

AECC NEWSLETTER

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EUROPE

EP Plenary Discussion on CO₂ Emission Standards for Light-duty Vehicles

On 8 October 2025, the Members of the European Parliament discussed the current 2035 100% decarbonisation target for new cars and vans, and the expected revision of Regulation (EU) 2023/851 being the CO₂ Emissions Standards Regulation.



MEP Patryk Jaki (ECR, PL) opened the debate criticising the EU Green Deal and the planned ban on combustion engines by 2035 foreseen in Regulation (EU) 2023/851. He highlighted the threat of Chinese and American competition, high manufacturing costs, and the lack of charging points in the EU.

Commissioner for Climate, Net Zero and Clean Growth Wopke Hoekstra highlighted the profound energetic, geopolitical, and digital changes impacting the automotive industry's competitiveness. He argued the Commission is supporting the sector through a series of stakeholder strategic dialogues, an Action Plan for the European Automotive Industry, and targeted amendments on CO₂ emission standards for new cars and vans.

Mr Hoekstra reiterated the Commission's commitment for a technology neutrality principle, its intention to come forward with a battery booster initiative, the upcoming proposal to decarbonise corporate fleets, and the Commission's efforts to contribute to small and affordable electric cars.

Following the Commission, MEPs contributed to the discussion. MEP Jens Gieseke (EPP, DE) contested a purely electric future, favouring a realistic technological mix inclusive of sustainable fuels and new technologies. In contrast, MEP Mohammed Chahim (S&D, NL) predicted the replacement of the combustion engine by electric vehicles, supporting investment in electric corporate fleets, and social leasing programmes. MEP Klára Dostálová (PFE, CZ) and MEP Milan Uhrík (ESN, SK) opposed the 2035 ban on internal combustion engines based on its socio-economic impact. Similarly, MEP Carlo Fidanza (ECR, IT) stressed the need to provide additional funds on research and innovation, alternative fuels, and a vote on the ban, whilst inviting Germany to voice its opposition at the Council level.

Furthermore, MEP Gerben-Jan Gerbrandy (Renew, NL) and MEP Michael Bloss (Greens/EFA, DE) supported the electrification of EU vehicles, underlining that it would assist to defend itself against Chinese competition. Lastly, MEP Merja Kyllönen (GUE/NGL, FI) encouraged the development of innovative low-carbon technologies and efficiency improvements.

In his closing remarks, Commissioner Hoekstra underlined the importance of providing the sector trust and certainty, to ensure it can thrive and prosper in the future. The Commission proposal was expected to be presented in the second quarter of 2026 according to the call for evidence document, however it is now possible that it will be proposed as early as late 2025. Once presented, the proposal would be sent to the European Parliament and to the Council for examination.

Commissioner Hoekstra's speech is available to read at ec.europa.eu/commission/presscorner/detail/en/speech_25_2333. The Plenary discussion can be viewed as of 13:07 at multimedia.europarl.europa.eu/en/webstreaming/plenary-session_20251008-0900-PLenary

Italian-German Letter on Future Course of Automotive Industry

On 6 October 2025, the Italian Industry Minister and German Economy Minister published a joint letter to the European Commission calling on it to change course on the automotive industry immediately, "with responsibility, pragmatism and vision".

The two ministers say the initiative follows an intense bilateral discussion that began in June with an initial alignment on the issue of decarbonisation of company fleets and, subsequently, with the definition - at interministerial level - of a shared position in view of the EU Strategic Dialogue on cars, which the Italian initiative finally activated with the "non-paper" presented a year ago. They claim to be "jointly pointing the way towards a green transition that is truly sustainable from an environmental, social and economic point of view, overcoming the ideological constraints of the Green Deal".

The Italian and German counterparts welcome the announcement by the Commission to bring forward the review of the CO₂ regulation for cars and vans and to present proposals before the end of 2025. They say this work represents a "unique opportunity to improve the current legislation with the view to implementing a technology neutral, flexible and more realistic regulatory framework", adding that the plan must not exclude any technologies.

The Italian press release states that "while Brussels debates, global competition is racing ahead. We cannot afford to stand still. Europe must act, and it must do so immediately".

The press release (in Italian) is at mimit.gov.it/it/notizie-stampa/automotive-urso-italia-e-germania-unite-per-nuova-transizione-industriale-pragmatica.

Environment Council Meeting

On 21 October 2025, the Environment Council met in Brussels. EU environment and climate ministers approved Council conclusions on the preparations for the 2025 UN climate change conference (COP30), which will take place in Belém, Brazil, from 10 to 21 November 2025. The conclusions will serve as the EU's general negotiating position at COP30.

The EU reaffirms its commitment to keeping global temperature rise to 1.5°C and calls for a dedicated outcome at COP30, to address the collective level of ambition and implementation. The conclusions further call for enhanced adaptation efforts and importance of mobilising climate finance in line with the new collective quantified goal (NCQG) adopted at COP29 in Baku from a broad range of contributors. It stresses the need to triple renewable energy capacity globally and double the global average annual rate of energy efficiency improvements by 2030, coupled with acceleration of zero- and low-emissions technologies and phase out of fossil fuel energy production and consumption globally.

At the meeting, France and Spain also informed ministers on the CO₂ emission standards for light-duty vehicles, particularly emphasising that staying on track for zero-emission vehicles by 2035 is essential to achieve climate neutrality by 2050.

Conclusions of the Environment Council meeting are at consilium.europa.eu/en/meetings/env/2025/10/21.

European Council Summit Conclusions

On 23 October 2025, the European Council held a Summit in Brussels, adopting conclusions on various issues including Competitiveness and Twin Transition.



The Council urged the Commission and the co-legislators to accelerate their work, as a matter of utmost priority, on all files with a simplification or competitiveness dimension. It called on the Commission to swiftly bring forward further ambitious simplification packages among others on the automotive industry, military mobility, digital, financial services, transport, the environment, energy, and food safety, as well as a review of the REACH Regulation aiming to boost the competitiveness of the chemical sector.

The Council stressed that the existential threat posed by climate change underpins the Union's commitment to the Paris Agreement and drives the Union's determination to

harness the full potential of the industrial renewal and transformation of its economies required to create the clean technologies, markets, industries and high-quality jobs of the future. It stated that enhancing the Union's competitiveness, bolstering its resilience, and advancing the green transition are mutually reinforcing objectives that must be pursued together.

The European Council recalled the urgent need to intensify collective efforts to ensure Europe's industrial renewal, modernisation and decarbonisation in a technologically neutral manner. It underlined in this context that particular attention should be paid to traditional industries, notably the automotive, shipping, and aviation industries as well as energy-intensive industries, such as steel and metals, chemicals, cement, glass and ceramics, and pulp and paper, so that they remain resilient and competitive in a global market and a challenging geopolitical environment. It welcomes the Commission's intention to take forward the review foreseen under the Regulation on CO₂ emissions performance standards for cars and vans, and calls for the swift presentation of this proposal, taking into account technological neutrality and European content.

During the meeting, ministers held a strategic discussion on how to support the achievement of the EU's intermediate climate target for 2040. They underlined the importance of taking into account the realistic contribution of carbon removals to the overall emission reduction effort, the importance of contributing to the global emission reduction effort in a way that is both ambitious and cost-efficient, and the need for a revision clause, in light of latest scientific evidence, technological advances, and evolving challenges to and opportunities for the EU's global competitiveness.

The Council called on the Commission to further develop the necessary enabling conditions to support European industry and citizens in achieving the 2040 intermediate target and, in this context, welcomed the recent letter from the President of the Commission on climate and competitiveness. It also took note of the Commission's intention to propose measures to smooth the entry into force of ETS2 and invited the Commission to present a revision of the ETS2 implementation framework, including all relevant aspects.

Conclusions from the European Council meeting are at consilium.europa.eu/media/d2nhngso/20251023-european-council-conclusions-en.pdf.

European Commission Work Programme for 2026

On 21 October 2025, the European Commission unveiled its 2026 work programme, which outlines a series of actions to help build a "more sovereign and independent Europe". The work programme, entitled 'Europe's independence moment', is said to address current and future challenges arising from threats to the EU's security and democracy, to conflicts and geopolitical tensions, to risks to the economy and industry, and accelerating climate change. It builds on the commitments set out in the Political Guidelines and mission

letters sent by President von der Leyen to the College of EU Commissioners and the ideas set out in the 2025 State of the Union address.

The Commission says it will continue to cut red tape for people, business and administrations. The first overview report on simplification, implementation and enforcement, also adopted today, highlights the progress achieved so far – such as the six omnibus packages and other simplification proposals aiming to bring over €8.6 billion in annual cost savings for business and citizens.

Many of next year's initiatives will also focus on making EU laws simpler and reducing costs. Several simplification proposals are foreseen across key sectors – including automotive, environment, taxation, food and feed safety, medical devices and simplifying energy product legislation.

Key deliverables of the 2026 work programme include working to strengthen Europe's industrial base and support Europe's strategic industrial sectors and jobs through a new Industrial Accelerator Act. It says it will increase Europe's resilience in critical raw materials supply through the creation of a Critical Raw Materials Centre, as well as the Circular Economy Act. And it will aim to substantially unlock the potential of the Single Market by 2028 by removing barriers, establishing a European Innovation Act, setting up a 28th regime for innovative companies and promoting a "fifth freedom" for knowledge and innovation.

The work programme states that the European Commission will continue to support the automotive sector to tackle the challenges that it faces. It will also make proposals to promote small affordable cars and provide further support for battery manufacturing. In addition, we will work on social leasing to make zero-emission vehicles more affordable for all.

In addition, the Commission says it will continue its work to cut administrative burdens by 25% overall and 35% for SMEs – without lowering standards. A new series of simplification initiatives and omnibus packages is intended to simplify life for people and rules across key areas such as automotive, environment, taxation, food and feed safety, medical devices and simplifying energy product legislation. The Commission will streamline reporting, accelerate permitting and align legislation to changing market conditions, and will continue to use implementation dialogues and reality checks to find further opportunities for simplification.

The Commission press release, with links, is at ec.europa.eu/commission/presscorner/detail/en/ip_25_2414.

Commission Stakeholder Roundtable on Environmental Omnibus

On 2 October 2025, European Commissioner for Environment, Water Resilience and a Competitive Circular Economy Ms Jessika Roswall met with business representatives, civil society and think tanks in Brussels to discuss the results of the Call for Evidence on an environmental simplification package.

The Commissioner introduced the meeting, reiterating the Commission's commitment to simplification as a key driver of competitiveness and to making it easier and simpler for businesses to uphold our high environmental standards.

The roundtable was part of a wider omnibus dialogue, following up on the large response to the Call for Evidence – 190 000 replies from citizens, businesses, civil society, public authorities, academics and more.

Participants emphasised that simplification should not lead to deregulation but rather serve as support for implementation. The business community called for harmonisation, digitalisation, and one-stop-shop systems across legislation, along pragmatic timelines and proportionate approaches. NGOs and environmental groups warned against deregulation and called for implementing recently agreed laws, along with support for digitalisation and capacity building.

The Commission press release is at environment.ec.europa.eu/events/roundtable-stakeholders-environmental-omnibus-2025-10-02_en.

European Parliament Vote on Eurovignette Exemptions for ZEVs

On 7 October 2025, The European Parliament approved a five-year extension (until June 2031) of the EU Directive allowing Member States to fully or partially exempt hydrogen and battery-electric HDVs from road tolls (Eurovignette).

The measure aims to lower operational costs for zero-emission trucks, buses, and coaches to accelerate fleet decarbonisation. Despite rising registrations, uptake remains insufficient to meet CO₂ reduction targets.

The exemption will also apply to vehicles with hydrogen combustion engines (H₂-ICE) meeting the EU's zero-emission definition of under 1g CO₂ per kWh. In terms of next steps, the Council must now approve the extension before it can be adopted. It is expected to discuss the proposal later in 2025.

New EU Strategy for Global Clean and Resilient Transition

On 16 October 2025, the European Commission published its international strategy for securing Europe's place in global markets. The new EU global climate and energy vision presents the EU's offer to the world: using diplomacy to protect its core interests, promoting standards for a fair transition by assisting its partners to develop theirs, and addressing the new security threats and challenges that endanger both European interests and those of its partners.

The press release says the EU is actively contributing to the ongoing clean industrial revolution across the world. The vision adds an external dimension to the Clean Industrial Deal and sets a new strategy to strengthen existing partnerships and forging new, mutually beneficial ones. To fully reap the benefits of the clean transition, the EU must be the industrial powerhouse supplying and providing clean tech and

adaptation solutions to countries around the world, and create new business opportunities for its own clean tech industry.

As a market still dependent on fossil energy imports, renewables will remain at the heart of the EU's clean transition. The vision proposes to ramp up the EU's clean technology manufacturing capacity to reach 15% of the global tech market, while improving its industrial competitiveness, in line with the Clean Industrial Deal. In addition, carbon pricing is crucial for achieving global climate goals, reducing emissions, promoting innovation, and ensuring a just and orderly transition away from fossil fuels.

The press release is available to read at ec.europa.eu/commission/presscorner/detail/en/ip_25_2389.

Implementing Regulation on OBD Technical Requirements for Heavy-duty Vehicles

On 31 October 2025, Implementing Regulation 2025/2161 was published in the Official Journal of the European Union. This relates to the technical requirements of on-board devices for the monitoring and recording of fuel and energy consumption and mileage of certain heavy-duty vehicles, and for determining and recording the payload or total weight.

Under the regulation, manufacturers must ensure that OBFCM devices' design and functionality comply with the requirements set out in Article 3, and provide evidence of compliance to the approval authority. Relevant vehicles must be equipped with an OBFCM device for monitoring fuel and energy consumption. This device must also determine the vehicle's total mass, and store and publish available data in a standardised format.

Approval authorities and manufacturers must collect the data specified in point 5.1 of Annex I and this data should be reported to the Granting Approval Authority (GAA). Approval authorities and manufacturers must cooperate efficiently and effectively with the GAA at all times.

The GAA will collect the monitoring data and assess whether the OBFCM accuracy requirements have been met. If the GAA finds that these requirements have not been fulfilled, accuracy verification tests will apply.

The Regulation will enter into force on 20 November 2025.

It is available to read at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202502161.

Corrigendum to Regulation on Tests and Requirements for OBFCM and OBM

On 13 October 2025, a corrigendum was published in the Official Journal of the European Union, relating to Commission Implementing Regulation (EU) 2025/1707 of 25 July 2025 laying down rules for the application of Regulation (EU) 2024/1257 as regards specific methods, requirements and tests, including compliance thresholds, for OBFCM devices and OBM systems (see AECC Newsletter of September 2025).

The corrigendum contains amendments to Article 12 regarding requirements for emission type-approval, and Article 14 detailing OBM monitoring status and eligibility of vehicles for in-service conformity checks.

It can be found at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202590817.

VECTO Tool Update

On 15 October 2025, the European Commission's Joint Research Centre (JRC) issues a new Official Release of the VECTO tool, which should be used for Certification purposes.

The release is supporting the latest vehicle definitions according to the 3rd amendment of the certification regulation (EU) 2017/2400. This release contains extensive bug fixing of the Release Candidate content and ensures a smoother transition to 3rd amendment vehicle definitions.

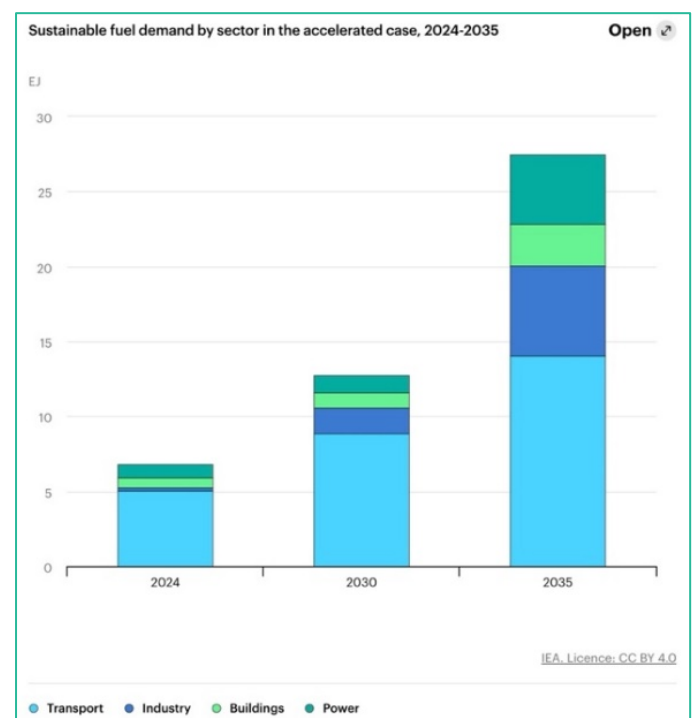
The main issues identified and resolved have to do with the correct operation of hybrid vehicles in battery only mode, IEPC electric vehicles shifting operation, and bugs with fuel cell buses using measured fuel cell components.

The new version can be found at code.europa.eu/vecto/vecto/-/releases/Release/v5.0.7.

GENERAL

IEA Report on Sustainable Fuels

On 13 October 2025, the International Energy Agency (IEA) published a report titled 'Delivering Sustainable Fuels'. This includes liquid biofuels, biogases, low-emissions hydrogen and hydrogen-based fuels.



The report says that greater use of sustainable fuels can bolster energy security by diversifying fuel supply and reducing fossil-fuel import dependence, and that with well-designed policies, sustainable fuels can achieve major lifecycle emissions reductions compared with conventional fuels.

IEA acknowledges that sustainable liquid and gaseous fuels are generally more expensive today than the fossil fuels they replace, though cost parity can already be achieved in certain cases. It also says that despite higher costs, sustainable fuels are expected to have a limited impact on end-use consumer prices.

The report states that if existing and announced policies are implemented, a fourfold increase in the global use of sustainable fuels by 2035 is ambitious yet achievable. Going forward, based on a sectoral analysis, it says transport remains the main driver of demand to 2035. Demand from industry and power generation also expands rapidly after 2030, underpinned by the use of low-emissions hydrogen in the chemical, refining and steel sectors. By 2035 sustainable fuels would cover 10% of all global road transport demand, 15% of aviation demand and 35% of shipping fuel demand. National shares, mixes and volumes would still vary widely depending on regional conditions.

In the accelerated case, the portfolio of sustainable fuels shifts in line with changing demand patterns. Liquid and gaseous biofuels, which today account for almost all sustainable fuel consumption, would remain important, meeting about two-thirds of total sustainable fuel demand in 2035. By contrast, low-emissions hydrogen and hydrogen-based fuels – currently only about 1% of the total – would expand rapidly after 2030, contributing roughly half of the growth in sustainable fuel use between 2030 and 2035.

Based on best practice experience, the IEA recommends six priority actions that can help accelerate sustainable fuel use by 2035. It wants to see roadmaps, targets and support policies established, along with an increase in demand predictability and cooperation in developing transparent and robust carbon accounting methodologies. IEA also calls for support for innovation, development of integrated supply chains and more accessible financing.

The report can be downloaded from [iea.org/reports/delivering-sustainable-fuels/executive-summary](https://www.iea.org/reports/delivering-sustainable-fuels/executive-summary).

G20 Adoption of South Africa's Environmental Issues

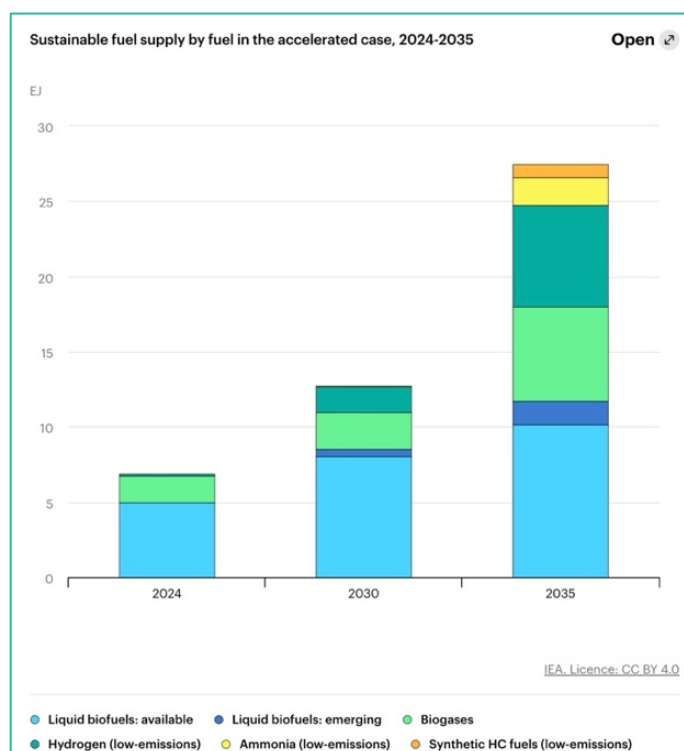
On 20 October 2025, the G20 adopted the Ministerial Declaration on Crimes that Affect the Environment and the Cape Town Ministerial Declaration on Air Quality, "signalling global recognition of their urgency and cross-cutting impact on people, ecosystems and economies".

The Cape Town Ministerial Declaration on Crimes that Affect the Environment calls for stronger global cooperation to combat illegal wildlife trade, deforestation, mining, waste trafficking and other transnational crimes that undermine environmental security, societies and economic integrity.

It commits G20 members to foster synergies among different policies and sectors and mobilising all sources of financial resources, improve data and monitoring, and scale up support for communities most affected by air pollution.

The G20 says that together, the two declarations mark a turning point in the global environmental agenda and reflect South Africa's leadership in linking environmental stewardship with social and economic wellbeing.

The South African government press release is at sanews.gov.za/south-africa/g20-adopts-sas-environmental-issues.



RESEARCH SUMMARY

Effects of Emissions and Pollution

What does poor air quality lead to? - The influence of air pollution on elderly medical expenditures in China, Yuxin Zhao, et al.; *Cities* (February 2026), Vol. 169, 106543, doi: [10.1016/j.cities.2025.106543](https://doi.org/10.1016/j.cities.2025.106543).

Health and economic assessment of ultrafine particles in Stockholm: Impacts of electrification and local policies, Lina Broman, et al.; *Environment International* (in press), doi: [10.1016/j.envint.2025.109857](https://doi.org/10.1016/j.envint.2025.109857).

Air Quality, Sources and Exposure

Hyperlocal air pollution in London: Nitrogen dioxide measured with a low-cost sensor network and mobile monitoring, Louise B. Frederickson, et al.; *Atmospheric Environment* (in press), doi: [10.1016/j.atmosenv.2025.121561](https://doi.org/10.1016/j.atmosenv.2025.121561).

Can Vehicle Emission Standards Alone Ensure Clean Air in urban centers? Lessons from a South American Metropolitan Area, Amanda Ribeiro, et al.; *Atmospheric Environment* (in press), doi: [10.1016/j.atmosenv.2025.121603](https://doi.org/10.1016/j.atmosenv.2025.121603).

Source Apportionment of Key Air Pollutants in Naples Using a High-Resolution WRF-CAMx-PSAT Modeling Framework, Santo Lino, et al.; *Atmospheric Environment* (in press), doi: [10.1016/j.atmosenv.2025.121638](https://doi.org/10.1016/j.atmosenv.2025.121638).

Emissions Measurements and Modelling

Detected or not? Remote sensing measurements from the latest Euro 6d vehicles across Europe, Zhuoqian Yang, et al.; *Journal of Environmental Management* (December 2025), Vol. 395, 127767, doi: [10.1016/j.jenvman.2025.127767](https://doi.org/10.1016/j.jenvman.2025.127767).

The effects of traditional diesel aftertreatment systems on gaseous emission reductions from ammonia/diesel dual-fuel engine, Ziyi Yang, et al.; *Science of The Total Environment* (November 2025), Vol. 1003, 180750, doi: [10.1016/j.scitotenv.2025.180750](https://doi.org/10.1016/j.scitotenv.2025.180750).

Emissions Control, Catalysis, Filtration

Study on the effect of erbium doping on vanadium–manganese based NH₃-SCR catalysts, Bin Guan, et al.; *Catalysis Science & Technology* (June 2025), Vol. 15, Issue 18, pp. 5394-5410, doi: [10.1039/d5cy00634a](https://doi.org/10.1039/d5cy00634a).

New insights into the NH₃-SCR activity and SO₂ resistance of Cu-SSZ-13 catalysts prepared by different methods, Jinhan Lin, et al.; *Catalysis Science & Technology* (June 2025), Vol. 15, Issue 18, 6 June 2025, pp. 5266-5274, doi: [10.1039/d5cy00514k](https://doi.org/10.1039/d5cy00514k).

Study on NH₃-SCR performance, kinetics, and reaction mechanism of Ti–Ce–Cu–W composite oxide catalyst, Bin Guan, et al.; *Catalysis Science & Technology* (June 2025), Vol. 15, Issue 18, pp. 5464-5479, doi: [10.1039/d5cy00708a](https://doi.org/10.1039/d5cy00708a).

Strong metal-support interactions promoting soot combustion over monolithic TiO₂ nanowire catalysts with a low Pt loading, Yuexi Yang, et al.; *Chemical Engineering Journal* (November 2025), Vol. 524, 169006, doi: [10.1016/j.cej.2025.169006](https://doi.org/10.1016/j.cej.2025.169006).

Abating secondary NH₃ and N₂O formation on the three-way catalysts: The role of steam, A. Wahbi, et al.; *Fuel* (February 2026), Vol. 406, Part B, 137009, doi: [10.1016/j.fuel.2025.137009](https://doi.org/10.1016/j.fuel.2025.137009).

Unexpected Increase in Tail Gas Greenhouse Effect of Diesel Vehicles Equipped with Advanced Post-Treatment Systems, Liang Ma, et al.; *Separation and Purification Technology* (February 2026), Vol. 381, 135617, doi: [10.1016/j.seppur.2025.135617](https://doi.org/10.1016/j.seppur.2025.135617).

Study on improving NH₃ oxidation reaction performance of Pt/Al₂O₃ supported catalysts through optimization of porous structures, Zhenhua Ji, et al.; *Applied Catalysis A: General* (January 2026), Vol. 709, 120663, doi: [10.1016/j.apcata.2025.120663](https://doi.org/10.1016/j.apcata.2025.120663).

V₂O₅-TiO₂ SCR Plate Catalysts for High Dust De-NO_x Applications: A Comprehensive Characterization Study, *Emiss. Control Sci. Technol.* (2025), Vol. 11, doi: [10.1007/s40825-025-00277-4](https://doi.org/10.1007/s40825-025-00277-4).

Dual low-temperature simultaneous catalytic combustion of methane and carbon monoxide in relevance to combating emission from natural gas vehicles (NGVs), Mirza Beg, et al.; *Energy* (December 2025), Vol. 339, 139006, doi: [10.1016/j.energy.2025.139006](https://doi.org/10.1016/j.energy.2025.139006).

Effects of injector structure and operating conditions on urea crystallization and ammonia uniformity in diesel engine selective catalytic reduction NO_x control system, Ke Sun, et al.; *Fuel* (March 2026), Vol. 407, Part A, 137345, doi: [10.1016/j.fuel.2025.137345](https://doi.org/10.1016/j.fuel.2025.137345).

Transport, Climate Change and Emissions

Greening vehicle fleets: A structural analysis of scrappage programs during the financial crisis, Taiju Kitano, et al.; *International Journal of Industrial Organization* (December 2025), Vol. 103, Part B, 103203, doi: [10.1016/j.ijindorg.2025.103203](https://doi.org/10.1016/j.ijindorg.2025.103203).

FORTHCOMING CONFERENCES

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

Sustainable Energy & Powertrains

25-26 November 2025, Stuttgart, Germany

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

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

Better Air Quality BAQ-2026

11-13 March 2026, Bangkok, Thailand

cleanairasia.org/baq

Green Marine Transport

18-19 March 2026, Amsterdam, Netherlands

fortesmedia.com/green-marine-transport-2026,4,en,2,1,114.html

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

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

Off-Highway & Power Generation

22-23 September 2026, Frankfurt, Germany

emissionsanalytics.com/events/2026/off-highway/europe

Rostock Large Engine Symposium

13-14 October 2026, Rostock, Germany

rgmt.de