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EUROPE

Regulation on Calculation of Heavy-Duty Vehicle Emission Credits

On 7 May 2026, Regulation (EU) 2026/1046 was published in the Official Journal of the European Union. This amends Regulation (EU) 2019/1242 as regards the calculation of emission credits for heavy-duty vehicles for the reporting periods of the years 2025 to 2029.

Regulation (EU) 2019/1242 sets out the CO_2 targets for new heavy-duty vehicles. It sets progressively stricter CO_2 emissions reduction targets for manufacturers. Those targets provide long-term certainty and predictability for investors along the value chain, while allowing sufficient lead-in time for a just transition towards climate neutrality.

The Regulation states that in order to facilitate compliance with the targets applicable as of 2030 and in light of the delay in the deployment of the public charging infrastructure along motorways for heavy-duty vehicles, manufacturers should be able to generate more emission credits before that year, which might also incentivise the earlier deployment of zero-emission heavy-duty vehicles.

During the reporting periods of the years 2025 to 2029, manufacturers should therefore collect emission credits if their specific CO_2 emissions are below the specific CO_2 emissions target rather than below the CO_2 emissions reduction trajectory.

The Regulation can be found at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202601046.

EP ENVI Rapporteur Salini Draft Report on 2035 CO_2 Standards for Cars and Vans

On 7 May 2026, Environment, Public Health and Food Safety (ENVI) Committee rapporteur MEP Massimiliano Salini (EPP, IT) presented his draft report on the proposal for a regulation amending Regulation (EU) 2019/631 as regards CO_2 emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC.

The document proposes lowering the overall 2035 emissions reduction target for cars to 90% and for light commercial vehicles to 80%. It also states that vehicle manufacturers of passenger cars and light commercial vehicles should be able to use sustainable renewable fuels credits and low-carbon steel credits to reach the CO_2 reduction targets.

Under the proposal, vehicle manufacturers should be able to reach CO_2 emissions reduction targets through the contribution of up to 10% eligible fuel credits and up to 7% for low-carbon steel credits of the manufacturer specific reference target of 2021.

MEP Salini says the Commission proposal lacks a clear regulatory signal to enable the full deployment of renewable fuels, despite their relevance for the decarbonisation of road transport. To address that gap, a dedicated category for vehicles running exclusively on eligible fuels (VEEF) should be introduced, ensuring proper recognition of their decarbonisation potential. For the purposes of this Regulation, such vehicles should be classified as zero-emission, contributing to manufacturers' targets through the attribution of a zero tailpipe emission value, equivalent to battery electric vehicles.

In his explanatory statement, the rapporteur says technological neutrality must be given concrete effect in the Regulation. The Commission proposal introduces for the first time credits for renewable fuels and low-carbon steel but limits their use to the period after 2035. The rapporteur considers these mechanisms should count towards achieving the emission targets and apply from the entry into force of the Regulation, in order to incentivise investment without delay and to avoid creating an unnecessary regulatory imbalance between different decarbonisation pathways.

He adds that the Renewable Energy Directive remains the main reference and most appropriate policy framework for determining and governing sustainable fuel feedstocks, since it sets binding sustainability criteria while defining at the same time limits for other feedstock categories. He says it is therefore appropriate to extend the definition of eligible fuels to cover all RED compliant fuels.

MEP Salini's draft report can be found at europarl.europa.eu/doceo/document/ENVI-PR-787667_EN.pdf.

EU Presidency Draft Compromise Text on LDV CO_2 Emission Standards

In preparation for the 4 May meeting of the Working Party on the Environment, the Cypriot Presidency of the European Council published a revised compromise text on the regulation amending Regulation (EU) 2019/631 as regards CO_2 emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC. The compromise text mainly concerns provisions on labelling.

The text does not yet address the revisions to the 2030 and 2035 emissions reduction targets or the related flexibilities. It provides that the planned 2035 review of the regulation should assess the effectiveness of the labelling framework and examine the feasibility of introducing an energy-efficiency-based vehicle label. It also adds battery charging time to the optional information included in the future public product database to be established by the European Commission one year after the rules enter into force.

The document (not public) can be requested from consilium.europa.eu/en/meetings/mpo/2026/5/wp-on-the-environment.

Cyprus Presidency Background Note on Industrial Accelerator Act

On 8 May 2026, the Cyprus Presidency of the European Council issued a background note on the Industrial Accelerator Act (IAA) in preparation for the Competitiveness Council meeting on 28 May.

The note explains that the three pillars of the proposal cover boosting demand to create lead markets for clean products, leveraging the power of the Single Market to attract quality foreign investments and accelerating decarbonisation project deployment.

It goes on to point out that the proposed act introduces low-carbon and/or Union origin requirements for selected products in strategic sectors, including: steel, cement (via concrete and mortar) and aluminium when used in construction and automotive sectors; electric, hybrid and fuel cell vehicles and key components; and a range of net-zero technologies.

These requirements are intended to interlink the IAA with other ongoing legislative proposals where such concepts are used, such as the proposal on the revision of the CO_2 emission standards for cars and vans and the clean corporate vehicles proposal.

Finally, the note asks Member States whether they think the measures in the proposed framework are sufficient to deliver acceleration of industrial capacity and decarbonisation in strategic sectors in the EU while also providing sufficiently strong demand signals and investment certainty to restore the competitiveness of EU strategic industries, and whether they consider that the proposed targeted European preference and low-carbon criteria in public spending can effectively support strategic sectors in preserving and expanding manufacturing capacity within the EU, with minimum additional administrative burden.

The background note is available to read at data.consilium.europa.eu/doc/document/ST-9116-2026-INIT/en/pdf.

Competitiveness Council Debate on IAA

On 28 May 2026, Ministers of the Member States held a policy debate on the Industrial Accelerator Act proposal from the European Commission during a Competitiveness Council in Brussels under the lead of the Cypriot Presidency.

While Member States were broadly supportive of efforts to improve industrial competitiveness in strategic sectors, several Ministers expressed concerns. France in particular criticised that under the current proposal approximately 90 countries could be considered European under Union-origin criteria. Italy stated that the file needs to advance urgently, or it will be too late. It also stated that the ongoing CO_2 review needs to be genuine and substantive, and that the principle of technology neutrality should be an underlying principle across all legislation. Slovakia argued that the proposed 70% Union-origin methodology for EVs should better account for EU-added value, including R&D, software, skilled labour and social contributions, while calling for a more gradual transition towards Union-origin requirements, including minimum component thresholds not applying before 2030.

Several Eastern European Ministers, including from Czechia, Hungary, Poland, and Romania warned that as-of-yet undefined low-carbon product criteria risk fragmenting the Single Market by disadvantaging their industries which are dependent on different national energy mixes. Austrian, Bulgarian, Greek, Estonian, and Romanian Ministers called for the IAA to be extended to additional strategic sectors such as shipbuilding and rail, with Austria criticising the lack of EV charging infrastructure in the proposal.

European Commission Executive Vice-President Stéphane Séjourné noted openness to the Commission being empowered to integrate additional sectors into the scope of the legislation through secondary legislation.

Ireland signalled that advancing negotiations on both the IAA and the broader European competitiveness agenda would be among the priorities of its upcoming Council Presidency.

The debate can be replayed at video.consilium.europa.eu/event/en/28503.

Parliamentary Debate on Sustainable Biofuels

On 21 May 2026, a plenary debate was organised in the European Parliament in Strasbourg on the need to adapt the EU legal framework on sustainable biofuels.

Within the debate comments were made on the role for biofuels for road transport. Environment Committee (ENVI) Coordinator Tiemo Wölken (S&D, DE) criticised rapporteur Massimiliano Salini's (EPP, IT) draft report on passenger car CO_2 standards, describing biofuels as a fallback solution that risks slowing electrification efforts.

Similar concerns were raised by Shadow Rapporteur Sigrid Friis (Renew, DK), who argued that biofuels should instead be prioritised for harder-to-abate sectors such as aviation and maritime. The Shadow Rapporteurs for the Greens and The Left echoed this position, with both groups questioning the long-term viability of biofuels for passenger vehicles. By contrast, the ECR and Patriots backed the EPP approach, criticising the European Commission's proposed role for biofuels as insufficient.

The parliamentary debate can be replayed at europarl.europa.eu/plenary/en/...MeetingId=20260521-0900-PLENARY#.

European Commission Consultation on Alternative Fuels Infrastructure

On 11 May 2026, the European Commission launched a consultation on a review of the EU Alternative Fuels Infrastructure Regulation (AFIR). It is open for comment until 3 August.

The consultation aims to ensure that all stakeholders can provide their views and input on the review of AFIR. The input gathered on the problem identified, possible solutions and impacts, as well as relevant implementation considerations, will help inform the preparation of this review.

The consultation can be found at ec.europa.eu/info/law/betterregulation/haveyoursay/initiatives/16672-Reexamen-des-regles-de-lUE-relatives-a-linfrastructure.

ENVI Committee Exchange of Views with Commissioner Hoekstra

On 4 May 2026, members of the European Parliament's Environment (ENVI) Committee held an exchange of views with Wopke Hoekstra, Commissioner for Climate, Net Zero and Clean Growth, as part of the structured dialogue. This exchange provided an opportunity to discuss the implementation of the current Commission Work Programme and priorities for the coming months within his portfolio, including climate policy, industrial decarbonisation and international climate action.

Discussions focused on ongoing and forthcoming initiatives, including the revision of the EU ETS, national climate targets and flexibilities, CBAM, CO_2 standards and the climate resilience package. The exchange also provided an opportunity to follow up on the state of play and outlook of the Commissioner's portfolio, which includes the implementation of the 2030 climate and energy framework, the proposed 2040 emission-reduction target, the development of a post-2030 climate policy framework, as well as how to strengthen EU Climate Diplomacy. Additionally, Members followed up on the Clean Industrial Deal and the Industrial Decarbonisation Accelerator Act, the mobilisation of investment through the Innovation Fund, the development of a Single Market for CO_2 transport and storage, as well as the work on a European Climate Adaptation Plan.

A video of the meeting can be viewed (from 16:05) at multimedia.europarl.europa.eu/en/webstreaming/committee-environment-climate-foodsafety-ordinarymeeting_20260504.

European Parliament Votes on Roadworthiness Package

On 5 May 2026, the European Parliament's Transport Committee (TRAN) adopted Parliament's draft position on the revision of the EU rules on periodic roadworthiness tests for vehicles and roadside inspections for commercial vehicles, by 30 votes to 11, and with two abstentions.

To facilitate the free movement of people within the EU, the new rules would allow the technical inspection of a car to be conducted in an EU country other than its country of registration. This would result in an EU temporary roadworthiness certificate, valid for six months, while the next inspection would have to take place in the EU country where the vehicle was registered. MEPs want this possibility to apply to vans too.

TRAN voted against the Commission's proposal to shorten technical inspection intervals for cars and vans older than ten years from once every two years to annually, as they did not consider the measure to be proportionate or based on sufficient evidence that it would reduce accidents. MEPs also stressed that EU countries can already impose shorter inspection intervals.

MEPs support the proposal to include particle number (PN) and nitrogen oxide (NOx) measurements in periodic roadworthiness testing to improve air quality, albeit on a voluntary basis, leaving it to EU countries to decide on the extent of such testing.

They also advocate for periodic testing of whether a vehicle has complied with an outstanding mandatory recall, failing which it should not pass the inspection.

MEPs also back a proposal to remove the current flexibility for the periodic testing of heavy motorcycles (over 125 cc), to make it obligatory. They also support the extension of roadworthiness checks to electrically powered heavy motorcycles.

The current rules provide for an EU-level target of 5% of buses and trucks checked via technical roadside inspections. MEPs agree that the 5% should be a national target instead, and want roadside inspections to be extended to vans.

MEPs also agree that roadside inspections should also screen cars, motorcycles, vans, trucks and buses for their polluting emissions and require potentially high-emitting vehicles to undergo further technical inspections. EU countries could use the same system to tackle noise emissions.

By 32 votes to 10, and with one abstention, MEPs also decided to start talks with EU countries on the final shape of the legislation. This decision needs a green light from Parliament as a whole, scheduled to meet in mid-May.

The European Parliament press release is at europarl.europa.eu/news/en/pressroom/20260427IPR42014/meps-update-requirements-for-periodic-vehicle-checks.
The rapporteur's draft report is at europarl.europa.eu/doceo/document/A-10-2026-0139_EN.html.

On 21 May 2026, a European Parliament's plenary vote took place following a request from the PfE political group, challenging the 5 May 2026 decision taken in the Transport and Tourism Committee, in line with Rule 72 of Parliament's Rules of Procedure.

The EP endorsed the opening of negotiations with Council on revising the EU rules on periodic roadworthiness tests and roadside inspections for vehicles. With 369 votes in favour, 126 against and 84 abstentions, the EP agreed to proceed to the next stage of the legislative process of reviewing the requirements for periodic roadworthiness tests for cars.

Under the confirmed mandate, MEPs are in favour of providing drivers with more ways to get a car checked, but do not support a push to shorten the technical inspection intervals for cars and vans older than ten years from once every two years to annually.

To tackle odometer fraud and tampering on the second-hand car market, MEPs support a new requirement for vehicle repair garages to record cars' and vans' odometer readings and for manufacturers to enter readings from connected vehicles into a national database. However, to avoid additional work for small and medium-sized companies, they only want this requirement to kick in if the repair takes more than one hour.

MEPs also agree that roadside inspections should screen cars, motorcycles, vans, trucks and buses for their polluting emissions and require potentially high-emitting vehicles to undergo further technical inspections. Rapporteur Jens Gieseke (EPP, DE) will lead Parliament's negotiating team.

The European Parliament press release is at europarl.europa.eu/news/en/pressroom/20260520IPR43603/periodic-vehicle-checks-meps-ready-to-start-talks-with-council.

Transport Committee Vote on updated EU Road Charging Rules for Vehicles

On 5 May 2026, the Transport Committee (TRAN) of the European Parliament supported a Commission proposal to update EU road charging rules for vehicles in order to include the effect of trailers and semi-trailers on the CO_2 emission-differentiated charging of heavy goods vehicles, such as trucks and buses. The vote was carried by 31 votes to 10, with one abstention.

The TRAN press release states that although trailers do not emit emissions, they affect the total energy consumption of a vehicle combination by reducing overall emissions. Therefore, MEPs were convinced that the use of efficient trailers should be rewarded with the possibility to apply lower toll charges.

It adds that as the deployment of zero-emission heavy-duty vehicles is progressing more slowly than expected, the Transport and Tourism Committee wants to provide a temporary incentive for low-emission vehicles, especially for factory-equipped range-extender vehicles. They suggest allowing EU countries that apply toll exemptions to zero-emission vehicles to apply a 75% toll reduction for low-emission vehicles until 30 June 2031.

MEPs note that electrified transport refrigeration units (battery-powered or plug-in systems that replace diesel engines for cooling cargo in trucks and trailers) can contribute significantly to the decarbonisation of the road transport sector. They therefore argue that EU countries should be able to offer a proportionate reduction in tolls and user charges for vehicles equipped with these units.

To increase legal clarity and reduce implementation and administrative obstacles, MEPs also agreed to align the

current EU rules on road charges more closely with the EU rules setting CO_2 emissions targets for trucks and buses. New CO_2 emission standards for trucks and busses will kick in from 1 July 2026 and EU road charging rules should reflect this development.

By 35 votes to 6 the Transport Committee MEPs also decided to start talks with EU countries on the final shape of the legislation. This decision needs a green light from Parliament as a whole, scheduled to meet in mid-May.

The press release is at europarl.europa.eu/news/en/20260427IPR42015/low-emission-trucks-and-buses-should-benefit-from-reduced-road-tolls.

TRAN Committee Draft Report on Clean Corporate Vehicles

On 11 May 2026, co-rapporteurs Tiemo Wölken (S&D, DE) and François Kalfon (S&D, FR) issued their draft report on the proposal for a regulation on clean corporate vehicles.

They state that they support the aim of the regulation as well as the instruments chosen. They also deem the target levels (and the modulation by Member State based on GDP) to be largely appropriate, only proposing a moderate increase of ambition in cars for 2030 (from 45% to 54% zero-emission). For the cars target in 2035, given the likely state of the new car fleet at that point (based, e.g. on the CO_2 standards for cars), the rapporteurs deem it no longer necessary to have in place a combined zero- and low emission vehicle (ZLEV) target at that time, as a zero-emission vehicle (ZEV) target will provide a more targeted incentive to the decarbonisation of corporate fleets.

The co-rapporteurs also propose that Member States not only focus their support for corporate vehicles on zero and low-emission vehicles, but also make these vehicles available to lower- and middle-income households by providing support for the second-hand market.

MEPs Wölken and Kalfon strongly support the requirement for new corporate vehicles to be 'Made in the EU' as a pre-condition for financial support by the Member States. To preserve and create attractive industrial jobs in Europe and support industrial activities and sovereignty within the Union's territory, the Union should ensure that public money mobilised in the framework of this Regulation is targeted at vehicles 'made in the EU'. Following the adoption of the proposal for the Industrial Decarbonisation Accelerator Act (IDAA), further assessment is required as to the need to ensure consistency and coherence between the two pieces of legislation. The co-rapporteurs for now believe that a dynamic cross-reference to the IDAA is preferred and therefore propose to delete from the text the empowerment for a delegated act on the matter.

The TRAN draft report can be found at europarl.europa.eu/doceo/document/CJ46-PR-787931_EN.pdf.

AECC Feedback to Consultation on Environmental Omnibus

On 5 May 2026, AECC responded to the public consultation on the EC's Environmental Omnibus.

AECC says it welcomes the Commission's commitment to reduce the administrative burden on companies and public authorities in the European Union with the publication of the Environmental Omnibus. AECC however considers it essential that simplification does not lead to a weakening of environmental protection or undermining of the EU's air quality targets and climate objectives.

AECC specifically comments on the targeted proposal to simplify requirements for backup generators under the Medium Combustion Plant Directive (MCPD), saying it supports the proposed reduction in monitoring frequency for backup generators because it is linked to complying with NRMM Stage V emission limits for generator sets (category NRG).

AECC welcomes such proportionate and technically justified simplification when emissions compliance with a standard is present, because such emission compliance is lacking for the back-up generators in the Medium Combustion Plant Directive (MCPD) in general.

AECC also considers it important to note that NRMM Stage V emission requirements are not identical across all engine categories. The Stage V NRG requirements for HC and NOx emissions require application of an oxidation and DeNOx catalyst, but do not include a particle number (PN) limit. This is in contrast to the main Stage V category NRE. As a result, the engine systems are not expected to be equipped with a particulate filter, resulting in too high particulate emissions.

The feedback points out that as backup generators are increasingly deployed near populated centres, AECC believes it is appropriate that these regulatory differences are acknowledged and reassessed. AECC therefore 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 engines.

Finally, AECC looks forward to the upcoming review of the MCPD. AECC is committed to contribute to both review processes.

The AECC feedback is available to read at ec.europa.eu/info/law/better-regulation/initiatives/Simplification-of-administrative-burden-in-environmental-legislation.

NORTH AMERICA

EPA Proposal on Delay of Tier 4 Pollutant Standards

On 14 May 2026, the US Environmental Protection Agency (EPA) proposed to delay the compliance deadlines for emission standards for light-and medium-duty vehicles for two years until model year (MY) 2029.The EPA says its action is projected to save over $1.7 (€1.46) billion.

The press release states that in the years since the establishment of the 2024 Tier 4 emission standards, the assumptions about the trajectory of EVs have not come true, making the Tier 4 standards unattainable for manufacturers and drives up the cost of vehicles as they try to comply.

It goes on to say that if finalised, manufacturers would continue to comply with the "well-established and highly effective" Tier 3 standards, which currently deliver "substantial emissions reductions" of up to 80%, for MY 2027 and MY 2028 vehicles. EPA claims this would give adequate lead time for manufacturers to phase in Tier 4 standards with MY 2029 fleets that better fit consumer demand for fewer EVs.

EPA says the announcement is Part 1 of a comprehensive review of the Tier 4 standards. In Part 2, EPA plans to reconsider the Tier 4 programme, which may include proposed changes to the Tier 4 standards, implementation dates, phase-in schedules, and test procedures.

EPA will hold a 45-day public comment period on this proposal, until 6 July 2026.

The EPA press release is at epa.gov/newsreleases/epa-proposes-delay-unattainable-biden-era-vehicle-standards-projecting-17-billion.

GENERAL

NGO Letter on Remote Sensing in Roadworthiness Package

On 30 April 2026, a group of NGOs wrote to MEPs on the Transport (TRAN) Committee expressing concern about the weakening of remote sensing provisions in the current EP amendments to the EU Roadworthiness Package, which they say now aim to remove screening targets and delete core enforcement provisions.

The letter says remote sensing is a proven, mature and scalable technology that enables authorities to detect high emitting vehicles under real driving conditions. It adds that these vehicles represent 1 to 5% of the fleet while being responsible for 30% of NOx emissions, thus making them hard to detect during blind inspections. The signatories say pilot projects of remote sensing deployment have shown that this technology increases detection success rates from a random roadside check's 2% to over 50%, i.e. making them ~25 times more efficient.

The letter goes on to say that removing clear targets or minimum deployment rates for the use of this technology for fleet screening and roadside inspections would severely undermine air quality benefits and therefore fail to protect citizens' health. It also claims the lack of such targets would reduce the deployment of an important tool able to seriously improve air quality towards the already adopted 2030 targets.

The NGOs call for maintenance of a mandatory deployment level and letting Member States choose which enforcement actions to take; adoption of a progressive roll-out of remote sensing, with minimum deployment rates increasing over time; and incentives allowing reduced roadside inspection quotas once effective remote sensing systems are in place.

The letter is available to download from transportenvironment.org/articles/ngos-and-transport-businesses-call-for-maintaining-remote-sensing-provisions.

Launch of Air Quality & Mental Health Research Consortium

On 11 May 2026, Oxford Indices and Emissions Analytics launched the Air Quality & Mental Health Research Consortium (AQMHC).

This consortium has been created to bring together the evidence base, accelerate new research, and deepen understanding of how real-world air pollution affects mental health.

The AQMHC aims to Elevate awareness of this rapidly evolving field, encourage informed, evidence-based dialogue, identify gaps in knowledge, risk perception and behaviour, and create a collaborative space for scientists, clinicians, policymakers, businesses and communities.

The press release states that understanding the relationship between air quality and mental health will require better data, stronger collaboration and more real-world evidence across multiple disciplines.

More information can be found at linkedin.com/company/air-quality-and-mental-health-research-consortium.

RESEARCH SUMMARY

Air Quality, Sources and Exposure

Local climate zones as predictors of NO_2 in Barcelona: Towards healthier and more sustainable cities, Wang Wenyu, et al.; *City and Environment Interactions* (in press), doi: 10.1016/j.cacint.2026.100374.

Evaluating the impact of a 30 km/h speed limit reduction on NO_2 levels: A quasi-experimental controlled interrupted time series analysis, Emma Twai, et al.; *Environment International* (June 2026), Vol. 212, 110315, doi: 10.1016/j.envint.2026.110315.

Emissions Measurements and Modelling

Multi-objective cooperative control of N_2O and NOx for dual-SCR systems in diesel engines based on reinforcement learning, Xinke Chen, et al.; *Applied Thermal Engineering* (in press), doi: 10.1016/j.applthermaleng.2026.131276.

3D pore-scale model for prediction of diffusion-limited conversion of gas components in soot-loaded catalytic filters, Ondřej Studeník, et al.; *Chemical Engineering Journal Advances* (May 2026), Vol. 26, 101234, doi: 10.1016/j.ceja.2026.101234.

The impact of aftertreatment technology evolution on greenhouse gas emissions from heavy-duty trucks in China, Hongfei Chen, et al.; *Environmental Pollution* (August 2026), Vol. 402, 128398, doi: 10.1016/j.envpol.2026.128398.

Photochemical Aging of China VI Gasoline Vehicle Exhaust Drives Nonlinear Secondary Aerosol Formation, Junling Li, et al.; *Environmental Science & Technology* (May 2026), doi: 10.1021/acs.est.6c00964.

Emissions Control, Catalysis, Filtration

Optimization and Experimental Validation of a U-Shaped SCR Mixer for Compact Diesel Aftertreatment Systems, Jiangfei Li, et al.; *Chemical Engineering and Processing - Process Intensification* (in press), doi: 10.1016/j.cep.2026.110860.

Synergistic abatement of nitrogen oxides and volatile organic compounds using novel dual-functional catalysts: A critical review, Yating Li, et al.; *Journal of Environmental Sciences* (in press), doi: 10.1016/j.jes.2026.04.062.

Aftertreatment Technologies Alleviate SOAFP and Toxic Effects of BTEX in Diesel Engine Exhaust, Liang Ma, et al.; *Journal of Hazardous Materials* (in press), doi: 10.1016/j.jhazmat.2026.142345.

Multi–objective optimization of dual–brick Fe–Cu zeolite catalyst for NH_3–SCR via interpretable machine learning and reinforcement learning, Feng Jiang, et al.; *Journal of Environmental Chemical Engineering* (June 2026), Vol 14, Issue 3, 122997, doi: 10.1016/j.jece.2026.122997.

Construction and validation of a fast selective catalytic reduction (SCR) strategy for enhancing low-temperature activity of zeolite catalysts under microwave irradiation, Xiangru Li, et al.; *Journal of Environmental Chemical Engineering* (June 2026), Vol. 14, Issue 3, 123062, doi: 10.1016/j.jece.2026.123062.

FORTHCOMING CONFERENCES

CO_2 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.rwthaachen.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

16th Concawe Symposium
8-9 October 2026, Brussels, Belgium
concawe.eu/event/16th-concawe-symposium-evolution-of-refiners-fuel-manufacturers-role-in-energy-transition

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

Argus Road Fuels Europe Conference
17-19 November 2026, Munich, Germany
argusmedia.com/en/events/conferences/road-fuels-europe-conference

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