

AECC NEWSLETTER

TABLE OF CONTENTS

EUROPE	2
Cyprus Presidency of the EU	2
ENVI Debate with Commissioner Hoekstra on Automotive Package	2
TRAN Committee Consideration of Roadworthiness Tests Draft Report	3
Amendments to Draft Report on Roadworthiness Tests Revision	3
Cyprus Presidency Presentation of Priorities to Parliament Committees	3
ENVI Vote on European Climate Law Provisional Agreement	4
ENVI Exchange of Views with Environment Commissioner	4
Commission Mid-term Review of Zero Pollution Action Plan	5
Public Consultation on ILUC-risk Biofuels	5
Commission Call for Update of Italian Air Pollution Control Programmes	5
UK Consultation on CO ₂ Emissions Regulatory Framework	6
NORTH AMERICA	6
US Performance Standards Review for Combustion Turbines and Gas Turbines	6
UNITED NATIONS	6
Africa Clean Air Programme	6
RESEARCH SUMMARY	7
FORTHCOMING CONFERENCES	8

EUROPE

Cyprus Presidency of the EU

On 1 January 2026, Cyprus took over the Presidency of the European Council from Denmark. Cyprus says it takes the Presidency of the Council of the EU against the backdrop of acute geopolitical upheaval and unpredictability and will adopt an ambitious and results-oriented approach based on certain overarching priorities.

These are: Autonomy through Security, Defence Readiness and Preparedness; Autonomy through Competitiveness; Open to the World, Autonomous; An Autonomous Union of Values that Leaves No One Behind; A long-term budget for an Autonomous Union.



On the subject of competitiveness, Cyprus says its Presidency will translate its vision into action in the COMPET Council by advancing industrial modernisation, reinforcing strategic value chains and improving the business environment. This includes creating a predictable and simplified regulatory framework to boost productive investment, and strengthen the Single Market, enhancing the EU's economic sovereignty and global competitiveness.

The Presidency will also advance the green transition by promoting climate action and climate adaptation, sustainable resource management and circular economic development, while contributing to the EU's broader strategic objectives. It will also support efforts that uphold environmental justice and reinforce the Union's capacity to address environmental risks.

The Cyprus Presidency website is at cyprus-presidency.consilium.europa.eu/en/news/programme-priorities-logo-of-cyprus-presidency-of-council-of-eu.

ENVI Debate with Commissioner Hoekstra on Automotive Package

On 28 January 2026, members of the European Parliament's Environment (ENVI) Committee held an exchange of views with Commissioner Hoekstra on climate issues including the

CO₂ emission standards for new light duty vehicles and CBAM.

MEP Liese (EPP, DE) chaired the session as a long-standing member because there is no new ENVI chair yet (following the stepping-down of MEP Decaro) and vice-chairs not being available.



Commissioner Hoekstra briefly explained the context and content of the Commission proposal on CO₂ standards for cars and vans as well as the flexibility amendment for HDV CO₂ targets. He also noted the Automotive Omnibus and talked about CBAM.

A number of questions were asked by MEPs on the CO₂ standard topic in the first round. MEP Liese opened the questions, welcoming the opening for ICEs while compensating emissions. He noted improvements will be needed, citing questions from industry: why only 1% biofuels and almost no incentive for e-fuels given biofuels already being at 3% cap; why only green steel and not other materials? MEP Wölken (S&D, DE) corrected Mr Liese, saying that the 1% cap is only for critical biofuels, and added that e-fuels are too expensive, so it makes sense not to focus on it. He added that 3% credit is already available, so neither OEMs nor fuel producers will need to put an effort to get this credit. He also noted that more ICEs on the road will increase fuel demand and the ETS price, which would be counterproductive. MEP Sardone (Pfe, IT) and MEP Vondra (ECR, CZ) said the proposal is not solving the issues, as it is continuing the main focus on BEVs. MEP Bloss (Greens, DE) said the proposal does not solve OEM issues, nor secure climate ambition, because of mixed signals.

Commissioner Hoekstra replied that both e-fuels and biofuels are included, and their uptake will depend on respective market values. The focus on steel is because it has the biggest impact and is to maintain simplification. He said the ETS is indeed in place, but this package will generate additional demand. He added that the flexibility will provide a business case for hybrids/ICEs because they will further evolve and represent more than 10% share beyond 2035. He refrained from statements on certain technologies not going to work, as this is up to the industry to determine.

In the second round of questions, MEP Salini (EPP, IT) noted the market speed only shows it going towards 60% BEV share by 2035, so 70% would already be a stretch. MEP Solis Perez (EPP, ES) noted the vans topic requires further

attention and consideration. MEP Ter Laak (EPP, NL) said she is looking forward to constructive improvements of the text and asked specific comments as to how the package will ensure continued efforts on sustainable solutions towards net-zero. MEP Glück (Renew, DE) said the announcement of technology-neutrality resulted in a relief, but the actual proposal resulted in disappointment because of the many restrictions for fuels and steel. He added that the Clean Corporate Vehicles proposal is a ban of the ICE through the backdoor.

Commissioner Hoekstra replied briefly to all questions. He noted among other items that the targets up to 2035 already provide flexibility, hence the credits are only needed as of 2035. Acknowledging that none of the political groups are entirely happy with the proposal, Mr Hoekstra concluded that "The disappointments seem to be quite evenly spread".

A video of the meeting is available to view at europarl.europa.eu/en/webstreaming/committee-environment-ordinary-meeting_20260128-1430-COMMITTEE-ENVJ.

TRAN Committee Consideration of Roadworthiness Tests Draft Report

On 12 January 2026, the European Parliament's Transport and Tourism (TRAN) Committee met to discuss Rapporteur Jens Gieseke's (EPP, DE) draft Report (see AECC News of 9 January 2026) to the Commission's proposal to revise Directives 2014/45/EU and 2014/47/EU, following its formal presentation.

Shadow Rapporteur Sérgio Gonçalves (S&D, PT) voiced his disagreement over the question of remote sensing which the draft Report proposed making voluntary for Member States. He argued it was a mature technology with proven cost benefits, which should be made compulsory.



Shadow Rapporteur Ondřej Krutílek (ECR, CZ) stated his overall satisfaction with the text, notably on biannual periodic technical inspections, while Shadow Rapporteur Asger Christensen (Renew, DK) opposed overregulation.

Shadow Rapporteur Tilly Metz (Greens/EFA, LU) also supported the draft Report, specifically the mandatory inspection of powered two-wheelers. Nevertheless, she joined Shadow Rapporteur Gonçalves in preferring the Commission's proposal on remote sensing.

Ms Vesna Valant, Deputy Head of Unit on Road Safety at DG MOVE, expressed the Commission's disappointment with the draft Report's proposal for biannual tests for vehicles over ten years old. She also recommended increased ambition on remote sensing, emission testing of vans, and odometer fraud.

The Committee is expected to vote on the draft Report on 18 March, before it is approved in the plenary in April.

A video of the meeting is available to view at europarl.europa.eu/en/webstreaming/committee-on-transport-and-tourism-ordinary-meeting_20260112-1500-TRAN.

Amendments to Draft Report on Roadworthiness Tests Revision

On 27 January 2026, the European Parliament's Committee on Transport and Tourism (TRAN) amendments to the draft Report on the Commission's proposal to revise rules on roadworthiness testing were made available.

The TRAN Committee amendments to the Annexes of Rapporteur Jens Gieseke's (EPP, DE) draft Report focus on introducing new requirements on battery health and protective systems, while deleting items irrelevant to passenger and driver safety.

Several amendments propose the removal of references to NOx, while others focus on modernising roadworthiness testing and tackling fraud by refining the scope of mandatory testing, clarifying the definition of connected vehicles, and enhancing digitalisation and data sharing. Further amendments consider enhancing technical roadside inspections through the use of remote sensing, while aiming to improve safety and compliance.

The amendments can be found at europarl.europa.eu/doceo/document/TRAN-AM-782201_EN.pdf and europarl.europa.eu/doceo/document/TRAN-AM-782354_EN.pdf.

Cyprus Presidency Presentation of Priorities to Parliament Committees

On 27 January 2026, the Cypriot Presidency presented the priorities of the Cyprus Presidency to the Transport (TRAN) Committee of the European Parliament.

Minister of Transport Mr Alexis Vafeades said transport policy is at the centre of discussions, closely linked with competitiveness and climate ambition. He said the Cyprus Presidency will focus on three key principles: 1) delivering concrete items for passengers, noting priority on air passenger rights; 2) greener, safer and more efficient transport system, noting priority on the clean corporate vehicle initiative within the EU automotive package in addition to weights and dimensions directive, roadworthiness package and Euro vignette; 3) strengthening EU connection and resilience.



Ms Marina Hadjimanolis (Deputy Minister of Shipping) and Mr Kostas Koumis (Deputy Minister of Tourism) explained maritime and tourism items.

The following statements were made related to automotive topics in the first round of MEP questions among other comments. MEP Gieseke (EPP, DE) said good progress has been reached with the Council on the roadworthiness package and he looks forward on concluding the file under the Cypriot Presidency. He asked for all elements of the automotive package to be increased within the priorities. MEP Danielsson (S&D, SE) commented on the importance of the multiannual financial framework. MEP Oetjen (Renew, DE) commented on the slim majority in the Council regarding weights and dimensions, and that more flexibility will be needed to conclude on this file. He also wanted to hear the first impression from Council on Clean Corporate Vehicles which he said seems to go against the simplification agenda. He also noted the HDV CO₂ target flexibility proposal requires an urgent procedure in Council.

In his response, Mr Vafeades said Cyprus does intend to progress all elements within the automotive package. He added that it is too early to go into details on the Clean Corporate Vehicles proposal, as the analysis on technical details has just started.

Further rounds of questions followed, covering air passenger rights, TNT infrastructure rollout, high-speed rail. MEP Costanzo (S&D, DE) noted the important role of suppliers regarding automotive package content.

The meeting recording is available at multimedia.europarl.europa.eu/en/webstreaming/committee-on-transport-ordinary-meeting_20260127-1430-TRAN.

On 29 January, the Minister of Agriculture, Rural Development and Environment, Maria Panayiotou, met with the Environment, Climate and Food Safety Committee (ENVI). She stressed the need to continue legislative simplification without lowering the EU's environmental ambition, and to boost the transition to a circular economy to reduce dependency on raw materials. Other priorities referenced included the revision of the CO₂ standards for cars and vans.

A press release on briefings to all committees is at europarl.europa.eu/news/en/pressroom/20260126IPR32642/cyprus-presidency-debriefs-european-parliament-committees.

ENVI Vote on European Climate Law Provisional Agreement

On 19 January, ENVI Members voted on the provisional agreement on the European Climate Law amending act introducing a binding intermediate climate of 90% GHG reduction target for 2040. The provisional agreement on the proposal was reached at the informal trilogue on 9 December 2025 (see AECC Newsletter of December 2025).

The vote was passed, with 50 members in favour, 26 against and one abstention.

Details of the vote are at europarl.europa.eu/cmsdata/301807/2026-01-19%20votes.pdf.

ENVI Exchange of Views with Environment Commissioner

On 19 January 2026, the MEPs of the Committee on the Environment, Climate and Food Safety (ENVI) met for an exchange of views with Jessika Roswall (Commissioner for Environment, Water Resilience and a Competitive Circular Economy) on the Communication on Simplifying for sustainable competitiveness (see AECC Newsletter of December 2025).



On the subject of industrial emissions, Ms Roswall said legislation is simplified by ensuring that farmers and industrial operators will be exempted from reporting on water, energy and materials, as Member States will report information on their behalf. Environment management systems (EMS) can be prepared at company level rather than installation level, the EMS content would be simplified, and the obligation to prepare an indicative transformation plan would be removed.

She added that Targeted amendments of legislation on industrial emissions, packaging, batteries and waste shipments aim to clarify provisions, simplify reporting and ease permitting. Moreover, the Commission intends to speed up procedures and facilitate strategic projects.

MEP Mohammed Chahim (S&D, NL) stated that although ambitions in the Industrial Emissions Directive were

previously lowered, additional simplification is now introduced. In this context, he asked about the Commission's response to companies who already complied with the rules that are now being changed. MEP Chahim added that the Commission's Staff Working Document (SWD) highlighted that repealing certain obligations would pose a medium environmental impact and that the postponement of requirements rewards laggards who have not yet complied with rules.

A video of the meeting can be viewed at multimedia.europarl.europa.eu/en/webstreaming/committees_20260119-1900-COMMITTEE-ENVI.

Commission Mid-term Review of Zero Pollution Action Plan

On 29 January 2026, the European Commission published its mid-term review of the Zero Pollution Action Plan. The report looks at progress since 2021, the outlook for a clean environment by 2030 and beyond, support for the zero pollution transition, as well as considering next steps.

The report says the 2021 Zero Pollution Action Plan sets out the long-term ambition for a toxic-free environment and is a key pillar of the EU's clean and circular competitiveness agenda. The ambition for 2050 has also been enshrined in recent laws to help guide the green transition. Key milestones are the 2030 targets used to measure progress in implementing the Zero Pollution Action Plan.

It states that progress on reaching the zero pollution targets is encouraging, though mixed. The latest assessment found that air pollution had been significantly reduced.

The review goes on to say that the legal framework for zero pollution is largely in place. Over the past six years, EU rules have been revised to raise the level of ambition to achieve the 2050 vision and reach the 2030 targets. In some areas, the scope of EU legislation has been extended to cover more polluting activities.

Regarding the outlook for a clean environment by 2030 and beyond, the review says the progress made towards reaching the 2030 targets will largely depend on national implementation efforts. Even if the outlook has indicated that fully reaching all targets by 2030 is unlikely, significant progress can still be made if national, regional and local actors implement the agreed legislation and policies swiftly and with a high level of ambition. For example, for the air deposition of nitrogen (25% reduction target for 2030), a 19% reduction is predicted if Member States fulfil their current emission reduction commitments in a timely manner. If Member States take some further technical measures, this reduction could be increased to 31%.

The Commission says it will continue to help Member States with their implementation efforts, focusing on key enablers: integration, investments and innovation. The Commission will also continue to promote international cooperation on

pollution prevention and reduction, engaging in both multilateral and bilateral international cooperation efforts.

EU funding for a cleaner environment will also be available in the future. Under the proposals for the new Multi-annual Financial Framework, zero pollution-related investments are part of the 35% target for climate and environment spending. The report says this offers the potential for continued and even stronger synergies between spending on climate neutrality and/or biodiversity protection and on zero pollution.

The Commission says it will take stock of progress with regular updates of the Zero Pollution Monitoring and Outlook (currently planned for 2026 and 2028) and will analyse the possible trajectories for taking the clean transition forward towards 2040 by complementing the 2040 climate targets with realistically ambitious pollution targets, in support of its legislative implementation agenda.

The mid-term review is at environment.ec.europa.eu/document/download/COM_2026_42_ZP-mid-term-review-final_0.PDF.

Public Consultation on ILUC-risk Biofuels

On 22 January 2026 the European Commission launched a public consultation on a draft Delegated Regulation to reduce the contribution of certain biofuels under the Renewable Energy Directive (RED).

Under the RED, Member States must collectively reach at least 42.5% renewables in gross final energy consumption by 2030, with specific sub-targets for transport. While different biofuels can be counted toward these targets, fuels deemed to carry a high indirect land-use change (ILUC) risk must be progressively excluded from the calculation by 31 December 2030. The draft proposal sets out the annual pathway between 2024 and 2030 for reducing the contribution of certain biofuels in the calculation of the EU's 2030 renewables target. This category includes fuels derived from crops such as maize, sunflower, and palm oil.

The consultation runs until 18 February and is available at ec.europa.eu/.../have-your-say/initiatives/16532-Review-of-the-methodology-and-data-for-high-ILUC-risk-biofuels-and-trajectory.

Commission Call for Update of Italian Air Pollution Control Programmes

On 30 January 2026, the European Commission decided to open an infringement procedure by sending a letter of formal notice to Italy (INFR(2025)2198) for failing to update its national air pollution control programme under the Directive on the reduction of national emissions of certain atmospheric pollutants (NEC Directive) (Directive (EU) 2016/2284).

The NEC Directive sets national emission reduction commitments for several air pollutants to be achieved by each Member State each year between 2020 and 2029, with more ambitious reductions for 2030 onwards. It also requires Member States to adopt national air pollution control programmes (NAPCPs) setting out measures to meet those

commitments. The NEC Directive requires Member States to update their NAPCPs at least every four years.

The press release states that, despite several reminders, Italy has to date not submitted the required updated NAPCP to the Commission. The Commission is therefore sending a letter of formal notice to Italy, which now has two months to respond and address the shortcomings raised by the Commission. In the absence of a satisfactory response, the Commission may decide to issue a reasoned opinion.

The Commission press release on infringements is at ec.europa.eu/commission/presscorner/detail/en/inf_26_115.

UK Consultation on CO₂ Emissions Regulatory Framework

On 6 January 2026, the UK government opened a consultation seeking views on the most appropriate future regulatory framework to support the transition to zero emission heavy goods vehicles (HGVs).

The consultation considers regulatory options to: reduce emissions from new heavy goods vehicles (HGVs); support phasing out the sale of new non-zero emission heavy goods vehicles (HGVs) weighing up to and including 26 tonnes by 2035; and phase out the sale of all new non-zero emission HGVs by 2040.

The consultation also seeks stakeholder views on the regulatory options and broad regulatory design of a future framework to reduce HGV emissions as well as some more detailed technical issues. These include potential regulatory options, scope and eligibility criteria for 'zero emission', options on the categorisation of vehicles, flexibilities, and penalties, as well as CO₂ emissions reduction trajectories for a future regulatory framework.

The consultation is open until 17 March 2026 and is at gov.uk/government/consultations/new-hgv-co2-emissions-regulatory-framework-for-the-uk.

NORTH AMERICA

US Performance Standards Review for Combustion Turbines and Gas Turbines

On 15 January 2026, the US Environmental Protection Agency (EPA) issued a final rule with amendments to the new source performance standards (NSPS) for stationary combustion turbines and stationary gas turbines pursuant to a review required by the Clean Air Act (CAA). As a result of this review, the EPA is establishing subcategories for new, modified, or reconstructed stationary combustion turbines based on size, rates of utilisation, design efficiency, and fuel type.

The EPA determined that combustion controls are the best system of emission reduction (BSER) for nitrogen oxide (NO_x) emissions for most new, modified, or reconstructed stationary combustion turbines. For one subcategory, the

BSER for NO_x is combustion controls with the addition of selective catalytic reduction (SCR).

The EPA further determined that the BSER for sulfur dioxide (SO₂) emissions has not changed since the last NSPS review.

Based on these determinations, the Agency is promulgating standards of performance in a new subpart of the Code of Federal Regulations (CFR). The Agency is also adding a subcategory for stationary combustion turbines that are used in temporary applications, exempting certain sources from title V requirements, and finalising other provisions. The EPA is finalising amendments to existing regulations to address or clarify specific technical and editorial issues.

The final rule can be found in the Federal Register at [federalregister.gov/documents/2026/01/15/2026-00677/new-source-performance-standards-review-for-stationary-turbines](https://www.federalregister.gov/documents/2026/01/15/2026-00677/new-source-performance-standards-review-for-stationary-turbines).

UNITED NATIONS

Africa Clean Air Programme

On 1 January 2026, the Climate & Clean Air Coalition (CCAC) published an update on the Africa Clean Air Programme (ACAP). This is a flagship initiative to tackle air pollution by aligning health, climate, and development priorities across the continent.

2025 saw the completion of the ACAP Benchmarking Report, the first comprehensive assessment of air quality policy, institutional frameworks, and readiness across African countries. Being able to map the gap between policies and implementation, the report managed to develop a continental roadmap, which inputs were shared at the 2025 Africa Clean Air Summit in September 2025 in Addis Ababa, Ethiopia. The roadmap outlines a phased, regionally grounded approach to implementation, supported by technical assistance, policy alignment, and strategic partnerships.

Specifically, Morocco is progressing toward EURO VI vehicle emissions standards, targeting transport-related pollutants such as black carbon and nitrogen oxides, with the regulatory process currently underway and a formal launch anticipated in early 2026.

Ghana is preparing a national air quality management initiative focused on regulatory reform, capacity-building, and integration of air quality into development planning. CCAC support underpins these efforts through technical assistance, training programs, and policy guidance, particularly in establishing a national Centre of Excellence to enhance monitoring, data systems, and policy implementation.

Madagascar implemented targeted initiatives to improve air quality and protect public health. Key projects included public awareness campaigns on the socio-economic benefits of clean air, a national air quality bulletin with color-coded precautionary measures, waste sorting centres in major cities, operationalization of Judicial Police Officers for

environmental enforcement, and development of national standards for green coal and vehicle exhaust emissions.

The press release states that as G20 Chair, South Africa successfully positioned air quality on the global economic and development agenda, emphasising its intersections with health, climate, productivity, and environmental justice – particularly in the African context. Through the first-ever G20 ministerial declaration on air quality (see AECC News of 31 October 2025), South Africa advocated for enhanced cooperation to advance regional clean air programmes in Africa, Asia and Latin America as well as collaboration to share expertise and build capacity.

The ACAP update is available to read at ccacoalition.org/news/africa-clean-air-programme-drives-continental-action-air-pollution.

RESEARCH SUMMARY

Effects of Emissions and Pollution

Insights into the causal role of diesel exhaust particles in ventricular arrhythmogenesis: protective effects of antioxidant cerium oxide nanoparticles, F. Ganse, et al.; *Part Fibre Toxicol* (2025), Vol. 22, 36, [doi: 10.1186/s12989-025-00649-2](https://doi.org/10.1186/s12989-025-00649-2).

Particulate matter 2.5 promotes bladder cancer cell migration and invasion through the crosstalk between integrin-mediated MAPK/ERK and Wnt/ β -catenin pathways, YT. Chang, et al.; *Part Fibre Toxicol* (2026), [doi: 10.1186/s12989-025-00656-3](https://doi.org/10.1186/s12989-025-00656-3).

Air Quality, Sources and Exposure

Improvement of air quality from upgradation of aged diesel vehicles: A case study in Northwest China, Yonggang Xue, et al.; *Atmospheric Environment* (February 2026), Vol. 367, 121758, [doi: 10.1016/j.atmosenv.2025.121758](https://doi.org/10.1016/j.atmosenv.2025.121758).

Assessing the co-benefits of reductions in mobile-source CO₂ and pollutant emissions for urban air quality and public health, Cheng Li, et al.; *Ecotoxicology and Environmental Safety* (January 2026), Vol. 309, 119569, [doi: 10.1016/j.ecoenv.2025.119569](https://doi.org/10.1016/j.ecoenv.2025.119569).

Trends in New York State light-duty vehicle fleet composition: Emission standards and engine technology (2013–2025), Fariha Hoque Rimu, et al.; *Atmospheric Pollution Research* (in press), [doi: 10.1016/j.apr.2026.102904](https://doi.org/10.1016/j.apr.2026.102904).

Black carbon and its relationship with PM_{2.5} and NO₂ in a high-traffic urban environment of Kuala Lumpur, Murnira Othman, et al.; *Urban Climate* (February 2026), Vol. 65, 102781, [doi: 10.1016/j.uclim.2026.102781](https://doi.org/10.1016/j.uclim.2026.102781).

From Mass to Number: A Critical Review of Particle Number Concentration for a better Air Quality Assessment in India, Fatima Khursheed, et al.; *Atmospheric Environment* (in press), [doi: 10.1016/j.atmosenv.2026.121852](https://doi.org/10.1016/j.atmosenv.2026.121852).

Monitoring the impact of traffic activity in a selected location on air quality, Šarkan Branislav, et al.; *Transportation Research Procedia* (2026), Vol. 93, pp. 142–147, [doi: 10.1016/j.trpro.2025.11.022](https://doi.org/10.1016/j.trpro.2025.11.022).

Emissions Measurements and Modelling

From tailpipe to the environment: how vehicles' emissions drive secondary aerosol formation, F. Sasso, et al.; *Fuel* (May 2026), Vol. 412, 138167, [doi: 10.1016/j.fuel.2025.138167](https://doi.org/10.1016/j.fuel.2025.138167).

Comprehensive assessment of plug-in hybrid electric vehicle emissions in real-world driving: Insights from multi-mode operation and data-driven prediction, Xin Wang, et al.; *Journal of Hazardous Materials* (January 2026), Vol. 501, 140889, [doi: 10.1016/j.jhazmat.2025.140889](https://doi.org/10.1016/j.jhazmat.2025.140889).

Identifying high-emitting Euro 7 vehicles with the NO_x-to-fuel mass ratio, Alvin Barbier, et al.; *Transportation Research Part D: Transport and Environment* (February 2026), Vol. 151, 105121, [doi: 10.1016/j.trd.2025.105121](https://doi.org/10.1016/j.trd.2025.105121).

Advancing VOC management: A mobile and drone-based approach for industrial emission monitoring, Cheonwoong Kang, et al.; *Atmospheric Environment* (March 2026), Vol. 369, 121807, [doi: 10.1016/j.atmosenv.2026.121807](https://doi.org/10.1016/j.atmosenv.2026.121807).

Dynamic Assessment of NO₂ Plume Rise and Pollution Contributions from Steel Industry Point Sources in an Energy-Intensive Region of China, Chao Gao, et al.; *Atmospheric Pollution Research* (in press), [doi: 10.1016/j.apr.2026.102921](https://doi.org/10.1016/j.apr.2026.102921).

Nitrophenol isomer emissions from typical diesel engines equipped with multi-stage aftertreatment systems, Yuankai Shao, et al.; *Fuel* (June 2026), Vol. 414, 138178, [doi: 10.1016/j.fuel.2025.138178](https://doi.org/10.1016/j.fuel.2025.138178).

Experimental investigation and RSM-based statistical validation and optimization of a hydrogen–TGM dual-fuel diesel engine with exhaust gas recirculation and urea aftertreatment, Shresht Kakran, et al.; *Fuel* (July 2026), Vol. 415, 138453, [doi: 10.1016/j.fuel.2026.138453](https://doi.org/10.1016/j.fuel.2026.138453).

Real driving emissions of cars, buses and trucks determined by Plume Chasing in Czechia: Fleet screening and intercomparison with other methods, Christina Schmidt, et al.; *Science of The Total Environment* (February 2026), Vol. 1015, 181391, [doi: 10.1016/j.scitotenv.2026.181391](https://doi.org/10.1016/j.scitotenv.2026.181391).

Emissions Control, Catalysis, Filtration

Revealing the NO oxidation mechanism by the Ce-doped LaCoO₃ perovskite catalysts, Ran Ao, et al.; *Fuel* (May 2026), Vol. 411, 138056, [doi: 10.1016/j.fuel.2025.138056](https://doi.org/10.1016/j.fuel.2025.138056).

Comprehensive full-scale investigation of hydrogen-enriched reformat injection effects on three-way catalyst performance and ammonia formation for passive NO_x reduction, Sak Sittichompoo, et al.; *International Journal of Hydrogen Energy* (February 2026), Vol. 209, 153590, [doi: 10.1016/j.ijhydene.2026.153590](https://doi.org/10.1016/j.ijhydene.2026.153590).

Expanding the frontiers of oxidation catalysis with high-entropy material catalysts, Kailong Yu, et al.; *Chemical Communications* (January 2026), Vol. 62, Issue 8, pp. 2511–2535, [doi: 10.1039/d5cc06696d](https://doi.org/10.1039/d5cc06696d).

Review on the catalytic technologies for simultaneous removal of multiple air pollutants, Mengna Zhan, et al.; *Journal of Environmental Chemical Engineering* (April 2026), Vol. 14, Issue 2, 121614, [doi: 10.1016/j.jece.2026.121614](https://doi.org/10.1016/j.jece.2026.121614).

Evaluation of three-way catalyst performance for heavy-duty natural gas engines: fresh and aged conditions for Euro 7 durability compliance, Dario Di Maio, et al.; *Fuel* (July 2026), Vol. 416, 138636, [doi: 10.1016/j.fuel.2026.138636](https://doi.org/10.1016/j.fuel.2026.138636).

Investigation of NO_x reduction via NH₃-SCR in aftertreatment systems for hydrogen internal combustion engines, Tarik Bercan Sari, et al.; *International Journal of Hydrogen Energy* (March 2026), Vol. 214, 153799, [doi: 10.1016/j.ijhydene.2026.153799](https://doi.org/10.1016/j.ijhydene.2026.153799).

Transport, Climate Change and Emissions

Do emerging guidelines for automotive life cycle assessment lead to consistent results? The case of battery electric vehicles, Hazem Eltohamy, et al.; *Sustainable Production and Consumption* (in press), [doi: 10.1016/j.spc.2025.12.006](https://doi.org/10.1016/j.spc.2025.12.006).

A comprehensive well-to-wheel assessment of different sport utility vehicle powertrain-fuel combinations in European countries focusing on climate change indicators, Anne Bouter, et al.; *Journal of Cleaner Production* (January 2026), Vol. 541, 147412, doi: [10.1016/j.jclepro.2025.147412](https://doi.org/10.1016/j.jclepro.2025.147412)

Towards sustainable mobility: the role of the automobile, Frederico Caetano and Maria dos Santos; *Technological Sustainability* (October 2025), Vol. 5, Issue 1, pp. 1-19, doi: [10.1108/TECHS-03-2025-0047](https://doi.org/10.1108/TECHS-03-2025-0047).

FORTHCOMING CONFERENCES

13th International Engine Congress

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

Better Air Quality BAQ-2026

11-13 March 2026, Bangkok, Thailand
cleanairasia.org/baq

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

ETH Nanoparticles Conference

1-3 June 2026, Zurich, Switzerland
nanoparticles.ch

CO₂ Reduction for Transportation Systems – The Road to Decarbonisation

9-10 June 2026, Turin, Italy
saetorinogroup.org/co2-reduction-for-transportation-systems-conference-the-road-to-decarbonization-2026

SIA Powertrain International Congress

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

Fuel & Chemical Science: From Production to Application

23-25 June 2026, Aachen, Germany

fuelcenter.rwthachen.de/cms/Fuelcenter/Austausch/Internationale-Konferenz/~boxttj/14-Internationale-Konferenz

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

Conference on Sustainable Mobility

28-30 September 2026, Catania, Italy
universitacusano.com/csm

Rostock Large Engine Symposium

13-14 October 2026, Rostock, Germany
rgmt.de

Annual POLIS Conference

2-3 December 2026, Brussels, Belgium
polisnetwork.eu/2026-annual-polis-conference