

AECC NEWSLETTER

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EUROPE

Publication of Euro 7 Test Procedures and OBM Requirements

On 5 September 2025, 2 Implementing Regulations 2025/1706 and 2025/1707 for Euro 7 were published in the Official Journal of the European Union.

These regulations lay down type-approval requirements for light-duty vehicles and set out requirements for on-board monitoring (OBM) devices and the Environmental Vehicle Passport respectively.

Regulations 2025/1706 and 2025/1707 supplement Regulation (EU) 2024/1257, the Euro 7 Regulation, which establishes standards and procedures for type-approval of motor vehicles and their engines, systems, components and separate technical units. Euro 7 entered into force on 28 May 2024, and will begin to apply in phases, beginning from November 2026.

The new type-approval procedures will become applicable for new N1 and M1 vehicles according to the implementation dates established in the Euro 7 Regulation. These deadlines are as follows: 29 November 2026 for new types of M1 and N1 category vehicles and components for new vehicle types; 29 November 2027 for existing M1 and N1 category vehicle types and their components; 1 July 2030 for M1 and N1 category vehicles constructed by small-volume manufacturers.

Regulation 2025/1706 covers requirements for emission type-approval, emission type-approval regarding the OBD system and regarding on-board fuel and electric energy consumption monitoring devices, administrative provisions for emission type-approval of a vehicle,

amendments to emission type-approvals, conformity of production, in-service conformity, pollution control devices, type-approval of a type of replacement control device as a separate technical unit, manipulation devices and manipulation strategies, gear shift indicators, as well as anti-tampering, security and cybersecurity.

Regulation 2025/1707 covers, amongst others, general requirements for OBM systems and the excess exhaust emissions driver warning system, OBM monitoring status of exhaust emissions, calculation of NOx emissions and other OBM data for each OBM trip, requirements for emission type-approval, in-service conformity checks of OBM systems, market surveillance of OBM systems, requirements for on-board fuel and electric energy consumption monitoring (OBFCM) devices, environmental vehicle passport, in-vehicle display of environmental data, and manipulation devices and strategies.

The acts entered into force on 25 September 2025.

Implementing Regulation 2025/1706 can be found at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202501706.

Implementing Regulation 2025/1707 is at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202501707.

State of the Union Address by President von der Leyen

On 10 September 2025, European Commission President Ms Ursula von der Leyen gave the State of the European Union address in the European Parliament.



Ms von der Leyen stated that the EU is “firmly on track to achieve our 2030 target to cut emissions by at least 55%” and that this is the “power of the European Green Deal”.

Talking specifically about the automotive industry, she said it is a pillar of the EU’s economy with millions of jobs depending on it. The President added that the

Commission is now preparing the 2035 review of CO₂ emissions targets “with respect for technology neutrality”.

She went on to say that the Commission will propose to work with industry on a new Small Affordable Cars initiative, which would be environmental, economical and European. Ms von der Leyen also stated that “No matter what, the future is electric”.

The President’s address is available to read at ec.europa.eu/commission/presscorner/detail/en/speech25_2053.

Commission Press Release on Automotive Strategic Dialogue

On 12 September 2025, the European Commission published a press release at the conclusion of the third Strategic Dialogue on the Future of the European Automotive Industry.

Key discussions focused, amongst others, on securing Europe’s leadership in electric vehicles, accelerating innovation in autonomous and connected vehicles, and strengthening European battery manufacturing industry. The Commission says it is safeguarding European companies against unfair competition, improving access to critical raw materials, and supporting workers through reskilling.



On innovation, Commissioners Ekaterina Zaharieva and Apostolos Tzitzikostas signed a Memorandum of Understanding (MoU) with stakeholders to accelerate Automotive Research and Innovation at the EU level, aiming to position Europe as a leader in sustainable and smart mobility by 2035 and beyond. The MoU unites the 2Zero Partnership (focusing on zero-emission road transport), the CCAM Partnership (Connected, Cooperative, and Automated Mobility), and the BATT4EU Partnership (battery value chain innovation) with their key stakeholders and industry representatives to address the automotive sector's strategic needs.

The dialogue also allowed the European Automotive Industry, social partners and other key stakeholders to provide input on upcoming Commission initiatives, including the review of the Regulation on the CO₂ emission performance standards of cars and vans, the proposal on corporate fleets, regulatory simplification for passenger cars, as well as light commercial and heavy duty vehicles. Participants reviewed the implementation of the Action Plan, launched in March 2025, and assessed progress towards a thriving European automotive industry and a successful clean mobility transition.

According to a Reuters report, the European Commission will bring forward the review of its 2035 zero CO₂ emission target for cars and vans to the end of this year from 2026.

The Commission press release can be found at ec.europa.eu/commission/presscorner/detail/en/ip_25_2090.

The Reuters report is at reuters.com/sustainability/climate-energy/eu-brings-forward-review-2035-zero-emission-vehicles-target-2025-09-12.

Competitiveness Council Discussion on Automotive Strategy

On 29 September 2025, the Competitiveness Council held discussions on the Automotive Strategy and the Automotive Action Plan.

Executive Vice-President Mr Stéphane Séjourné opened the discussion, saying that he understands the concerns of many Member States. He stated that there are four important elements to consider: the need to achieve volume growth in Europe; the growth challenge resulting from 'unfair

competition' from China, meaning that the EU needs instruments to restore fair competition; the need to ensure long-term visibility of the market, especially the revision of CO₂ emissions standards; and the need to catch up on the backlog in developing new technology. Mr Séjourné acknowledged the need to align infrastructure with technology. He also said the EU needs to propose decarbonisation legislation, pointing out that it is drafting an initiative for small EVs valued at approximately €15000. The Executive Vice-President concluded by acknowledging the urgency of the situation.

Member States then contributed to the discussion. Italy stated that it is important to restate the principle of freedom of technology, neutrality and flexibility. The EU must avoid dependence on China and ensure batteries are manufactured in Europe.

Czechia pointed to the need to accelerate efforts, taking concrete and urgent action. The minister said the CO₂ review needs revision based on technology neutrality and must include PHEVs.

Austria also mentioned technology neutral solutions, including CO₂ neutral fuels.

Spain said it supports Automotive Action Plan, acknowledging that the EU is at a disadvantage to China regarding EVs and access to critical raw materials. The Spanish minister said transparency by the Commission and Member States will be key.

France stated that it is urgent to address the crisis, and it supports the Commission's objectives, adding that "the future is electric". There needs to be support for European industry with the demand for compulsory manufacture of components in Europe.

Germany said there needs to be an overall strategy, looking at the CO₂ regulation, innovation issues, and the removal of the proposed quotas on corporate fleets.

Hungary called for a reduction of administrative measures, an increase in charging infrastructure, and a revision of CO₂ emissions standards by the end of 2025.

Poland added to the calls for decarbonisation to be based on the principle of technology neutrality, saying the proposed ban on internal combustion engines would have "serious negative consequences". The minister called for a holistic approach to EV development, saying trade policy must ensure a level playing field.

Slovakia said milestones need to be realistic, and called for a re-evaluation of the Alternative Fuels Infrastructure Regulation and CO₂ emissions standards.

Romania called for a pragmatic, more flexible and technologically neutral approach to the decarbonisation of road transport.

The Compet Council discussion can be viewed from 12:05 at video.consilium.europa.eu/event/en/28120.

Environment Council Debate on 2040 Climate Target Vote

On 18 September 2025, the Environment Council held a policy debate on the proposed amendment to the European climate law, which sets a binding net greenhouse gas (GHG) emissions reduction target of 90% by 2040 compared with 1990 levels. This represents an intermediate step towards achieving climate neutrality by 2050.

The purpose of the debate was to review the progress of the negotiations on the amendment and provide further guidance on the way forward. In addition to setting the 2040 target, the proposal outlines key elements, such as new flexibilities that the European Commission should reflect in its proposals on the post-2030 policy framework to enable member states to achieve the 2040 goal.

To guide the discussions, the Danish presidency prepared a progress report on the state of play of the ongoing discussions on the proposed amendment to the climate law. The report highlighted substantial progress on clarifying the proposed flexibilities and amendments to the Commission's text, for example to better account for national circumstances and address concerns related to the competitiveness of European industries and the risk of carbon leakage. The presidency also proposed strengthening the existing review clause of the European climate law.

Having taken note of the report, ministers engaged in a constructive debate where they assessed the progress made so far and gave further guidance for the work ahead. They reaffirmed the importance of setting an intermediate 2040 target on the path towards climate neutrality. Ministers also acknowledged the progress made so far and expressed their views on different outstanding issues, such as the future role of international carbon credits and natural carbon sinks in the context of the proposed 2040 target. They also highlighted the importance of a robust enabling framework to support the transition towards climate neutrality.

A vote on the target was originally scheduled for this meeting, but on 12 September, Politico reported that the vote had been cancelled following demands from Member States.

According to the report, France and Germany joined Poland and Italy in demanding that the vote be postponed until national leaders can have a say on the target, creating a blocking minority.

In total, 11 of 27 countries are reported to have asked for a delay during a preparatory meeting on Friday. The Czech Republic, Malta, Austria, Slovakia, Romania, Hungary and Latvia have been named, besides Italy, France, Germany and Poland.

The Environment Council press release is at consilium.europa.eu/en/meetings/env/2025/09/18. The Reuters report is available to read at politico.eu/article/vote-on-eus-2040-climate-target-canceled-after-biggest-countries-block-decision.

Review of Progress on Draghi Report

On 16 September 2025, the European Commission held a high level conference one year on from the publication of the Draghi Report on competitiveness in the European Union.

Opening the conference, Commission President von der Leyen commented that the “clean transition...is a vast opportunity for our industries”. She added that the global market for electric cars is booming, with sales up almost 25% year-on-year in Europe, and by 60% across Africa, Asia and Latin America in 2024.

In his speech at the conference, Mr Mario Draghi said that the decarbonisation transition must be flexible and pragmatic. He pointed out that in some sectors, such as automotives, targets rest on assumptions that no longer hold.



Mr Draghi said the 2035 deadline for zero tailpipe emissions was meant to trigger a virtuous circle: firm targets would drive investment in charging infrastructure, grow the home market, spur innovation in Europe and make EV models cheaper. Adjacent industries – batteries, chips – were expected to develop alongside, supported by targeted industrial policy.

He went on to say that this has not happened, adding that charging point installation must accelerate three- to fourfold in the next five years to reach adequate coverage. He said the EV market has grown more slowly than expected. European innovation has lagged, models remain expensive and supply-chain policy is fragmented.

Mr Draghi stated the European car fleet of 250 million vehicles is ageing and claimed CO₂ emissions have “barely fallen” in recent years. He went on to say that, as suggested in the report, the upcoming review of the CO₂ emissions regulation should follow a technologically neutral approach and take stock of market and technological developments.

He also wants to see a joined-up approach to the ramp-up of EVs – covering supply chains, infrastructure needs and the potential of carbon-neutral fuels. In the coming months, he said the automotive sector will test Europe's ability to align regulation, infrastructure and supply chain development into a coherent strategy for an industry that employs more than 13 million people across the value chain.

A factsheet was published to coincide with the conference, showing that 33 flagships and 14 legislative initiatives have been adopted within the Competitiveness Compass, with cross-border projects underway.

President von der Leyen's address is at ec.europa.eu/commission/presscorner/detail/en/speech_25_2102. Mr Draghi's speech is available to read at commission.europa.eu/document/download/Draghi_Speech_High_Level_Conference_One_Year_After.pdf. The factsheet can be found at ec.europa.eu/commission/presscorner/api/files/attachment/881628/Factsheet-OneyearofTheDraghiReport.pdf.

European Commission Strategy on Research & Technology Infrastructures

On 15 September 2025, the European Commission launched the European strategy on research and technology infrastructures to boost Europe's leadership in scientific excellence and technological innovation. To remain a frontrunner in the global race for science and innovation, the Commission says Europe must reinforce decisively its research and technology infrastructures and make them even more integrated and accessible to a wider range of users.

The strategy puts forward a set of actions to strengthen the European research and technology infrastructures ecosystem, ensure simpler and better access to research and technology infrastructures, attract and cultivate talent in Europe, improve and simplify the governance framework, and strengthen the international dimension and resilience of research and technology infrastructures through cooperation with strategic partners to address global societal challenges.

The press release is available to read in full at ec.europa.eu/commission/presscorner/detail/en/ip_25_2097.

NRMM In-Service Monitoring

On 30 July 2025, the European Commission announced that the DICE platform is officially online and fully operational from 1 August, and that new files have been uploaded to the platform.

The use of DICE is now mandatory for the submission of In-Service Monitoring (ISM) data related to Non-Road Mobile Machinery (NRMM), in accordance with Points 7 and 10 of the Annex to Commission Delegated Regulation (EU) 2017/655. The platform is designed to enable engine manufacturers to securely submit their ISM data, following the official instructions and guidance provided.

It is expected the European Commission will publish a report based on the review of this ISM data by 31 December 2025, according to Article 60 of the Stage V Regulation (EU) 2016/1628.

Further information is available at circabc.europa.eu/ui/group/572325551ae64eb4bad235a236725afc/library/d91f42f5-39b8-479c-bd19-80712cdb42bd/details.

TRAN Exchange of Views on Decarbonisation of Heavy-Duty Trucks

On 24 September 2025, the European Parliament's TRAN Committee held an Exchange of Views with Mr Eric von Breska of the European Commission's DG-MOVE, planned to focus on the decarbonisation of heavy-duty trucks.

Mr von Breska informed MEPs that truck technology is advancing at varying speeds, with battery-electric vehicles leading the charge. If current CO₂ standards remain the same, Europe would need approximately 400 000 zero-emissions heavy-duty vehicles on the road by 2030, alongside the installation of up to 30 000 publicly accessible recharging points.

He highlighted the supportive measures that are already on the table, such as toll exemptions for zero-emissions trucks under the Vignette Directive until 2031, and proposed weight increases under the Weights and Dimensions Directive proposal to account for battery mass. However, as expected, the major challenge remains grid access and permitting.

MEP Jens Gieseke (EPP, DE) said he foresees "major problems in implementation" and questioned whether the Commission is willing to move the CO₂ standards review from 2027 to 2026. Mr Gieseke said his expectation is that the CO₂ standards for cars and vans have to be in a package to come together this year before Christmas. He added that in his talks with the automotive sector "they overwhelmingly say we do not need any mandate for corporate fleets".

MEP Sérgio Gonçalves (S&D, PT) – pointed to the "optimistic report" that there will be 32% ZEV by 2030. He asked what space is foreseen for the infrastructure market to grow, and commented that there is already sufficient hydrogen refuelling and therefore asked if the EC should focus less on this.

MEP Kai Tegethoff (Greens/EFA, DE) said there will be financing gap for infrastructure in 2026/27, and asked what plans the Commission has to address the gap for heavy-duty electric vehicle charging.

On the timing of the CO₂ review for heavy-duty vehicles, Mr Breska confirmed no decision has yet been taken on bringing it forward, and that the review is still scheduled for 2027. As for funding, the Commission is in talks with the European Investment Bank and national promotional banks to help de-risk HDV charging projects that banks consider high-risk. A grid package set for early next year will focus on accelerating permits and improving access to high-power truck charging.

The Exchange of Views is available to view at multimedia.europarl.europa.eu/en/webstreaming/committee-on-transport-and-tourism-ordinary-meeting_20250924-1430.

ENVI Committee Exchange of Views with Danish Ministers

On 4 September 2025, ENVI held an exchange of views with Magnus Heunicke, Danish Minister for the Environment, and

Jeppe Bruus Christensen, Danish Minister for Green Transition.

During this meeting, the Ministers presented the main priorities of the Danish Presidency in the area of environment, followed by an exchange of views with ENVI Members. The Danish Presidency, which started on 1 July 2025, is prioritising a green transition as a key driver for a stronger, resilient and competitive Europe. This includes reducing environmental footprints, better protecting natural resources, and securing greenhouses gas reduction across all sectors. The discussion addressed ongoing files as well as upcoming initiatives such as the revision of REACH and the bioeconomy strategy.

MEPs asked about the EU's 2040 climate target, new genomic techniques, nature credits, water resilience, PFAS (so-called "forever chemicals"), green claims, deforestation, the EU's Emissions Trading System (ETS) as well as long-term budget support of environment issues. Several MEPs had concerns about the rising cost of living and job losses, stressing that EU environmental targets are not realistic in the current economic climate. They also expressed concern about the EU's automotive industry and ETS II stressing the need to focus more on nuclear energy.



The ENVI press release is at europarl.europa.eu/committees/en/product/product-details/20250903CAN75166.

A release covering exchanges with all committees is at europarl.europa.eu/news/en/pressroom/20250714IPR29637/danish-presidency-debriefs-ep-committees-on-priorities.

ENVI Committee Exchanges of Views with Commission on EIR and ETS2

On 22 September 2025, the ENVI Committee of the European Parliament held an exchange of views with the Commission on the fourth Environmental Implementation Review (EIR) and on the report on the Update of the costs of not implementing EU environmental law. The Commission was invited to present both reports, followed by a joint debate with Members.

The EIR provides a picture of the state of implementation of environmental laws in the Member States and defines 'priority actions' accordingly. It identifies implementation gaps as well as good practices and challenges and deduces

recommendations for improvement and solutions. In a complementing manner, the study on the Update of the costs of not implementing EU environmental law estimates the costs (foregone benefits) of this implementation gap in the Member States. The evaluated gap covers eight environmental policy areas: air, noise, nature and biodiversity, water, waste, chemicals, industrial emissions and major accident hazards, and horizontal instruments. Overall, the total implementation gap cost is estimated to be €180 billion per year and is projected to increase to €325 billion per year.

The ENVI Committee press release is at europarl.europa.eu/committees/en/product/product-details/20250922CAN75267.

On 23 September, the ENVI Committee held an exchange of views with the Commission on the new separate EU Emissions Trading Scheme (EU ETS) for buildings, road transport and additional sectors (EU ETS2) that will become fully operational in 2027.

As part of the 2023 EU ETS revision, the EU decided to extend the scope of its emission trading system and to set up a new separate emissions trading system for buildings, road transport and additional sectors (EU ETS2). The aim of the EU ETS2 is to introduce a carbon price for emissions in the additional sectors and thereby to provide a market incentive for investments in building renovations and low-emissions mobility.

The ENVI press release can be found at europarl.europa.eu/committees/en/ets2-exchange-of-views-on-extending-the-/product-details/20250922CAN75274.

ITRE Debate on Low Carbon Hydrogen

On 4 September 2025, the ITRE Committee in the European Parliament held a topical debate titled 'Hydrogen: Realities, costs, use-cases and regulatory environment'. It was based on an ITRE analysis of the delegated act – C(2025) 4674 – specifying a methodology for assessing greenhouse gas emissions savings from low-carbon fuels.

During the debate ITRE MEPs posed several questions and comments, mainly covering the unclear investment situation in low/green carbon hydrogen and criticism on procedures from the European Commission considered too complex.



Ms Kitti Nyitrai (EC DG-ENER) said that five years ago, ambitious H₂ targets were set for 2030. Targets on their own are however not sufficient, and the European Commission is launching several tools to tackle the too high electricity price which is the main root cause for a too high H₂ cost. Also, the Hydrogen Bank has been put in place to overcome the H₂ price gap. So far, only green H₂ could be covered, but this will include low carbon H₂ as soon as the delegated act under discussion comes into force. Following further criticism from MEPs, she stressed the importance of continuously investing in renewable electricity to ensure sufficient low electricity prices around the EU. She noted some industry stakeholders welcomed the rules under discussion, allowing progressive decarbonisation of hydrogen from natural gas. The Commission will continuously evaluate the effectiveness of the rules to consider what modifications are required. Ms Nyitrai concluded that hydrogen is not a miracle solution and should only be used in specific sectors, and only from green electricity or specific low carbon sources.

The committee also held an exchange of views with Ms Mechthild Wörsdörfer, Deputy Director General of DG ENER.

In her introductory statement, Ms Wörsdörfer stressed the important role of hydrogen for some sectors, especially the energy intensive sectors, aviation and maritime transport sector. To scale up the use of hydrogen, she said there is a need for a regulatory framework, demand and supply. Within this framework, the Commission adopted a Delegated Regulation on low carbon fuels and hydrogen. She provided an overview of the Delegated Regulation, and rationale behind the measure. She stated that the Delegated Regulation included a number of improvements based on consultations with the industry, these include the possibility to use hourly averages, updated values of the emission intensity of electricity, among others. Ms Wörsdörfer argued that the measure would provide certainty for investors and other market players, and support Member States to transition to low carbon hydrogen and low carbon fuel production.

MEP Christian Ehler (EPP, DE) stated that the EU was missing its targets regarding low carbon hydrogen, and there was a low uptake in the industry. He also stressed that there was increased uncertainty and regulatory changes which would lead to an insecure investment environment.

MEP Giorgio Gori (S&D, IT) asked a first question on the Commission's intentions on additional measures to ensure an increase in low carbon hydrogen production and renewable hydrogen. He also asked why the Commission postponed the adoption of a methodology for Power Purchase Agreements (PPAs), nuclear energy, and direct nuclear source hydrogen production.

MEP Michael Bloss (Greens/EFA, DE) stressed the importance of ramping up green or renewable hydrogen for energy independence and of decarbonisation. He stated there are issues created by a less strict low-carbon hydrogen which disincentivises the ramp up of green hydrogen. He asked a question on creating a level playing field between low-carbon hydrogen and green hydrogen.

On behalf of the Commission, Ms Wörsdörfer responded to the MEPs' comments and questions, highlighting that the Commission did not seek to discriminate one technology against the other.

The debate can be replayed at multimedia.europarl.europa.eu/en/webstreaming/itre-committee-meeting_20250904-0900-COMMITTEE-ITRE.

Parliament Adoption of Proposals on End-of-Life Vehicles

On 9 September 2025, the European Parliament adopted proposals on new EU circularity rules to cover the entire vehicle lifecycle, from design to final end-of-life treatment.

The draft measures, backed by 431 MEPs with 145 against and 76 abstentions, aim to boost the automotive sector's transition to a circular economy by reducing the environmental impact linked to the production and end-of-life treatment of vehicles, and strengthening the sustainability of the car recycling industry in Europe. Specific rules will apply to all vehicles except for special-purpose vehicles, vehicles designed and built for use by the armed forces, civil defence, fire and emergency medical services, and vehicles of historical and special cultural interest.



New vehicles should be designed so as to allow the easy removal of as many parts and components as possible by authorised treatment facilities, with a view to their replacement, reuse, recycling, remanufacturing or refurbishing, where technically possible.

MEPs want the plastic used in each new vehicle type to contain a minimum 20% of recycled plastic within six years of the rules' entry into force. They also want manufacturers to meet a target of at least 25% within 10 years of entry into force, if enough recycled plastic is available at non-excessive prices. They also want the Commission to introduce targets for recycled steel and aluminium and its alloys, following a feasibility study.

Three years after the entry into force of the new rules, manufacturers would have extended producer responsibility, i.e., they would have to cover the cost of the collection and treatment of vehicles that have reached their end-of-life stage. MEPs want a better distinction between used vehicles

and end-of-life vehicles, with an export ban for those that are considered end-of-life vehicles.

As Council already adopted its position earlier this summer (see AECC Newsletter of June 2025), interinstitutional negotiations are expected to start without delay.

The European Parliament press release is at europarl.europa.eu/news/en/pressroom/20250905IPR30178/new-eu-rules-on-design-reuse-and-recycling-in-the-auto-sector.

On 19 September, the European Parliament published its priorities prior to entering into negotiations with the Council of Ministers. These priorities regarding scope, recycled content, methodologies, circularity, software and exports are set out in a press release and comparison document.

These can be found at europarl.europa.eu/committees/en/product/product-details/20250710CDT14445.

Study of Measures Promoting Decarbonisation in ETS2 Sectors

On 12 September 2025, a study of supporting measures promoting decarbonisation in the sectors covered by ETS2 was published by the European Commission.

In 2027, the EU Emissions Trading System 2 (ETS2) will become fully operational. ETS2 is a new, separate EU ETS to cover sectors where progress on decarbonisation has historically been limited, namely road transport, buildings, and additional sectors (mainly industry not covered by ETS1).

In the sectors covered by ETS2, the EU has already enacted key complementary legislation, including the Alternative Fuels Infrastructure Regulation (AFIR), the CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, the Energy Efficiency Directive (EED), and the Energy Performance of Buildings Directive (EPBD). These initiatives share a common approach: the use of legally binding targets, mandatory performance requirements, and enhanced transparency and communication for end users.

The Commission's impact assessment showed, however, that reliance on strengthened regulatory policies alone would not be sufficient to achieve the targets and would lead to higher burdens on households and more significant investment challenges. ETS2 is therefore embedded in this policy mix to ensure the most cost-effective approach.

The study is available to read at op.europa.eu/en/publication-detail/-/publication/2d8c3aa1-91dd-11f0-97c8-01aa75ed71a1/language-en.

Assessment of GHG Emissions Savings from Low-Carbon Fuels

On 11 September 2025, the European Parliament Think Tank published a report on the methodology for assessing greenhouse gas emissions savings from low-carbon fuels.

On 8 July 2025, the European Commission adopted a Delegated Act C(2025) 4674, supplementing Directive (EU)

2024/1788 on the internal markets for renewable gas, natural gas and hydrogen, which is currently subject to scrutiny by the European Parliament and the Council. The Act defines the methodology to calculate greenhouse gas (GHG) emissions savings from Low-Carbon Fuels (LCFs), with particular relevance for low-carbon hydrogen. It aligns with the earlier adopted methodology for renewable fuels of non-biological origin (RFNBOs) and establishes a minimum reduction of 70% GHG emissions savings compared to the unabated fossil fuel comparator.

The document states that establishing clear standards, embedded in an enabling regulatory framework, is essential to foster an environment that provides investment certainty and safeguards environmental integrity for development and deployment of clean hydrogen solutions.

This report, prepared at the request of the European Parliament's Committee on Industry, Research and Energy (ITRE), aims to answer certain questions, including: which production pathways are included and excluded by the methodology provided by the draft Delegated Act, whether the Delegated Act (DA) enables the hydrogen economy by providing incentives to produce or import sufficient volumes of hydrogen in/to the European Union; whether the Delegated Act sufficiently addresses fossil fuel emissions; and what are the price and cost expectations of such hydrogen based on this methodology?

The report points out that the DA defines low-carbon fuels in a technology-neutral way, measuring life cycle emissions across the full value chain, including indirect ones. The key criterion is that fuels must be at least 70% below the unabated fossil-fuel comparator of 94 gCO₂eq/MJ, i.e., below 28.2 gCO₂eq/MJ. The DA does not prescribe specific production pathways. There are two main production routes: (i) fossil pathways, using fossil fuels with carbon capture and storage or utilisation, and (ii) electrolytic pathways, producing hydrogen from water and electricity. The DA allows certification for hydrogen made with partly non-renewable electricity (e.g. nuclear). Hydrogen leakage will be included once scientific consensus exists on its warming impact.

The report considers the DA to be a regulatory enabler, not a market driver. It establishes a harmonised EU-wide accounting and certification methodology for low-carbon fuels, giving developers, investors, importers, and Member States regulatory certainty about what qualifies as low-carbon hydrogen.

According to the Think Tank, the DA's adequacy in addressing fossil emissions is decisive for credibility. Low-carbon hydrogen climate integrity will hinge on robust methane (CH₄) emissions measurement and reporting data. Regarding electrolytic pathways, it says that emissions depend on the electricity mix. Four calculation methods are allowed, with nuclear recognised as a low-carbon source. Countries with clean grids (e.g. Sweden, France) can already comply but fossil-heavy grids (e.g. Germany, Poland) require a part of the supply to come from renewable PPAs or direct connection to reduce the average of the input mix. The report

goes on to say that the DA is a step forward in assessing emissions across the whole hydrogen supply chain. However, relying on reasonable but non-conservative CH₄ and CO₂ defaults, and the omission of LNG-specific default values, risks underestimating methane emissions where actual data is lacking. Its effectiveness will depend on strict enforcement and accurate reporting under the methane regulation.

Finally, the report says complying with LCF emissions savings raises costs compared to unabated “grey” hydrogen, since producers must add carbon abatement technologies (CCS or CCU) or restrict electrolytic production to low-emission hours if the grid intensity exceeds the minimum threshold. Blue hydrogen is likely the cheapest near-term option, though tied to volatile gas prices. Electrolytic hydrogen will become more competitive as electrolyser costs fall, low-carbon electricity expands, but remains costlier today and highly dependent on power prices.

The Think Tank report is available to read at [europarl.europa.eu/RegData/etudes/STUD/2025/772480/ECTI_STU\(2025\)772480_EN.pdf](https://europarl.europa.eu/RegData/etudes/STUD/2025/772480/ECTI_STU(2025)772480_EN.pdf).

EEA Report on Europe’s Environment

On 29 September 2025, the European Environment Agency (EEA) published ‘Europe’s environment 2025’, which it says provides decision makers at European and national levels as well as the general public with a comprehensive and cross-cutting assessment on environment, climate and sustainability in Europe.

The report says that overall, important progress is taking place within climate change mitigation, while there is mixed progress around reducing pollution and transitioning towards the circular economy. The greatest challenges exist around reducing biodiversity loss and ecosystem degradation, as well as adapting to accelerating climate change. However, progress on a range of factors that enable the shift towards sustainability – such as innovation, green employment and sustainable finance - gives cause for hope.

EEA states that important progress has been made towards mitigating climate change, with the EU being a world leader in this area. The EU has successfully cut its domestic greenhouse gas (GHG) emissions by 37% since 1990, largely driven by reducing fossil fuel use and doubling the share of renewables since 2005.

It goes on to say this demonstrates how climate action can boost competitiveness and energy security by lowering dependence on imported fossil fuels and increasing the share of domestically produced renewable energy. It also shows how effective policy implementation can drive change and deliver measurable progress towards sustainability and achieving climate neutrality by 2050.

The report adds that there has also been progress in the EU’s industrial system, where GHG emissions fell by more than 35% from 2005 to 2023. Further decarbonisation will require large-scale electrification, a switch to hydrogen for certain

industrial processes and the substitution of fossil fuel-based materials with renewable materials.

Prospects of meeting policy targets 2030

Biodiversity and ecosystems	Climate change	Environment and human health	Circular economy and other enablers of transformative change
State of Europe's biodiversity	Greenhouse gas emissions	Emissions of pollutants to air	Circular design and sustainable production
Pollution of ecosystems	Trends in the mobility system	Air pollution and impacts on human health	Waste generation and material consumption
Protected areas	Trends in the energy system	Environmental noise and impacts on human health	Waste recycling
Water and climate impacts	Carbon dioxide removal from the atmosphere	Water pollution and human health	Circular use of materials
Ecosystems and climate impacts	Ozone-depleting substances and fluorinated greenhouse gases	Chemical pollution and human health	Circular economy financing and strategies
Land use and land take	Climate risks to the economy	Environmental health inequalities related to air pollution	Benefits of a circular economy
Soil resources	Climate risks to society		Global impacts from EU consumption
Biodiversity investment needs	Climate action financing		Transformative innovation
	Governance of climate change mitigation and adaptation		Green employment
			Green taxation and other economic instruments
			Justice in sustainability transitions
			Financing the transition towards sustainable activities

Largely on track to meet policy targets
Partially on track to meet policy targets/highly uncertain
Largely not on track to meet policy targets
No quantitative policy targets

Cuts in air emissions from industry have been driven by decades of pollution control legislation, as well as decarbonisation measures. Nevertheless, industry remains a major contributor to air pollution and the costs of industrial pollution are substantial. In 2021, they stood at €353 billion in 2021 and mostly related to impacts on people’s health. To achieve further gains, a deeper industrial transformation entailing the deployment of more advanced, innovative techniques and circularity measures offer promising synergies between decarbonisation, zero pollution and resource efficiency.

With regard to transport, the report says mobility in Europe is dominated by vehicular transport, with passenger cars responsible for more than 75% of transport activity in Europe. The sector remains heavily dependent on fossil fuels. While emissions from the transport sector have decreased, the change has only been marginal over the last decade. In 2023 GHG emissions from domestic transport were only 6% below the 2005 level.

On the subject of air pollution, EEA says EU policies to improve air quality have saved lives, with a 45% reduction in premature deaths attributable to fine particulate matter from 2005 to 2022. Nevertheless, pollution continues to reduce quality of life in Europe significantly; millions of years of healthy life are still lost each year due to pollution and at least 10% of premature deaths in Europe are driven by exposure to polluted air, water and soil, noise and harmful chemicals. Air pollution drives at least 239,000 premature deaths annually.

The report is available to read at eea.europa.eu/en/europe-environment-2025/main-report/report/@download/file.

Commission Report on Exercise of Powers on MCP Emissions Limitation

On 16 September 2025, the European Commission published a report to the European Parliament and Council on the exercise of the power to adopt delegated acts conferred on the Commission pursuant to Directive (EU) 2015/2193 of the European Parliament and of the Council on the limitation of emissions of certain pollutants into the air from medium combustion plants.

Directive (EU) 2015/2193 of the European Parliament and of the Council of 25 November 2015 put in place a regulatory framework to limit emissions of sulphur dioxide (SO₂), nitrogen oxides (NO_x) and dust into the air from medium combustion plants. The aim is to reduce the related risks to human health and the environment. That Directive also lays down rules to monitor emissions of carbon monoxide (CO). Article 13 of that Directive allows the Commission to adopt delegated acts in order to adapt the provisions on assessment of compliance set out in point 2 of Part 2 of Annex III to scientific and technical progress. Article 14 addresses the procedure and conditions under which the Commission is granted the authority to adopt delegated acts.

This report is required under Article 14(2) of Directive (EU) 2015/2193, whereby the power to adopt delegated acts is conferred on the Commission for a period of five years from 18 December 2015 and that requires the Commission to draw up a report in respect of that delegation of power. The delegation of power is tacitly extended for periods of an identical duration.

The Commission reports that over the past five years (2020 – 2025), it has not adopted delegated acts given (i) the recent dates of application of Directive (EU) 2015/2193 for some of its provisions; and (ii) the absence of information on technical and scientific progress linked to the provisions laid down in point 2 of Part 2 of Annex III related to the assessment of compliance of measured emission values with emission limit values in the case of continuous measurements.

The Commission report is at data.consilium.europa.eu/doc/document/ST-12876-2025-INIT/en/pdf.

European Commission BREF Work Programme

On 24 September 2025, the European Commission published details of the Work Programme for the Exchange of Information ('BREF work programme') for the years 2026-2027.

The table below lists the upcoming BREF reviews in the years 2026-2027. For the sake of clarity, it also includes the upcoming drawing-up of the BREF for the production of batteries in giga-factories, even if the process will tentatively start in 2025, with a Kick-off Meeting of the Technical Working Group planned in 2026.

BREF name	Acronym	Tentative start (year)	Comments
Production of batteries in giga-factories	PBG BREF	2025	New BREF (covering IED Activity 2.7).
Iron and Steel Production	I&S BREF	2026	Review of the 2012 edition
Production of Cement, Lime and Magnesium Oxide	CLM BREF	2027	Review of the 2013 edition
Production of Pulp, Paper and Board	PP BREF	2027	Review of the 2015 edition

The work on the MIN (Extraction including on-site treatment of metal ores) and LAN (Landfills) BREFs was launched in 2024. The work on the PBG BREF is still planned to start in 2025 and the second review of the IS BREF will be launched in the course of 2026.

Certain changes brought by the revised IED require adaptations to the BREF process. Although the aim is to eventually optimise the process, the transition to the revised IED is resulting into additional work (e.g. extra consultations or workshops for ongoing BREF reviews such as the Ceramics BREF). Also, the revised IED requiring an update of the BREF Guidance (Commission Implementing Decision 2012/119/EU) by summer 2026, it is considered prudent to avoid launching too many BREF development/reviews until the revised BREF Guidance has been adopted.

Therefore, and considering the available resources and the on-going work, the Commission proposes not to start BREF development/review other than the I&S BREF in 2026.

In 2027, the Commission proposes to start the review of the CLM BREF (Production of cement, lime and magnesium oxide), which it says would support the transformation of this energy-intensive sector, as illustrated by preliminary INCITE findings. The sector has a high potential for a rapid transformation of the relevant processes leading to significant reductions of pollutants and GHG emissions. The Commission states that evidence of such transformation techniques is increasing, including the use of alternative binders or clinker material and the application of carbon capture utilisation and storage (CCUS) at cement plants.

In addition to the CLM BREF, the Commission proposes to launch one more BREF review in 2027 for another energy-intensive sector, to be selected taking account of the first findings of INCITE about the deployment of innovation in energy-intensive sectors expected at the end of 2025 and the potential to improve the protection of the environment and human health by preventing and reducing emissions associated with these sectors. Potential candidates for a review are the following BREFs: Production of Pulp, Paper and Board (PP), Manufacture of Glass (GLS), Refining of Mineral Oil and Gas (REF) or BREF for organic chemicals (considering the upcoming strategy for the review of chemical BREFs).

Details of the BREF work programme can be found at circabc.europa.eu/ui/group/06f33a9498294eeeb18721bb783a0fbf/librariy/272cfe59a0b41259451c0d7f7779/details.

Munich Declaration of the Automotive Regions Alliance

On 10 September 2025, the fourth political conference of the Automotive Regions Alliance (ARA) took place in Munich.

The participating regions stressed that the European Commission must ensure the automotive industry remains a key European strength, enabling regional growth, with targeted funding. The ARA also committed to advancing the electrification of the automotive industry and delivering on the 2035 target, while calling for technology neutrality and openness, recognising the role of combustion engines and alternative fuels (biofuels, e-fuels, hydrogen) alongside electrification.

Additionally, the Alliance highlighted that the review of the CO₂ standards Regulation is an “opportunity to take stock of the ongoing transition and make adjustments to meet the 2035 target”. It also pointed to the strategic role of Life Cycle Assessment (LCA) in “guiding technology development and supporting sustainable industrial transformation”.

The press release is available to read at cor.europa.eu/sites/default/files/202509/ara_munich_declaration.pdf.

Franco-German Economic Agenda

On 29 August 2025, the President of the French Republic and the Chancellor of the Federal Republic of Germany presided over the 25th Franco-German Council of Ministers.

This meeting provided an opportunity to take stock of the work undertaken over the past months, focusing on security and defence, competitiveness and convergence. Part of this reset is a Franco-German Economic Agenda. Its purpose is to put the Franco-German engine to work at the international, the EU and the bilateral level and to work towards joint initiatives and coordinated positions.

Eight working groups on policy fields such as energy, trade and economic security, industry, cutting-edge technologies, digital sovereignty, competitiveness, Single Market and simplification, convergence/cooperation in the area of labour markets and social policy and finance have elaborated a Franco-German Economic Agenda.

Regarding the automotive industry, the statement says that the two countries appreciate the European Commission’s “willingness to accelerate the work on the reviews with the objective of having technology-neutral and flexible CO₂ regulations in line with the EU climate targets taking into account relevant technological developments”.

On the subject of hydrogen, France and Germany say they share the view that the Delegated Act for Low-carbon Hydrogen and the RFNBO DA should facilitate a pragmatic and cost-efficient ramp up of these types of hydrogen. Based on the outlined working process and wherever necessary, France and Germany commit to engage with the European Commission towards swiftly implementing respective solutions, in particular in the DAs.

The outcomes of the meeting are at

bundesregierung.de/resource/blob/975228/2382172/c66956885b760592bbe25810ff81cb5e/20250829dtfr-wirtschaftsagenda.pdf.

AECC Consultation Response to Sustainable Transport Investment Plan

On 4 September 2025, AECC provided feedback to the European Commission consultation on the Sustainable Transport Investment Plan (STIP).

AECC particularly welcomed the emphasis placed on de-risking private investments in renewable and low-carbon fuels in order to scale up and boost their production in the EU. This is essential to the long-term decarbonisation of all transport modes, including road.

AECC is however concerned that the scope is too narrowly focused on the maritime and aviation sectors, to the detriment of road transport and the EU’s overall climate objectives. The feedback adds that electromobility will be a key enabler for road transport decarbonisation towards the future. Other decarbonisation pathways should however be pursued to meet the EU’s long-term net-zero CO₂ goals and reduce as much emissions as possible during the transition phase. AECC advocates for a technology-neutral approach based on life-cycle considerations that enables all viable decarbonisation pathways to contribute to emissions reduction efforts across all transport modes, including road.

AECC goes on to say that failure to act to ensure that sufficient renewable and low-carbon fuels are available for this market segment risks abandoning a significant opportunity to reduce road transport emissions. It is clear that significant steps need to be taken to scale up and boost the production of renewable and low-carbon fuels for use in road transport. AECC therefore calls for the Sustainable Transport Investment Plan to explicitly incorporate the scaling up of such fuels for use in the road transport sector as a core objective.

AECC’s response is available to read in full at

ec.europa.eu/info/law/betterregulation/haveyoursay/initiatives/14802-Sustainable-transport-investment-plan/F3630224_en.

AECC Feedback to Consultation on Clean Corporate Vehicles

On 8 September 2025, AECC provided input to the Clean Corporate Vehicles public consultation. The European Commission states in its consultation that accelerating the uptake of zero-emission vehicles in corporate fleets will support the decarbonisation of the EU automotive industry and contribute to the EU’s emission reduction targets, as well as increasing the availability of second-hand zero-emission vehicles.

AECC states in its response that effective decarbonisation should be driven by a technology neutral CO₂ emissions limit based on a comprehensive lifecycle assessment.

The response goes on to say that while the CO₂ review is ongoing and a vehicle LCA methodology is being developed,

the Clean Corporate Vehicles proposal should not be “based on outdated assumptions and solely mandate or support the adoption of BEVs”. It adds that additional technology pathways offer strong environmental, social, and economic potential if allowed to flourish alongside electromobility.

AECC says the EU must embrace a range of solutions, including CO₂-neutral fuels and hybrid technologies, which can deliver significant life-cycle emissions reduction and support a faster, more inclusive transition. It quotes an AECC LCA study, which shows that road transport decarbonisation and pollutant reduction can be achieved with CO₂-neutral fuels. The study shows all vehicle powertrains similarly reduce lifecycle CO₂ when powered by renewable fuels or energy. It is clear that the ICE is not the problem, it is the use of fossil fuels. AECC goes on to advocate for the adoption of a CO₂-neutral fuels definition based on that proposed by the Working Group on Monitoring Methodologies.

The AECC response urges the European Commission to consider: incentivisation of all decarbonisation solutions by setting a lifecycle based, technology-neutral CO₂ emissions limit for all vehicle types; ensuring legislation reflects current life cycle data; establishing vehicle categories powered exclusively by CO₂-neutral fuels and supporting corporate fleet adoption; ensuring regulatory flexibility to account for diverse corporate fleet requirements; support innovation in existing technologies which can deliver significant GHG emissions savings; and advancing availability of CO₂-neutral fuels.

AECC's consultation response is at ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14641-Clean-corporate-vehicles/F3677990_en.

AECC Response to Consultation on European Climate Law Amendment

On 16 September 2025, AECC responded to the proposed amendment to the European Climate Law, which will set the overarching direction of EU climate policy.

AECC shares the European Commission's commitment to advancing decarbonisation, and welcomes the proposal to set an ambitious interim target that will allow us to reach carbon-neutrality by 2050. While AECC does not question the proposed target, we believe it is critical that the correct enabling conditions are in place to ensure it can be achieved in a way that supports long-term resilience and economic competitiveness, allowing both citizens and businesses to thrive.

AECC calls on the European Commission to apply the important core principles of supporting industrial competitiveness and resilience, facilitating enhanced sectoral flexibility, embracing technological-neutrality, and reviewing relevant EU legislation to ensure the right enabling framework is in place, to all supportive regulatory frameworks. This applies to the road transport decarbonisation covering the CO₂ reviews, Cleaning Corporate Vehicles and Sustainable Transport Investment Plan. This will be key to ensure

regulatory coherence and to provide long-term certainty and predictability for industry.

The AECC response adds that while electromobility will be a key enabler for road transport decarbonisation, other decarbonisation pathways should also be allowed to contribute to achieving the EU's long-term climate objectives. AECC recommends a technology-neutral approach to ensure complementary technologies innovate while helping us to reach a net-zero economy in a more resilient, competitive, and affordable way.

The AECC response is available to read at ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14397-European-Climate-Law-amendment/F32844528_en.

NORTH AMERICA

US EPA Announcement on DEF Systems Operation

On 12 August 2025, US Environmental Protection Agency (EPA) Administrator Lee Zeldin issued guidance urging engine and equipment manufacturers to revise diesel exhaust fluid (DEF) system software in existing vehicles and equipment to prevent sudden shutdowns, giving operators more time to repair faults “without impacting productivity or safety”.

Starting with model year 2027, EPA requirements state that all new diesel on-road trucks must be engineered to avoid sudden and severe power loss after running out of DEF. To “fix the problem” for vehicles already in use, EPA's new guidance, developed in collaboration with manufacturers, will work to ensure that the necessary software changes can be made on the existing fleet. In addition to providing certainty to manufacturers about how EPA wants this issue resolved, the agency is not requiring separate approvals beyond that provided in EPA's guidance. This ensures that bureaucratic steps do not delay manufacturers' ability to put solutions into the field.

EPA says it remains committed to protecting air quality and public health while ensuring that engine operators can depend on the equipment they need. It adds that it will continue to work with all stakeholders to ensure practical, durable solutions that simultaneously support emissions reductions and reliable operations.

The EPA announcement is available to read at epa.gov/newsreleases/iowa-state-fair-epa-administrator-zeldin-announces-diesel-exhaust-fluid-def-fix.

CARB Emergency Amendment and Adoption of Vehicle Emissions Regs

On 15 September 2025, the California Air Resources Board (CARB) proposed to adopt emergency vehicle emissions regulations (the “Emergency Vehicle Emissions Regulation”) that will amend California Code of Regulations, titles 13 and 17, and adopt new sections into California Code of Regulations, titles 13 and 17. The amendments would

confirm that, until a court resolves the uncertainty created by the federal government's actions, certain antecedent regulations (displaced by Advanced Clean Cars II and Omnibus) remain operative (as previously adopted) with the caveat that CARB may enforce Advanced Clean Cars II and Omnibus, to the extent permitted by law, in the event a court of law holds invalid the resolution purporting to disapprove those waivers.

CARB is proposing its Emergency Vehicle Emissions Regulations to clarify that protective emission standards for vehicles and engines remain operative, while ensuring manufacturers can sell vehicles and engines into California despite the emergency the federal government has created through "unconstitutional congressional resolutions" targeting certain pre-emption waivers.

To ensure that new motor vehicles can continue to be sold in California, despite the "ongoing uncertainty introduced by the federal government" into the State's longstanding regulatory programme, CARB staff is proposing to amend its regulations to clarify that the criteria pollution provisions of the LEV III regulation (adopted as part of ACC I) and associated on-board diagnostic requirements remain operative.

CARB continues to accept and process certification applications for the LEV IV and Omnibus emission standards. Hence, both sets of standards will be present in the California Code of Regulations during this period. Regulated parties may choose to follow either the LEV IV or Omnibus standards or the antecedent LEV III and pre-Omnibus provisions. CARB adds that regulated parties do however, assume the risk if they choose to certify only to the antecedent provisions, and the congressional resolutions disapproving the waivers of federal pre-emption under the Clean Air Act are declared invalid.

The CARB proposal can be found at arb.ca.gov/sites/default/files/barcu/regact/2025/emergencyvehemission/notice.pdf.

CARB Response to US EPA Decision on GHG Endangerment Finding

On 22 September 2025, the California Air Resources Board (CARB) submitted comments opposing the US Environmental Protection Agency's (EPA) "illegal" push to end federal responsibility for greenhouse gas emissions by overturning its 2009 endangerment finding (see AECC Newsletter of July 2025). The comments also note that EPA's proposal "ignores more than 15 years of its own research and regulations".

CARB's comments note that the US Department of Energy report on which EPA is relying was assembled by a "small group of self-described climate sceptics and is almost totally devoid of scientific evidence to support or explain how they reached their conclusions". It says the "document relies on flawed, disproven assertions and data taken out of context".

CARB goes on to say that EPA's proposal is also directly at odds with its own mission statement. That includes: the

promise that Americans are entitled to clean air; national efforts to reduce environmental risk are based on the best available science; federal laws protecting human health and the environment are administered and enforced fairly and effectively. It states that by any of these measures, EPA is obligated to address greenhouse gas emissions and adopt strong standards to reduce them.

CARB also claims that EPA "leaves no obvious paper trail leading to the environmental impacts of its proposal and therefore provides no opportunity for informed public comment on those impacts". It says that is fundamental to the sound development of environmental regulations and is "illegal since it turns a blind eye to EPA's obligations under the National Environmental Policy Act".

The CARB comments are available to read at arb.ca.gov/news/carb-submits-scathing-critique-u-s-epas-illegal-effort-overturn-endangerment-finding.

UNITED NATIONS

International Day of Clean Air for Blue Skies

The International Day of Clean Air for blue skies was observed on 7 September. This year, the United Nations called upon everyone – from governments and corporations to civil society and individuals – to 'Invest in #CleanAirNow'. By tackling air pollution proactively, it says "we can achieve transformative change and secure healthy air for all".

The UN press release states that its Member States recognise the need to substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination by 2030, as well as to reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management by 2030.

It also says the international community acknowledges that improving air quality can enhance climate change mitigation and that climate change mitigation efforts can improve air quality.

UN Secretary-General Mr António Guterres has said that air pollution is a preventable global emergency, and that "bold policies are key, including stronger enforcement, public alert systems and collaboration across borders". He adds that "Governments must seize the opportunity of new national climate plans — nationally determined contributions — due this year, to chart a course to drastic emission cuts and a just transition away from fossil fuels".

Further details are at cleanairblueskies.org.

Mr Guterres' message for the day can be found at cleanairblueskies.org/statement/international-day-secretary-general-calls-air-pollution-global-emergency-urges-bold.

GENERAL

Joint Letter for Inclusion of RWE in Roadworthiness Package

On 18 September 2025, a coalition of organisations called on European lawmakers to use the revision of the 'roadworthiness package' to remove millions of "suspiciously high-emitting cars" from Europe's roads. T&E, alongside UNEP, ETSC, CMC and OPUS RSE called for systematic fleet screenings and roadside inspections based on real-world emissions, yearly technical inspections for vehicles over 10 years old, and mandatory fixes or scrappage of high-emitting cars at the expense of manufacturers.



The letter also calls on the EU to strengthen safety checks and to stop the export of high-polluting and unsafe used vehicles to other regions.

The letter is available to read at transportenvironment.org/uploads/files/Dieselgate-10-year-anniversary-time-for-the-EU-to-clean-up-its-fleet.pdf.

RESEARCH SUMMARY

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FORTHCOMING CONFERENCES

Transport and Pollution International Conference 2025

4-6 November 2025, Paris, France
tapconference.org

Sustainable Energy & Powertrains

25-26 November 2025, Stuttgart, Germany
fkfs-veranstaltungen.de/veranstaltungen/sustainable-energy-powertrains/program/program

Heavy-Duty Engines 2025

18-19 November 2025, Colmar, France
atzlive.de/en/events/heavy-duty-engines

Argus Road Fuels Europe Conference

18-20 November 2025, Munich, Germany
argusmedia.com/en/events/conferences/road-fuels-europe-conference

POLIS Annual Conference

26-27 November 2025, Utrecht, Netherlands
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

9th Zero-Emission Heavy-Duty Powertrain China Summit

22-23 January 2026, Shanghai, China
fiveoit.com/9zehdpssc2026

13th International Engine Congress

24-25 February 2026, Baden-Baden, Germany
atzlive.de/en/events/international-engine-congress

International Automotive Recycling Congress

25-27 March 2026, Hamburg, Germany
events.icm.ch/event/IARC2026/iarc-2026

F+L Week

26-27 March 2026, Bangkok, Thailand
fuelsandlubes.com/fl-exhibition/fl-week-2026

WCX™ 2026 World Congress

22-24 April 2026, Detroit, USA
wcx.sae.org/attend/call-for-papers

Vienna Motor Symposium

22-24 April 2026, Vienna, Austria
<https://wiener-motorensymposium.at/en>

SIA Powertrain International Congress

17-18 June 2026, Lille, France
sia.fr/evenements/405-powertrain-2026#call-for-papers-call-for-paper