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Change of E-mail Address for the AECC Newsletter

Dear Reader,

Please note that we will change the distribution e-mail address for the AECC Newsletter.

Starting with the next newsletter, our emails will come from info@aecc.eu.

Please add it to your contacts now so you don't miss anything.

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AECC

EUROPE

Implementing Regulation on Heavy-Duty Vehicle OBD Technical Requirements

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.

Public Consultation on Updates to Whole Vehicle Type Approval

On 19 November 2025, the European Commission launched a public consultation on a draft delegated regulation that updates the requirements for the EU whole vehicle type approval to take into account recent regulatory developments, including the first phase of implementation of the Euro 7 Regulation, the introduction of advanced driver distraction warning systems for small series and special purpose vehicles, the possibility to approve motor vehicles with automated valet parking in unlimited series, and the equivalency list of alternative UN Vehicle Regulations.

The draft act is open for feedback until 17 December 2025. Feedback can be given at ec.europa.eu/info/law/better-regulation/initiatives/14852-Vehicle-emissions-safety-updates-to-whole-vehicle-type-approval_en.

Environment Council Conclusions on Carbon Emissions Reduction Target

On 5 November 2025, the Environment Council approved an updated nationally determined contribution (NDC) of the EU and its Member States, which will be submitted to the United Nations Framework Convention on Climate Change (UNFCCC) ahead of COP30 (10-21 November 2025). Following the 2020 NDC and its 2023 update, this NDC covers the period up to 2035.

The NDC reiterates the EU's goal of achieving a net reduction of 55% in greenhouse gas (GHG) emissions by 2030 and acknowledges the agreement reached within the Council on a net emissions reduction target of 90% by 2040, compared to 1990. Based on this target, the NDC introduces an indicative contribution of 66.25% to 72.5% for 2035 on the path towards carbon neutrality by 2050.

The new NDC emphasises the EU's accelerating efforts towards making the energy sector predominantly free of fossil fuels well ahead of 2050, while recognising the importance of phasing out unabated fossil fuels at global level. To that end, the EU acknowledges the need to use all the available technologies to reduce emissions from hard-to-abate sectors.

The Council press release can be found at consilium.europa.eu/en/pressreleases/2025/11/05/parisagreement-eu-submits-updated-ndc-with-indicative-target-for-2035.

In the subsequent press conference, Commissioner Hoekstra stated that he is convinced that the result – both on the NDC and on 2040 target – is excellent. He went on to say that the EU needs to make sure climate, competitiveness and independence go hand in hand, adding that all three are essential.

Mr Hoekstra's remarks are available to read in full at ec.europa.eu/commission/presscorner/detail/en/SPEECH_25_2609.

Commission Response to Council Agreement on Climate Ambition

On 5 November 2025, the European Commission issued a press release welcoming the agreement reached by Member States on an "ambitious new EU Nationally Determined Contribution (NDC)" under the Paris Agreement (see above). Ahead of the UN Climate Change Conference (COP30) in Belém, Brazil, the EU says it is sending a strong, united signal to the global community that it remains firmly committed to achieving the Paris Agreement goals, and to working with global partners to cut greenhouse gas (GHG) emissions.

The Commission also welcomes the progress made by Member States on agreeing on a general approach on the 2040 EU climate target. They have agreed to a legally binding headline 2040 target of 90% with a domestic target of 85% and up to 5% of international carbon credits. The next step will be the negotiations with the European Parliament. The Commission says it stands ready to help ensure a swift agreement while underlining the importance of maintaining the essence of the proposal.

The press release states that the Commission has set out a pragmatic and flexible pathway to 2040 that reflects today's economic, security and geopolitical realities, while giving investors and business the predictability needed to drive forward the EU's clean transition and industrial competitiveness. It claims this pathway "provides the right

enabling conditions to deliver the 90% target, including full implementation of the Clean Industrial Deal".

The press release can be read in full at ec.europa.eu/commission/presscorner/detail/en/ip_25_2592.

European Parliament Position on 2040 Climate Target

On 10 November 2025, the European Parliament's Environment, Climate and Food Safety (ENVI) Committee adopted its position on the Commission's proposal for an amendment to the EU Climate Law, setting a new, additional, intermediate and binding 2040 EU climate target of reducing net greenhouse gas (GHG) emissions by 90% compared to 1990 levels.

The ENVI press release says MEPs believe that the green transition and improving EU competitiveness go hand in hand and therefore agree with the Commission's proposal to introduce new flexibilities in how the targets can be met.

From 2036, up to five percentage points of net emissions reductions could come from high-quality international carbon credits from partner countries, but the MEPs want assurances that this will be subject to robust safeguards. The Commission proposed up to three percentage points.

They also want the possibility for domestic permanent carbon removals to be used to compensate for hard-to-abate emissions in the EU emissions trading system (EU ETS) as well as enhanced flexibilities within and across sectors and instruments to achieve targets that are as cost effective as possible.

Finally, the MEPs also support the Member States' proposal to postpone from 2027 to 2028 the start of ETS2, which covers CO_2 emissions from fuel combustion in buildings and road transport.

The MEPs want the Commission to assess progress towards intermediate targets every second year, taking into account the most recent scientific data, technological developments, and the EU's international competitiveness.

Following the conclusions of the review, the Commission should propose an amendment to the EU climate law if appropriate. This could involve modifying the 2040 target or taking additional measures to strengthen the supporting framework - for instance to safeguard the EU's competitiveness, prosperity, and social unity.

The text was adopted by 55 votes to 32 and with 0 abstentions.

On 13 November, the European Parliament then adopted amendments (1-40) to the Commission proposal to amend Regulation (EU) 2021/1119 (European Climate Law) during the plenary session.

The final text has been adopted with 379 votes in favour, 248 against, and 10 abstentions. After the establishment of the European Parliament's internal position, the text has been sent back to the ENVI Committee, according to Rule 60(4) of the European Parliament's Rules of Procedure.

According to this Rule, the Committee can now enter into interinstitutional negotiations with the aim to reach a provisional agreement on the file.

During the debate, Rapporteur Ondřej Knotek (PfE, CZ) condemned the tight preparatory timeline provided by the European Parliament. He underlined that he approached the Commission for additional clarity on the enabling conditions, 'technological neutrality', and the provisions for EU ETS 2 included in the text. However, he argued that the Commission did not provide enough information. Moreover, he suggested that the EU should consider the two legally binding climate targets for 2030 and 2050 and postpone the 2040 climate target. Furthermore, he claimed that the decision for the 2040 target should be postponed until 2029, because only then the EU will know whether it met its 2030 climate target or not.

Commissioner for Climate, Net-zero and Clean Growth Wopke Hoekstra took the floor. He warned MEPs on the urgency needed towards climate action. He underlined the need to continue towards achieving net-zero emissions, strengthening competitiveness, and building resilience within the EU.

Shadow Rapporteur Lidia Pereira (EPP, Portugal) underlined that the 2040 climate target should constitute a Roadmap to align ambition with economic reality and ensure that no citizen is left behind. She argued that the proposal is aligned with the proposals included in the Draghi Report, aiming to align competitiveness and climate leadership.

Shadow Rapporteur Javi López (S&D, Spain) stressed the need to accelerate the decarbonisation process which would allow the EU to have a clear horizon.

Shadow Rapporteur Anna Zalewska (ECR, Poland) argued that the EU is losing its competitive advantage through the implementation of climate policies.

Shadow Rapporteur Gerben-Jan Gerbrandy (Renew, the Netherlands) underlined the significance of climate change, therefore stressing the need to decarbonise the EU economy.

Shadow Rapporteur Lena Schilling (Greens/EFA, Austria) underlined that the proposal will provide stability and a clear direction to the EU. She argued that the 2040 climate target will show international climate leadership.

Shadow Rapporteur Catarina Martins (GUE/NGL, Portugal) stressed that EU's climate retreat will cause technological backwardness and undermine European companies' climate efforts.

Since both the Council and the European Parliament have finalised their positions on the proposal, informal negotiations (trilogues) are expected to begin in the coming weeks with the aim of reaching an agreement by the end of 2025.

The ENVI press release can be found at europarl.europa.eu/news/en/press-room/20251110IPR31332/eu-2040-climate-target-meps-seek-90-emissions-reduction.

The European Parliament press release is at europarl.europa.eu/news/en/20251110IPR31334/eu-2040-climate-target-meps-want-90-reduction-in-eu-climate-law.

Commission College Agenda

On 3 November 2025, the European Commission published a tentative agenda for forthcoming Commission meetings.

This includes discussion of the CO_2 standards for cars and vans, Automotive Omnibus and Greening corporate fleet proposals on 10 December.

The College Agenda is available to download from ec.europa.eu/transparency/documentsregister/detail?ref=SEC(2025)2543&lang=en.

Agreement on Calculation Methodology for Transport Services GHG Emissions

On 5 November 2025, Parliament and Council negotiators agreed on a single EU methodology for calculating greenhouse gas (GHG) emissions from transport services.

Under the preliminary agreement, the new rules will make it easier to compare the environmental performance of different transport modes across the EU, helping consumers and businesses make informed choices and reducing the risk of greenwashing.

The new rules will not oblige transport companies to calculate their GHG emissions. However, if they choose to do so, for instance for reporting, contractual or marketing purposes, or when required by other EU rules, they will be obliged to apply the common EU methodology.

The basic principle underpinning the methodology is to count emissions arising from vehicle use and energy provision during transport operations. To enhance accuracy, the agreement prioritises the use of primary data over estimates or default values of GHG emissions, while providing incentives for operators that measure their emissions directly.

To reduce the administrative and financial burden on companies, in particular for small and medium-sized enterprises (SMEs), MEPs secured a commitment from the Commission to develop a public, simple and free-of-charge calculation tool, backed by manual on how to use it. The Commission is given four years to develop this tool.

The preliminary agreement recognises that the current methodology does not yet cover GHG emissions over the full life cycle of transport services. MEPs ensured that within four years after new rules will start to apply, the Commission will assess the possibility of expanding the EU methodology to include life-cycle emissions, such as those from vehicle manufacturing, energy production, maintenance, use and end-of-life, once sufficient data and international progress allow. This assessment will guide future updates of the rules.

The preliminary deal still needs to be approved by Council and Parliament. With some exceptions, the new rules would apply four and a half years after its publication and entry into force.

The European Parliament press release can be found at europarl.europa.eu/news/en/pressroom/20251030IPR31198/transport-emissions-deal-on-a-single-calculation-method.

Methodology for Assessment of GHG Emissions Savings from LCFs

On 21 November 2025, Commission Delegated Regulation (EU) 2025/2359 supplementing Directive 2024/1788 was published in the Official Journal of the European Union. This specifies a methodology for assessing greenhouse gas emissions savings from low-carbon fuels.

The greenhouse gas (GHG) emissions accounting methodology for low-carbon fuels should take into account the full life-cycle emissions and indirect emissions resulting from the diversion of rigid inputs for producing low-carbon fuels as well as methane upstream emissions and actual carbon capture rates. In order to ensure the consistency of the methodology set out in this Regulation with the methodology for assessing greenhouse gas emissions savings from renewable fuels of non-biological origin and from recycled carbon-fuels, similar approaches should be applied as in Commission Delegated Regulation (EU) 2023/1185 for assessing greenhouse gas emissions savings.

The Regulation states that to ensure consistency of this methodology with the methodology set out in Delegated Regulation (EU) 2023/1185 for renewable fuels of non-biological origin and recycled carbon fuels, it is appropriate to set out rules ensuring that the emission intensity of low-carbon hydrogen and the emission intensity of renewable hydrogen produced in an electrolyser over the same period are always the same, and that the reported energy shares are consistent.

It also states that the Commission should, as soon as possible, initiate an assessment on the potential introduction of alternative approaches for recognising low-carbon electricity from nuclear power plants, based on adequate criteria. By 30 June 2026, the Commission should launch a public consultation on a draft methodology outlining these criteria. In addition, the Commission should assess the impact and the implications of evaluating the greenhouse gas emission intensity of electricity using average values.

These assessments must consider the overall impact of such approaches on the energy system (including on its economic efficiency and the completion of interconnections), emission reduction potential, and the importance of maintaining a level playing field with fully renewable electricity as defined in Commission Delegated Regulation (EU) 2023/1184 as well as the need to safeguard existing projects.

The EC Regulation is at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202502359.

EC Proposal for Adjustments to Market Stability Reserve Decision

On 27 November 2025, the European Commission adopted a proposal to amend the Market Stability Reserve Decision as regards the Market Stability Reserve (MSR) for the new emissions trading system for road transport and buildings (ETS2). It says this is a key step to deliver swiftly on the measures announced by Commissioner Wopke Hoekstra at the last Environment Council to ensure a gradual and smooth launch of the ETS2 and accelerate early investments.

The MSR is a long-term solution to the surplus of allowances on the EU carbon market aiming at rebalancing supply and demand as well as at making the carbon market more resilient to future shocks. The proposal to amend the MSR for ETS2 responds to the request from a broad majority of Member States and many MEPs and can be implemented prior to the launch of the ETS2 market.

This proposal is intended to ensure stronger intervention if the price should go above a certain level, reinforce the capacity of the MSR to operate in the longer term, and ensure earlier and smoother intervention to stabilise the supply of ETS2 allowances.

The Commission says a gradual and smooth start of ETS2 is an important element in attaining the EU's 2030 climate target and can complement Member States' national measures in the buildings and road transport sectors. At the same time, it creates significant new revenue streams that can be used to support citizens and companies across Europe.

The European Commission press release can be found at climate.ec.europa.eu/news-other-reads/news/ec-proposes-targeted-adjustments-market-stability-reserve-decision.

French High Commission Opinion on 2035 ICE Phase-out

On 20 November 2025, the French High Commission for Strategy and Planning published its opinion defending the European Union's 2035 ICE phase-out.

The High Commission, an advisory body of the French government, has published an opinion by its Energy Transition Project Manager arguing that the automotive sector's difficulties predate the ICE phase-out. He notes that in recent decades, new cars have become increasingly premium, large, and equipped. As a result, consumers are "rationally opting" to keep their existing cars, with the new car market shrinking.

He states that EVs can address this by incentivising consumers to buy new, but this requires a market acceleration. The opinion argues that existing regulations are already driving this trend by supporting the adoption of EVs and favouring small cars. He therefore cautions against relaxing the rules. He states that the existing legislation is flawed due to its incremental five-year steps which create uncertainty and proposes amending it by smoothing the trajectory over the 2028-2035 period. This would help prevent a repeat of the 2025 debate on OEMs' ability to meet targets.

The opinion is available to read (in French) at strategie-plan.gouv.fr/publications/reglementation-europeenne-sur-les-voitures-neuves-est-plus-pertinente-que-jamais.

Berlin Declaration from Friends of Industry Ministerial Meeting

On 3 November 2025, the Friends of Industry Ministerial Meeting involving 17 EU Member States issued the 'Berlin Declaration'. This joint statement on strengthening competitiveness of the European Industry was signed by the Ministers of Industry of Austria, Belgium, Bulgaria, Croatia, Czech Republic, Finland, France, Germany, Italy, Lithuania, Luxembourg, Netherlands, Poland, Romania, Slovakia, Slovenia and Spain.

Stating that a strong Europe needs a strong industry, the Declaration says the deployment of zero- and low-emission vehicles needs to be accelerated. It adds that decisive measures are the acceleration of the expansion of charging infrastructure, creation of a technologically advanced and resilient battery ecosystem in the EU and transparent and competitive pricing for energy all over Europe. The Declaration welcomes the Commission's intention to take forward the review foreseen under the Regulation on CO_2 emissions performance standards for cars and vans, and calls for the swift presentation of this proposal taking into account technological neutrality and European content.

The Berlin Declaration is available to read at bundeswirtschaftsministerium.de/Redaktion/DE/Downloads/F/friends-of-industry-berlin-declaration.pdf.

Poland in Non-Compliance with EU NO_2 Limit Values

On 21 November 2025, the European Commission decided to refer Poland to the Court of Justice of the European Union for failing to keep nitrogen dioxide (NO_2) levels below the limit values set by the Ambient Air Quality Directive (Directive 2008/50/EC) and to adopt measures to keep the exceedance period as short as possible.

According to the most recent data for the year 2024, in two zones (Aglomeracja Krakowska and Aglomeracja Górnośląska) NO_2 levels have exceeded the limit values for fifteen and fourteen consecutive years, respectively. Despite this breach, the Commission says Poland has failed to adopt appropriate measures. The air quality plans for the two zones foresees that compliance would be achieved by 2026, i.e. sixteen years after the relevant limit values became applicable. However, it is still uncertain whether this goal will be achieved since the compliance gap of 6-8 µg/m^3 above the limit is significant. Even though Poland's air quality plans have previously put forward the need to address NO_2 exceedances by introducing low emission zones (LEZ), the related legal obligations have been introduced into Polish law only as of the end of 2024, for the cities which record NO_2 exceedances. Furthermore, there has been a significant

delay in the introduction of LEZ in the two non-compliant zones. A LEZ in Aglomeracja Krakowska will only come into force on 1 January 2026, whereas no LEZ is currently planned in Aglomeracja Górnośląska.

The Commission sent a letter of formal notice to Poland in February 2016 and a reasoned opinion in February 2021. The Commission considers that efforts by the Polish authorities have, to date, been insufficient to ensure compliance and is therefore referring Poland to the Court of Justice of the European Union.

The European Commission announcement is at ec.europa.eu/commission/presscorner/detail/en/inf_25_2747.

Commission Referral of Four Countries for Air Pollutant Non-Compliance

On 21 November 2025, the European Commission decided to refer Bulgaria, Lithuania, Portugal and Sweden to the Court of Justice of the European Union for not respecting their emission reduction commitments for several air pollutants as required by the Directive on the reduction of national emissions of certain atmospheric pollutants (Directive (EU) 2016/2284), known as 'the NEC Directive'.

In January 2023, based on the analysis of the NAPCPs and national emission inventories submitted in 2022 providing data up to 2020, the Commission sent letters of formal notice to fourteen Member States that did not fulfil their emission reduction commitments for 2020. Ammonia is the pollutant for which most of the Member States have not complied with their obligations.

Following the analysis of the national emission inventories submitted in 2023 and covering data up to 2021, together with further information reported by the Member States (such as emission projections for 2025 and 2030; updated NAPCPs and updated policies and measures, where relevant), in November 2023 the Commission issued reasoned opinions to nine of those fourteen Member States.

The latest emission inventories submitted by the Member States, in 2025, reflecting emission data up to 2023, show persistent shortfalls in reaching the emission reduction commitments for some Member States. The Commission considers that efforts by the authorities have, to date, been insufficient to comply with their emissions reduction commitments under the NEC Directive and decided therefore to refer Bulgaria, Lithuania, Portugal and Sweden to the Court of Justice of the European Union. The Commission will continue monitoring the emissions of air pollutants in all Member States and decide on further action, where warranted.

The Commission press release can be found at ec.europa.eu/commission/presscorner/detail/en/inf_25_2746.

EEA Trends and Projections Report on EU Greenhouse Gas Emissions

On 6 November 2025, the European Environment Agency (EEA) published its 'Trends and projections' report, the annual check-up on EU progress to its energy and climate targets.

The latest data show that collectively, EU Member States expect to achieve a net emissions reduction of 54% by 2030 compared with 1990 levels, which is just under the 55% reduction target, provided that EU Member States implement both current and planned policies and measures in full.

The report says that in 2024, EU net greenhouse gas emissions (as defined in the 2030 target under the EU's Climate Law) fell by 37% compared to 1990 levels. Focusing on domestic EU net greenhouse gas emissions, hence excluding emissions from international aviation and maritime transport, the overall reduction exceeds 39%.

The report notes several developments that will require focused attention in the coming years to maintain progress. These include a year-on-year decline in electric vehicle sales in 2024, stagnation in GHG emission reductions in certain sectors and Member States and the long-term negative trend in carbon sequestration of the EU's forests and soils. Together, EEA says these trends all highlight the need to maintain a strong focus on, and investment in, climate action.

The report points out the EU has set a common target of reaching at least 42.5% renewable energy use by 2030 and of further reductions in energy consumption. The distance to these goals remains significant, the report says. To reach the 2030 renewables target, the annual additions of renewable energy capacity must more than double compared to the previous five-year averages. For final energy consumption, annual reductions must also more than double.

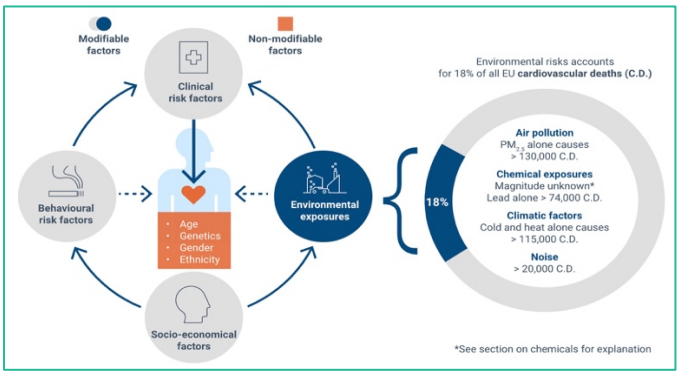
EEA says these ambitions are achievable but will require full and broad implementation of legislation as well as maximum efforts to scale up the enablers of the transition. Technologies such as heat pumps and electric vehicles play a crucial role to play here, as they can help cut emissions and reduce final energy use compared with fossil-based alternatives.

The Trends and projections report is available at eea.europa.eu/en/newsroom/news/trends-and-projections-greenhouse-gas-emissions-largely-on-track-to-2030-targets.

EEA Report on Cardiovascular Deaths

On 3 November 2025, the European Environment Agency (EEA) published a briefing showing that environmental policies can protect millions of Europeans from heart disease and save lives.

EEA says cardiovascular disease is the main killer in the EU: over 1.7 million people died from it in 2022 — one third of all deaths that year. Of these, key environmental factors are estimated to cause at least 18%.



It goes on to say that the European Union is already on track to meet the zero pollution action plan objective of reducing premature deaths attributable to air pollution by more than 55%, until 2030, compared to 2005.

Air pollution causes around 8% of the cardiovascular deaths in the EU, and PM2.5 alone causes over 130 000 ischaemic heart disease (IHD) and stroke deaths each year. It also leads to over 1 million years of life lost annually. Fine particulate matter (PM2.5), nitrogen dioxide (NO_2), and ozone (O_3) are the three key pollutants linked to cardiovascular disease in Europe. Long-term exposure to these pollutants contributes significantly to premature mortality and chronic cardiovascular conditions, including heart attacks, strokes and heart failure. In addition, air pollution is unequally distributed; for example, PM2.5 levels are consistently higher in the EU's poorer regions.

The briefing states that effective implementation of already existing policies is the first crucial step in reducing environmental risks For example, the Ambient Air Quality Directive will help lower pollution to levels in line with WHO recommendations, directly reducing cardiovascular risks. Environmental cardiovascular risk factors can be further reduced through policies and interventions such as: reducing transport noise; enforcing chemical regulations, accelerating the phase-out of cardiotoxic substances and promoting safer alternatives to them; preparing the health systems for climatic impacts on cardiovascular health through early warning systems, public health campaigns and targeted support for vulnerable groups (e.g. within heat-health action plans); facilitating the engagement of the health workforce by increasing the availability of environmental contents in the medical and nursing curricula; promoting the One Health approach; raising public awareness and education about cardiovascular risks from environmental stressors and promote lifestyle changes; and introducing nature-based solutions: urban greening, parks, green corridors and blue spaces reduce cardiovascular risk by improving air quality, reducing noise pollution and encouraging physical activity.

The briefing is available to read at eea.europa.eu/en/newsroom/news/one-in-five-cardiovascular-deaths-in-the-eu-preventable-by-improving-the-environment.

EEA Report on Monitoring for Air Pollution from Ports and Airports

On 26 November 2025, the European Environment Agency (EEA) published a briefing titled 'Air quality around ports and airports', in which it says that improved monitoring of air pollution is needed in and around these key transportation hubs.

The study supports the EU's revised Ambient Air Quality Directive, which identifies ports and airports as potential air quality hotspots where additional monitoring may be required to better assess the impacts of these pollution sources. The briefing explores and assesses air quality monitoring networks and air quality levels in and around major ports and airports across 18 European countries, focusing on fine particulate matter (PM2.5) and nitrogen dioxide (NO_2) pollutants.

EEA states that maritime transport is projected to become the main source of transport-related air pollution in coastal cities by 2030. Nitrogen oxides emissions from maritime transport are rising and the sector contribution to total nitrogen oxides and particulate matter emissions from transport is becoming more relevant compared to other sectors. Also, aviation emissions have increased over the last decades for nitrogen oxides and particulate matter.

The briefing assessed the number and location of sampling points monitoring air quality near ports and airports. Findings show that current monitoring around some of these transportation hubs is limited (number and location of sampling points locations) and does not fully capture their impact.

NO_2 levels at ports and airports were consistently higher than in surrounding regions and in some cases (Piraeus and Napoli ports and Milan Linate airport) were above the revised 2030 EU annual limit value under the EU revised directive. For half of the ports, NO_2 levels were over double those in surrounding regions.

The impact on PM2.5 is complex and less directly attributable to port or airport emissions alone as some surrounding regions also showed high levels, with a significant number of ports and airports above the revised 2030 EU annual limit value.

EEA concludes by saying that air pollution is Europe's largest environmental health risk, with multiple impacts on human health. Fine particulate matter and nitrogen dioxide are two of the main air pollutants in this respect.

Monitoring air quality in and around ports, airports and nearby cities will become more important in the coming decades. This will help assess the role of emissions from shipping and aviation as well as all related activities.

Some of the studied ports and airports may require enhanced monitoring networks as they could be considered air quality hotspots, while the surrounding areas may require measures to reduce air pollution as required by the revised air quality directive.

The EEA briefing is available to download from eea.europa.eu/en/newsroom/news/better-air-quality-monitoring-needed-amid-rising-air-pollution-from-ports-and-airports.

EEA Briefing on Harm to Human Health from Air Pollution in Europe

On 30 November 2025, the European Environment Agency (EEA) published a briefing titled 'Harm to human health from air pollution in Europe: burden of disease status, 2025', which it says confirms the nineteen-year trend that the estimated impact on health attributable to long-term exposure to three key air pollutants (fine particulate matter, nitrogen dioxide and ozone) continues to drop. It adds however, that almost everyone living in European cities (95%) is exposed to air pollution levels considerably above recommended WHO levels.

Premature deaths attributable to fine particulate matter fell by 57% in the EU between 2005 and 2023. This indicates that the EU's zero-pollution action plan's target of a 55% reduction in impact, was achieved for 2023.

The report states that reducing air pollution to WHO guideline levels could have prevented 182 000 deaths attributable to fine particulate matter exposure, 63 000 to ozone (O_3) exposure and 34 000 to nitrogen dioxide (NO_2) exposure in the EU in 2023, according to EEA estimates. Eastern and south-eastern European countries suffer the most significant health impacts from air pollution due to high pollution levels.

In addition to premature deaths, the impacts from living with diseases related to air pollution are significant. For some diseases caused and/or aggravated by air pollution, such as asthma, the main impact is poorer health. For others, such as ischemic heart disease and lung cancer, it is premature death. New evidence suggests that air pollution may also cause dementia. Dementia's disease burden is estimated to be higher than that of other relevant diseases, the EEA briefing says.

Figure 2. Burden of disease (YLL, YLD, DALY) attributable to $PM_{2.5}$, differentiated by diseases

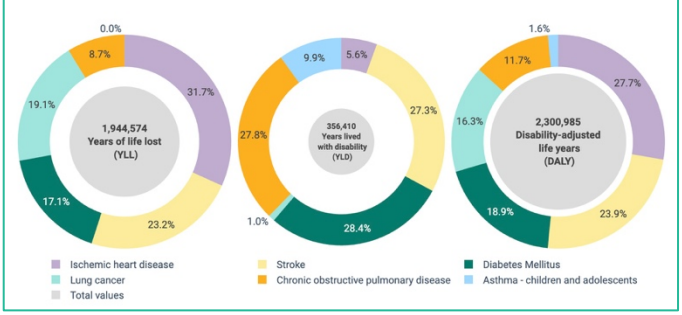
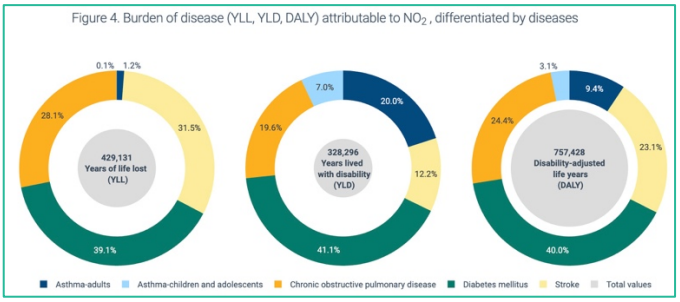


Figure 4. Burden of disease (YLL, YLD, DALY) attributable to NO_2, differentiated by diseases



EEA says the revised ambient air quality directive, which entered into force last year, brings the EU air quality standards closer to the WHO recommendations, supporting further reductions in the health impacts of air pollution over the coming years. Still, air pollution continues to be the top environmental health risk to Europeans (followed by other factors such as exposure to noise, chemicals and the increasing effects of climate-related heatwaves on health), causing chronic illness and attributable deaths, especially in cities and urban areas.

The EEA briefing can be downloaded from eea.europa.eu/en/newsroom/news/air-quality-improving-but-just-over-180-000-deaths-still-attributable-to-air-pollution-in-eu.

Air Quality in Cities of Countries in EU Enlargement Policy

On 30 November 2025, the European Commission's Joint Research Centre (JRC) published a report titled 'Urban PM2.5 Atlas. Air Quality in Cities of Countries involved in the EU Enlargement policy'.

The main purpose of this Atlas is to support policy makers in designing air pollutant emissions abating strategies, with a focus on PM2.5 with particular reference to the selection of the most appropriate and cost-effective strategies within the geographical area under the control of the policy maker.

Both spatial (e.g., urban, country) and sectoral (e.g., residential, industrial, agriculture, road transport) contributions to air pollution are quantified for 118 urban areas located in countries which are in the process of accessing the EU. The study area is subdivided in three regions: Western Balkans, Ukraine and Moldova, and Türkiye and Georgia.

The study concludes that local actions at the city scale are effective means of reducing PM2.5 levels, related health effects, premature deaths and associated costs. In addition, it was found that target sectors and scales to abate air pollution vary by city and that regional differences play also a role.

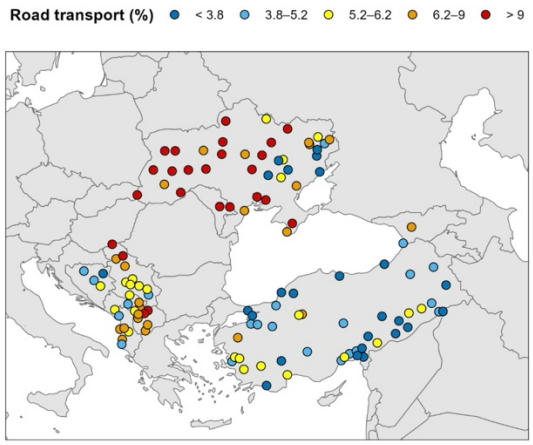


Figure 7: Relative contribution of the road transport sector to the $PM_{2.5}$ urban background concentration. Each dot represents one urban area.

Source: JRC, 2025.

Overall, residential heating at the local level and industrial emissions are the most impactful sectors in the studied cities. Also, measures targeting agriculture at country scale would clearly benefit urban air quality, while the abatement of road transport emissions would require multi-level actions.

The JRC study is available to download from publications.jrc.ec.europa.eu/repository/handle/JRC144080.

UNITED NATIONS

Meeting of UNECE World Forum for the Harmonisation of Vehicle Regulations

The 197th session of the UN World Forum for the Harmonisation of Vehicle Regulations (WP.29) was held at the UN's Palais des Nations in Geneva from 11 to 14 November 2025. The next meeting of the World Forum will be held from 10 to 13 March 2026 and a special 200th celebration WP.29 session is likely to be held in October 2026 in Santiago, Chile, aiming to attract the interest of potential South American Contracting Parties.

Regarding the 1958 UN Agreement, several GRPE documents were approved: a proposal for Supplement 11 to the 06 series of amendments and a proposal for Supplement 3 to the 07 series of amendments to UN Regulation No. 49 on Emissions of compression ignition and positive ignition (LPG and CNG) engines; a proposal for Supplement 19 to the 05 series of amendments, a proposal for Supplement 21 to the 06 series of amendments, a proposal for Supplement 18 to the 07 series of amendments and a proposal for Supplement 3 to the 08 series of amendments to UN Regulation No. 83 on Emissions of M1 and N1 vehicles; proposals for Supplement 2, Supplement 2 to the 01 series of amendments, Supplement 2 to the 02 series of amendments and Supplement 2 to the 03 series of amendments to UN Regulation No. 154 on WLTP.

Regarding the 1998 UN Agreement, a new UN GTR No. 25 on in-vehicle battery durability for electrified Heavy-duty vehicles has been adopted. The provisions of this new GTR are to be included in the Euro 7 Regulation. The UN press release on GTR No. 25 can be found at unece.org/circular-economy/press/new-un-regulation-will-ensure-durable-batteries-electric-trucks.

GENERAL

Evaluation of Real-World Vehicle Emissions in São Paulo

On 6 November 2025, The Real Urban Emissions (TRUE) Initiative published results of its first remote sensing campaign in Brazil, having collected more than 320 000 measurements across the São Paulo Metropolitan Area in spring 2024, to provide a comprehensive picture of vehicle emissions across the region.

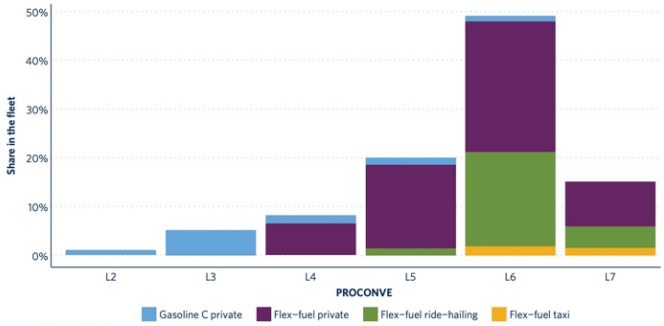


Figure 3. Distribution of PROCONVE, fuel type, and service type for passenger cars

Note: Only shares above 1% are presented.

Researchers observed that passenger cars certified to the L3 PROCONVE emissions standard using gasoline C and flex-fuel exhibited the highest real-world emissions exceeding limits by up to two times for NOx, four times for CO, and 19 times for HC. The report says that although making up only 5.5% of the fleet sample, replacing these models would have "outsized benefits" on fleetwide emissions reductions.

The study also found that trucks certified to the latest and most stringent P8 standards still exhibited real-world emissions over three times the NOx limit and four times the PM limit. Drawing from the lessons from the Euro emission standards, the report states widening the in-service conformity testing conditions to include a lower power threshold and cold start would achieve expected reductions in truck emissions.

Regarding flex fuel taxis and ride-hailing vehicles, these emitted twice as much NOx, CO, and NH_3 as private cars. Mandatory inspection of these vehicles is suggested to identify the reasons for rapid deterioration and an accelerated transition to electric vehicles would be impactful in reducing emissions.

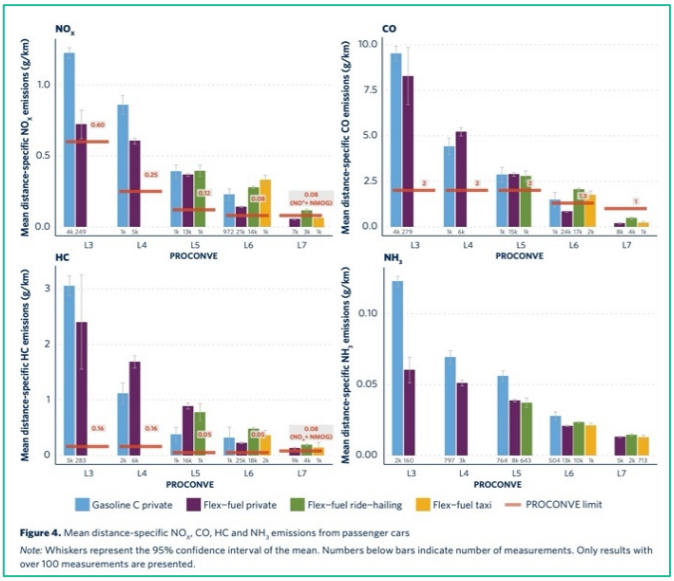


Figure 4. Mean distance-specific NO_x, CO, HC and NH_3 emissions from passenger cars

Note: Whiskers represent the 95% confidence interval of the mean. Numbers below bars indicate number of measurements. Only results with over 100 measurements are presented.

Urban cargo trucks, most of which are certified to the P7 standard and largely responsible for last-mile deliveries, measured over two times the PROCONVE limits. It is proposed that electrification of this vehicle group with purchase incentives or tax exemptions, and an eventual restriction of diesel trucks in the city would limit urban residents' exposure to high levels of vehicle emissions and their associated health impacts.

The full report is available to download from theicct.org/publication/evaluation-of-real-world-vehicle-emissions-in-sao-paulo-nov25.

ICCT Recommendations on Use of VECTO Framework in Brazil

On 10 November 2025, the International Council on Clean Transportation (ICCT) published recommendations for the introduction of a governance framework for the use of the Vehicle Energy Consumption calculation Tool (VECTO) in Brazil.

VECTO was recently adopted by Brazil's Green Mobility and Innovation (MOVER) Programme as the official simulation tool for certifying carbon dioxide (CO_2) emissions from heavy-duty vehicles. The MOVER Programme sets mandatory requirements for new vehicles, including fuel efficiency and CO_2 emission targets. The adoption of VECTO – a tool used in the European Union to certify emissions of heavy-duty vehicles – is part of the implementation timeline for emission targets in this segment.

ICCT says implementing VECTO in the Brazilian context requires the establishment of a governance framework that has yet to be defined. It proposes five key recommendations for the Brazilian government.

Firstly, it proposes the establishment of formal cooperation with the European Commission to support the technical and regulatory adaptation of VECTO to Brazil's context. It also proposes to clearly define the roles and responsibilities of government institutions involved in overseeing the tool and managing data.

The NGO adds prioritisation of the development of a robust data infrastructure, promotion of transparency and public monitoring, ensuring that information is accessible and verifiable, as well as building of local technical capacity within both public institutions and the automotive industry.

ICCT concludes that a well-coordinated governance framework can provide the regulatory certainty and operational clarity needed for effective implementation. It states that if successfully applied, Brazil's VECTO-based heavy-duty vehicle efficiency policy could serve as an example for other Latin American countries, demonstrating how robust simulation tools can support ambitious yet achievable climate targets in the transport sector.

The ICCT policy brief is available to download from theicct.org/co2-standards-hdv-vecto-governance-framework-in-eu+recommendations-for-brazil-nov25.

ICCT Research Brief on PHEV Market Trends and Policies

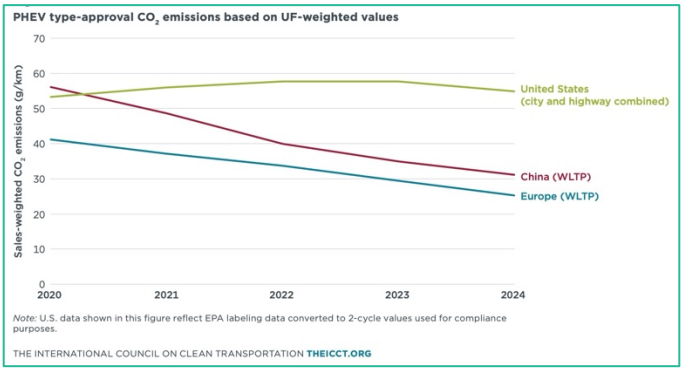
On 11 November 2025, the International Council on Clean Transportation (ICCT) published a research brief on Plug-in hybrid vehicle market trends and policies in China, Europe, and the United States.

The brief compares the sales developments of the world's three largest PHEV markets from 2014 to 2024, from eight perspectives: sales, sales share, segment distribution, technology evolution, number of models sold, electric range, carbon dioxide (CO_2) emissions, and electricity consumption. It also explores the policies behind these developments.

From 2021 to 2024, the share of plug-in hybrid electric vehicles (PHEVs) in new passenger car sales grew from 3% to 19% in China and from 1% to 2% in the United States, but decreased from 9% to 7% in Europe. ICCT says such variations in PHEV sales share have been shaped by policy developments in each market.

The brief points out that in all three markets, almost all of PHEVs sold in the last decade were light-duty vehicles (3.5 tonnes or less), and SUVs have become the most popular segment.

Further analysis shows that while PHEV sales and market penetration declined in Europe from 2021 to 2024, a prominent and continuous increase of sales was observed in China. Range-extended electric vehicles gained increased market penetration in China from 2020 to 2024, while in Europe and the United States, these vehicles had negligible sales and limited model availability. The fleet-average type-approval electric range of PHEVs in China exceeded 100 km from 2023 to 2024, considerably higher than the average range of around 70 km in Europe and the United States during the same timeframe.



From 2014 to 2024, while the average type-approval CO_2 emissions of PHEVs in China and Europe decreased, the average in the United States increased.

The research brief can be downloaded from theicct.org/publication/phev-market-trends-and-policies-in-china-eu-us-nov25.

Cities' Letter to European Commission on 2035 CO_2 Targets for Cars and Vans

On 20 November 2025, leaders of European cities and regions wrote to the European Commission calling on the EU to maintain the 2035 CO_2 targets for cars and vans.

The representatives expressed their "deep concern about the recent announcement to bring forward the review of the EU framework on CO_2 emissions for road vehicles and the risk of weakening of this important and powerful directive". They added that at a time when communities continue to suffer from the impacts of climate change and air pollution, ambitions should not be rolled back.

Commenting on air pollution, the letter says it remains one of the most urgent health threats in our cities and regions, with 94% of urban residents exposed to harmful levels of pollution. It goes on to say the 2035 target supports the "ambitious action we are taking to fight this urgent threat to our communities and comply with the EU's Ambient Air Quality Directive, through local action". The letter also states that "These actions would be undermined and stalled by removing clarity and direction for the clean vehicle market, and opening the door to synthetic fuels, which have been demonstrated to be as toxic as petrol and diesel."

The representatives claim that Europe's credibility and leadership on the global stage depend on keeping its commitments, and that maintaining the 2035 phase-out is vital to demonstrate EU leadership in climate diplomacy and empower other governments to act.

The letter is available to read in full at eurocities.eu/wp-content/uploads/2025/11/Joint-mayoral-letter-ICE-ban_C40-Eurocities-ICLEI-Polis.pdf.

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Transport, Climate Change and Emissions

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FORTHCOMING CONFERENCES

9th Zero-Emission Heavy-Duty Powertrain China Summit
22-23 January 2026, Shanghai, China
fiveoit.com/9zehdpsc2026

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

AVL TechDay Emissions
TBC March 2026, Ludwigsburg, Germany
avl.com/en/events

CLEPA Aftermarket Conference
18-19 March 2026, Brussels, Belgium
clepa.eu/events/clepa-aftermarket-conference-2026

Green Marine Transport
18-19 March 2026, Amsterdam, Netherlands
fortesmedia.com/green-marine-transport-2026,4,en,2,1,114.html

VERT Forum and VERT Focus Day
19-20 March 2026, Bern, Switzerland
vert-dpf.eu/j3/index.php/start-page/events

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

Stuttgart International Symposium on Automotive and Powertrain Technology
8-9 July 2026, Stuttgart, Germany
fkfs-veranstaltungen.de/en/events/stuttgart-symposium

Off-Highway & Power Generation
22-23 September 2026, Frankfurt, Germany
emissionsanalytics.com/events/2026/off-highway/europe

Direct Injection 2-Stroke Engines International Conference
23-25 September 2026, Modena, Italy
di2-stroke-engine-di2s.com

Rostock Large Engine Symposium
13-14 October 2026, Rostock, Germany
rgmt.de