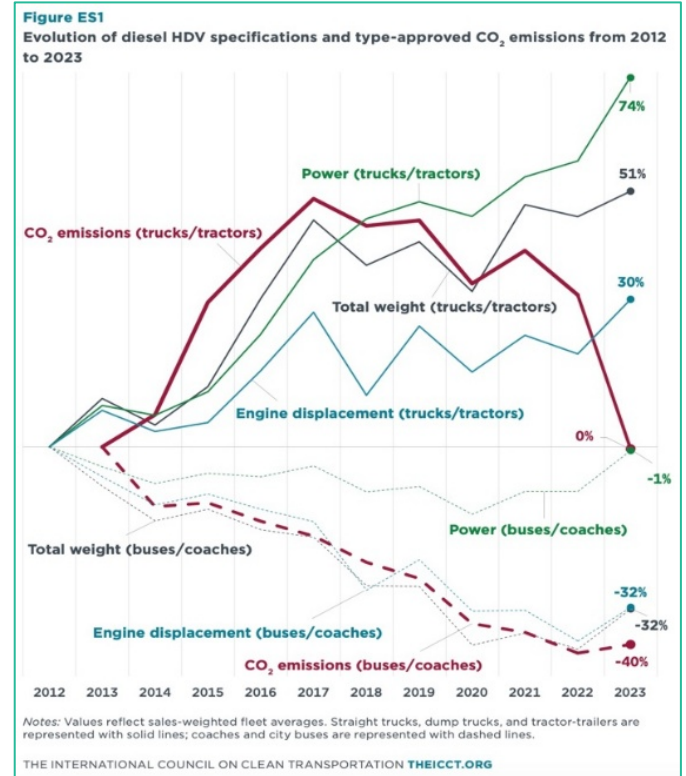
ICCT Report on Evolution of Diesel Heavy-Duty Vehicles in China

On 18 February 2025, the the International Council on Clean Transportation (ICCT) published a report on the evolution of diesel heavy-duty vehicles in China from 2012 to 2023.

ICCT says China's heavy-duty vehicle (HDV) industry has witnessed profound changes, driven by advancements in vehicle technology, shifting fuel types, and environmental regulations. The report assesses trends in China's HDV market between 2012 and 2023, a critical period for technological and regulatory developments in the industry. It surveys the evolution of HDV sales by powertrain, vehicle specifications, emissions performance, and the market structure of fuel supply and transmission technologies for HDVs.

The report states that diesel vehicles continue to dominate the HDV sector in China, although natural gas and battery electric vehicles have seen notable growth in market share in recent years. In terms of vehicle specifications, the HDV industry has shown a marked divergence between trucks and tractors on the one hand and buses and coaches on the other. Between 2012 and 2023, trucks and tractors saw large increases in engine power (+74%), total weight (+51%), and engine displacement (+30%), while buses and coaches saw

declines in all three parameters: of 1% for engine power, 32% for total weight, and 32% for engine displacement.



Type-approved CO₂ emissions – which are directly calculated from certified fuel consumption, the regulated metric in China's fuel economy standards for HDVs – have shown a similar divergence. Overall, buses and coaches have recorded a sustained decline in CO₂ emissions since 2013, amounting to a 40% improvement by 2023. Sales-weighted average CO₂ emissions from trucks and tractors initially increased due to lenient regulations and the exclusion of heavy truck categories. Since the introduction of Stage 3 standards in 2019, the type-approved CO₂ emissions of new trucks have fallen sharply, reaching parity with 2013 levels in 2023. ICCT says this indicates progress on fuel consumption control by manufacturers despite growth in power, total weight, and engine displacement. The adoption of technologies such as common rail injection and exhaust gas recirculation have contributed to improved fuel efficiency among trucks.

The full report is available to read at theicct.org/wp-content/uploads/2025/02/ID-262-%E2%80%93-HDV-engines_report_final-2.pdf.

RESEARCH SUMMARY

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Experimental study of a multi-combination passive-ammonia selective catalytic reduction (pSCR) systems using monolithic catalysts, Jiale Fu, et al.; *Journal of Environmental Chemical Engineering* (April 2025), Vol. 13, Issue 2, 115752, [doi: 10.1016/j.jece.2025.115752](https://doi.org/10.1016/j.jece.2025.115752).

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Hydrogen fuel cell vehicles: Overview and current status of hydrogen mobility, Ömer Günaydın, et al.; *International Journal of Hydrogen Energy* (in press), [doi: 10.1016/j.ijhydene.2025.01.412](https://doi.org/10.1016/j.ijhydene.2025.01.412).

It is not the same green: A comparative LCA study of green hydrogen supply network pathways, Dana Alghool, et al.; *International Journal of Hydrogen Energy* (in press), [doi: 10.1016/j.ijhydene.2024.06.346](https://doi.org/10.1016/j.ijhydene.2024.06.346).

FORTHCOMING CONFERENCES

Zero CO₂ Mobility & Energy Conference

12-13 March 2025, Aachen, Germany
[fev.com/en/zero-co2/E2%82%82-mobility-energy-conference-2025-2](https://www.fev.com/en/zero-co2/E2%82%82-mobility-energy-conference-2025-2)

International Automotive Recycling Congress

19-21 March 2025, Antwerp, Belgium
events.icm.ch/event/IARC2025

VERT Forum and Focus Day

27-28 March 2025, Dubendorf, Switzerland
vertcertification.eu/j3/index.php?view=article&id=73:14th-vert-forum-2024-march-22nd-2024-empa-duebendorf-switzerland

SAE WCX World Congress

8-10 April 2025, Detroit, USA
[wcx.sae.org](https://www.wcx.sae.org)

CITA General Assembly and International Conference

6-8 May 2025, Istanbul, Turkey
cita2025.citainsp.org

Heavy-Duty Sustainable Transport Symposium

7-8 May 2025, Gothenburg, Sweden
[sae.org/attend/heavy-duty-sustainable-transport-symposium](https://www.sae.org/attend/heavy-duty-sustainable-transport-symposium)

Vienna Motor Symposium

14-16 May 2025, Vienna, Austria
[oevk.eventsair.com/motorensymposium2025abstracts/en/Site/Register](https://www.oevk.eventsair.com/motorensymposium2025abstracts/en/Site/Register)

Shanghai-Stuttgart Symposium 'Automotive and Powertrain Technology

22-23 May 2025, Shanghai, China

fkfs-veranstaltungen.de/veranstaltungen/shanghai-stuttgart-symposium

EU Green Week: Circular solutions for a competitive Europe

3-5 June, Brussels, Belgium

environment.ec.europa.eu/news/green-week-2025-circular-solutions-competitive-eu-2025-01-22_en

FISITA World Mobility Conference

3-5 June 2025, Barcelona, Spain

fisita.com/events/wmc

SIA Powertrain 2025

11-12 June 2025, Port Marly, France

sia.fr/evenements/376-powertrain-SIAPowertrain2025

ETH Nanoparticles Conference

16-19 June 2025, Zurich, Switzerland

npc25.scg.ch/?idU=2

Stuttgart International Symposium

2-3 July 2025, Stuttgart, Germany

fkfs-veranstaltungen.de/en/events/stuttgart-symposium

International Conference on Electrolysis

25-29 August 2025, Freiburg, Germany

ice2025.eu/?utm_source=newsletter

International Conference on Engines & Vehicles for Sustainable Transport

14-17 September 2025, Capri, Italy

ice-conferences.org

Aachen Colloquium Sustainable Mobility

6-8 October 2025, Aachen, Germany

aachener-kolloquium.de/en

Sustainable Energy & Powertrains

25-26 November 2025, Stuttgart, Germany

fkfs-veranstaltungen.de/veranstaltungen/sustainable-energy-powertrains/program/program

Deadline for abstracts 16 April 2025

POLIS Annual Conference

26-27 November 2025, Utrecht, Netherlands

polisnetwork.eu/2025-annual-polis-conference