

AECC NEWSLETTER

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EUROPE

Entry into Force of 2040 Climate Target

On 7 April 2026, Regulation (EU) 2026/667 entered into force, following its publication in March (see AECC News of 20 March 2026).

The Regulation relates to the setting of a European Union intermediate climate target for 2040.

The Regulation is in the Official Journal at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202600667.

EC Consultation on HDV OBFCM

On 17 April 2026, the European Commission launched a consultation on the Commission's draft Implementing Regulation establishing a detailed procedure for collecting real-world data relating to CO₂ emissions from heavy-duty vehicles, i.e. On-Board Fuel Consumption Measurement (OBFCM). The consultation is open until 15 May.

During the 4-week consultation period, stakeholders will have the opportunity to share their feedback on the Regulation.

The measure would define 'real-world data' as the lifetime values and static accumulated data obtained from on-board fuel and electric energy consumption monitoring devices.

Article 2 would then list the data to be collected by Member States from 1 January 2028, for new heavy-duty vehicles registered from 1 July 2027 and equipped with on-board consumption monitoring devices. This data would need to be reported annually to the Commission, via a data transfer to the European Environment Agency (EEA), by 30 November of each year.

The Implementing Regulation would consider the bodies or establishments responsible for roadworthiness testing, and the EEA, as 'controllers' under the General Data Protection Regulation (GDPR) and Regulation (EU) 2018/1725, respectively.

The Commission will submit the final text for the approval of the Climate Change Committee, who will issue an opinion either through a vote at an upcoming meeting, or via written procedure.

Should the Committee offer a favourable opinion, or not issue an opinion at all, the Commission will be empowered to adopt the measure.

The consultation page is at ec.europa.eu/info/law/betterregulation/haveyoursay/initiatives/14357-Heavy-duty-vehicles-real-world-fuel-consumption.

ENVI Consideration of Amendments on Critical Raw Materials Act Opinion

On 16 April 2026, MEPs on the European Parliament's Environment (ENVI) considered the amendments on the ENVI opinion on the revision of the Critical Raw Materials Act

(Regulation (EU) 2024/1252). The file has been referred to ITRE as the lead committee, with ENVI responsible for delivering an opinion.

The proposal revises some provisions of the CRMA with the aim of simplifying procedures, enhancing circularity, increasing recycling capacity and strengthening the secondary market for critical raw materials. In particular, Articles 28 and 29 on the recycling of permanent magnets fall within ENVI's competences. The large majority of the amendments focus on improving the framework for recycling and reuse of critical raw materials, notably rare earths, in line with environmental and circular economy objectives. A total of 107 amendments have been tabled for consideration. The vote on the draft opinion is scheduled for 27 April 2026.

The ENVI press release is at europarl.europa.eu/committees/en/envi-opinion-of-critical-raw-materials-c/product-details/20260413CAN77548.

Zero Pollution Stakeholder Platform

On 7 April 2026, the European Commission opened a call for new experts to apply to join the Zero Pollution Stakeholder Platform. The renewed platform will continue to work to achieve the Commission's zero pollution ambition.

The Platform will: identify and address social, economic and cultural barriers slowing the transition towards zero pollution; facilitate the exchange of views, experiences and good practices; highlight effective strategies, investments, innovations, digital solutions and skills development that support zero pollution; and promote international cooperation.

The call for new experts comes at the midway point towards the 2030 zero pollution targets, which the Commission says can only be achieved if efforts are increased to implement the new or revised legislation on air, water, soil, waste, chemicals and nature.

Organisations with experience in the following areas are encouraged to apply: pollution prevention and control; management of air, noise, water, marine and soil pollution; reducing pollution from chemicals, products and waste; pollution governance and implementation; financing, investment and infrastructure; research, innovation and digitalisation; and industry and skills.

The Director-General for Environment will appoint up to 50 members for a five-year term. The Directorate-General for Environment will also chair the platform, alongside a member from the Committee of the Regions and from the European Economic and Social Committee.

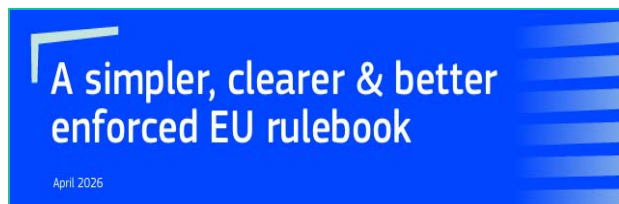
Selected applicants are expected to contribute to the development of a three-year work programme, which will be reviewed annually; to attend biannual meetings in Brussels, and to provide expertise and advice to support the implementation of the EU Water Resilience Strategy.

The first meeting of the renewed Platform is expected in the fourth quarter of 2026.

Details of how to apply can be found at environment.ec.europa.eu/news/commission-calls-experts-join-zero-pollution-platform-2026-04-07_en.

Commission Communication to Modernise EU Lawmaking

On 28 April, the European Commission presented its plan to modernise EU lawmaking, ensuring that laws will be clearer, simpler, more efficiently enforced, based on solid evidence and better aligned with the needs of citizens and businesses.



The Commission will act in five areas:

1. **Simplicity by design:** EU laws must be easy to understand, apply and enforce. The Commission aims to embed 'simplicity by design' into every proposal, ensuring clarity on who must act, how to comply, and the consequences of non-compliance.
2. **Strengthening the better regulation framework:** the better regulation system sets out the principles that the European Commission follows when preparing new initiatives. It is already among the most advanced in the world. It will be further improved to enhance transparency, stakeholder engagement and efficiency.
3. **Regulatory deep cleaning:** while the Union continues to pursue ambitious policies, it must also put its large stock of existing legislation in order. An Action Plan will tackle inconsistencies, overlapping and overly complex provisions in 12 priority areas.
4. **Tackling regulatory gold-plating:** the Commission will help Member States identify and tackle unnecessary complexity and barriers to the Single Market where they apply stricter or more extensive requirements than those set out in EU law.
5. **Faster, robust enforcement:** the Commission will strengthen enforcement of the Single Market rulebook in selected policy areas. A focus will also be placed on reducing the number of long-standing infringement cases.

The Commission says the European Parliament and the Council are essential partners in helping to make the objectives outlined in this Communication a reality. To that end, the Commission calls on the co-legislators to ensure that 'simplicity by design' and better regulation principles are applied consistently, by each Institution, during every legislative process.

The Commission identified transport as a priority sector to address regulatory inconsistencies, overlaps, and complexity, alongside climate, environment, and internal

market rules. The initiative targets all transport modes and aims to remove outdated requirements in road transport.

The planned revision of CO₂ standards for heavy goods vehicles will also assess simplification of monitoring and reporting provisions.

The Commission press release is available at europa.eu/commission/presscorner/detail/en/ip_26_901.

EPRS Briefing on Automotive Omnibus

On 14 April 2026, the European Parliamentary Research Service (EPRS) published a briefing on the EU automotive omnibus. This is the ninth omnibus package published by the Commission, and is an initiative aimed at simplifying the regulatory framework for the EU automotive industry and improving coherence and consistency between different regulatory requirements. It was put forward as part of the automotive package published on 16 December 2025.

The briefing looks at procedural information, the "issue", the main points of the proposal, the prior positions of the European Parliament and other EU institutions, the preparation of the proposal and various points of view.

It explains the issue in terms of the competitiveness of the EU automotive industry and puts it into the context of the industrial action plan for the European automotive sector. This action plan aims to help secure the global competitiveness of the EU automotive industry and maintain a strong European production base.

The automotive omnibus includes two legislative proposals, one relating to the simplification of technical requirements and testing procedures for motor vehicles, the other exempting certain light commercial vehicles (N2 category) from the requirement to install and use a speed limitation device.

The briefing covers aspects of the Euro 7 Regulation 2024/1257 regarding EU-level OBM/OBFCM data infrastructure, explaining that the proposal aims to introduce specific rules for managing OBM data by the above authorities under the Euro 7 Regulation. It would authorise the Commission to adopt implementing acts to ensure that such data are received, compiled, processed and stored in a harmonised manner at the EU level. This would enable vehicle manufacturers to enjoy a more streamlined process, instead of having to interact with various national systems. The proposal would also remove the Type 6 low-temperature laboratory test from the Euro 7 Regulation, as well as amending the Euro 7 Regulation to refer to vehicle categories, rather than vehicle types for Euro 7 engine type-approval of heavy-duty vehicles.

Highlighting the prior positions of EU institutions, the briefing says Parliament has expressed its commitment to simplifying and digitalising the EU's regulatory framework to foster a more competitive business environment. In its resolution of 19 June 2025 on the Clean Industrial Deal, Parliament also welcomed the industrial action plan for the automotive sector.

Meanwhile, the European Council called for an ambitious simplification agenda and measures to prevent excessive regulation. More recently, in its conclusions of March 2026, the European Council called on the other institutions and the Member States to continue simplifying rules and reducing administrative burdens by applying the 'Think small first' principle. It has urged the co-legislators to agree on all pending omnibus packages before the end of 2026.

Looking at the preparation of the proposal, the briefing points out that the Commission did not consider it feasible to conduct an impact assessment for its proposal. The Commission asserts that its proposal reflects broad stakeholder input, through initiatives such as the strategic dialogue on the future of the European automotive industry launched in January 2025, the public consultation on the future of the European automotive industry, bilateral exchanges with industry and other stakeholders, a meeting with the Motor Vehicle Working Group, and a targeted stakeholder consultation in the form of an online survey launched on 14 October 2024. According to the Commission, stakeholders have shown strong support for the proposed measures. It claims that the amendments would entail significant annual cost savings of €706 million.

In terms of stakeholder views, the briefing says ACEA generally welcomes the automotive omnibus but argues that further regulatory simplification is still needed for the automotive sector. Tyres Europe considers that excluding tyres from the Implementing Act on In-Service Verification (ISV) under the Heavy-Duty Vehicle Emissions Regulation – which overlaps another regulation – would have been a quick and effective change. CECRA, the European umbrella organisation grouping national automotive trade associations and European brand dealer councils, welcomes the automotive omnibus package as a significant step towards greater regulatory clarity. The briefing also quotes AECC as welcoming the automotive package but regretting that the omnibus proposes a weakening of Euro 7 standards, which already fail to meet the level of ambition that EU industry can deliver. AECC also claims that, if adopted as proposed, the automotive omnibus would undermine progress on air quality and negatively impact the health of European citizens in everyday life.

The briefing is available to read at [europarl.europa.eu/RegData/etudes/BRIE/2026/785705/EPRS_BRI\(2026\)785705_EN.pdf](http://europarl.europa.eu/RegData/etudes/BRIE/2026/785705/EPRS_BRI(2026)785705_EN.pdf).

Briefing on Emissions Trading System for Stationary, Aviation and Maritime

On 14 April 2026, the European Parliamentary Research Service (EPRS) published a briefing on the update of the EU emissions trading system (ETS) for stationary installations, aviation, and maritime transport.

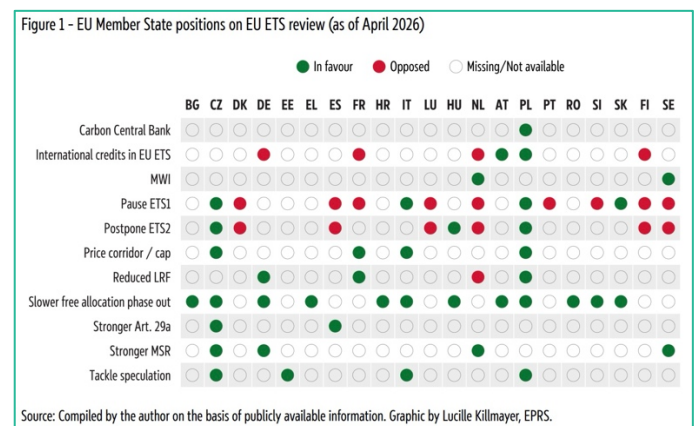
It considers developments and insights from the European Commission, why the initiative is important, and Member State positions and interested parties' opinions.

The briefing says that The Commission's October 2025 version of its 2026 work programme confirmed the revision timeline with ETS1 and market stability reserve (MSR) proposals planned for the third quarter of 2026. In February 2026, the President of the Commission confirmed the upcoming reform of the EU ETS should take place in summer 2026. In April 2026, the Commission confirmed the review of the EU ETS will follow in July 2026. The update of the EU ETS for stationary installations, aviation, and maritime transport, and the relevant market stability reserve; is a legislative initiative under the Commission priority 'A new plan for Europe's sustainable prosperity and competitiveness', part of the 2024-2029 Commission's list of priorities.

The document explains that the ETS1 is a market based instrument, covering GHG emissions from electricity and heat generation, manufacturing industries, maritime transport, and aviation within the European Economic Area (EEA). Installations, aircraft and ship operators in the sectors covered by the ETS1 are required to buy allowances in the carbon market and surrender them annually to compensate for their GHG emissions footprint. A percentage of certificates is provided for free for certain sectors. One carbon certificate equals one tonne of carbon dioxide equivalent (t/CO₂ e).

The upcoming Commission proposals to update the EU ETS1 and MSR would define the EU ETS legislative framework post-2030. Article 1 of Directive 2003/87 on the EU emissions trading system (EU ETS Directive) states that the directive contributes to the achievement of the Union's climate neutrality objective and its climate targets. An EU ETS target for 2040 will now follow, aligned with the new 90 % net GHG emission reduction target of the European Climate Law. The new EU ETS target for 2040 is the overarching issue to address in the revision of the EU ETS Directive, as it will define the overall ambition of the system, therefore impacting all other issues at stake.

The paper then analyses Member State positions, showing how some are in favour of pausing the EU emission trading system, some prefer a reduced linear reduction factor, while others want a slower free allocation phase-out and/or to tackle carbon price fluctuations.



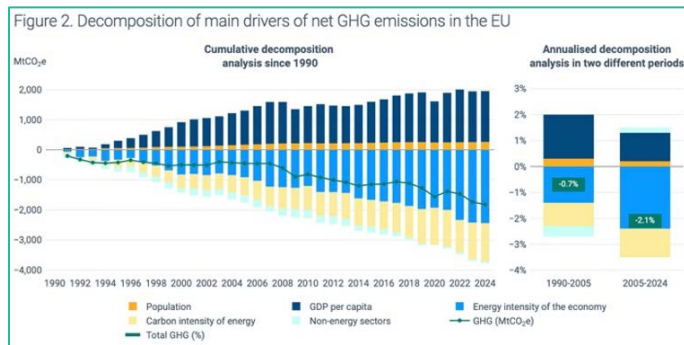
The briefing can be found at [europarl.europa.eu/RegData/etudes/BRIE/2026/785707/EPRS_BRI\(2026\)785707_EN.pdf](https://europarl.europa.eu/RegData/etudes/BRIE/2026/785707/EPRS_BRI(2026)785707_EN.pdf).

EEA EU Greenhouse Gas Data Update

On 17 April 2026, the European Environment Agency (EEA) published the official EU greenhouse gas emissions data sent to the United Nations Framework Convention on Climate Change (UNFCCC).

According to the briefing, the European Union's greenhouse gas emissions fell a further 3% between 2023 and 2024, bringing the EU's total emission reductions to 40% below 1990 levels.

It says that over the last 34 years, the overall decline in EU's net domestic emissions was driven by a larger share of renewable energy, the use of less carbon intensive fossil fuels, improved energy efficiency, and structural economic changes.



The largest absolute cuts occurred in electricity and heat production, manufacturing and construction, residential combustion, and iron & steel (including energy-related emissions).

Road transport emissions rose for both passenger and freight modes despite more efficient and electric vehicles, as growth in transport demand outpaced those gains.

Electricity and heat production, residential and industrial sectors delivered the top three emission reductions.

Emissions from electricity and heat production fell 58% since 1990, reflecting efficiency gains and a shift to lower-carbon fuels.

Between 1990 and 2024, thermal power station use of solid and liquid fuels fell 68% and 86% respectively, while natural gas use rose 44% (though emissions from gas fell nearly 18% since 2022). Coal consumption in 1990 was more than three times the 2024 level.

Renewables' share in electricity and heat generation has grown substantially, and CO₂ per unit of fossil energy produced has declined.

The report says that EU and Member State policies drove much of the decline: agricultural and environmental

measures from the 1990s, and climate and energy policies since 2005. Notably, this includes the EU Emissions Trading System (ETS) and national measures for sectors outside the ETS.

The EEA briefing can be found at eea.europa.eu/en/newsroom/news/the-eu-has-cut-its-greenhouse-gas-emissions-by-40-since-1990.

EEA 2026 Air Quality Report

On 30 April, the European Environment Agency (EEA) issued a press release on the 2026 Air Quality Report. EEA says most air quality monitoring stations in Europe achieve current EU legal standards for key air pollutants. However, the levels of key pollutants, like particulate matter, benzo(a)pyrene and especially ground-level ozone remain a significant problem.



For some pollutants the distance to the 2030 standards is significant. This is especially the case for particulate matter (PM); in 2024 30% or more of the reported monitoring stations recorded particulate matter concentrations above the revised standards, the EEA analysis says. Also importantly, for most pollutants, air pollutant concentrations remain well above the levels established by the WHO air quality guideline levels, with more than 9 out of 10 Europeans exposed to air pollution concentrations above those particulate matter (PM_{2.5}) and ground-level ozone (O₃) levels, especially in cities. Reducing air pollution reduces impacts on health and associated economic costs such as healthcare, reduced productivity and absenteeism caused by pollution-related illnesses.

EEA states that to achieve the targets, from 2026 onwards Member States will be required to implement air quality roadmaps for pollutants where the concentration is above the level specified in the revised 2030 standards.

The revised EU Ambient Air Quality Directive significantly tightens air quality standards, aligning them more closely with WHO recommendations.

Ozone is of particular concern. Ground-level ozone levels have not decreased significantly, despite overall reductions in emissions of key ozone precursors pollutants. This complex pollutant is formed in the lower atmosphere when

sunlight triggers photochemical reactions between ozone forming pollutants, like nitrogen oxides (NO_x) and volatile organic compounds (VOCs). As a result, reducing ozone levels is more challenging than reducing other major air pollutants. The briefing warns that climate change is expected to worsen ozone pollution in Europe because of increased frequency and intensity of heat-related meteorological conditions that enhance ozone formation.

The press release is available at eea.europa.eu/en/newsroom/news/progress-in-improving-europes-air-quality-but-further-action-needed-to-address-2030-limits-ground-level-ozone.

Joint EU Vision on R&I for Automotive Technological Competitiveness

On 26 March 2026, the European Commission made available the Joint EU Vision on Research and Innovation for the Technological Competitiveness of the EU Automotive Sector. The Commission says this strategic document guides research and innovation actions for achieving a green and digital transition whilst boosting Europe's automotive competitiveness, creating jobs and growth, and protecting the environment. The publication presents the research and innovation dimension of the EU Action Plan for the Automotive Industry, published in 2025, which addresses the "urgent need to maintain Europe's industrial leadership".

The Joint Vision emerges from the Strategic Dialogue on the Future of the European Automotive Industry, which brought together industry, social partners, Member States, and European institutions.

The document considers several "strategic technology domains", which are assessed regarding their economic, environmental and societal impacts.

Within the domain of clean mobility, the report looks at electrified powertrains, including opportunities for more efficiency, cost reduction, including technologies substituting critical materials, improved durability and lightweight solutions, and predictive maintenance.

It also studies the circular economy, including recycling, remanufacturing and reuse.

The Joint Vision was developed by a broad representation of European automotive stakeholders, in close coordination with the relevant European Commission services (in particular Directorate-General Research and Innovation/DG RTD, and Directorate-General Mobility and Transport/DG MOVE), supported by the three associations representing the private side of the Horizon Europe Co-programmed Partnerships "Towards zero emission road transport partnership" (2ZERO), "Connected Cooperative Automated Mobility" (CCAM) and "European Partnership for Batteries" (Batt4EU). The document was also subject to a consultation with all relevant European Associations acting in the automotive sector.

The Joint Vision is available to download from op.europa.eu/en/web/eu-law-and-publications/publication-detail/-/publication/d6b2f6f5-f5af-11f0-b9bc-01aa75ed71a1/en.

AECC Feedback on Taxonomy Climate Regulation

On 14 April 2026, AECC submitted its comments on the draft amendment to Delegated Regulation (EU) 2021/2139 as regards enhancing the usability of the EU Taxonomy technical screening criteria.

The overarching objectives of the EU Taxonomy as a tool to accelerate the transition to climate neutrality. AECC however calls for consideration of all decarbonisation pathways to achieving the EU's long-term climate objectives. AECC recommends a technology-neutral approach to ensure all complementary technologies innovate while helping us to reach a net-zero economy in a more resilient, competitive, and affordable way.

AECC's response points out that life-cycle assessment studies, including AECC's own data, demonstrate that all powertrain technologies result in similarly low GHG emissions when operated on renewable energy/fuel.

It goes on to say that applying this principle is currently under consideration in the review of the LDV CO₂ emissions standards and it is expected to be considered in the upcoming reviews of the Renewable Energy Directive and HDV CO₂ emissions standards. It is therefore essential that all EU Regulations coherently apply the technology-neutrality principle, also in the EU Taxonomy.

AECC also states that an inclusive and flexible decarbonisation framework needs to be established to allow the automotive sector to effectively contribute to the EU's climate goals while securing its long-term resilience and competitiveness. Only by fully embracing technological neutrality can we ensure that the transition is economically viable, environmentally sound, and socially fair.

The role of vehicles running exclusively on e-fuel and biofuel should generally be recognised for all transport modes, relying on the Renewable Energy Directive requirements for the fuels. The response points out that the current draft text only applies this to the case of trains and limits the type of fuels under scope. AECC finally refers to the work of the Working Group on Monitoring Methodologies on this topic.

AECC's feedback to the draft Regulation is at ec.europa.eu/info/law/betterregulation/haveyoursay/initiatives/14875-Sustainable-investment-review-of-the-EU-taxonomy.

AECC Feedback to Public Consultation on Data Centre Energy Efficiency

On 23 April 2026, AECC submitted feedback to a European Commission public consultation on a draft rating scheme for data centres in Europe.

AECC notes in its response that energy consumption and environmental resources such as water are covered, but not

pollutant emissions. It states that back-up power generators do emit significant amount of pollutant emissions during the monthly testing phase because they are exempted from environmental requirements under the Medium Combustion Plant Directive (MCPD). These back-up power engines are consequently not equipped with a catalyst and filter, which is available and installed on variants of the engine for other stationary operation, following MCPD requirements. AECC therefore calls for pollutant emissions coverage under the data centre rating scheme.



AECC takes the opportunity to welcome the proposed reduction in monitoring frequency for backup generators under the Environmental Omnibus because it is linked to compliance with NRMM Stage V emission limits for generator sets (category NRG). AECC considers it important to note that NRMM Stage V emission requirements are not identical across all engine categories. In particular, Stage V for generator sets (category NRG) does not include a particle number (PN) limit, whereas such a requirement applies to the main category NRE. As a result, the engine systems are not expected to be equipped with a particulate filter, resulting in too high particulate emissions. As backup generators are increasingly deployed near populated centres, AECC believes it is appropriate that these regulatory differences are acknowledged and reassessed.

The response states that AECC looks forward to the publication of the European Commission report on In-Service Monitoring of Stage V machines, which is expected soon as the deadline was originally set at 31 December 2025. This report will be a basis to assess the effectiveness of existing regulatory frameworks on non-road and stationary engines. Finally, AECC looks forward to the upcoming review of the MCPD.

AECC's feedback is available to read at ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/16035-Energy-efficiency-rating-scheme-for-data-centres-in-Europe.

GENERAL

T&E Car Labelling Revision Proposals

On 31 March 2026, Transport & Environment (T&E) published a paper presenting its position on the revision of the EU car labelling rules. These were proposed as part of the revision of the car CO₂ standards regulation when the

Commission presented its automotive package on 16 December 2025.

The paper welcomes the proposal to integrate the new car labelling rules under the car CO₂ standards regulation, as it can ensure harmonised implementation and information for all consumers across the EU, as existing rules have been implemented in a patchwork manner with different parameters and metrics applying to labels in different Member States.

T&E does however say that the Commission has “missed an open goal” by not including real-world data on emissions in its proposal. It adds that making this information transparent would both better inform consumers and increase pressure on OEMs to improve real-world vehicle performance.

The briefing goes on to say that for all cars (including used cars), real-world data should be available on the label and in the product database (accessible to consumers via the QR code). Whenever possible, this information should be based on vehicle model fleet-wide averages from the official on-board-fuel-consumption meters (OBFCM) data and updated on an annual basis.

For ICEs, this includes fuel consumption and CO₂ emissions. For new car models, where real-world data is not yet available, T&E says labels should reflect real-world CO₂ emissions by using an OEM-specific ‘uplift factor’ (a regulatory multiplier calculated using OBFCM data averaged for each carmaker).

Overview of T&E proposals for information requirements in new car label and product database:

Car label (information coming from vehicle Certificate of Conformity) <i>Provided by distributor</i>	Product database All info in column 1 + the following: <i>Provided by OEM</i>	Information provided by distributor to consumer - related to the individual vehicle (all info below is already available as in-vehicle display of envi data)
OEM, M1 or N1, commercial name, QR code, CO2 emissions + rank (A-G), Fuel consumption*, Electric consumption*, Electric range*	Vehicle model, Test mass (in kg), date of end of production of vehicle model*, Hybrid class*, fuel*, RDE emission data (NOx and PN), LCA emissions**, Made in EU (Y/N)**, Small BEV (Y/N)**	Distributor shall inform consumer of vehicle's current traction battery state of health*
Real world CO2 emissions: based on OEM-specific 'uplift factor' (calculated using OBFCM data from previous year)	Real world CO2 emission and consumption per vehicle model based on average of all OBFCM data points (dynamic data updated annually)	NOx emissions, fuel/electrical energy consumption*, virtual distance V2X*
Made in EU (Y/N)	Battery info: battery capacity, chemistry and origin	
Carbon footprint (in tCO2) (once available)		

COM proposal
T&E recommendation
* if applicable
** optional

T&E proposes that for BEVs, range and electric consumption (city, highway and combined; for both mild weather and cold weather) are included, as well as charging power (max rated charging capacity, and time to charge from 20% to 80% at the max power based on real-world charging curves).

It also says that where vehicle-specific data on the real world environmental performance of used cars is available (from the in vehicle display), this should also be provided to consumers by distributors.

The T&E briefing is at uploads.transportenvironment.org/production/files/2026_03_Car_labelling_revision_briefing.pdf?dm=1774969972.

RESEARCH SUMMARY

Air Quality, Sources and Exposure

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FORTHCOMING CONFERENCES

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-asmе-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/~boxtti/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