

AECC NEWSLETTER

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EUROPE

Meeting of Environment Council

On 17 March 2026, the Environment Council held a debate on CO₂ emission standards for cars and vans.

European Commissioner for Climate, Net Zero and Clean Growth Wopke Hoekstra opened the debate, saying the Commission sees electrification as the inevitable future, highlighting EV efficiency, lower operating costs, and reduced fossil fuel dependency. CO₂ standards were presented as a key long-term signal driving investment and industrial transformation. Mr Hoekstra said the proposal aims to balance ambition with pragmatism, introducing flexibility for heavy-duty vehicles and a voluntary compliance regime (2030-2032), lower targets for vans due to slower electrification, and “super credits” to boost EU-made electric vehicles.



From 2035, a 90% reduction target is proposed to replace the previously agreed 100% zero-emission target, with remaining offset through renewable fuels or low-carbon materials (e.g. green steel), also supporting EU industrial competitiveness. Overall, he said the Commission sees this as a compromise across climate, industry, and geopolitical considerations.

France said it strongly supports electrification as the core of decarbonisation and energy sovereignty. It insists on maintaining a clear regulatory signal and linking flexibility to European industrial preference (“made in EU”). It supports the 90% target with compensation mechanisms but calls for strict safeguards against fraud/double counting in credit systems, a clear post-2035 emissions trajectory, and strong industrial policy across the value chain. France also strongly backs super credits, especially for small EU-made electric vehicles, and wants them expanded to all EVs.

Germany, Italy, Czechia, Hungary and Poland expressed support for flexibility and technology neutrality. Italy supported the proposals for small EVs, while Germany is critical and cannot accept them.

The Dutch minister stressed alignment between competitiveness, emissions reduction, and affordability, strongly favouring electrification. The Netherlands supports

super credits for small EVs, and steel credits to stimulate green demand, but is critical of fuel credits and excessive flexibility, which it says risks sending the wrong signals as well as dual infrastructure costs. The Dutch priorities are clear, stable rules and a rapid reduction of fossil fuel dependency.

Denmark strongly opposes weakening the regulation, arguing that EV demand is already rising rapidly and that CO₂ standards drive innovation and competitiveness. It rejects the idea that combustion engines have a future and calls for policy stability and ambition. Spain also opposes lowering targets and criticises increasing flexibility. It supports strong, predictable regulation, electrification as an industrial strategy, and super credits for small EVs.

Speaking on behalf of the Cyprus Presidency, Alexis Vafeades, Minister for Transport, Communications and Works of the Republic of Cyprus, said climate neutrality and competitiveness must go hand in hand.

He stated the best way to support the automotive industry in Europe, and the millions of jobs that depend on it, is to promote innovative and sustainable solutions in pursuing the path to clean mobility.



Mr Vafeades added that Cyprus will intensively work on advancing work on this key legislative priority.

A video of the debate is available to view at video.consilium.europa.eu/event/en/28385 and the Environment Council press release is at consilium.europa.eu/en/meetings/env/2026/03/17.

Submission of Non-Paper on Technology Neutrality

On 17 March 2026, a joint ‘non-paper’ circulated in Brussels by Czechia, Hungary, Italy, Poland and Slovakia set out a plan for what they call ‘Technological Neutrality and Industrial Security in the Decarbonisation of Road Transport in Europe’.

The 5 EU Member States urge greater consideration for sustainable fuels in the Automotive Package. They propose creating a new category for vehicles running exclusively on CO₂-neutral fuels and counting them as zero-emission vehicles. They also call for extending supercredits to such vehicles if manufactured in the EU.

The group supports introducing fuel-related credit mechanisms earlier than planned and removing existing caps. Additional proposals include freezing the utility factor for plug-in hybrid emissions, advancing the review of the regulation to 2030, incorporating aluminium into flexibility mechanisms, and smoothing emission targets for cars and vans over a five-year period.

A report on the paper is available to read at superspectives.eu/2026/03/flexibility-advocates-challenge-brussels-battery-only-road-map.

Council Adoption of Amendment to Regulation on HDV CO₂ Emissions

On 30 March 2026, the European Council formally adopted a targeted amendment to the regulation on CO₂ emission standards for heavy-duty vehicles. The new rules introduce a temporary flexibility for manufacturers to comply with their 2030 CO₂ emissions reduction targets. The amendment does not alter the long-term reduction targets.

The Council press release says this amendment recognises the structural challenges currently faced by the sector, particularly the slow deployment of public charging infrastructure along motorways. It is intended to support a smooth and steady transition towards zero-emission mobility without altering the EU's ambitious long-term climate targets.

The existing EU law sets the first-ever CO₂ emissions reduction targets for new heavy-duty vehicles, comprising trucks, buses and coaches (set at 15% reduction from 2025, 43% from 2030, and rising to 90% in 2040). In order to prove compliance, heavy-duty vehicle manufacturers can earn emission credits if their fleet performs better than a defined 'reduction trajectory', which is a linear trajectory connecting targets between five-year periods.

Between 2025 and 2029, manufacturers can now accumulate credits if their emissions fall below their own specific annual CO₂ emissions targets rather than the stricter linear reduction trajectory.

This temporary and targeted flexibility would allow OEMs to generate more emission credits in the years leading up to 2030 and therefore facilitate their compliance from 2030 onwards. The flexibility is intended to incentivise earlier deployment of zero-emission heavy-duty vehicles.

The updated credit calculation mechanism applies specifically to heavy lorries (over 16t) and certain bus categories (over 7.5t). It does not apply to urban buses, as the deployment of zero-emission buses is already well-advanced and less dependent on long-distance motorway infrastructure.

The regulation will now be published in the Official Journal of the EU and will enter into force 20 days later. The new rules on calculating emission credits for heavy-duty vehicles will then become directly applicable in all EU countries. The substantial rules on CO₂ emission standards for heavy-duty vehicles are due for revision in 2027.

The European Council press release is at consilium.europa.eu/en/press/press-releases/2026/03/30/hdvs-council-adopts-targeted-flexibility-for-manufacturers-comply-co2.

Commission Adoption of On-Board Diagnostics Regulation

On 23 March 2026, the European Commission adopted Delegated Regulation C(2026)1811 amending Regulation (EU) 2018/858 as regards the standardised access to vehicle on-board diagnostics information and repair and maintenance information, and the requirements and procedures for secure access to on-board diagnostic information.

Alongside clarifications and other minor changes, the Commission added a point 6.4c. outlining the process and conditions for the decoupling of components, separate technical units, parts and equipment, except for those that have been originally designed not to be de-coupled.

The Commission will now communicate the adoption of the measure to the European Parliament and the Council. The two institutions have until 23 May 2026 to examine the text and raise any objections. This period can be extended by two months.

The document can be found at [ec.europa.eu/transparency/documentsregister/detail?ref=C\(2026\)1811&lang=en](https://ec.europa.eu/transparency/documentsregister/detail?ref=C(2026)1811&lang=en).

Council Adoption of Climate Law

On 5 March 2026, the European Council formally adopted the amended European climate law, introducing a binding intermediate climate target, for 2040, of a 90% reduction in net greenhouse gas (GHG) emissions compared to 1990 levels.

From 2036 onwards, high-quality international credits may be used up to a limit of 5% of 1990 EU net emissions to make an adequate contribution towards the 2040 target in a way that is both ambitious and cost-efficient. This means that at least 85% of emissions reductions must be achieved within the EU. Credits must be based on credible activities of GHG reduction in partner countries, in line with the Paris agreement.

The amended climate law sets out further key elements the Commission must consider when preparing its legislative proposals for the post-2030 period, with a focus on competitiveness, simplification, social fairness, energy security and affordability, alongside other priorities. Among these elements are: EU-based permanent carbon removals (processes that involve capturing carbon dioxide from the

atmosphere and storing it durably) to compensate for residual hard-to-abate emissions under the EU emissions trading system; and enhanced flexibility within and across sectors and instruments, to support the achievement of targets in a simple and cost-effective way.

The amended climate law also shifts the date for the EU emissions trading system for road transport, buildings and other sectors (ETS2) to become fully operational by one year, moving it from 2027 to 2028.

This adoption marks the final step in the legislative process. The amended regulation will enter into force 20 days after its publication in the Official Journal of the European Union and will apply directly in all EU countries. The Commission will make relevant proposals to implement the binding EU 2040 climate target.

The amended regulation also provides for a review of the European Climate Law every two years. Based on science and technological developments, the Commission will assess the climate law taking into account EU competitiveness, energy prices, net removals at EU level, and the flexibility for EU countries to use high-quality international credits to meet their post-2030 targets.

The Commission will propose revisions to the climate law or additional measures where needed to support competitiveness and long-term prosperity.

The European Council's press release is at consilium.europa.eu/en/press/press-releases/2026/03/05/2040-climate-target-council-gives-final-green-light.

Publication of Regulation on EU Climate Target for 2040

On 18 March 2026, Regulation (EU) 2026/667 amending Regulation (EU) 2021/1119 was published in the Official Journal of the European Union. This relates to the setting of a Union intermediate climate target for 2040.

Publication in the Official Journal follows the European Parliament's adoption of the Regulation (see AECC Newsletter of February 2026) and that of the European Council (see above).

The regulation will enter into force on the twentieth day following its publication in the Official Journal, so on 7 April.

The publication can be found at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202600667.

Industrial Accelerator Act Proposal

On 4 March 2026, the European Commission adopted a legislative proposal to increase demand for low-carbon, European-made technologies and products.

The Industrial Accelerator Act (IAA) is intended to boost manufacturing, grow businesses, and create jobs in the EU, while supporting industry's adoption of cleaner, future-ready technologies.

In line with the recommendations of the Draghi report, the IAA introduces targeted and proportionate 'Made in EU' and / or low-carbon requirements for public procurement and public support schemes. These will apply to selected strategic sectors, notably in steel, cement, aluminium, cars, and net-zero technologies, while establishing a framework that can be extended, where appropriate, to other energy-intensive sectors such as chemicals. The EC says this will strengthen European production capacities and boost demand for European-made clean technologies and products.

Ambition to increase the share of manufacturing in EU GDP from 14.3% in 2024 to 20% by 2035

HOW WILL WE DO THAT?

<p> Use public procurement and public incentives to boost demand for EU clean tech industry and products</p> <p>→ Steel, cement and aluminium, automotive components and net-zero technologies</p>	<p> One project, one digital procedure to speed up and simplify permitting</p> <p>→ Single Access Points through European Business Wallet</p> <p>→ "One project-one submission", single permit-granting procedure</p>
<p> Ensure foreign investments (>100 million) in batteries, EVs, solar PV, and critical raw materials generate max. added value for the EU economy</p> <p>→ min. 50% employment of Union workers</p> <p>→ Conditions related to local content, ownership, knowledge and technology transfer, and R&D activities</p>	<p> Create Industrial Acceleration Areas with streamlined permitting (area-wide permit and tacit approval) to promote new investments and facilitate decarbonisation</p> <p>→ Greater certainty for investors</p>

In 2024, manufacturing represented 14.3% of EU GDP and therefore plays a vital role in Europe's economic resilience, innovation lifecycle, and social fabric. The Act sets a goal to increase manufacturing's share of EU GDP to 20% by 2035.

The proposal encourages greater reciprocity in public procurement, by providing equal treatment to countries that offer EU companies access to their markets, in line with the Draghi report. Content from partners with which the Union has concluded an agreement establishing a free trade area or a customs union, or that are parties to the Agreement on Government Procurement, and where relevant obligations of the Union exist under that agreement, shall be deemed to be of Union origin. For other public interventions, notably public schemes and auctions, partners can be covered within the IAA scope if they have a free trade agreement or customs union with the EU.

The IAA also establishes conditions for major investments in strategic sectors exceeding €100 million where a single third country controls more than 40% of global manufacturing capacity.

The proposed Regulation will be negotiated by the European Parliament and the Council of the European Union before its adoption and entry into force.

The Commission press release is available to read at ec.europa.eu/commission/presscorner/detail/en/ip_26_515.

ENVI Exchange of Views for a Clean, Just and Competitive Transition

On 16 March 2026, ENVI members held an exchange of views with Teresa Ribera, Executive Vice-President (EVP) for a Clean, Just and Competitive Transition, as part of the structured dialogue on the implementation of the current Commission Work Programme and priorities for the upcoming one.

This exchange marked an opportunity for Members to question EVP Ribera on the outlook of her broad portfolio, which includes Europe's decarbonisation, industrialisation, and energy transition.

Discussions covered forthcoming legislative initiatives, including the revision of the EU Emissions Trading System and elements of the post-2030 climate framework, such as national targets under effort sharing and land use rules, as well as the forthcoming Climate Adaptation Plan. The exchange also provided an opportunity to follow up on the Clean Industrial Deal presented on 26 February 2025, which sets out short-term measures to strengthen Europe's industrial competitiveness while advancing decarbonisation. The initiative aims to foster more circular and sustainable key industries, including automotive and chemicals, while simplifying administrative procedures and reducing compliance costs.

A video of the exchange of views is at multimedia.europarl.europa.eu/en/webstreaming/envi-committee-meeting_20260316-1500-COMMITTEE-ENVI.

S&D Shadow Rapporteur on Car and Van CO₂ Standards File

On 5 March, Thomas Pellerin-Carlin (FR) announced his appointment as S&D shadow rapporteur on the Regulation setting CO₂ emission performance standards for cars and vans. As he is not a member of the ENVI Committee, which will lead on the file, it is assumed he will be shadow for the opinion submitted by the Industry Committee (ITRE). He stated that the file will be central to advancing the EU's energy security and clean technology industrial leadership and emphasised that reducing fossil fuel consumption in road transport is key to meeting climate objectives.

Mr Pellerin-Carlin's announcement is at linkedin.com/posts/thomas-pellerin-carlin-0474334b_im-pleased-to-share-that-i-have-been.

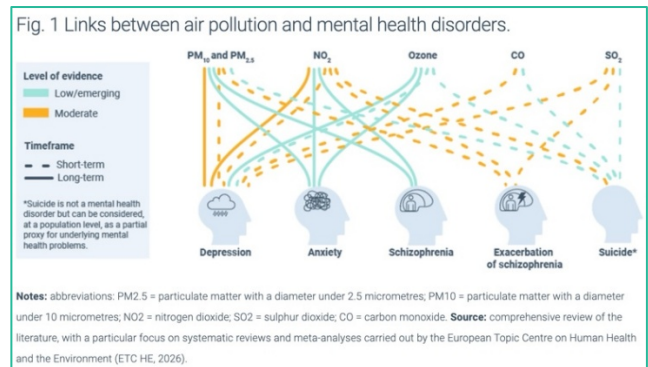
EEA Briefing on Links of Pollution to Mental Health Issues

On 3 March 2026, the European Environment Agency (EEA) published a briefing saying that reducing pollution, in line with the EU Zero Pollution action plan, could improve mental health across Europe.

The EEA says a significant correlation between exposure to pollution (especially air, noise and chemicals) and mental

health issues is emerging in scientific studies, even though more research is needed to establish a clear causality link.

The briefing covers different examples from each of the pollutants. It shows that outdoor air pollution during critical stages of brain development — for example in utero, childhood and early adolescence — is associated with structural and functional brain changes, that long-term exposure to poor air quality (mainly PM_{2.5} and NO₂) is linked to an increased prevalence or risk of new onset depression, and that short-term peaks of exposure are associated with worsening schizophrenia symptoms.



The briefing can be found at eea.europa.eu/en/newsroom/news/exposure-to-pollution-linked-to-depression-anxiety-and-other-mental-health-issues.

NORTH AMERICA

Removal of US EPA Requirement for Diesel Exhaust Fluid Sensors

On 31 March 2026, the US Environmental Protection Agency (EPA) issued a press release stating that Administrator Lee Zeldin has issued new guidance making it clear Diesel Exhaust Fluid (DEF) sensors are no longer required, and NOx sensors can be used instead to meet regulatory requirements.

The statement says the new guidance is part of a series of Trump EPA actions to “provide much needed relief and give American operators countless hours of lost time and productivity back”. In August 2025, Administrator Zeldin issued guidance urging manufacturers to revise DEF system software in existing vehicles and equipment to “massively reverse deratements that burdened Americans” across the country. In February 2026, EPA demanded critical data on DEF system failures from the 14 manufacturers that account for over 80% of all products used in DEF systems. The same month, EPA reaffirmed American farmers and operators have the Right to Repair their own equipment, including “faulty” DEF systems. Additionally, in the near future, EPA will be issuing a new deregulatory proposal to completely remove all DEF deratements for new vehicles and engines.

The press release is available to read at epa.gov/newsreleases/icymi-epas-new-guidance-removes-requirement-diesel-exhaust-fluid-def-sensors-saves.

ASIA-PACIFIC

India's Transition to WLTP Testing

On 5 February 2026, the Indian Ministry of Road Transport and Highways (MoRTH) announced in the Gazette of India that India will transition emissions testing to the Worldwide harmonised Light Vehicle Test Procedure (WLTP) from 1 April 2027.

The new testing cycle will replace the current Modified Indian Driving Cycle (MIDC) standard and aims to deliver fuel efficiency and emissions figures that better reflect real-world driving conditions. The move applies to M1 and M2 vehicles and select commercial vehicles up to 5 tons.

The notification in the Gazette of India is at egazette.gov.in/WriteReadData/2026/269923.pdf.

Indian Agricultural Tractor Standards

In March 2026, India's Ministry of Road Transport and Highways (MoRTH) proposed draft amendments to the Central Motor Vehicles Rules that defer tighter norms for the 25-75HP segment until 2032.

The draft rules keep the existing TREM IIIA norms unchanged for the 25–75 HP segment until 2032, offering this high-volume category additional time before transitioning to the stricter standards.

The amended rules propose that tractors above 75 HP (more than 56 kW) and below 25HP (less than 19 kW) move to TREM V from 1 October 2026. Currently, tractors below 50HP fall under TREM IIIA, while those above 50HP follow TREM IV.

For tractors above 75 HP, the draft aligns TREM V requirements with the earlier TREM IV framework, introducing tighter limits for carbon monoxide, nitrogen oxides, non-methane hydrocarbons and particulate matter.

The 25-75HP category will transition in phases. The 25-50 HP range (19-37kW) will move to TREM IIIAA from 1 April 2028 and to full TREM V from 1 April 2032. The 50-75HP band (37-56kW), currently under TREM IV, will also move to TREM V from 2032.

The proposed norms bring Indian regulations closer to European Stage V standards. Under TREM IIIAA, the 25-50HP category will follow limits of 5.0g/kWh for CO, 4.7g/kWh for HC+NO_x and 0.35g/kWh for PM.

When TREM V is implemented in 2032, PM limits are tightened to 0.015g/kWh, and a particle number cap of 1×10^{12} /kWh is introduced.

The government intends to make the draft notification effective 30 days after publication following stakeholder feedback.

Testing protocols will shift from TREM IV to TREM V after October 2026, while existing procedures will continue for categories not yet covered by the rollout.

A report on the proposed standards is at auto.economicstimes.indiatimes.com/news/government-to-implement-strict-trem-v-emission-norms-tractors/129083599.

UNITED NATIONS

World Forum for Harmonisation of Vehicle Regulations Meeting

The 198th 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 10 to 13 March 2026.

Regarding the 1958 UN Agreement, several draft amendments to existing UN Regulations, originally submitted by GRPE, were adopted by WP.29., as part of the transposition of the European Euro 7 emissions standards into the relevant UN Regulations.

In addition, the two new proposals for new UN Regulations respectively No. [179] on the Laboratory Measurement of Brake Emissions for Light-Duty Vehicles and No. [180] on On-Board monitoring (OBM) Systems, Environmental Vehicle Passport (EVP) and In-vehicle Display of Environmental Data were adopted. The UN communication services published two press releases on these adoptions on the new UN Regulation, which will ensure lifetime monitoring of vehicle pollution and the adoption of global standard to measure and limit brake particle emissions.

The two press releases are at unece.org/media/transport/Vehicle-Regulations/press/412087 and unece.org/media/transport/Vehicle-Regulations/press/412081.

RESEARCH SUMMARY

Air Quality, Sources and Exposure

Mobility scenarios and their impact on air quality in the city of Naples, Santo Lino, et al.; *City and Environment Interactions* (April 2026), Vol. 30, 100340, [doi: 10.1016/j.cacint.2026.100340](https://doi.org/10.1016/j.cacint.2026.100340).

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Emissions Control, Catalysis, Filtration

Facet-dependent N₂O decomposition over morphology controlled Co₃O₄ catalyst, Hongyu Zhao, et al.; *Fuel* (September 2026), Vol. 420, 138946, doi: [10.1016/j.fuel.2026.138946](https://doi.org/10.1016/j.fuel.2026.138946).

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Transport, Climate Change and Emissions

Cradle-to-Grave Lifecycle Analysis of U.S. Medium- and Heavy-Duty Vehicle-Fuel Pathways: A Greenhouse Gas Emissions Assessment of Current (2021) and Future (2035) Technologies, Jarod Kelly, et al.; *Environmental Science & Technology* (February 2026), Vol 60, Issue 7, doi: [10.1021/acs.est.5c10480](https://doi.org/10.1021/acs.est.5c10480).

Tailored recovery of platinum group metals by co-treatment of spent automotive catalysts and copper dross, Jiali Yu, et al.; *Journal of Environmental Chemical Engineering* (June 2026), Vol. 14, Issue 3, 122297, doi: [10.1016/j.jece.2026.122297](https://doi.org/10.1016/j.jece.2026.122297).

FORTHCOMING CONFERENCES

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

International ICE Forward Symposium

3-5 June 2026, Bologna, Italy
eventi.unibo.it/international-ice-forward-symposium-2026/special-issue-asme-jerta

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/~boxtj/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

Argus AdBlue® Conference Day

21 October 2026, Prague, Czech Republic

argusmedia.com/en/events/conferences/adblue-conference-day

Annual POLIS Conference

2-3 December 2026, Brussels, Belgium

polisnetwork.eu/2026-annual-polis-conference

International Engine Congress

23-24 February 2027, Baden-Baden, Germany