

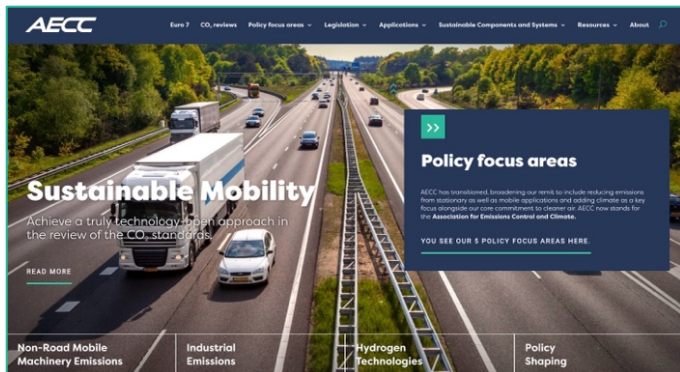
# AECC NEWSLETTER

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## Launch of Updated AECC Website

On 1 April, AECC launched its updated website. This update takes account of our broadened remit to focus on five key policy areas: sustainable mobility, non-road mobile machinery, industrial emissions and hydrogen technologies, as well as lifecycle assessment and the circular economy.



The site stresses the addition of climate as a key focus alongside AECC's core commitment to cleaner air.

The AECC website remains at [aecc.eu](http://aecc.eu).

## EUROPE

### Consultations on Euro 7 Main and OBM Implementing Acts

On 15 April 2025, the European Commission launched two public consultations on the first Euro 7 Implementing Acts, making available the complete draft texts for the first time.

The first consultation is on the methods, tests, requirements, and methodologies for Euro 7 emissions type-approval of cars and vans. It also addresses conformity of production, in-service conformity, and market surveillance issues. This is the so-called main implementing act for light-duty vehicles (LDV).

The second consultation is on the methods, requirements, and tests for Euro 7 emissions type-approval of on-board monitoring systems (OBM) for cars and vans. It also addresses on-board diagnostic and monitoring systems, anti-tampering and security systems, and environmental data.

Stakeholders have until 13 May to provide input. AECC will consider this with members.

On 25 April 2025, the World Trade Organisation (WTO) launched technical barrier to trade (TBT) consultations on the draft text of the main Implementing Act supplementing Regulation (EU) 2024/1257 (Euro 7) and the draft text regarding onboard monitoring devices (OBFCM) and the Environmental Vehicle Passport (EVP).

During the consultation period, WTO members can submit their comments on whether or not the draft measure poses a technical barrier to trade. The deadline to provide comments is 24 May 2025. The draft submitted for the TBT consultation

is the same as that provided for stakeholders responding to the Commission's ongoing public consultation, which closes on 13 May.

The public consultation and full texts are available at [LDV:europa.eu/info/law/14333-Vehicle-emissions-methods-tests-and-requirements-for-Euro-7-emissions-type-approval-of-cars-and-vans\\_en](http://LDV:europa.eu/info/law/14333-Vehicle-emissions-methods-tests-and-requirements-for-Euro-7-emissions-type-approval-of-cars-and-vans_en).

OBM: [europa.eu/info/law/14332-Vehicle-emissions-methods-and-tests-for-Euro-7-obm-systems-cars-and-vans-emissions-type-approval\\_en](http://europa.eu/info/law/14332-Vehicle-emissions-methods-and-tests-for-Euro-7-obm-systems-cars-and-vans-emissions-type-approval_en).

### Publication of Targeted Amendment to 2025 Car and Van CO<sub>2</sub> Emission Targets

On 1 April 2025, the European Commission proposed a targeted amendment to the Regulation setting CO<sub>2</sub> emission performance standards for new cars and vans. The amendment introduces a flexibility measure with their CO<sub>2</sub> targets between 2025 and 2027.

This proposal was announced as part of the Commission's Industrial Action Plan for the European automotive sector, adopted on 5 March 2025. This followed the Strategic Dialogue on the Future of the Automotive Industry launched by President von der Leyen on 30 January 2025 and involving an open public consultation and multiple discussions and engagement with industry leaders, social partners and stakeholders to address the most pressing challenges facing the sector.

The proposed flexibility measure allows manufacturers' compliance with the CO<sub>2</sub> targets for 2025, 2026 and 2027 to be assessed over the entire three-year period averaging their performance, rather than annually. This approach allows manufacturers to balance any excessive annual emissions by outperforming the target in the remaining year(s).

The Commission says this additional flexibility will help safeguard the industry's capacity to invest in the clean transition, while maintaining the 2025 target and keeping the industry on track for the next round of emissions reductions. The EU wide targets intend to make the EU's transport system more sustainable and put road transport on a firm path to zero-emission mobility in 2050.

The Commission called on the co-legislators to reach an agreement on this amendment without delay to ensure predictability and certainty for the automotive industry and investors.

The European Commission press release is at [ec.europa.eu/commission/presscorner/detail/en/ip\\_25\\_854](http://ec.europa.eu/commission/presscorner/detail/en/ip_25_854) and the amendment can be found at [climate.ec.europa.eu/c7fd3f4dbe784f82a73ae4a2ff9c0cf3\\_en?filename=policy\\_amendment\\_co2standards\\_flexibility.pdf](http://climate.ec.europa.eu/c7fd3f4dbe784f82a73ae4a2ff9c0cf3_en?filename=policy_amendment_co2standards_flexibility.pdf).

### Commission President Dialogue with Automotive Industry

On 7 April 2025, European Commission President Ms Ursula von der Leyen hosted a high-level dialogue with representatives of automotive industry to discuss the implications of the US tariffs on cars, car parts and

commercial vehicles. The exchange of views focused on gathering industry views and proposals for the most effective EU response to the measures.

The Commission's read-out of the meeting states that participants voiced strong concerns about the broader implications of the US tariffs, particularly the risk of trade diversion. They highlighted the uncertainty these measures create for integrated supply chains - especially in the automotive sector - which span both sides of the Atlantic and are central to current business models.

Participants also expressed support for lowering tariffs on both sides as part of a negotiated solution, a path the European Commission says it remains committed to. Participants also shared perspectives on the potential for the EU and US to reduce non-tariff barriers in a mutually beneficial way. More generally, they encouraged the European Commission to further implement its competitiveness agenda, in particular through accelerating actions included in the Action Plan on Automotive.

The Commission read-out is available to read at [ec.europa.eu/commission/presscorner/detail/en/read\\_25\\_1006](https://ec.europa.eu/commission/presscorner/detail/en/read_25_1006).

## Commissioner Hoekstra Response to Question on Changes to CO<sub>2</sub> Standards

On 24 April 2025, Climate Commissioner Mr Wopke Hoekstra responded to a parliamentary question submitted by several far-right MEPs regarding whether the European Commission plans to present the revision by the end of 2025.

He replied that work on its preparation will be accelerated without indicating a specific timeline. He further reiterated that the review would rely on a fact-based analysis, considering all relevant technological developments as stated in the Automotive Industry Action Plan. In response to the MEP's question about whether the European Commission is considering a 5-year compliance period under the proposed CO<sub>2</sub> target flexibility for OEMs, he reiterated that it will allow compliance for 2025, 2026, and 2027.

Mr Hoekstra's response is at [europarl.europa.eu/doceo/document/P-10-2025-001219-ASW\\_EN.html](https://europarl.europa.eu/doceo/document/P-10-2025-001219-ASW_EN.html) and the parliamentary question can be found at [europarl.europa.eu/doceo/document/P-10-2025-001219\\_EN.html](https://europarl.europa.eu/doceo/document/P-10-2025-001219_EN.html).

## Vice-President Séjourné Response to Parliamentary Question on Approvals

On 25 April 2025, European Commission Executive Vice-President Séjourné responded to a parliamentary question on harmonised individual vehicle approval (IVA) of American pickup trucks.

MEP David Cormand (Greens, FR) had asked when actual emissions of vehicles imported into the EU under the IVA system would start being tested, and how the Commission would ensure that these vehicles comply with Regulation (EU) 2017/1151 and Regulation (EC) No 715/2007.

He also asked when the Commission would ensure that CO<sub>2</sub> emissions from vehicles imported under the IVA system are included in the average CO<sub>2</sub> emissions of large-volume vehicle manufacturers, as per Regulation (EU) 2019/631. MEP Cormand's final request was to ask if the Commission is considering a detailed roadmap and time frame for both addressing the gaps in the IVA system and ensuring that the vehicles concerned comply with EU standards.

Vice-President Séjourné responded that the Commission has launched a discussion with Member States and stakeholders in the Motor Vehicle Working Group with the aim of tightening the safety and environmental requirements for individually approved vehicles under Regulation (EU) 2018/858. He said the proposals under discussion include requirements for each vehicle to be subject to pollutant emission testing, including for real-driving emissions, in accordance with Regulation (EU) 2017/1151 and to ensure that the CO<sub>2</sub> emissions of those vehicles are calculated or measured in accordance with that regulation. The legislative amendments under discussion are expected to be adopted by the end of 2025.

Mr Séjourné added that individually approved new passenger cars and light commercial vehicles have to be reported by Member States as part of the annual CO<sub>2</sub> monitoring under Regulation (EU) 2019/631, and that once the type-approval requirements have been updated, the Commission may take further steps to take the CO<sub>2</sub> emissions data for these vehicles into account for the purpose of calculating the manufacturer's CO<sub>2</sub> emission performance.

MEP Cormand's question can be found at [europarl.europa.eu/doceo/document/E-10-2025-000757\\_EN.pdf](https://europarl.europa.eu/doceo/document/E-10-2025-000757_EN.pdf). Mr Séjourné's response is at [europarl.europa.eu/doceo/document/E-10-2025-000757-ASW\\_EN.html](https://europarl.europa.eu/doceo/document/E-10-2025-000757-ASW_EN.html).

## Development Release of VECTO

On 8 April 2025, the European Commission's Joint Research Centre (JRC) issued a new development Release v0.11.4 of the Vehicle Energy Consumption calculation TOol (VECTO). This version is for testing purposes only and should not be used for Certification, as it will not become an official release.

Features and fixes are implemented in the update.

The new development version 0.11.4 can be found at [code.europa.eu/vecto/vecto/-/releases/Release/v0.11.4-DEV](https://code.europa.eu/vecto/vecto/-/releases/Release/v0.11.4-DEV).

## Public Consultations on HDV On-Board Fuel and Energy Consumption Monitoring

On 10 April 2025, the European Commission launched two public consultations on heavy-duty vehicle (HDV) on-board fuel and energy consumption monitoring (OBFCM). The feedback period for both consultations will run until 8 May 2025.

The first consultation is on a draft Regulation on verifying the accuracy of OBFCM devices. It will aim to ensure that onboard devices are assessed as part of the engine approval process and that the relevant data can be read from such

devices during in-service tests using the portable emissions measurement system.

The second consultation is on a draft Implementing Regulation on technical requirements for OBFCM. The aim is to establish technical requirements for these devices to ensure measurements can be compared with values determined during regulatory procedures before the vehicles entered service.

The public consultations are available at [ec.europa.eu/info/.../14455-Heavy-duty-vehicles-verifying-the-accuracy-of-on-board-devices-for-monitoring-fuel-and-energy-consumption\\_en](https://ec.europa.eu/info/.../14455-Heavy-duty-vehicles-verifying-the-accuracy-of-on-board-devices-for-monitoring-fuel-and-energy-consumption_en).

[ec.europa.eu/info/.../13660-Heavy-duty-vehicles-on-board-fuel-and-or-energy-consumption-monitors-technical-requirements](https://ec.europa.eu/info/.../13660-Heavy-duty-vehicles-on-board-fuel-and-or-energy-consumption-monitors-technical-requirements).

## Transport Commissioner Comments on Roadworthiness Package

On 3 April 2025, EU Commissioner for Sustainable Transport and Tourism Tzitzikostas, commented on the Roadworthiness Package in a written answer to the question of MEP Liesbet Sommen (EPP, BE).

He stated that the European Commission is currently working on the revision of the Roadworthiness Package and that it expects to adopt the proposals in the coming months (Q3/Q4 2025). The Package consists of three files: Periodic Roadworthiness Tests Directive, Technical Roadside Inspections Directive, and Vehicle Registration Documents Regulation. Commissioner Tzitzikostas stated that the existing framework must be updated to reflect technological developments – including modern emission control systems – and that all new vehicles should be tested to ensure systems work satisfactorily.

The Commissioner's written reply is available at [europarl.europa.eu/doceo/document/E-10-2025-000381-ASW\\_EN.pdf](https://europarl.europa.eu/doceo/document/E-10-2025-000381-ASW_EN.pdf).

## Commission Presentation of New Roadworthiness Legislative Proposal

On 24 April 2025, the European Commission proposed a 'comprehensive overhaul of the EU's road safety and vehicle registration rules' with a revision of the roadworthiness package.

The new proposal revises Directive 2014/45/EU on periodic roadworthiness testing and Directive 2014/47/EU on technical roadside inspections for commercial vehicles. It is being presented as part of a revision of the overall Roadworthiness Package, alongside a proposal for a Directive on vehicle registration documents, repealing Council Directive 1999/37/EC. Overall, the initiative aims to improve road safety and air pollution while ensuring the free movement of people and goods across the Union.

The new rules will take into account the growing presence of electric vehicles and adapt to emerging technologies. They will introduce enhanced inspections, including periodic technical inspections for electric vehicles and advanced driver-assistance systems, annual inspections for older cars

and vans, and advanced emission testing methods to detect high-emitting vehicles to reduce fine particles pollution. Additionally, the Commission proposes to introduce digital vehicle registration and periodic testing certificates, simplify cross-border data sharing, and protect citizens against fraudulent activities such as odometer tampering. Also, periodic technical inspections will be made easier for those temporarily residing in another EU country.

The proposal would amend Article 2 (Scope) of the Directive 2014/45/EU to clarify that the Directive will apply to two- and three-wheeled vehicles with a maximum continuous rated or net power above 11kW. It will also extend the number of tractor categories covered by roadworthiness testing and remove exemptions for Member States with 'effective alternative road safety measures.'

The proposal replaces Article 5 (date and frequency of testing) to establish the following required testing intervals: M1 and N1 vehicles: every two years from four years after the vehicle is first registered; every year from 10 years after the vehicle is first registered. (N1 category vehicles must be tested annually for items listed in Section 8.2 of Annex 1 from one year after the vehicle is first registered); M1 vehicles used as taxis or ambulances, and M2, M3, N2, N3, O3 and O4 vehicles: annually from one year after the vehicle is first registered; Tractor categories T1b, T2b, T3b, T4.1b, T4.1b, T4.2b and T4.3b: every two years from four years after the vehicle is first registered.

The revision adds a new indent to Article 17 (Delegated Acts), empowering the Commission to adopt a secondary measure to specify the methods for measuring the particle number of positive ignition engines and nitrogen oxide of compression and positive ignition engines.

Regarding amendments to Directive 2014/47/EU, Article 1 (Subject matter) is amended to specify that the Directive will also establish minimum requirements for remote sensing of vehicles.

The revision would amend Article 2 (Scope) to specify that the scope of the Directive will include N1 vehicles constructed for the carriage of goods with a total mass not exceeding 3.5 tonnes. The revised Article 2 also clearly states that the Directive will not affect Member States' rights to carry out technical roadside inspections outside the scope of the Directive.

Article 4 (Roadside inspection system) is replaced to establish a three-step technical roadside inspection process, consisting of 1) remote sensing, 2) initial technical roadside inspections, and 3) more detailed technical roadside inspections.

The revision adds a new Article 4a (Remote sensing), requiring Member States to use remote sensing technology to screen motor vehicles for their air pollutant and noise emissions, aiming to screen at least 30% of their national fleet each year. This sensing should identify vehicles with twice the average pollutant emissions of the average vehicle, or emitting 3 decibels above the national average for vehicles in

the same category. Verification of such high-polluting vehicles may take place through either a technical roadside inspection immediately following the remote screening or within 15 days of the screening at a test centre. Member States must communicate the results of screenings and any subsequent technical roadside inspections to the vehicle's Member State of origin, if applicable.

Article 5 (Percentage of vehicles to be inspected) is amended to clarify the proportion of T5 (5%) tractors and N1 vehicles (2%) that Member States should aim to subject to technical roadside inspections each year.

Article 21 (Delegated Acts) is amended to empower the Commission to adopt Delegated acts to amend the annexes of the Regulation if and when needed, set common remote sensing limits for exhaust and noise emissions if deemed necessary, and specify the methods for measuring particle number of positive ignition engines and nitrogen oxide of compression and positive ignition engines.

The Commission says the proposed changes reflect the EU's commitment to safe and sustainable mobility while ensuring the free movement of people and goods. Between 2026 and 2050, it is estimated that these proposals will save around 7 000 lives and prevent around 65 000 serious injuries.

For this purpose, the Commission is proposing to revise three directives: on periodic technical inspection (PTI) of vehicles, vehicle registration documents, and the roadside inspection (RSI) of commercial vehicles.

The measures include measures for: adapting testing to new vehicles (periodic technical inspections for electric vehicles and new tests for electronic safety systems, including the testing of software integrity of safety- and emission-relevant systems); new emission testing (detecting high-emitting vehicles, including tampered ones, using advanced methods for ultrafine particles and Nox); combating fraud (recording odometer readings in national databases for cross-border exchange of odometer history); annual inspections (for cars and vans over ten years old); digitalisation (issuing electronic vehicle registration and periodic testing certificates and exchanging data via a common platform to simplify administrative processes); mutual recognition of Periodic Technical Inspection Certificates (ensuring cross-border recognition of a periodic technical inspections taken in another Member State for cars for six months: improved data governance (streamlining access to vehicle technical data for testing centres).

The proposals will now be considered by the European Parliament and the Council under the ordinary legislative procedure. Once agreed, the Commission will prepare the required delegated and implementing acts for certain aspects of the implementation of the rules.

The Commission announcement is at [ec.europa.eu/commission/presscorner/detail/en/ip\\_25\\_1083](https://ec.europa.eu/commission/presscorner/detail/en/ip_25_1083).

## Implementing Decision on CO<sub>2</sub> Emissions Values per Manufacturer

On 25 April 2025, Implementing Decision 2025/792 was published in the Official Journal of the European Union. This relates to the publication of a list indicating certain CO<sub>2</sub> emissions values per manufacturer as well as average specific CO<sub>2</sub> emissions of all new heavy-duty vehicles registered in the Union pursuant to Regulation (EU) 2019/1242 of the European Parliament and of the Council for the reporting period of the year 2022.

The Decision contains details of the average specific CO<sub>2</sub> emissions per manufacturer, zero- and low-emission factor per manufacturer, CO<sub>2</sub> emissions reduction trajectory and emissions credits per manufacturer, and average specific CO<sub>2</sub> emissions of all new heavy-duty vehicles.

The Implementing Decision can be found at [eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L\\_202500792](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202500792).

## Publication in Official Journal of Commission Decision on CRM Projects

On 30 April 2025, Commission Decision (EU) 2025/840 of 25 March 2025 recognising certain critical raw material projects as Strategic Projects under Regulation (EU) 2024/1252 was published in the Official Journal.

This provides details of the 47 Strategic Projects announced by the Commission on 25 March (see AECC Newsletter of March 2025).

The Commission Decision is available to read at [eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L\\_202500840](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202500840).

## Climate Commissioner Comments on Greening Corporate Fleet Initiative

On 14 April, EU Commissioner for Climate, Net Zero and Clean Growth Hoekstra commented on the Greening Corporate Fleet Initiative in a written response to a question from MEP Elena Kountoura (Left, EL)

Mr Hoekstra stated that subsidy programmes for new zero- or low-emission HDVs are decided at Member State level with the EU responsible for establishing the decarbonisation framework. He stated that the Automotive Industry Action Plan included initiatives to accelerate the uptake of cleaner HDVs, such as the targeted amendment to the Eurovignette Directive – which extends the exemption of zero-emission HDVs from charges – and the upcoming decarbonising corporate fleets proposal, the preparation of which will explore possible measures to accelerate zero-emission HDV adoption.

The Commissioner's written reply is available at [europarl.europa.eu/RegData/questions/reponses\\_qe/2025/000903/P10\\_RE\(2025\)000903\\_EN.pdf](https://europarl.europa.eu/RegData/questions/reponses_qe/2025/000903/P10_RE(2025)000903_EN.pdf)

## Commission Fines for End-of-Life Vehicles Recycling Cartel

On 1 April 2025, the European Commission fined 15 major car manufacturers and the European Automobile Manufacturers' Association (ACEA) a total of around €458 million for participating in a long-lasting cartel concerning end-of-life vehicle (ELV) recycling. Mercedes-Benz was not fined, as it revealed the cartel to the Commission under the leniency programme. All companies admitted their involvement in the cartel and agreed to settle the case.

The Commission's investigation revealed that, for over 15 years, 16 major car manufacturers and ACEA entered into anticompetitive agreements and engaged in concerted practices related to the recycling of ELVs.

In particular, the Commission found that the parties colluded on agreeing not to pay car dismantlers for processing ELVs and not to promote how much of an ELV can be recycled, recovered and reused and how much recycled material is used in new cars.

Full details of the decision are at [ec.europa.eu/commission/presscorner/detail/en/ip\\_25\\_881](https://ec.europa.eu/commission/presscorner/detail/en/ip_25_881).

## Consultation on Critical Raw Materials Procurement and Recycling

On 1 April 2025, the European Commission published a Call for Input seeking feedback from market participants on how European companies procure and recycle certain critical raw materials and the interplay with EU competition rules. This fact-finding exercise was announced in the Clean Industrial Deal Communication and aims to assess the need for greater industry cooperation in that field.

To address the challenges in securing access to and recycling critical raw materials, the Commission calls for input from stakeholders to support greater cooperation between those companies in line with EU competition rules.

The Commission invites in particular EU companies involved in the extraction, processing and recycling of critical raw materials to share their views. The project will initially focus on 14 critical raw materials of critical importance for sectors such as renewable energies, digital technologies, aerospace and defence technologies.

This initiative builds on the objectives of the Critical Raw Materials Act (CRMA). Stakeholders can submit their contributions by 31 May.

The Commission press release is at [ec.europa.eu/commission/presscorner/detail/en/ip\\_25\\_911](https://ec.europa.eu/commission/presscorner/detail/en/ip_25_911).

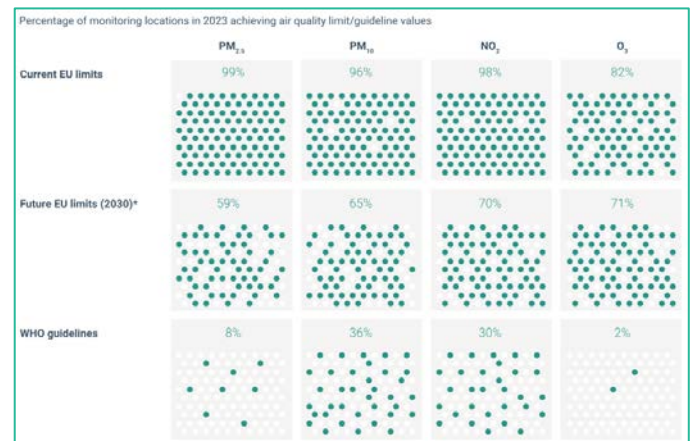
## EEA Air Quality Report

On 9 April 2025, the European Environment Agency (EEA) published its Air Quality Status Report. It gives the latest official reported data on levels of key air pollutants in Europe for 2023 and 2024 and compares these concentrations against the current and 2030 EU air quality standards and the

WHO health-based air quality guideline levels. This preliminary analysis is intended as an indication of the current distance-to-target and is not a compliance assessment.

EEA states that air quality in Europe has improved significantly over the past few decades for most pollutants but there are still locations across the EU that have pollutant concentrations that exceed current EU standards, and are above the stricter WHO guideline values. The most significant of these pollutants is fine particulate matter (PM<sub>2.5</sub>). Since 2011, all countries have reduced exposure of their urban population to PM<sub>2.5</sub> particles, the most harmful pollutant from a health perspective. But the vast majority (94%) of the EU urban population still remains exposed to PM<sub>2.5</sub> concentrations above WHO guideline values, highlighting the need for additional measures to reduce the associated health risks. When assessed against WHO guideline levels, the number of monitoring locations in 2023 where air quality is considered safe for health was relatively low, particularly for PM<sub>2.5</sub> and ozone. The risk of health impacts linked with these pollutants include respiratory and cardiovascular diseases.

A distance-to-target analysis of current data to the 2030 EU limit value found that a significant proportion of air pollution monitoring stations in 2023 already comply with the 2030 standards for all pollutants, particularly for nitrogen dioxide, where more than 70% of stations had concentrations below the standards to be met in 2030. For fine particulate matter, (PM<sub>2.5</sub>) a lower number of stations fell below the 2030 annual limit value. To meet these standards everywhere, and based on current progress, additional measures to improve air quality, especially in cities, are likely to be needed.



The report is available at [eea.europa.eu/en/analysis/publications/air-quality-status-report-2025](https://eea.europa.eu/en/analysis/publications/air-quality-status-report-2025).

## EEA Greenhouse Gas Emissions Report

On 16 April 2025, the European Environment Agency (EEA) published its summary of the official Greenhouse Gas (GHG) emissions data submitted to the United Nations Framework Convention on Climate Change (UNFCCC).

EEA states that the total net greenhouse gas reduction between 1990 and 2023 in the EU reached -37%, or a decrease of 1 728 million tonnes of carbon dioxide equivalent

(Mt CO<sub>2e</sub>) to the current level of 2,908 Mt CO<sub>2e</sub>. The figures also confirm yet again that there has been a progressive decoupling between gross domestic product (GDP) and emissions, with GDP increasing by 70% between 1990 and 2023.

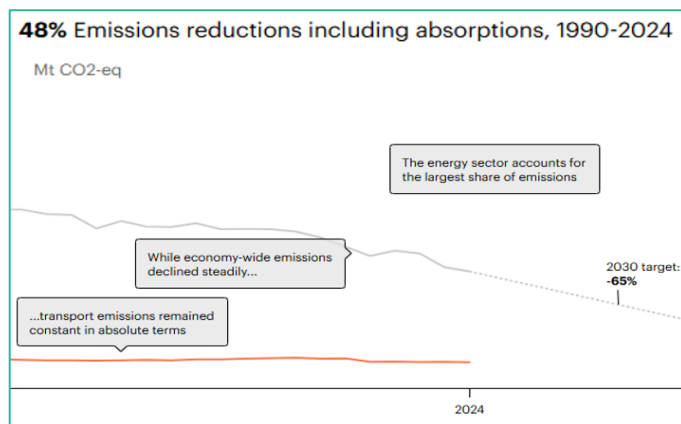
EEA reports that the bulk of reductions occurred in the energy sector, in a context of lower total energy consumption in the EU in 2023. For the power sector alone, emissions decreased by 22% — the largest decrease in the EU of the past 33 years of inventory data since 1990. This was due to both a strong reduction in the consumption of coal and natural gas for electricity and heat generation as well as a significant increase in renewable energy consumption. Greenhouse gas emissions decreased in most sectors between 1990 and 2023 except for transport, and refrigeration and air conditioning, where emissions increased due to stronger demand outpacing efficiency and technological improvements.

The report is available at [eea.europa.eu/en/newsroom/news/greenhouse-gas-emissions-in-2023](https://eea.europa.eu/en/newsroom/news/greenhouse-gas-emissions-in-2023).

## IEA Germany 2025 Energy Policy Review

On 7 April 2025, the International Energy Agency (IEA) in partnership with the Government of Germany published an assessment of Germany's most pressing energy sector challenges.

The report states Germany is at an important inflection point in its energy transition. The move away from nuclear, coal and Russian natural gas contrasted by the transition towards renewables, low-emissions hydrogen, heat pumps and electric vehicles (EVs). The report seeks to provide Germany with timely advice on how it can progress towards its energy and climate goals, including in three key focus areas: 1) optimising electricity system operation; 2) decarbonising heating in buildings; and 3) expanding the role of hydrogen in the energy system. It emphasises the need for long-term policy stability, targeted demand creation, infrastructure development, integrated planning and streamlined permitting to successfully advance Germany's energy transition.



Among the sectors analysed, it states that the transport sector must shift into high gear if it is to help drive Germany's

energy and economic transition. Transport is the largest source of energy end-use emissions and has registered only modest reductions in recent years. A broad approach is required that incorporates all clean fuels and technologies, including greater use of public transport. Long-term investments to upgrade public transport infrastructure can support modal shifts away from road transport (which accounts for 95% of total transport emissions). There is also considerable potential to adopt policies that boost EV uptake. Options include a bonus-malus tax structure that incentivises low-emissions vehicle purchases, specific measures targeting leased and company cars (the largest share in the German market), faster deployment of charging infrastructure, ensuring even treatment of compliance options in Germany's GHG quota policy, and improving co-ordination across relevant ministries. Germany's incredible transport heritage and manufacturing base has the potential to be a distinguishing asset, but this hinges on well-designed transition measures that support its competitiveness in the clean energy economy.

It also analyses Germany has high ambitions for low-emissions hydrogen to transform the industrial heart of its economy. A comprehensive hydrogen strategy exists, prioritising hydrogen use in industries where direct electrification is challenging. Ambitious supply and demand goals are accompanied by plans for extensive domestic infrastructure buildout and international co-operation to help grow a global green hydrogen economy. Despite this, final investment decisions are lagging due to concerns over supply, affordability and the lack of off-taker commitments. There is a need to stimulate low-emissions hydrogen demand, using levers such as public procurement, targeted carbon contracts for difference and green materials standards, among others. An integrated planning approach for hydrogen, natural gas and electricity infrastructure can maximise synergies and de-risk investments, such as by realising opportunities to repurpose gas pipelines. Toward this end, the 2024 System Development Strategy aligns system planning across the electricity, natural gas and hydrogen networks.

Overall, the report states Germany's energy transition can present an immense opportunity if the right policy choices are made. As a technological and industrial leader, Germany is well-placed to realise these opportunities if it can optimise the operation of its energy system; increase citizen acceptance for the energy transition (including through clear, regular communications); and ensure a steady, long-term policy and regulatory environment that help accelerate investments. Equally important will be due consideration to energy costs, especially electricity, as electrification becomes a centrepiece of the energy transition. Looking forward, regular reviews of progress and corrective actions will be important to help Germany meet its goals.

The report can be found at [iea.org/reports/germany-2025](https://iea.org/reports/germany-2025).

## Commission Approval for Spanish State Aid on Renewable Hydrogen

On 15 April 2025, the European Commission informed it has approved a €400 million Spanish State aid scheme to support the production of renewable hydrogen through the European Hydrogen Bank's "Auctions-as-a-Service" tool under EU state aid rules. The scheme will contribute to the objectives of the Clean Industrial Deal to accelerate the decarbonisation of EU industry while strengthening its competitiveness, of the REPowerEU Plan to reduce dependence on Russian fossil fuels and accelerate the green transition, as well as the EU Hydrogen Strategy.

The approved scheme will support construction of up to 345 megawatts of installed electrolyser capacity, and the production of up to 221 000 tonnes of renewable hydrogen in Spain. This is estimated to result in the avoidance of the equivalent of up to one million tonnes of CO<sub>2</sub>. The scheme will help Spain achieve its national objective to install 12 gigawatts of electrolyser capacity by 2030, as well as the targets for the share of renewable fuels of non-biological origin (RFNBOs) consumed in transport and in industry that are set in the Renewable Energy Directive.

The Commission assessed the scheme under EU State aid rules, in particular Article 107(3)(c) of the Treaty on the Functioning of the European Union, which enables Member States to support the development of certain economic activities under certain conditions, and the 2022 Guidelines on State aid for climate, environmental protection and energy ('CEEAG'). Among the reasons for the decision, it found that the scheme is necessary and appropriate to facilitate the production of renewable hydrogen and thus the decarbonisation of the industrial, transport and/or energy sectors.

The press release is at [ec.europa.eu/commission/presscorner/detail/en/ip\\_25\\_1059](https://ec.europa.eu/commission/presscorner/detail/en/ip_25_1059).

## European Court of Auditors Report on Funding for NGOs

On 7 April 2025, the European Court of Auditors (ECA) published a report on EU funding for NGOs.

ECA says funding granted to non-governmental organisations (NGOs) suffers from a lack of transparency. Despite improvements, it states information on EU funding awarded to NGOs that are active in the EU's internal policies remains inaccurate and incomplete. According to the report, the European Commission did not properly disclose certain EU-funded advocacy activities such as lobbying, and there are no active checks to ensure that the funded NGOs respect EU values, something which exposes the EU to reputational risk.

NGOs were awarded €7.4 billion in the EU's key internal policies such as cohesion, research, migration and the environment between 2021 and 2023, €4.8 billion of which was granted by the Commission and €2.6 billion by member states. According to the ECA, these figures should be taken

with caution, as there is no reliable overview of EU money paid to NGOs. The information is published in a fragmented way, which hampers transparency, impedes analysis of whether EU funds are overly concentrated on a small number of NGOs, and restricts insight into the role of NGOs in EU policies.

The report goes on to say that although the Commission made progress in collecting information on EU funding granted to NGOs, weaknesses persist in the way that information is disclosed. Moreover, Member States do not monitor or report on the EU funding granted to NGOs, and the expected regulatory improvements will not require them to report on payments.

ECA says that across EU countries, the definition of what an NGO is varies, and is rarely enshrined in national legislation. In 2024, the EU essentially defined an NGO as being independent from government and a non-profit organisation. While this is a step in the right direction, the definition alone cannot ensure that NGOs are correctly classified in the EU's financial transparency system.

The ECA press release and report can be found at [eca.europa.eu/en/news/NEWS-SR-2025-11](https://eca.europa.eu/en/news/NEWS-SR-2025-11).

## UK Government Support for Automotive Industry

On 6 April 2025, the UK government announced plans to support British carmakers.

The statement said the Zero Emission Vehicle Mandate would be changed to make it easier for industry to upgrade to make electric vehicles while delivering the manifesto commitment to stop sales of new petrol and diesel cars by 2030, which will help even more British consumers access the benefits of cheap to run electric vehicles.

It said the changes will help the car industry: by increasing flexibility of the mandate for manufacturers up to 2030, so that more cars can be sold in later years when demand is higher; by allowing hybrid cars to be sold until 2035 to help ease the transition and give industry more time to prepare; by continuing to boost demand for electric vehicles, on top of the £2.3 billion the government says it is already spending on boosting British manufacturing and improving charging infrastructure – with a new charge-point being installed every half an hour; and by pressing on with tax breaks worth hundreds of millions of pounds to help people switch to electric vehicles.

The statement adds that support for the car industry will be kept under review as the impact of new tariffs becomes clear.

The updated ZEV Mandate will ensure flexibilities support UK manufacturers by: maintaining the existing phase-out dates and headline trajectories for cars and vans; extending the current ability to borrow in 2024-26, to enable repayment through to 2030; extending the current ability to transfer non-ZEVs to ZEVs from 2024-26, out to 2029, giving significant additional flexibility to reward CO<sub>2</sub> savings from hybrids – caps will be included to ensure credibility; introducing a new



flexibility by allowing for van to car transfer, i.e. 1 car credit will be exchanged for 0.4 van credits, and 1 van credit will be exchanged for 2.0 car credits.

Vans with an internal combustion engine (ICE) will also be allowed to be sold until 2035, alongside full hybrids and plug-in hybrid vans.

Additionally, in a speech the following day, UK Prime Minister Mr Keir Starmer announced that the government will cut any fines by 20% and any money that is raised would be invested directly back into support for the British car industry.

The government statement is at [gov.uk/government/news/backing-british-business-prime-minister-unveils-plan-to-support-carmakers](https://www.gov.uk/government/news/backing-british-business-prime-minister-unveils-plan-to-support-carmakers).

The Prime Minister's speech can be read in full at [gov.uk/government/speeches/pm-remarks-at-jaguar-land-rover-7-april-2025](https://www.gov.uk/government/speeches/pm-remarks-at-jaguar-land-rover-7-april-2025).

## SOUTH AMERICA

### Brazilian Green Mobility and Innovation Programme

On 15 April 2025, Brazil's President Luiz Inácio Lula da Silva signed a decree that regulates the Green Mobility and Innovation Programme (Programa Mobilidade Verde e Inovação/MOVER). Published in the Official Gazette, the text establishes technical and environmental parameters for energy efficiency, recyclability, and security that vehicle makers and importers must follow to commercialize in Brazil as of June 2025.

The decree sets energy efficiency and CO<sub>2</sub> emission reduction targets for light and heavy vehicles. The commitments include the requirement of specific energy consumption rates in the "tank-to-wheel" cycle, with the target being maintained until 1 October 2026 and the fulfilment of the second stage of the target by 1 October 2027, with the target being maintained until 2031, achieving an average reduction of 12% in consumption compared to vehicles sold in 2022. In the "well to wheel" cycle, which considers the reduction of CO<sub>2</sub> emissions from extraction, production, distribution of energy sources and use of vehicles, companies will have to meet the CO<sub>2</sub> reduction target by October 2027, maintaining the rates until 2031. The goal is to reduce carbon emissions by 50% by 2030, compared to 2011 emissions. Verification of targets will be based on national/international technical standards.

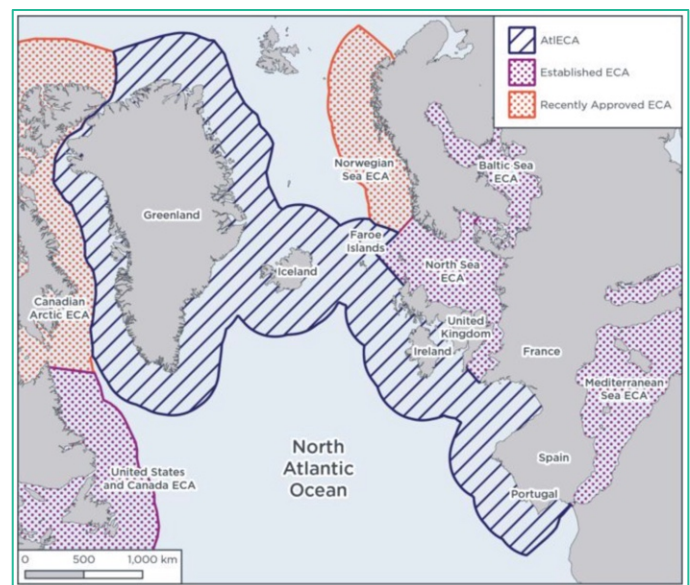
The press release is available to read at [gov.br/planalto/en/latest-news/2025/04/president-lula-signs-decree-that-regulates-green-mobility-and-innovation-program](https://www.gov.br/planalto/en/latest-news/2025/04/president-lula-signs-decree-that-regulates-green-mobility-and-innovation-program) with the text in the Official Gazette at [in.gov.br/en/web/dou/-/decreto-n-12.435-de-15-de-abril-de-2025-624313690](https://www.in.gov.br/en/web/dou/-/decreto-n-12.435-de-15-de-abril-de-2025-624313690).

## GENERAL

### IMO Approval of North-East Atlantic Emission Control Area

On 11 April 2025, the International Council on Clean Transportation (ICCT) issued a press release following the International Maritime Organization's 83rd Marine Environment Protection Committee (MEPC83) approval of the creation of a new Emission Control Area (ECA) in the North-East Atlantic Ocean. This ECA introduces stricter regulations on emissions from ships, with considerable benefits for both environmental protection and public health. It will be the world's largest ECA to date.

ICCT says the decision follows an official submission to the MEPC 83 of the research conducted by the International Council on Clean Transportation (ICCT) in collaboration with Porto University, demonstrating the proposal's potential for reducing emissions while also benefiting public health and the environment. This research has been approved and submitted by all 27 EU member states, the United Kingdom, and the European Commission. The new ECA will cover the territorial seas and exclusive economic zones of the Faroe Islands, France, Greenland, Iceland, Ireland, Portugal, Spain, and the United Kingdom – a region home to more than 190 million people. It will serve as a link between existing ECAs in the Baltic, North, and Mediterranean Seas, and connect them to those recently approved in the Norwegian Sea and Canadian Arctic.



Stricter regulations under the new ECA are expected to reduce sulfur oxide (SO<sub>x</sub>) emissions by up to 82%, particulate matter (PM<sub>2.5</sub>) by 64%, and black carbon (BC) by 36%. Nitrogen oxide (NO<sub>x</sub>) emissions will decline by up to 71% over time with fleet renewal. As a result, the North-East Atlantic ECA is expected to prevent up to 4 300 premature deaths between 2030 and 2050 and save up to €29 billion in health-related costs. It will also benefit coastal communities,

including Indigenous groups in the Arctic, who are especially vulnerable to the harmful effects of air pollution.

The ICCT press release is available to read at [theicct.org/pr-imo-approves-worlds-largest-eca-in-north-east-atlantic-ocean](https://theicct.org/pr-imo-approves-worlds-largest-eca-in-north-east-atlantic-ocean).

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### Transport, Climate Change and Emissions

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## FORTHCOMING CONFERENCES

### CITA General Assembly and International Conference

6-8 May 2025, Istanbul, Turkey  
[cita2025.citainsp.org](https://cita2025.citainsp.org)

### Heavy-Duty Sustainable Transport Symposium

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

### Vienna Motor Symposium

14-16 May 2025, Vienna, Austria  
[evk.eventsair.com/motorensymposium2025abstracts/en/Site/Register](https://evk.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](https://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](https://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](https://fisita.com/events/wmc)

### SIA Powertrain 2025

11-12 June 2025, Port Marly, France  
[sia.fr/evenements/376-powertrain-SIAPowertrain2025](https://sia.fr/evenements/376-powertrain-SIAPowertrain2025)

### ETH Nanoparticles Conference

16-19 June 2025, Zurich, Switzerland  
[npc25.scg.ch/?idU=2](https://npc25.scg.ch/?idU=2)

### XI International Congress on Combustion Engines

23-25 June 2025, Katowice, Poland  
[congress.ptnss.pl](https://congress.ptnss.pl)

### CLEPA Materials Regulations and Sustainability Event

25-26 June 2025, Frankfurt, Germany  
[clepa.eu/events/clepa-materials-regulations-and-sustainability-event-2025](https://clepa.eu/events/clepa-materials-regulations-and-sustainability-event-2025)

### Stuttgart International Symposium

2-3 July 2025, Stuttgart, Germany  
[fkfs-veranstaltungen.de/en/events/stuttgart-symposium](https://fkfs-veranstaltungen.de/en/events/stuttgart-symposium)

### International Conference on Electrolysis

25-29 August 2025, Freiburg, Germany  
[ice2025.eu/?utm\\_source=newsletter](https://ice2025.eu/?utm_source=newsletter)

### International Conference on Engines & Vehicles for Sustainable Transport

14-17 September 2025, Capri, Italy  
[ice-conferences.org](https://ice-conferences.org)

### Aachen Colloquium Sustainable Mobility

6-8 October 2025, Aachen, Germany  
[aachener-kolloquium.de/en](https://aachener-kolloquium.de/en)

## Non-Road Powertrain & Fuels

7-8 October 2025, Munich, Germany

[conferences.emissionsanalytics.com/nonroad-eu25/index.html](https://conferences.emissionsanalytics.com/nonroad-eu25/index.html)

## Transport and Pollution International Conference 2025

4-6 November 2025, Paris, France

[tapconference.org](https://tapconference.org)

## Sustainable Energy & Powertrains

25-26 November 2025, Stuttgart, Germany

[fkfs-veranstaltungen.de/veranstaltungen/sustainable-energy-powertrains/program/program](https://fkfs-veranstaltungen.de/veranstaltungen/sustainable-energy-powertrains/program/program)

## Transport and Pollution International Conference

4-6 November 2025, Rueil-Malmaison, France

[tapconference.org](https://tapconference.org)

## POLIS Annual Conference

26-27 November 2025, Utrecht, Netherlands

[polisnetwork.eu/2025-annual-polis-conference](https://polisnetwork.eu/2025-annual-polis-conference)

## Fifth EU Clean Air Forum

1-2 December 2025, Bonn, Germany

[environment.ec.europa.eu/events/fifth-eu-clean-air-forum-2025-2025-12-01\\_en](https://environment.ec.europa.eu/events/fifth-eu-clean-air-forum-2025-2025-12-01_en)