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EUROPE

Durability Multipliers for HDV Pollutants

On 9 June 2026, the European Commission adopted a Delegated Regulation amending Regulation (EU) 2024/1257 as regards setting out durability multipliers for gaseous pollutants of heavy-duty vehicles of categories M3, N2 and N3.

This Regulation amends Annex IV to Regulation (EU) 2024/1257 in order to take into account the latest technical progress and based on data collected when testing exhaust emissions of vehicles of categories N2, M3 and N3 and a report on the durability of heavy-duty vehicles submitted to the European Parliament and Council.

The report proposes durability multipliers for Euro 7 heavy-duty vehicles, based on a technical report analysing the durability deterioration of Euro VI vehicles. The assessment considers emission information, first, for vehicles of categories N2 and N3 up to a maximum mass of 16 t and vehicles of category M3 up to a maximum mass of 7,5 t, and, second, for vehicles of categories N3 with a maximum mass higher than 16 t and M3 with a maximum mass higher than 7,5 t. It considers various pollutant emission components including NOx, which is the most critical emission component with respect to deterioration of emissions performance over the lifetime. Based on this information, the report proposes a durability multiplier of 1.2, which is in line with the durability multiplier for light-duty vehicles. Euro 7 heavy-duty vehicles are expected to perform better than Euro VI heavy-duty vehicles in terms of deterioration, as they are equipped with newer technology.

The European Parliament and Council now have a two-month period, extendable by two months, during which they can raise objections to the measure.

The Delegated Regulation is available to read at op.europa.eu/en/publication-detail/-/publication/df3f5bba-63f3-11f1-9b18-01aa75ed71a1/language-en.

Delegated Regulation on Access to Vehicle OBD Information

On 3 June 2026, Delegated Regulation (EU) 2026/699 amending Regulation (EU) 2018/858 was published in the Official Journal of the European Union. This relates to 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. It enters into force on 23 June 2026.

Regulation (EU) 2018/858 established the current framework for the type-approval of motor vehicles and their trailers, systems, components, and separate technical units intended for vehicles to ensure the enforcement of standards.

The Delegated Regulation can be found at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202600699.

Corrigendum to Regulation on M1/N1 Exhaust and Evaporative Emissions

On 25 June 2026, a corrigendum to Commission Implementing Regulation (EU) 2025/1706 of 25 July 2025 was published in the Official Journal of the European Union. This lays down rules, procedures and testing methodologies for the application of Euro 7 Regulation (EU) 2024/1257 as regards exhaust and evaporative emission type-approval of vehicles of categories M1 and N1 and amending Implementing Regulation (EU) 2020/683.

The corrigendum makes minor formatting changes to the 'manufacturer's declaration of compliance with the Type 5 Requirement' in Annex VII. It does not make any substantive changes to the text.

Details can be found at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202690521.

Parliament Committee Discussions on LDV CO_2 Review

In the first week of June, several European Parliament committees debated the light-duty vehicle CO_2 review file.

In the Environment (ENVI) Committee meeting on 2 June, Rapporteur MEP Salini (EPP, IT) explained his draft report as an attempt to reconcile decarbonisation with industrial and technological realism.

A significant debate emerged regarding whether the report genuinely supports European industrial decarbonisation or instead primarily benefits the fossil-fuel sector. Shadow-rapporteurs from S&D, Greens, Renew and The Left defended the electrification trajectory. Shadow-rapporteurs from ECR, PfE and ESN pushed for technological neutrality and flexibility.

DG CLIMA defended the Commission proposal as an attempt to balance climate objectives, industrial competitiveness and energy security. They warned that the cumulative effect of the Salini report's flexibilities would significantly weaken the targets, undermining the zero emission value chain investment incentives. DG-CLIMA also rejected freezing the PHEV UF because real-world emissions remain roughly twice as high as official testing values.

MEP Salini acknowledged that negotiations would be difficult due to fundamentally different political and technological visions.

The ENVI press release is at
europarl.europa.eu/committees/en/consideration-of-draft-report-on-co-stan/product-details/20260601CAN78570
with the video available to view at
multimedia.europarl.europa.eu/en/webstreaming/committee-on-environment-climate-and-food-safety_20260602-1430.

In the Transport (TRAN) Committee, opinion Rapporteur MEP Gieseke (EPP, DE) explained his draft report.

MEP Vivien Costanzo (DE), shadow-rapporteur from S&D, supported flexibility but not if it would change the destination (mentioning remaining emissions are to be compensated). Renew's shadow-rapporteur Jan-Christoph Oetjen (DE) seeks technology-neutrality without weakening the climate ambition (mentioning that remaining emissions should be compensated). The Greens defended regulatory certainty and electrification, whereas PfE and ESN called for a fundamental course correction.

The video of the TRAN meeting is at
multimedia.europarl.europa.eu/en/webstreaming/committee-on-transport-and-tourism-ordinary-meeting_20260603-0900.

The Industry (ITRE) Committee opinion rapporteur MEP Tonin (EPP, FI) explained his draft report. S&D and Greens defended the 2035 target and electrification pathway, while Renew was split between electrification certainty and pragmatic flexibility. ECR, PfE and ESN are pushing for a deeper course correction.

Parliament Committees' Amendments on LDV CO_2 Emission Standards

Following the discussions on the light-duty vehicle CO_2 review (see above), the amendments on CO_2 emission performance standards for new light-duty vehicles were published by ENVI as well as the two European Parliament opinion committees, i.e. the Transport and Tourism (TRAN) and Industry, Research and Energy (ITRE) Committee.

Many of the ENVI amendments either oppose weakening the proposed standards or propose additional flexibilities to provide a "fair and inclusive" transition and support the automotive industry.

On the 2035 fleet-wide targets for cars and vans, Thomas Pellerin-Carlin (S&D, FR) proposes a 95% 2035 passenger car target (AM 345), representing a compromise between the Commission's 90% and full retention of the existing 100% target. Mr Bloss proposes raising the 2035 target to 100% reduction (AM 356), while Ms Friis (Renew, Denmark) proposes 93%, retaining a 7% margin for fossil fuel-free steel compensation (AM 363). MEP Vondra (ECR, CZ) proposes reducing the target to 80%, arguing that SMEs face major operational barriers and that a 100% target would extend use of older vehicles (AM 365). MEP Anja Arndt (ESN, DE) proposes to delete the entire provision (AM 330), consistent with her position that mandatory fleet-wide tailpipe targets should not exist.

Regarding CO_2 targets for vans, MEP Sigrid Friis proposes a 45% reduction target for 2030, which is more ambitious than the Commission's 40% proposal (AM 326). MEP Bloss proposes raising the 2035 target again to 100% reduction (AM 356). MEP Sardone (PfE, IT) proposes to delete the provision setting a 2030 emissions target for vans entirely (AM 313) as a consequence of her broader position that the base regulation should be repealed (AMs 309-310).

MEPs Sjöstedt and Bloss both propose restricting the definition of 'zero-emission vehicle' explicitly to battery-electric vehicles (AMs 403, 404), preventing the term from being extended to vehicles running on fuels. MEP Vondra proposes extending recognition to cover vehicles running exclusively on eligible fuels VEEF with an assigned WLTP value of 0g CO_2/km, citing lifecycle emissions consistency with the EU ETS (AM 394). MEP Sardone and Arndt propose similar amendments.

Consideration was also given to fuel and steel credits as a compliance mechanism.

MEP Friis proposes replacing "low-carbon steel credits" with "fossil fuel-free steel credits" throughout (AM 440), and Pellerin-Carlin substitutes "fossil-free steel made in the EU" as the exclusive credit pathway, removing fuel credits entirely (AM 442). MEP Bloss proposes deleting the entire provision, thereby removing fuel credits as a compliance pathway and retaining only steel credits (AM 433). Vondra similarly proposes deletion but for different reasons, favouring unrestricted use of credits across vehicle portfolios (AM 435).

Regarding fuel credits, MEPs Friis, Sjöstedt, and Pellerin-Carlin all propose deleting Article 5a in full (AMs 544, 541, 545), opposing fuel credits as a compliance mechanism for the 2035 framework. Mr Sjöstedt inserts a new paragraph 3a explicitly excluding OVC-HEVs from fuel credits and requiring a real-world utility factor derived from OBFCM data for calculating their CO_2 emissions (AM 609). In contrast, MEP Sardone proposes advancing the start date for fuel credits from 2035 to the date of entry into force (AM 558), and broadening the list of eligible fuels to include HVO, bioethanol, synthetic fuels, and agricultural residue-based fuels beyond the Annex IX feedstock list (AM 571), while deleting both the 3% overall cap and the 1% Part B cap (AM

588, 603). Mr Vondra similarly advances the start date to the date of application (AM 562), adds recycled carbon fuels (RCF) to the eligible fuels list (AM 575), and deletes both caps (AMs 582, 604). MEP Arndt proposes replacing the Commission's calculation mechanism with an immediate and broad credit for any fuel demonstrably reducing GHG emissions, dropping the 2035 start date and applying a uniform EU-wide methodology from entry into force, while deleting both caps (AMs 553, 579).

Amendments also covered the review clause, with Vondra (AM 809) advancing the first review to mid-2030 and explicitly require the Commission to assess whether the 2035 targets remain achievable, including a review of PHEV technologies and vehicles running on eligible fuels. MEP Sjöstedt (AM 810) would also bring forward the first review to 2030. Bloss (AM 800) retains the 2035 timing but adds a requirement to assess minimum fossil-free steel quotas and minimum efficiency performance standards for ZEVs in future reviews.

It is noteworthy that MEP Sigrid Friis submitted two amendments (270 & 811) on the need for reassessing the Euro7 framework. She says the introduction of additional compliance flexibilities under the CO_2 emission performance standards for new passenger cars and light commercial vehicles will allow the continued use of internal combustion engines, and that these flexibilities should not weaken the Union's climate, air quality and public health objectives. Ms Friis adds that in order to maintain coherence between the CO_2 standards and Union type-approval rules, the Commission should assess whether Regulation (EU) 2024/1257 remains effective in supporting the transition to zero-emission mobility, including through robust requirements on pollutant emissions, battery durability and real-world vehicle performance. Where that assessment identifies risks that regulatory flexibilities may delay emission reductions, prolong the use of more polluting vehicles, or undermine the Union's climate-neutrality objective, she states the Commission should consider appropriate legislative measures to strengthen the Euro 7 framework.

Both TRAN and ITRE amendments also include conflicting proposals to the Commission proposal, either seeking further flexibilities or rather tightening the targets again in direction of the existing standards. They also include proposals supporting vehicles running exclusively on eligible fuels (VEEF) and providing definitions of how they might be defined.

ENVI amendments are published at
europarl.europa.eu/doceo/document/ENVI-AM-789910_EN.pdf.
europarl.europa.eu/doceo/document/ENVI-AM-789911_EN.pdf.
europarl.europa.eu/doceo/document/ENVI-AM-789912_EN.pdf.
europarl.europa.eu/doceo/document/ENVI-AM-789913_EN.pdf;
TRAN amendments can be found at
europarl.europa.eu/doceo/document/TRAN-AM-789087_EN.pdf;
ITRE amendments are at
europarl.europa.eu/doceo/document/ITRE-AM-789960_EN.pdf
and
europarl.europa.eu/doceo/document/ITRE-AM-790043_EN.pdf.

Environment Council Negotiations on Car and Van CO_2 Emissions Targets

On 25 June 2026, the Environment Council held a debate on CO_2 emissions targets for cars and vans.

The session was opened by the Cypriot Presidency, who reported that Member States are divided into two camps: one that emphasises flexibility, technological neutrality and competitiveness, and the other which underlines climate ambition and consistency for manufacturers, consumers and investors. So far, the Presidency has focussed on less non-contentious technical aspects, such as the labelling of second hand vehicles, for which a broad consensus has already been found. Cyprus therefore hopes that negotiations can move on soon to cover more politically sensitive provisions.

Several delegations stressed the importance of preserving existing decarbonisation targets. France noted that EU countries have collectively invested over €200 billion in EV production and infrastructure, warning that any reduction in targets would squander this progress and undermine investor certainty. Sweden, Portugal, Luxembourg, Denmark, Malta, Greece and Lithuania all backed maintaining strong targets.

Luxembourg emphasised that the EU's goals of 90% emissions reduction by 2040 and carbon neutrality by 2050 must serve as the guiding framework.

Several delegations stressed the need to support the European automotive industry through the transition, calling for greater flexibility and a meaningful reduction in the 2030 target. Czechia warned that the current targets risk devastating its significant automotive manufacturing sector, costing millions of jobs and substantial GDP. Germany proposed to alleviate challenges faced by manufacturers by suspending the tightening of the utility factor for plug-in hybrids in 2027 and reducing the need for excess emissions above 90% to be fully compensated. Poland and Slovakia explicitly supported reducing the 2030 target to 30%, with Slovakia also calling for the banking and borrowing mechanism to be extended to 2032 and a further review of the Regulation by 2029 or 2030 at the latest.

Others cautioned that consistency and predictability are themselves prerequisites for competitiveness. Slovenia and Estonia noted that a stable regulatory framework is essential for manufacturers and investors to plan effectively.

Poland and France converged on the view that any super credits or flexibility measures should apply only to vehicles genuinely manufactured, not merely assembled, in Europe. Both delegations argued that these provisions must be designed to ensure the transition strengthens rather than hollows out the European industrial base. Romania emphasised that the framework must also reinforce the strength of the workforce through the transition, preserving jobs in Europe.

A recurring and divisive theme was the role of sustainable fuels alongside electrification. Germany, Italy, Poland and Austria all called for vehicles running on renewable fuels to be included in the definition of "zero-emission vehicle." Italy framed this as a strategic complement rather than a retreat from climate goals, highlighting the need to avoid raw material and component dependencies.

However, Sweden, Luxembourg, the Netherlands, Denmark and France all argued that sustainable fuels are limited, expensive and not truly zero-emission, and should be reserved for hard-to-abate sectors such as aviation, maritime and defence. Luxembourg was explicit that the definition of zero-emission vehicles must remain based on exhaust emissions and highlighted that renewable fuels cannot be made equivalent to zero-emission fuels.

The recent energy crisis featured prominently across the debate. Sweden, Spain and Lithuania argued that these developments make electrification more important than ever as a matter of energy security and resilience. These Member States argued that the energy transition will reduce Europe's resilience on imported fossil fuels.

At the same time, Italy, Poland, Bulgaria and Romania warned that an exclusively electric pathway risks creating new dependencies on critical raw materials and batteries sourced outside Europe, framing investment in sustainable fuels and technological neutrality as strategic autonomy objectives.

Several delegations engaged on the specific flexibility mechanisms in the proposal. Belgium, Slovenia and Croatia expressed support for super credits and carbon pools, provided these are balanced with climate goals. The Netherlands and France welcomed green steel credits, with Slovakia calling for credits to be extended to other low-carbon materials such as aluminium. Germany rejected super credits for small electric vehicles.

Once both the Parliament and the Council finalise their position on the proposal, informal negotiations with the aim of reaching a first reading agreement on the proposal are expected to begin.

The Council progress report is at data.consilium.europa.eu/doc/document/ST-10065-2026-REV-1/en/pdf.

The session can be replayed at video.consilium.europa.eu/event/en/28582.

TRAN-IMCO-ENVI Exchange of Views on Automotive Omnibus

On 3 June 2026, the Transport (TRAN), Internal Market (IMCO) and Environment (ENVI) committees of the European Parliament held a joint exchange of views with the European Commission on the Automotive Omnibus.

Mr Mark Nicklas (DG GROW) gave a presentation, explaining that the Commission estimates annual savings of around EUR 700 million from the proposed measures, including benefits for SMEs. The first objective is to remove regulatory obstacles to electric van uptake. Mr Nicklas explained that battery weight can push electric vans above the light-duty threshold, exposing them to heavy-duty vehicle requirements. To address this, the Commission proposes exempting electric vans between 3.5 and 4.25 tonnes from speed-limiter and tachograph requirements under the General Safety Regulation and Driving Time Regulation. The second objective is to reduce Euro 7 testing costs. Mr Nicklas argued that some Euro 7 testing requirements were not intended by the co-legislators and that trucks and buses should be tested by vehicle category rather than every vehicle type.

The Greens and The Left expressed support for targets simplification, while S&D backed simplification but rejected deregulation.

EPP pushed for greater flexibility, but parties on the right called for greater reform. ECR welcomed efforts to reduce “unnecessary Euro 7 burdens” but said the package does not go far enough. They also argued the Omnibus must represent a complete change in regulatory direction, saying exemptions for electric vans, small-EV categories and Euro 7 adjustments are insufficient without broader technological neutrality.

Renew expressed support for the package but pointed out some technical gaps.

A video of the meeting is at multimedia.europarl.europa.eu/en/webstreaming/_20260603-1530-COMMITTEE-TRAN-ENVI-IMCO.

ENVI-TRAN Joint Consideration of Draft Report on Clean Corporate Vehicles

On 3 June 2026, ENVI and TRAN Members discussed the draft report on the Commission proposal on Clean Corporate Vehicles, which is part of the Automotive Package. The proposal aims to accelerate the uptake of zero- and low-emission vehicles in corporate fleets while supporting industrial competitiveness and the transition to cleaner mobility.

The proposal introduces tailored national targets for the share of zero- and low-emission cars and vans registered by large companies from 2030 onwards, while excluding SMEs from its scope. It complements existing CO_2 emission standards for manufacturers by strengthening demand for cleaner vehicles and supporting the development of the second-hand market for zero-emission vehicles. The proposal forms part of the EU's broader climate, industrial and mobility policies and seeks to contribute to the Union's 2030 and 2050 climate objectives while preserving flexibility for Member States in implementation. Members discussed key amendments tabled in the draft report, including provisions on targets and scope, the inclusion of e-bikes and cargo bikes, the definition of the "made in the EU" concept, measures to strengthen the second-hand market, and the balance between technological neutrality and the prioritisation of zero-emission vehicles.

Rapporteur MEP Tiemo Wölken (S&D, DE) stressed that corporate vehicles account for around 60% of new car registrations and 90% of new van registrations, making them a central lever for accelerating EV uptake. He argued that corporate vehicles are particularly relevant because they have high mileage and enter the second-hand market relatively quickly, helping lower-income households’ access more affordable electric vehicles. Mr Wölken defended targeting Member States rather than individual companies, arguing this preserves national flexibility while avoiding direct obligations on individual businesses. He scrutinised the Commission for choosing the least ambitious target option and proposed increasing the 2030 target to 70% zero- and low-emission cars in corporate registrations, with at least 54% fully electric.

Co-rapporteur MEP François Kalfon (S&D, FR) linked the file to fossil-fuel dependency and rising fuel prices, arguing fleet electrification can reduce household exposure to volatile imported fuels. Mr Kalfon called for binding national electrification targets for vehicles used by large companies and an end to subsidies for combustion-engine vehicles from 2030. He also argued public support should instead prioritise EU-made EVs.

ENVI Shadow Rapporteur MEP Raúl de la Hoz Quintano (EPP, ES) said the EPP shares the objective of innovation and lower-emission fleets but warned the proposal cannot be reduced to targets alone. He stressed that there are major differences between business models, markets, infrastructure availability and corporate needs across Member States, and said the EPP will only support a framework that respects technological neutrality, affordability, and competitiveness.

TRAN Shadow Rapporteur MEP Dariusz Joński (EPP, PL) supported the decarbonisation and modernisation objectives but rejected mandatory EV inclusion as “industrially unsustainable”. He warned that charging infrastructure remains highly uneven across the EU and concluded that the EPP would reject the proposal in its current form.

There was strong opposition to the proposal from the right of Parliament, with PfE and ECR arguing that it is impractical and would increase EU dependence on China.

Renew said it supports electrification but is looking for simplification and realism, while The Greens and The Left are broadly supportive but pushing for stronger coherence with NECPs and greater focus on “genuine zero-emission vehicles rather than low-emission categories that could dilute the signal over time”.

Mr Moumen Hamdouch (DG MOVE) welcomed the rapporteurs’ report and situated the proposal within the wider Automotive Package, describing revised CO_2 standards and corporate fleet regulation as two sides of the same coin. Mr Hamdouch explained that the CO_2 standards file addresses supply, while the corporate fleet proposal is intended to stimulate demand. He defended the focus on corporate fleets because they account for around 58% of new registrations and have higher annual mileage than private vehicles. He also stressed their importance for the second-hand market,

noting that around 80% of EU citizens buy vehicles second-hand.

The ENVI press release is at europarl.europa.eu/committees/en/envi-tran-joint-consideration-of-draft-r/product-details/20260601CAN78571.
The recording of the meeting can be viewed at multimedia.europarl.europa.eu/en/webstreaming/committee-tran-joint-meeting-committee-envi_20260603-0900.

ENVI/TRAN Amendments to Regulation on Clean Corporate Vehicles

On 30 June 2026, the Environment (ENVI) and Transport (TRAN) committees of the European Parliament published amendments to the proposal for a regulation on clean corporate vehicles.

Amendments 538 to 560 all concern proposed changes to the Annex of the proposal, which outlines the Member States' targets for the share of zero-emissions vehicles in corporate fleets.

Shadow Rapporteur Jacek Ozdoba (ECR, PL, ENVI) and Shadow Rapporteur Raúl De La Hoz Quintano (EPP, ES, ENVI) propose parallel amendments to delete both Table 1 and Table 2 of the Annex in their entirety, removing the binding targets altogether (AM 538, AM 539, AM 543)).

Shadow Rapporteur Carlo Fidanza (ECR, IT, TRAN) takes a different approach, proposing not to delete the tables but to insert a new Annex provision requiring the Commission to revise the methodology underpinning the differentiated national targets, taking into account grid capacity, alternative fuel infrastructure readiness, financing conditions, and operational market conditions alongside GDP (AM 542).

Several shadow rapporteurs instead propose removing the combined zero- and low-emission category in favour of a zero-emission-only metric, which would eliminate the option for companies to count low-emission but non-zero-emission vehicles, such as hybrids, towards compliance.

Shadow Rapporteur Yvan Verougstraete (Renew, BE, ENVI) amends the titles of Table 1 and Table 2 to remove reference to combined shares (AM 544, AM 556) and, in the substantive tables, deletes the combined-target columns while retaining a recalibrated zero-emission-only target based on both GDP and current electric vehicle adoption rates, with adoption weighted twice as heavily as GDP (AM 550, AM 560).

Shadow Rapporteur Kai Tegethoff (Greens/EFA, DE, TRAN) pursues a structurally similar change to the table titles (AM 545, AM 557) but in the substantive tables raises the 2035 minimum zero-emission target to 100% for all Member States. Shadow Rapporteur Li Andersson (GUE/NGL, FI, ENVI) similarly restructures both tables to remove the combined category, retaining only zero-emission-only shares set at the percentage levels the Commission had proposed for the combined target (AM 548, AM 558).

Shadow Rapporteur Dario Tamburrano (GUE/NGL, IT, TRAN) retains both the combined and zero-emission-only categories while raising all national target percentages above the levels proposed by the Commission, for example increasing the 2030 zero-emission minimum target from 58% to 70% for the highest-target Member States (AM 551).

By contrast, Shadow Rapporteur Anne-Sophie Frigout (PfE, France), proposes the inverse structural change, by removing the zero-emission-only sub-target while retaining the combined zero- and low-emission category. She amends the titles of Table 1 and Table 2 to delete the standalone zero-emission reference (AM 546, AM 552, AM 553), with the corresponding change to the substantive Table 1 figures at AM 547.

The amendments can be found at europarl.europa.eu/doceo/document/CJ46-AM-789893_EN.pdf.

Clean Corporate Vehicles Discussion in Transport Council

On 8 June 2026, Member States' ministers in the Transport, Telecommunications and Energy (TTE) Council expressed contrasting views on the proposal on Clean Corporate Vehicles, and approved the progress report outlining the status of the ongoing technical discussions.

Several countries, including Belgium, Croatia, the Netherlands and France, supported the notion of binding national targets. These countries emphasised that binding mandates are needed to ensure a high level of ambition and consistency across the Union. Croatia strongly backed the notion of tying targets to GDP, as this acknowledges the varied purchasing powers and market readiness in different countries. France already has incentives in place to support the uptake of EVs in corporate fleets and would like to see this replicated across the EU.

However, more countries opposed the notion of mandatory targets, expressing concerns about the impacts on SMEs, administrative burden, different levels of market and infrastructure readiness and proportionality. Several countries called for the proposal to be replaced with Commission guidelines for businesses and governments on increasing the share of EVs in corporate fleets. This follows the publication of a non-paper by the Polish delegation

(not publicly available) on 18 May making the same recommendation, which was signed by Poland, Bulgaria, Czechia, Estonia, Hungary, Italy, Latvia, Slovakia and Romania.

Several delegations, both broadly in favour and against the proposal, underscored the importance of flexibility for Member States to decide their own incentives for the uptake of electric vehicles. Lithuania stated that the Regulation was a necessary catalyst but preferred to see Member States lead via their own tools, such as tax incentives or support for the second-hand market. Luxembourg called for the Regulation to remove explicit references to tax incentives, stating that this should be left to Member States.

Multiple delegations called for the proposal to be more technologically neutral. Germany called for vehicles running on biofuels to be specifically included in the definition of 'zero-emissions vehicle' (Article 2). Greece argued that plug in hybrids should remain an option post-2035 as a transitional technology.

Several countries mentioned the relationship between this proposal and the proposal for the revision of the CO_2 emissions standards. Germany and Czechia both used this debate to underscore their opposition to the current standards and call for the Commission to push back deadlines for the implementation of decarbonisation targets. Luxembourg stated that it would be impossible to take a position on every part of the Clean Corporate Fleets proposal without further clarity on the future emissions standards, as the two must be closely aligned.

Furthermore, Finland stressed the need for coherence between this proposal, the Alternative Fuels Infrastructure Regulation and the Industrial Accelerator Act. Bulgaria and Greece also raised concerns about infrastructure readiness as a precondition for mandates on fleet transitions.

Council experts will continue to meet over the coming months to examine the proposal and establish the Council's internal position, known as its General Approach.

The video can be replayed at
video.consilium.europa.eu/event/en/28537.
The Council progress report is at
consilium.europa.eu/doc/document/ST-8947-2026-INIT/en/pdf.

European Council Conclusions on Competitiveness and Global Challenges

On 19 June 2026, the European Council published its conclusions on competitiveness and global economic challenges, following its meeting the previous day.

The Council discussed ongoing efforts to strengthen EU competitiveness and strategic autonomy, increase resilience and economic security, promote technological innovation, sustain Europe's prosperity and social model and improve living standards.

The European Council also took stock of progress on the 'One Europe, One Market' agenda and its delivery in line with the interinstitutional Roadmap. It underlines the urgency of decisive progress on the Single Market, on simplification and reducing administrative burdens, including on further initiatives to speed up planning and permitting procedures, on affordable energy prices and the Energy Union 2030, on fostering Europe's industrial renewal and innovation and reducing dependencies, and on mobilising investment, in line with the agreed deadlines.

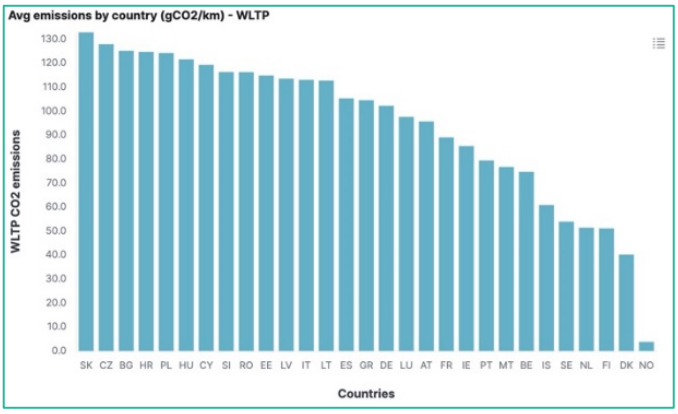
In this context, the European Council recalls the need to accelerate work on lowering energy prices, on the clean transition and decarbonisation, taking into account technological neutrality, and on strengthening our resilience.

The European Council takes note of the Commission's intention to come forward with a concrete proposal by mid-July 2026 on the review of the ETS system, including on free allowances, in line with the March 2026 letter by its President, and, at the same time, to present a separate proposal to address concerns expressed by some industrial sectors on ETS benchmarks, while preserving the essential role of the ETS in the climate and energy transition.

The Council press release is at
consilium.europa.eu/en/press/2026/06/19/european-council-conclusions-on-competitiveness-global-economic-challenges.

EEA Data on Car and Van CO_2 Emissions

On 25 June 2026, the European Environment Agency (EEA) published data on average CO_2 emissions from cars and vans in 2025.



EEA's report shows that 10.8 million new cars were registered in the European Union, Norway and Iceland in 2025, which is almost the same as in 2024. On average, these vehicles emit 96.7 grams CO_2/km, which is 10 g CO_2/km less than in 2024. This decrease was mainly due to the rise in the share of battery electric vehicles (BEVs) which reached 18.9%, up by 4.5 percentage points compared to 2024. The share of plug-in hybrid cars constituted 9.7%. The fleet share of fully electric cars was highest in Norway (96%), Denmark (69%) and Iceland (43%).

In 2025, 1.2 million new vans were registered in the EU, Norway and Iceland, which is 9% fewer than in 2024. The average emissions were 172.1 grams CO_2/km, down by 12.8 g CO_2/km compared to 2024.

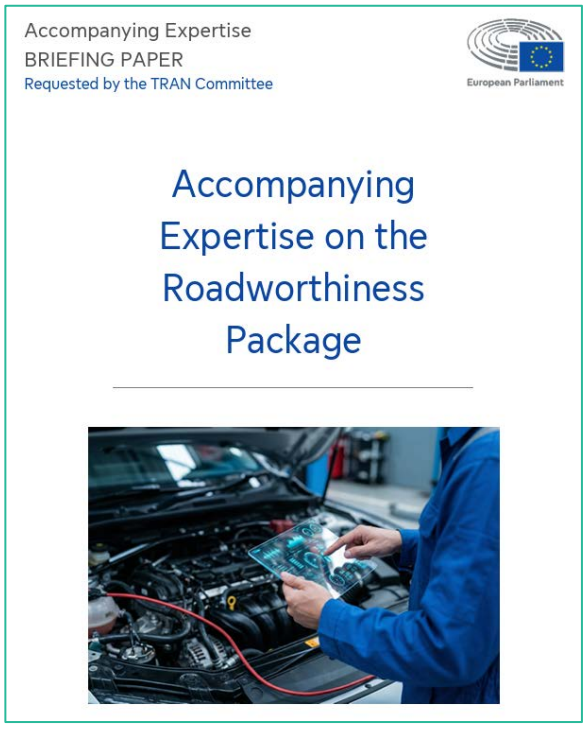
Fully electric vans represented 10.3 % of the total fleet (up from 6.2% in 2024), and 1.7% of new vans were plug-in hybrid. The highest fleet share of fully electric vans was found in the Netherlands (84%), Norway (46%) and Denmark (31%).

The EEA press release is at eea.europa.eu/en/newsroom/news/average-co2-emissions-from-new-cars-and-vans-significantly-decreased-in-2025.

Publication of Accompanying Expertise on Roadworthiness Package

On 16 June 2026, the Transport (TRAN) Committee of the European Parliament published an Accompanying Expertise briefing paper on the Roadworthiness Package. This was prepared by Technische Hochschule Ingolstadt.

Among the key findings are that the standardisation of electronic Periodic Technical Inspection (ePTI) and technical Roadside Inspection (RSI) must cover both the minimum data requirements and the electronic device testing procedures and it is necessary to ensure alignment among Member State authorities, PTI testing centres, and vehicle manufacturers. The standardised electronic device testing procedures will facilitate the timely implementation of up-to-date testing methodologies for new safety and/or emission-related vehicle features, including verification of sensor and actuator functionality.



The briefing paper recommends the adoption of novel methodologies leveraging On-Board Diagnostics (OBD) and On-Board Monitoring (OBM) data as an assessment method for the performance of emission-related or safety-critical electronic systems, also for future PTI testing (e.g. Euro 7).

To foster remote emission sensing initiatives, the paper says a financially rewarding EU scheme for delivering data could be beneficial. These data can be used to tighten the detection limits for high-emitting vehicles, particularly those employing defective or fraudulently manipulated emission reduction systems.

Finally, it states that while noise emission testing remains challenging to carry out with sufficient accuracy, it may be effectively utilised in conjunction with stationary remote-emission sensing and the application of acoustic cameras.

Looking specifically at remote emissions testing, the report says exhaust emissions should be assessed using two distinct remote sensing technologies: stationary testing and plume chasing. The corresponding emission limits must be established. Stationary testing approaches shall be introduced for collecting data and increasing the robustness of data post-processing, e.g., for correctly assigning emissions to passing vehicles in traffic. Due to the high effort required to detect high-emission vehicles by plume-chasing, the report says this method cannot be mandated.

Regarding emission testing in test centres, the briefing points out cheating and tampering of the emission control systems by the manufacturer or by the vehicle owner can be detected by PTI emission testing or even by remote emission sensing activities. However, a different scenario may arise where components have been replaced fraudulently. Similarly, software-based manipulation must also be detectable. In such cases, direct measurement of exhaust emissions becomes essential. A gas component analyser capable of detecting CO, CO_2, hydrocarbons, and NOx, integrated with a heated probe pipe, may be deployed at the PTI service station. Measurements should be carried out under both low and high-idle conditions, with the engine operating at a warmed-up state, to encompass the full operational range.

The Accompanying Expertise is available to read at europarl.europa.eu/RegData/etudes/STUD/2026/783528/CASP_STU(2026)783528_EN.pdf.

Parliament Approval of Regulation for Vehicle Circularity

On 18 June 2026, the European Parliament gave its final approval of new EU circularity rules covering a vehicle's entire lifecycle, from design to end-of-life treatment. The agreement reached by Parliament and Council at the end of 2025 was adopted with 437 votes in favour, 112 against and 20 abstentions.

According to the new rules, all new vehicles must be designed so as to allow the easy removal of as many parts and components as possible.

Plastics used in each new vehicle type will have to contain a minimum of 15% recycled plastic within six years and 25% within ten years. A minimum of 20% of this recycled plastic must come from materials recovered from end-of-life vehicles (ELVs) or used parts (the so-called "closed loop"). Based on feasibility studies, the Commission will be able to introduce targets for other materials in the future, such as recycled steel, aluminium, magnesium and critical raw materials.

Three years after the entry into force of these new rules, extended producer responsibility will be introduced for manufacturers, i.e., they will have to cover the cost of the collection and treatment of vehicles that have reached their end-of-life stage anywhere in the EU.

The full press release is available to read at europarl.europa.eu/news/en/pressroom/20260611IPR45210/new-rules-for-a-more-sustainable-eu-automotive-sector.

Council Adoption of Regulation on Vehicle Circularity and End-of-Life

On 29 June 2026, the European Council formally adopted the regulation concerning circularity requirements for vehicle design and the management of end-of-life vehicles. The new rules will ensure that new vehicles are designed and produced in a way that supports their re-use, recycling and recovery, in order to make the automotive sector more circular and sustainable.

The new regulation introduces circularity requirements across the entire life cycle of vehicles, from design and production to their end-of-life treatment. After 6 years following entry into force of the new rules, at least 15% of plastic used to manufacture new vehicles must come from recycling, with the ultimate target of 25% recycled plastic within 10 years of the regulation entering into force. Furthermore, a minimum of 20% of this recycled plastic must be recovered from end-of-life vehicles.

Producers will be made financially and organisationally responsible for the entire lifecycle of their vehicles, including when they become waste. This extended producer responsibility covers promoting design for circularity and ensuring the free take-back and proper treatment of all end-of-life vehicles.

The regulation also addresses the issue of 'missing vehicles' – those illegally dismantled or exported – by enhancing traceability and control measures. Furthermore, the regulation bans the export of used vehicles that are no longer roadworthy, ensuring the EU complies with its commitments to not contribute to pollution in third countries and to retain valuable materials within its territory.

The new regulation will fully apply to passenger cars and light commercial vans, whereas heavy-duty vehicles (e.g. trucks), motorcycles and special purpose vehicles (both small and heavy-duty) will be subject to a more limited set of requirements which will especially ensure their proper treatment.

This is the final step in the ordinary legislative procedure. The regulation will start applying 2 years after its entry into force. Based on a feasibility study to be finalised one year after the regulation enters into force, the Commission must introduce future targets for other materials such as recycled steel, aluminium, magnesium, and critical raw materials.

The Council press release is at consilium.europa.eu/en/press/pressreleases/2026/06/29/council-greenlights-rules-for-a-more-circular-automotive-sector.

ENVI Report on Environment Omnibus

On 18 June 2026, the Environment (ENVI) Committee of the European Parliament published a draft report of the rapporteur MEP Solis Perez (EPP, ES) on the Environment Omnibus. This covers proposals as regards simplification of some requirements and reduction of administrative burden for Directives 2008/98/EC, 2010/75/EU, (EU) 2015/2193 (Medium Combustion Plant Directive) and (EU) 2024/1785 (Industrial Emissions Directive). This draft report presents amendments (AM) to the Commission's proposal, aiming to reduce Environmental Management System (EMS) and permit obligations, and postpone several deadlines, while adding digital-reporting provisions.

Amendments 20 and 22 (recitals 17 and 18) and amendments 55 and 56 (Annex V) relate to pollutant emission derogations for hydrogen and oxy-fuel.

Amendments 21 (recital 17a) and 36 (Article 15) focus on the BAT-AEL range (from the strictest achievable to technically, reasonably and economically achievable).

Regarding environmental management systems, the European Parliament would strip out substantive EMS content by deleting the requirement that a single EMS comply with BAT conclusions (AM 31) and removing the BAT-benchmark anchor for EMS objectives (AM 32), while also adding a new presumption that ISO 14001 or EMAS certification automatically satisfies Article 14a (AM 33).

On permit stringency, the amendments would replace the duty to set the strictest achievable emission limit values with another requirement based on what is technically and economically achievable and would introduce integrated emission-management techniques across technically connected sources (AM 36). Furthermore, the draft report proposes allowing indicative rather than binding performance levels where other EU law already imposes equivalent requirements (AM 37) and soften the definition of deep industrial transformation (AM 28) as well as permitting extension of the eight-year transformation deadline in exceptional cases (AM 40).

AM50 would postpone the transposition deadline of the Directive (EU) 2024/1785 by a full year, moving it from 1 July 2026 to 1 July 2027, providing additional time to operators and Member States.

No amendments are included on the simplification measure for back-up power of datacentres.

The draft report will be discussed in the ENVI Committee on 2 July 2026 and other MEPs can submit amendments until 7 July 2026. A plenary vote on the Parliament position is expected in November 2026 before trilogues with Council can start.

The draft report can be found at europarl.europa.eu/doceo/document/ENVI-PR-787998_EN.pdf.

ITRE Report on Environment Omnibus

On 29 June 2026, the European Parliament's Industry (ITRE) Committee published its draft opinion on the Environment Omnibus, which amends Directives 2008/98/EC, 2010/75/EU, (EU) 2015/2193 and (EU) 2024/1785 as regards simplification of some requirements and reduction of administrative burden.

Amendments applicable to Recital 7 of the Industrial Emissions Directive refer to obligations to prepare an environmental management system (EMS), either proposing to remove it or asserting its necessity.

The ITRE draft opinion is at europarl.europa.eu/doceo/document/ITRE-AM-789171_EN.pdf.

Council Negotiating Stance on Environment Omnibus

On 24 June 2026, the European Council agreed its position on a proposal to simplify rules and procedures in the areas of industrial emissions, circular economy, and geospatial data. This proposal is part of the so-called 'Omnibus VIII' simplification package. The package aims to reduce unnecessary administrative costs and burdens, while "maintaining the EU's high standards on environmental protection".

The package comprises targeted measures in six legislative acts: a regulation on speeding up environmental assessments (RSEA); a regulation and a directive on simplification and reduction of administrative burden; an amendment to the directive on the infrastructure for spatial information (INSPIRE); a regulation and a directive suspending the application of the rules on the appointment of an authorised representative for extended producer responsibility (EPR).

The Council press release says the Cyprus Presidency has treated the remaining part of the package with utmost priority. Member States broadly shared this sense of urgency and preserved the main thrust of the Commission proposals.

The upcoming Irish presidency will continue discussions on the remaining elements of the package and will enter negotiations with the European Parliament on this file once both co-legislators adopt their positions, with a view to reaching a speedy provisional agreement on the overall package.

The Council press release is at consilium.europa.eu/en/press/2026/06/24/council-agrees-negotiating-stance-to-simplify-and-streamline-env-rules.

Strategic Roadmap for Digitalisation and AI in the Energy Sector

On 3 June 2026, the European Commission presented its Strategic Roadmap for Digitalisation and AI in the Energy Sector. The Commission did not include the Data Centre Energy Efficiency Package in the Technological Sovereignty Package; however, it is planning to present the initiative in the course of 2026.

The Strategic Roadmap aims to integrate digitalisation and Artificial Intelligence (AI) into the energy sector to enhance European competitiveness and the clean energy transition. The initiative is built on three pillars: (i) managing the energy demand of data centres; (ii) deploying AI solutions for smarter grid management; and (iii) improving data governance and interoperability.

The Data Centre Energy Efficiency Package is a key initiative under Pillar I (Energy for AI) designed to ensure that the rapid growth of digital infrastructure aligns with the EU's broader environmental, climate, and energy goals. The Commission underlined that data centres account for around 2.5% of EU electricity consumption and that installed capacity is expected to grow from approximately 12 GW in 2025 to around 28 GW by 2030.

The Data Centre Energy Efficiency Package, scheduled for publication later this year, will include a Report on improving energy efficiency of data centres, a Delegated Act establishing an EU rating scheme for the sustainability of data centres, and it will launch a public consultation for minimum performance standards for new and existing data centres in the EU, which is scheduled to be finalised in 2027.

The Commission press release is at energy.ec.europa.eu/topics/eus-energy-system/digitalisation-energy-system_en.

Automotive Regions Alliance on Decarbonisation Transition

At the end of May 2026, the Automotive Regions Alliance adopted the 'Bilbao Declaration' calling for a technology-neutral approach to decarbonisation that preserves manufacturers' ability to offer a diverse range of vehicles and technologies.

While supporting zero- and low-emission solutions, the declaration questions whether the European Commission's proposed cap on biofuels adequately reflects their contribution to decarbonisation efforts.

The alliance also expressed support in principle for targeted and proportionate European preference requirements under the Industrial Accelerator Act (IAA), provided they offer legal certainty and remain compatible with the EU's international trade commitments.

The Alliance is a European Committee of the Regions initiative bringing together regions with strong automotive industries with the goal of supporting a fair, regionally balanced transition.

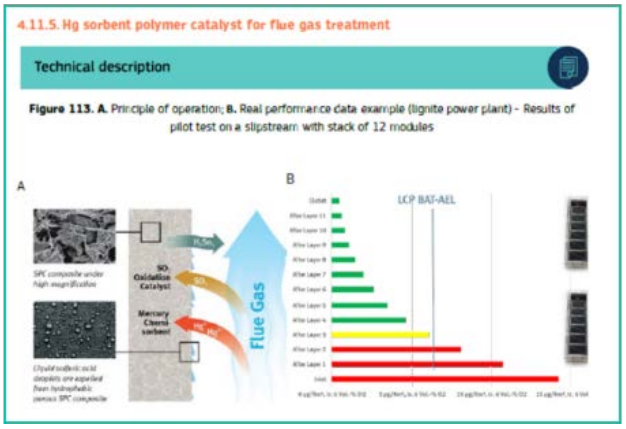
The Bilbao Declaration is available to read at cor.europa.eu/sites/default/files/2026-05/bilbao_declaration.pdf.

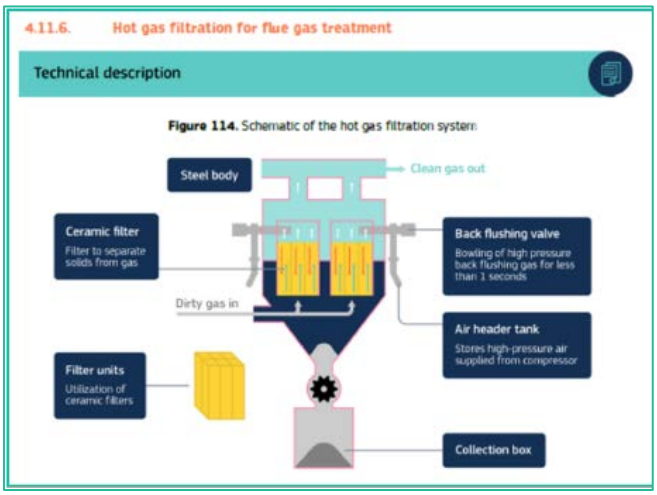
INCITE Technical Report on Innovative Techniques

On 2 June 2026, the European Commission's Joint Research Centre published the INCITE Technical Report on Innovative Techniques (TRIT). The objective of the publication is to serve as a strategic technological compass for Europe's industrial transition. The report maps a comprehensive dataset of 563 demonstrator projects across Europe identified be-tween 2020 and 2025. The content focuses on energy-intensive industries (EIIs) and prioritises sectors with the highest environmental impact and strategic relevance for the Clean Industrial Deal.

It was found that innovation in industry is highly concentrated in three 'hard-to-abate' sectors: Iron & Steel, Chemicals, and Cement, Lime, and Magnesia. Together, these sectors account for approximately 65% of all identified demonstrators. The report focuses on techniques that have reached a Technology Readiness Level (TRL) of 6–7 or higher. Currently, TRL 7 (33%) and TRL 9 (28%) represent the largest shares of the dataset, indicating a strong pipeline of solutions demonstrated in operational environments or ready for market. While decarbonisation is the dominant driver (present in 71% of projects), industrial pilots are increasingly engineered for synergistic benefits. These include depollution (42%) and circularity (30%), such as waste-to-feedstock conversion and the valorisation of industrial by-products. Several barriers to implementation were identified, and were associated to challenges in permitting, infrastructure availability, and financing risks with first-of-a-kind installations.

The report has a section on cross-sectoral techniques, including mercury sorbent polymer catalyst and hot gas filtration for flue gas treatment based on AECC submissions to INCITE.





The report is available to download at publications.jrc.ec.europa.eu/repository/handle/JRC146559.

AECC Position Paper on Two-Wheelers

On 9 June 2026, AECC published a position paper supporting the LENS project findings on pollutant emissions from powered two-wheelers.

The paper says that AECC appreciates that the European Commission lists the development of new pollutant and sound emissions limits (Euro 6) based on the findings of the LENS project.

It also supports the LENS recommendations aimed at improving real-world pollutant emissions of L-category vehicles. Key evidence from the LENS project demonstrates that real driving emissions (RDE) from L-cat. vehicles can differ substantially from laboratory results outside the WMTC operating range. The project further shows that the introduction of RDE requirements delivers the highest cost-benefit ratio among pollutant mitigation measures. LENS also highlights the growing relevance of non-regulated pollutants, in particular particle number (PN) emissions and ammonia (NH_3). Moreover, vehicle tampering was shown to significantly undermine emission control effectiveness. Similarly to what has already been done for passenger cars, AECC states it is important to introduce Real Driving Emissions (RDE) procedures, to extend pollutant coverage, and to further strengthen monitoring and anti-tampering provisions.

The position paper can be found at aecc.eu/wp-content/uploads/2026/06/260609-AECC-position-paper-2-wheelers.pdf.

NORTH AMERICA

US EPA Transmission of California Waiver Rules to Congress

On 12 June 2026, in a move it states is "in accordance with accordance with the Congressional Review Act" (CRA), the

US Environmental Protection Agency (EPA) transmitted four California waiver rules to Congress that have given the state the authority to enact its own emission standards for cars, trucks, lawn mowers, and other equipment. EPA has determined that each of these waivers is a rule under the CRA, and "because previous Administrations failed to transmit them to Congress, as mandated under the CRA", Congress has not been provided with its statutorily required opportunity to review these rules.

The four rules have prospective, national effects, giving California and the states that adopted the waivers under Clean Air Act section 177 the force of federal law, supplanting EPA authority.

The rules that have been transmitted to Congress are: Motor Vehicle Evaporative Emissions and Greenhouse Gas ("Advanced Clean Cars I" (ACC I)), which allows California to impose vehicle emissions requirements stricter than federal standards; Reinstatement of ACC I - Following the Trump Administration revoking ACC I, the Biden EPA reinstated it, allowing California once again to impose vehicle emission requirements higher than federal standards; Small Offroad Engine (SORE) Amendments, imposing emission requirements for lawn and garden equipment; Greenhouse Gas Emission Standards – 2009 and Subsequent Model Years, allowing California to enforce strict greenhouse gas standards.

In early 2025, EPA transmitted to Congress three emission waivers previously granted to California. In June 2025, all three CRA resolutions disapproving the vehicle emission waiver rules were signed into law.

The EPA press release is at epa.gov/newsreleases/epa-fulfills-statutory-obligation-transmitting-four-california-waiver-rules-congress.

Legal Decision on US EPA Planned Reversal of NAAQS PM Standards

On 26 June 2026, the US Court of Appeals for the District of Columbia Circuit unanimously ruled that the US EPA's arguments for vacating the 2024 National Ambient Air Quality Standards (NAAQS) for PM2.5 lacked merit.

This leaves in place a rule that lowered the annual allowable concentration of PM2.5 from 12 to 9 micrograms per cubic metre of air.

The ruling is available to read at uschamber.com/assets/documents/Opinion-Kentucky-v.-EPA-D.C.-Circuit.pdf.

ASIA-PACIFIC

India Proposal for Increased Provision of Ethanol and Biodiesel Fuels

On 27 April 2026, the Indian Ministry of Road Transport and Highways announced in The Gazette of India that it is proposing amendments to the Central Motor Vehicles Rules to formally incorporate higher ethanol-blended and biodiesel fuels. The proposal, issued by the Ministry of Road Transport and Highways, includes provisions for E85, a blend of 85% ethanol with gasoline, E100, as well as B100 biodiesel. India achieved its target of 20% ethanol blending (E20) in gasoline in 2025 and is now looking to increase blending further to reduce imports of petroleum products.

The announcement is at aidaindia.org/uploads/2026/05/AIDA_20260501174211_3fbb3c8ed5.pdf .

GENERAL

ICCT Comments on Proposed Delay of Euro 7 HDV Emission Standards

On 11 June 2026, the International Council on Clean Transportation (ICCT) published comments on the proposed postponement of Euro 7 emissions standards for heavy-duty vehicles.

ICCT points out that the Council Presidency's first compromise on the omnibus includes a proposal to postpone the implementation date of Euro 7 for HDVs by 18 months. If adopted, Euro 7 would apply to new HDV type approvals from 29 November 2029 and to all new HDVs from 29 November 2030. This comment assesses the impact of this postponement on pollutant emissions and the consequential health impacts.

ICCT says the effect on emissions of this delay is concentrated in nitrogen oxides (NOx). Relative to the current standards, an 18-month postponement adds approximately 230 kt of NOx from EU-27 HDVs cumulatively between 2025 and 2050, an increase of around 2% relative to the existing implementation dates of Euro 7. The annual gap widens over time, from about 9.9 kt per year in 2030 to about 13.1 kt per year in 2040.

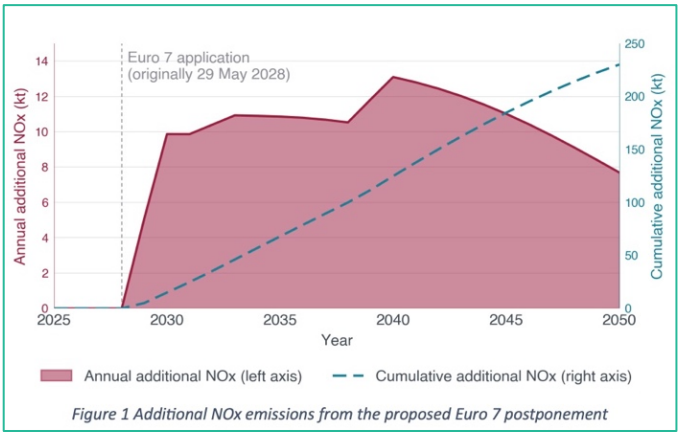


Figure 1 Additional NOx emissions from the proposed Euro 7 postponement

The analysis says the postponement has no measurable effect on primary particulate emissions. Euro VI heavy-duty vehicles already abate particulates effectively through diesel particulate filters, so the Euro 7 step change for trucks and buses is, in practice, almost entirely related to NOX. This matters for the health assessment that follows, because NOx is a precursor to both of the pollutants that drive the mortality burden: fine particulate matter (PM2.5) and ground-level ozone (O_3).

Translated into health outcomes, ICCT says the 18-month postponement of Euro 7 for heavy-duty vehicles is associated with approximately 1 200 additional premature deaths in the EU-27 between 2025 and 2050 (95% confidence interval: 550 to 2 300), together with roughly 18 000 years of life lost (8 600 to 32 000).

ICCT notes that a postponement does not alter the Euro 7 emission limits, the long-term composition of the fleet, or the compliance investment manufacturers will ultimately be required to make. It only defers when each of these obligations takes effect.

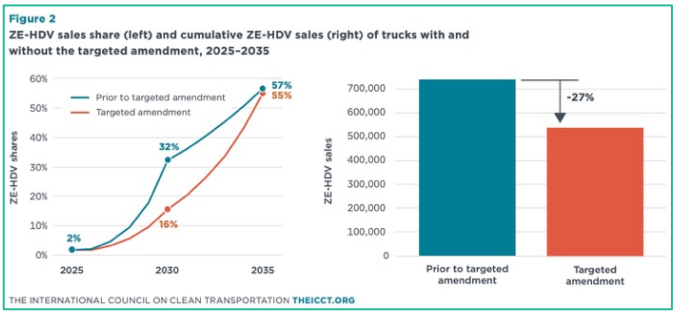
ICCT's comments can be found at theicct.org/icct-comments-on-the-proposed-postponement-of-euro-7-emissions-standards-for-heavy-duty-vehicles-jun26.

ICCT Policy Update on Amendment to EU HDV CO_2 Standards

On 16 June 2026, the International Council on Clean Transportation (ICCT) published a policy update on the amendment to the CO_2 standards for new heavy-duty vehicles in the European Union.

ICCT explains that overall emission reduction targets remain unchanged, but the amendment modifies how manufacturers can earn emission credits over the 2025-2029 period. The policy update summarises the main elements of the amendment and highlights its potential impacts on zero-emission (ZE) HDV sales.

Between 2025 and 2029, HDV manufacturers can earn emission credits for any fleet-average carbon dioxide (CO_2) performance below the 15% reduction target. Under the previous system, credits were only granted for reductions beyond a defined trajectory between targets. From 2030, the original crediting system will apply again. The amendment applies to trucks, trailers, interurban buses, and coaches – but urban buses are excluded, given their already strong uptake of zero-emission vehicles.



ICCT points out that by expanding credit-earning opportunities ahead of 2030, the amendment allows manufacturers to meet their targets by following a more gradual ZE-HDV sales trajectory than the original standards required. It projects that the share of required ZE-HDV sales by 2030 could decrease from 32% to 16%, with the cumulative sales of ZE-HDVs over the period 2025–2035 potentially falling from 740 000 to 540 000 vehicles, a drop of 27%.

The NGO says this is one of many possible trajectories that manufacturers may follow to remain in compliance with the CO_2 standards and represents a case in which manufacturers sell the minimum cumulative number of ZE-HDVs over the 2025–2035 period while remaining in compliance with the standards.

The policy update is available to download from theicct.org/publication/an-amendment-to-the-co2-standards-for-new-heavy-duty-vehicles-in-the-eu-jun26.

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Air Quality, Sources and Exposure

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Synergistic effect of diesel oxidation catalyst and selective catalytic reduction system on nitrogen oxides emission reduction in methanol-biodiesel dual-fuel combustion mode, Zichun Wang, et al.; Energy Conversion and Management (September 2026), Vol. 364, 121709, doi: 10.1016/j.enconman.2026.121709.

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A comprehensive LCA CO_2 emission inventory for passenger car fleet in Europe and future trends, Sokratis Mamarikas, et al.; *Journal of Cleaner Production* (July 2026), Vol. 571, 148784, doi: 10.1016/j.jclepro.2026.148784.

FORTHCOMING CONFERENCES

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

Heavy-Duty Sustainable Transport Symposium
12-13 May 2027, Baden-Baden, Germany
sae.org/events/2027/heavy-duty-sustainable-transport-symposium