

AECC NEWSLETTER

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EUROPE

Ireland assumes EU Presidency

On 1 July 2026, Ireland assumed the Presidency of the Council of the European Union, taking over from Cyprus.

Ireland identifies competitiveness as a key priority for its Presidency term, saying that Europe must act urgently to enhance its competitiveness and productivity. The One Europe, One Market Roadmap, agreed by the Council, the European Commission and the European Parliament, provides a blueprint to “achieve decisive progress” in 2026, and Ireland says it will treat the Roadmap’s objectives as core priorities for the Irish Presidency.

The Irish Presidency’s work will be guided by the five agreed strategic building blocks: simplifying rules; more integrated Single Market; championing strong trade; energy transition; and digital/AI.

On the energy transition, Ireland says it will support measures to ensure the protection and resilience of energy infrastructure, and work to accelerate the clean energy transition and phasing out dependence on fossil fuel imports.

The Irish Presidency website with its priorities is at irish-presidency.consilium.europa.eu/en/news/our-priorities-competitiveness.

Publication of Final Euro 6 Vehicle Registration Dates

On 24 July 2026, Commission Regulation (EU) 2026/1791 amending and correcting Regulation (EU) 2017/1151 as regards emission type-approval procedures for light passenger and commercial vehicles for end dates of Euro 6 vehicles and certain specific technical requirements was published in the Official Journal (OJ). The measure will enter into force 20 days after its publication in the OJ and will apply immediately.

The final registration date from Annex I, Appendix 6, Table 1 of the Commission Regulation is for example 28 November 2027 for standard M1 and N1 vehicles, covering Euro 6e-bis, Euro 6e-bis-FCM, BEV and FCEV.

The Regulation is available at data.europa.eu/eli/reg/2026/1791/oj.

Publication of the End-of-Life Vehicle Regulation

On 24 July 2026, Regulation (EU) 2026/1738 of the European Parliament and of the Council of 8 July 2026 on circularity requirements for vehicle design and on management of end-of-life vehicles was published in the Official Journal (OJ) following Council adoption on 29 June 2026 (see AECC News of 10 July).

This Regulation lays down circularity requirements on vehicle design and production related to reusability, recyclability and recoverability and the use of recycled content, which are to be verified at type-approval of vehicles, and on information and labelling requirements on parts, components and materials in vehicles. It also lays down requirements on extended producer responsibility, collection and treatment of end-of-life vehicles, as well as on the export of used vehicles from the Union to third countries.

The Regulation is available at data.europa.eu/eli/reg/2026/1738/oj.

Publication of HDV On-Board Monitoring Rules

On 24 July 2026, Commission Implementing Regulation (EU) 2026/1787 laying down rules for the application of Regulation (EU) 2019/1242 of the European Parliament and of the Council as regards the detailed procedure for collecting real-world data relating to CO₂ emissions from heavy-duty vehicles (HDV) was published in the OJ. This Regulation shall enter into force on the twentieth day following that of its publication.

‘Real-world data’ is defined as lifetime values and static accumulated data recorded by on-board fuel and electric energy consumption monitoring (OBFCM) devices, as specified in Implementing Regulation (EU) 2025/2161.

From 1 July 2028, roadworthiness testing bodies must collect four data points from eligible vehicles: real-world data, vehicle identification number (VIN), odometer reading, and test date. Eligible vehicles are new heavy-duty vehicles registered from 1 July 2027 and equipped with OBFCM devices, at the point of their roadworthiness test.

From 2029, Member States must report the preceding year’s collected data to the Commission via the European Environment Agency (EEA) by 30 November each year. Member States must use the Commission/EEA’s electronic tools for reporting and designate a named contact person. From 1 January 2028, voluntary early collection is permitted. Any such data may be reported to the EEA by 30 November 2028.

The Regulation is available at data.europa.eu/eli/reg_impl/2026/1787/oj.

Implementing Decision on HDV CO₂ Emissions by Manufacturer

On 28 July 2026, Commission Implementing Decision (EU) 2026/1815 of 24 July 2026 was published in the Official Journal of the European Union. This relates to the publication of a list indicating certain CO₂ emissions values per manufacturer as well as average specific CO₂ emissions of all new heavy-duty vehicles registered in the Union pursuant to Regulation (EU) 2019/1242 for the reporting period of the year 2024 (notified under document C(2026) 5108).

This states the basis of determining average specific CO₂ emissions and zero- and low-emissions factor of a manufacturer, as well as the CO₂ emission reduction trajectory and the emission credits per manufacturer.

From the reporting period of the year 2024 onwards, the share of new heavy-duty vehicles in a vehicle sub-group, in accordance with point 2.4 of Annex I to Regulation (EU) 2019/1242, is to be calculated based on the number of heavy-duty vehicles of a manufacturer falling within the enlarged scope. Therefore, the values of the average specific CO₂ emissions and of the CO₂ emission reduction trajectory of a manufacturer, as well as the value of the average specific CO₂ emissions of all new heavy-duty vehicles, set out in this Decision and its Annex, are no longer directly comparable to the values set out in the Decisions for the reporting periods of the previous years. The emission credits per manufacturer are unaffected by the change in the calculation of the heavy-duty vehicle sub-group shares and remain comparable.

The Implementing Decision is at eur-lex.europa.eu/legalcontent/EN/TXT/?uri=CELEX:32026D1815.

EP TRAN Debate on LDV CO₂ Review

On 15 July 2026, the Transport and Tourism Committee of the European Parliament held a debate on the review of the CO₂ emissions standards for cars and vans. Discussion centred on the right balance between maintaining climate ambition and giving industry flexibility, with recurring debate over the size of credits for renewable fuels, the treatment of green steel, the future of plug-in hybrids under a technology-neutral approach, "Made in Europe" content requirements, and the need for coherence with parallel initiatives.



Rapporteur for Opinion Jens Gieseke (EPP, DE) framed the file as fundamentally about the competitiveness of a core European industry, arguing that the 100% electrification target for 2035 was never realistic and that the combustion engine ban had been a mistake. He described the Commission proposal as a good start, but the EPP wants an 80-90% target range rather than a full ban, and a 10% credit for sustainable and renewable fuels. He backed the Commission's proposed 7% green steel credit provided the rules stay simple, and defended continued flexibility for plug-in hybrids under a technology-neutral approach.

MEP Gieseke stressed the need for consistency between this file and the Industrial Accelerator Act and "Made in Europe" provisions and called for negotiations to conclude by Christmas under the Irish Presidency.

Shadow-rapporteur for Opinion Vivien Costanzo (S&D, DE) stressed the social urgency of the file, citing recent worker protests. She called for a clear timetable to conclude by year-end and set out three priorities: 1) avoid overregulation and clarify what proposed thresholds actually mean in detail rather than in headline terms; 2) treat this file as part of a coordinated package with other legislation rather than in silos; 3) insist that any flexibility be matched by full compensation of the 100% CO₂ reduction objective. She expressed confidence that a compromise is achievable.

Shadow-rapporteur for Opinion Jan-Christoph Oetjen (Renew, DE) framed the debate around industry survival, arguing that greater flexibility for OEMs, rather than accelerating electrification rules. He broadly welcomed the Rapporteur's direction but said his political group wants any flexibility to be fully compensated in CO₂ terms to preserve the Paris Agreement targets. He supported technology neutrality, continued market space for plug-in hybrids, and freezing the utility factor, while arguing the pace and curve set out in current rules are unrealistic.

MEP Jutta Paulus (Greens/EFA, DE), speaking on behalf of Opinion Shadow Rapporteur Lena Schilling (Greens/EFA, AT), opposed weakening the legislation, defending the 2035 end-date for combustion engines as necessary for regulatory clarity and for meeting 2030, 2040 and 2050 climate targets. She argued that the industry's difficulties stem from declining sales in China and management errors rather than green legislation. She backed retaining the 100% target for cars, proposed 45% as a middle-ground target for vans, and was open to limited, well-targeted flexibility via super-credits for small battery-electric cars made in Europe. She rejected credits for low-carbon steel or sustainable fuel and opposed counting liquid fuels within any zero-emission definition.

Following the MEP interventions, Edoardo Turano (EC DG-CLIMA) set out the Commission's approach as a balance between a pragmatic, cost-efficient transition to zero-emission mobility based on conditional flexibilities and enhanced technology neutrality; and preserving a long-term investment signal for the zero-emission mobility value chain. He acknowledged industry challenges including high EU production costs, loss of volume to China, resulting overcapacity, some unfair competition, and delays in technology development, but argued the transition is also driven by energy security, citing an EU fossil fuel import bill of roughly €290 billion per year, and noted that global internal combustion engine sales peaked in 2017, with electric vehicles now the only growing segment. He expressed his aspiration that co-legislators can preserve this balance across climate, competitiveness, and energy security objectives.

Closing the debate, MEP Gieseke noted that he does not fully agree with the Commission's proposed balance and sees scope for improvement via amendments, while reaffirming the EPP's longstanding opposition to a full combustion engine ban. He also raised concerns about heavy-duty vehicle CO₂ rules, citing an estimated 70 000 jobs at risk and unanswered letters to the Commission on this separate file, appealing to the Commission to respond. Finally, he confirmed the Secretariat is finalising the timetable for shadow meetings across August and September, and expressed confidence in reaching an outcome by the end of 2026.

The debate can be replayed at (as of 11:19)
europarl.europa.eu/en/webstreaming/tran-committee-meeting_20260715-0900-COMMITTEE-TRAN.

EP Committee Amendments to Automotive Omnibus

On 2 July 2026, amendments from the ENVI, IMCO and TRAN committees in the European Parliament were made available on the Automotive Omnibus.

The published amendments focus on following topics: the LDV Euro 7 low-temperature emission testing, the HDV Euro 7 implementation timing, the treatment of the PHEV Utility Factor, and introduction of the VEEF category (vehicles running exclusively on eligible fuels) among other items. It is noteworthy that similarly to the CO₂ review (see below), there are also some amendments on a potential Euro 7 reassessment given more flexibility in the CO₂ standard, by MEPs from Renew and the Greens.

Regarding cold-start low-temperature limits, the Commission proposes to delete mandatory cold-start low-temperature emission testing for light-duty vehicles. Shadow rapporteurs universally oppose this but divide on the remedy. MEPs Bloss (Greens/EFA, DE), Sinkevičius (Greens/EFA, LT), Kuhnke (Greens/EFA, SE), Schaldemose (S&D, DK), Costanzo (S&D, DE), and Sjöstedt (GUE/NGL, DK) seek full restoration of the laboratory test and propose inserting a new Table 1a with binding CO and HC limits at minus 7°C, with S&D and Greens differing on stringency: MEP Costanzo proposes Euro 6-equivalent figures, while Schaldemose and the Greens shadow rapporteurs propose a 66% reduction from Euro 6 levels (AM 286, AM 287, AM 288, AM 289). MEP Vondra (ECR, CZ), Cavedagna (ECR, IT), Staněk (P/E, CZ), Blom (P/E, NL), Gieseke (EPP, DE), and Tomašič (EPP, SI) take a different approach, inserting a new Table 9a restoring Euro 6 limit values without tightening, framing this as correcting a legal gap rather than introducing new obligations (AM 313, AM 316, AM 318).

Amendment 45

Sigrid Friis, Gerben-Jan Gerbrandy, Yvan Verougstraete, Stine Bosse

Proposal for a regulation

Recital 11 a (new)

Amendment

(11a) The introduction of additional compliance flexibilities under CO₂ emission performance standards for new passenger cars and light commercial vehicles [the revision of Regulation (EU) 2019/63] will allow the continued use of internal combustion engines. These flexibilities should not weaken the Union's climate, air quality and public health objectives. In order to maintain coherence between the CO₂ standards and Union type-approval rules, ...

... 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, the Commission should consider appropriate legislative measures to strengthen the Euro 7 framework.

Regarding HDV implementation timing, MEPs Gieseke and Tomašič propose a two-year deferral to the Article 10 application dates, shifting the type-approval refusal date to 29 May 2030, the registration prohibition to 29 May 2031, and the small-volume manufacturer date to 1 July 2033 (AM 172). Contrastingly, Stefano Cavedagna (ECR, IT), together with Vondra and Krutílek, proposes an 18-month shift to 29 November 2029 for type-approval refusal and 29 November 2030 for registration prohibition, without amending the small-volume manufacturer paragraph (AM 174). Vondra, Cavedagna, and Krutílek also tabled separate single-paragraph amendments targeting only Article 10(6) with a five-year shift to 29 May 2033 (AM 177) and only Article 10(7) with a shift to 29 May 2034 (AM 178). Vondra and Krutílek further proposed amending Article 10(8), which provides a derogation for M2/M3 buses during the zero-emission transition, to extend the derogation deadline to 30 June 2030 and adjust the zero-emission target trigger from 100% to 90%, aligning it with the revised bus fleet regulation (AM 179). Finally, the three ECR Shadows also proposed shifting the small-volume manufacturer date in Article 10(10) to 1 July 2036, the maximum deferral proposed for that paragraph across the document (AM 181). Tomašič proposed inserting a new Article 10a requiring the Commission to submit a report to Parliament and Council before the revised application date, assessing technological readiness, industrial investment cycles, supply-chain availability, and automotive competitiveness, with a legislative proposal where appropriate (AM 180).

Concerning Annex XXI - PHEV Utility Factor Freeze (AM 364–369), this cluster commands the broadest cross-party support in the document. Under Regulation (EU) 2023/443, a revised Utility Factor is due to apply from January 2027, reducing the parameter d_{net} from 4 260 km to 2 200 km and tightening the assumed electric-driving share of PHEVs. Vondra (ECR, CZ), Cavedagna (ECR, IT), Staněk (P_{EF}, CZ), Blom (P_{EF}, NL), and Dieringer (P_{EF}, AT) all propose freezing d_{net} at 2 200 km, preventing further tightening and providing regulatory continuity for manufacturers still transitioning to Euro 7 (AM 364, AM 365, AM 367). The common argument across ECR, Patriots for Europe, and aligned Renew and EPP members is that PHEV technology has continued to improve and that early tightening would undermine investment in a technology with ongoing industrial value.

MEP Kulmuni (Renew, FI) and Devaux (Renew, FR) each propose adding "all reagents" to the RDE declaration of compliance requirement in Tables 1 and 3 respectively, extending coverage to exhaust after-treatment reagents (AM 336, AM 357). Staněk (P_{EF}, CZ), Blom (P_{EF}, NL), Tomašič (EPP, SI), and Gieseke (EPP, DE) also replace the crankcase emission compliance check with a declared emission factor approach across Tables 3, 4, 7, and 8, removing associated in-service conformity requirements (AM 358, AM 359, AM 361, AM 362, AM 363).

MEPs Tomašič and Gieseke also propose narrowing the scope of in-service conformity testing by removing CO₂ and O₂ parameters from the required ISC column in Tables 1 and 2, on the basis that Regulation (EU) 2023/2866 already provides fleet-level monitoring (AM 337, AM 338, AM 349).

The amendments can be found at
europarl.europa.eu/doceo/document/CJ76-AM-789933_EN.pdf,
europarl.europa.eu/doceo/document/CJ76-AM-789089_EN.pdf,
europarl.europa.eu/doceo/document/CJ76-AM-789167_EN.pdf.

Automotive Omnibus Progress Report

At the end of June, the Cypriot Presidency's Progress Report on the Automotive Omnibus was made available. This outlines the Council's technical work done on the Automotive Simplification Proposal during the first half of 2026, and outstanding points of contention among experts in the Working Group.

Work on the technical level began in January 2026 and is being led by the Antici Group on Simplification. As well as the overall ambition of the proposal, the Cypriot Presidency notes that delegations already broadly supported a number of measures contained in the proposal, especially with regards to streamlining type approval procedures and increased alignment with UNECE Regulations. Experts also supported provisions to simplify end-of-life series procedures and reduce unnecessary burdens for operators and manufacturers.

Notwithstanding consensus on some simpler measures, delegations had differing views on the extent to which the proposal should accommodate technological neutrality, and the scope and treatment of the new 'small electric vehicle' subcategory. Some Member States also expressed opposing views on how to balance simplification objectives with climate ambition, with some wanting additional flexibility within the automotive sector, and others stressing the importance of regulatory consistency.

The Presidency assesses that though outstanding issues are limited in number, they are politically sensitive, as they primarily relate to broader issues supporting the future path of the automotive industry with regards competitiveness and decarbonisation.

These specifically concern the scope and treatment of a new vehicle sub-category, suggested by the Commission for small electric vehicles, the possible extension of similar provisions to light commercial vehicles, the treatment of plug-in hybrid vehicles and the utility factor methodology, and the timing and implementation of certain Euro 7 requirements, particularly for heavy-duty vehicles.

The progress report is available at
consilium.europa.eu/doc/document/ST-10757-2026-INIT/en/pdf.

ENVI Debate on Environment Omnibus

On 2 July 2026, the Environment (ENVI) Committee of the European Parliament considered and exchanged views on the draft Report on the proposal simplifying waste and industrial emissions Directives, as well as on the proposal simplifying certain requirements and reducing administrative burdens in Regulation (EU) 2023/1542, the Batteries and Waste Batteries Regulation, and Regulation (EU) 2024/1244 on the Industrial Emissions Portal (IEPR).

Focusing specifically on the proposal on this file, MEP Lidia Pereira (EPP, PT), presenting on behalf of Rapporteur Susana Solís Pérez (EPP, ES), framed the draft report as a balanced text guided by a single overarching principle: simplify, do not deregulate. Emphasising that the Union's climate and environmental objectives, including climate neutrality by 2050, remain fully intact, she outlined a series of targeted amendments across both Directives. On the Industrial Emissions Directive (IED), she proposed removing duplicative environmental management system (EMS) requirements for operators already certified under EMAS or ISO 14001, introducing a "bubble approach" for installations sharing gas, material or energy flows so that emissions may be managed collectively provided the environmental outcome is equivalent or better, and extending transformation timelines in justified cases to reflect the practical demands of transitioning to clean technologies.

Whilst broadly supportive of the direction of travel, Shadow Rapporteur Thomas Bajada (S&D, MT) drew a firm line against measures that would weaken environmental safeguards agreed only recently, endorsing digitalisation, harmonised reporting and the removal of genuine duplication

but cautioning that the IED's effectiveness rests on installation-level permitting, Best Available Techniques (BAT) and their associated reference documents. In his view, weakening the connection between EMS requirements, BAT standards and installation-level data collection would not constitute simplification but rather an erosion of the tools that authorities need to issue permits, enforce legislation and update standards.

Shadow Rapporteur Anna Zalewska (ECR, PL) embraced the language of deregulation openly, arguing that Europe's overregulation is a primary driver of declining competitiveness and investment flight. She welcomed the report's pragmatic orientation, endorsing recognition of existing EMS, greater flexibility in transformation plans and the elimination of overlapping obligations arising from multiple legislative instruments governing the same activity, and expressed satisfaction that the Committee on Agriculture's opinion had been respected, maintaining that agriculture should not be subject to rules designed for heavy industry.

Offering a more nuanced perspective, MEP Martin Hojsík (Renew, SK), speaking on behalf of Shadow Rapporteur Michal Wiezik (Renew, SK), acknowledged the cooperative spirit in which the report had been prepared whilst raising serious concerns about the removal of EMS requirements under the IED.

The most critical interventions came from the Greens and the Left. Shadow Rapporteur Jutta Paulus (Greens/EFA, DE) characterised the proposals as deregulation rather than simplification, arguing that the 2024 IED compromise had been a carefully negotiated balance which should not now be reopened to weaken it further. She criticised the shift from installation-level to company-level EMS requirements as environmentally incoherent, since pollution and resource consumption occur at the level of individual installations rather than at company level, and warned that replacing clear BAT references with vaguer notions such as "business practicability" would effectively revert standards to those of 2001.

A video of the meeting is available to view at europarl.europa.eu/en/webstreaming/envi-committee-meeting_20260702-1000-COMMITTEE-ENVI.

EP ITRE Vote on Environmental Omnibus Opinion Report

On 14 July 2026, the European Parliament Committee on Industry, Research and Energy (ITRE) voted on its opinion report to the Environment Omnibus.

Compromise amendment 1 and the final report were both adopted by 47/48 votes against 34/35, with a majority of EPP, ECR, ESN and P/E.



Opinion rapporteur Juri Ratas (EPP, EE) explained the objective of the report is to have balanced simplification without deregulation.

The report does expand the Commission's simplification proposal and introduces several substantive changes. The ITRE report for example proposes to delete Article 14a on the Industrial Emissions Directive Environmental Management System (EMS) obligation. It also removes related obligations on chemicals inventories, audits and transformation plans. ITRE also proposes major changes to the implementation of Best Available Techniques (BAT): permit authorities should set the strictest achievable Emission Limit Values (ELV), but operators would only need to demonstrate what can be reasonably be achieved; if achieving stricter BAT performance increases costs by more than 10% it is presumed unreasonable unless authorities can rebut this with objective evidence; permit reconsideration linked to BAT conclusions would move from every four years to every eight years. The report does not modify the Commission proposal regarding data centre backup power.

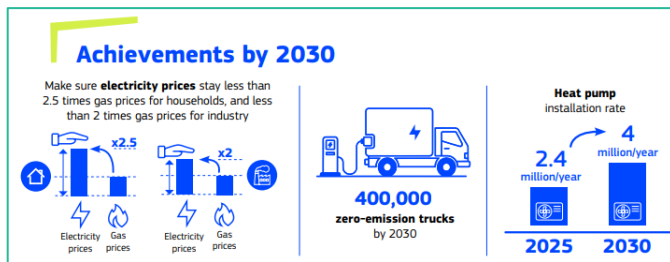
The leading Environmental Committee will consider this opinion for the determination of its report after the summer recess.

The final opinion report is available at europarl.europa.eu/doceo/document/ITRE-AD-787849_EN.pdf

The roll call vote result is available at europarl.europa.eu/cmsdata/309092/20260714-roll-call-votes.pdf.

Commission Proposal on Electrification Action Plan and ETS Review

On 17 July 2026, the European Commission published its proposal titled Electrification Action Plan to boost Europe's competitiveness, decarbonisation and independence. It was accompanied by a revision of the Emissions Trading System (ETS). The Commission states the proposals are to make Europe the first electro-powered continent, and a stronger carbon market to support EU's industry in the clean transition and electrification.



The Commission states the ETS review will bring relief to industry, while preserving the essential role of the ETS in the climate and energy transition, in line with the EU Climate Law. It updates the Linear Reduction Factor (LRF) of 3.7% for 2031-2035 and 1.7% for 2036-2040, making the trajectory more gradual and aligned with domestic climate ambition level. Up to 2% high-quality international credits will allow to finance decarbonisation projects abroad and provide breathing space in 2036-2040 when the emission reduction in Europe will become more challenging.

Other ETS revisions items are a strong focus on investments (the Industrial Decarbonisation Bank will have €100bn funding going towards industrial decarbonisation across Europe at scale), solidarity through the Modernisation Fund for lower-income Member States, continuation of free allocation for companies beyond 2030, national ETS revenues to be reinvested in ETS sectors, and integration of permanent carbon removals into the EU ETS. This will give additional flexibility for the hardest-to-abate sectors and will at the same time support the scale-up of these technologies.

The Commission also proposes a reform of the Market Stability Reserve (MSR) to further strengthen market stability and predictability for investments, maintain liquidity and reduce excessive price volatility. The proposal strengthens EU ETS for aviation and maritime sectors and extends it to waste incineration.

The Electrification Action Plan focuses on reducing the price gap between electricity and fossil energy costs and on incentivising the uptake of cleaner, electricity-based technologies such as heat pumps, electric vehicles and batteries, among others, across Europe. To tackle this, the proposal will empower Member States to reduce network charges for certain consumer groups and taxes for energy-intensive businesses. It also spurs faster deployment of smart meters, which will make it easier for consumers to save on their energy bills. The proposal also seeks to make sure that electricity is not taxed more heavily than gas.

The Action Plan also proposes solutions to lowering the upfront costs of electrification technologies across key demand sectors, such as buildings, transport and industry. It sets out a wide variety of tools that can be mobilised, such as the use of social leasing schemes, ETS financial instruments, including the Social Climate Fund and the Industrial Decarbonisation Bank, and a Clean Heat Market mechanism.

The Commission uses the opportunity to request swift adoption of the Grids Package proposal of 2025 by the co-legislators by the end of the year.

The press release and proposals are at ec.europa.eu/commission/presscorner/detail/en/ip_26_1596.

FR-DE Council of Ministers Meeting

Following a Franco-German Council of Ministers meeting on 17 July, a joint statement was issued, committing to ensuring the global competitiveness of the European automotive sector among other items.

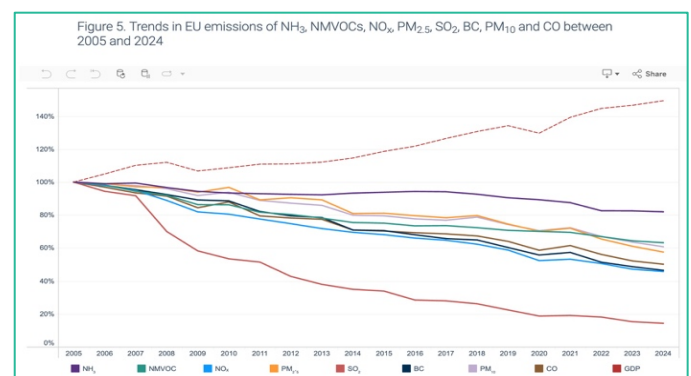
They state that the European Commission's proposed revision is an important basis for advancing appropriate, technologically neutral, and flexible CO₂ standards and European content requirements. The two countries will aim to develop a common approach by the end of the summer on the automotive package and the Industrial Accelerator Act (IAA).

The statement is available at elysee.fr/emmanuel-macron/2026/07/17/conclusions-du-26e-conseil-des-ministres-franco-allemand, and at bundesregierung.de/resource/blob/975228/2447546/2026-07-17-dfmr-erklaerung-data.pdf?download=1.

EEA Reports on Air Pollutant Emission Reduction Commitments

On 1 July 2026, the European Environment Agency (EEA) published its latest 'monitoring check-up' on national emission reduction targets for key air pollutants. This shows that most EU Member States are on track to meet their targets, although it says reducing ammonia emissions remains a "persistent challenge".

In 2024, 21 Member States met their reduction commitments for each of the five main air pollutants under the EU's National Emission reduction Commitments Directive (NECD), according to the EEA assessment. The five key pollutants include ammonia (NH₃), non-methane volatile organic compounds (NMVOCs), nitrogen oxides (NO_x), fine particulate matter (PM_{2.5}) and sulphur dioxide (SO₂). Six Member States failed to meet commitments for at least one of the pollutants.



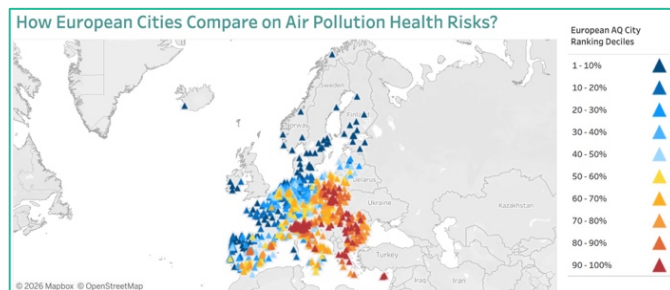
The most significant progress has been made in reducing sulphur dioxide emissions, with 25 Member States having already achieved the more stringent 2030 reduction commitments.

EEA says meeting the more stringent emission reduction commitments for 2030 and beyond will require considerable effort in most Member States, especially for ammonia, nitrogen oxides and fine particulate matter.

The EEA also published the annual European Union emission inventory report 1990-2024, under the Convention on Long-range Transboundary Air Pollution (UNECE Air Convention). The report focuses on the same five key air pollutants mentioned above but also others such as heavy metals, black carbon and persistent organic pollutants.

This year's report reconfirmed a continued downward trend in EU emissions of the five main pollutants. Reported emissions of all pollutants were lower in 2024 than in 2005. Sulphur dioxide emissions have reduced the most followed by nitrogen oxides.

Nordic cities rank among the cleanest European urban centres in terms of air quality in the updated EEA European city air quality viewer which is available now. Noticeably, a few cities in Spain, Italy, Portugal and Croatia also improved considerably, including Zaragoza (Spain), Cantanzaro (Italy), Valongo (Portugal), and Rijeka (Croatia), compared to the last update of the European city air quality ranking.



Cities are ranked according to the combined mortality risk associated with long-term exposure to fine particulate matter (PM_{2.5}), nitrogen dioxide (NO₂) and ground-level ozone (O₃) over the past two calendar years.

The interactive tool is focused on long-term air quality, as long-term exposure to air pollution causes the most serious health effects. The viewer is updated once a year. Also new this year, it is possible to check out longer-term trends of air quality per city or groups of cities monitored in the EU.

The EEA press release with links to the reports is at eea.europa.eu/en/newsroom/news/most-eu-member-states-on-track-to-meet-key-air-pollutant-emission-reduction-commitments.

Commission Response to Question on Transposition of IED

On 3 July 2026, European Commissioner Roswall responded to a parliamentary question from MEP Susana Solís Pérez (EPP, ES). She pointed out that the revised Industrial Emissions Directive (IED 2.0) must be transposed by Member States by 1 July 2026, but that to date, no Member State has transposed it into national law.

Ms Solís Pérez adds that at the same time, the Commission has tabled the Environmental Omnibus, which would significantly modify and simplify the very provisions that Member States are expected to transpose. She says that requiring transposition of a directive that is simultaneously being renegotiated creates legal uncertainty for Member States, competent authorities and industrial operators alike, and risks generating an administrative burden that may shortly become obsolete. She therefore asks if the Commission is considering tabling a legislative proposal to delay the transposition deadline for the IED 2.0 until the Environmental Omnibus has been adopted, and if so, given the urgency of the matter, would the Commission be prepared to use the urgency procedure to ensure such a proposal can be adopted before 1 July 2026?

Ms Roswall says that some of the provisions introduced by the 2024 amendment, including flexibilities available in situations such as energy or raw material crises, are linked to the timely transposition of the Industrial Emissions Directive (IED), adding that any possible stop-the-clock introduced in the Environmental Omnibus or in a separate proposal by the Commission, as referred to by the Honourable Member, would not enter into force before the transposition deadline of 1 July 2026. The Commissioner also states that the Commission will be mindful of its proposal on the omnibus amending Directive when checking both the completeness and the conformity of national transposition measures of the IED, in line with the communication 'EU law: Better results through better application'.

The question is available to read at europarl.europa.eu/doceo/document/P-10-2026-001994_EN.html, with the response at europarl.europa.eu/doceo/document/P-10-2026-001994-ASW_EN.html.

UK Consultation on In-use Emissions from Road Vehicles

On 7 July 2026, the UK's Department for Transport (DfT) launched a consultation on proposals to strengthen the regulation of in-use emissions from road vehicles.

The DfT says its proposals aim to improve air quality, protect public health, encourage proper vehicle maintenance, and ensure emissions standards remain effective throughout the lifespan of vehicles. This applies to road vehicles once they are in use on UK roads.

To control excess emissions from in-use vehicles, the DfT proposes to make it a legal requirement that all road vehicles in-use in GB must have their emission control system (ECS) maintained in such a way that the maximum level of emissions and other requirements of the control system continue to operate as set by law at the time of manufacture.

This means that it will be prohibited to: use a vehicle on the road which has been maintained or modified in a way that means it no longer meets the emissions standards that it was approved to; allow a vehicle to be used on the road which has been maintained or modified in a way that means it no longer meets the emissions standards that it was approved to; modify a vehicle yourself, or allow a vehicle to be modified, in a way that means it no longer meets the emissions standards that it was approved to.

There will be no distinction between excess emissions caused by poor maintenance of a vehicle and those caused by modifications made to vehicles.

Similarly, there are no proposals to distinguish unintentional and deliberate modifications made to the ECS, nor whether these are through hardware or software alterations. The consultation states environmental and health impacts of excess emissions are the same, regardless of the reason. It adds that such distinctions can also be difficult to evidence and would make enforcement unreasonably difficult.

It is envisaged that new legislation will be passed in the summer of 2027, with the intention to allow a six month lead-in time before the law is active so that owners can have any relevant servicing done and businesses can make any necessary adjustments to their activities and advertising.

The consultation opened on the 6 July and closes at midnight on 6 September.

It can be found at gov.uk/government/consultations/in-use-emissions-of-road-vehicles-regulating-environmental-impacts.

NORTH AMERICA

US Federal Court Order on Soot

On 17 July 2026, a federal judge ordered the US EPA to issue Clean Air Act attainment and nonattainment designations for the strengthened 2024 fine particulate matter (PM_{2.5}), or soot, standards by February 6, 2027.

U.S. District Judge Haywood Gilliam Jr. ruled that EPA failed to perform its nondiscretionary duty under the Clean Air Act to identify areas of the country that meet or violate the updated PM_{2.5} standards by the statutory deadline. EPA had been required to issue the designations by February 6, 2026, but missed that deadline.

The case was brought after EPA missed the statutory deadline, with environmental organizations filing suit to compel the agency to act and a separate state-led lawsuit, including California, following. The court granted summary

judgment to the plaintiffs, rejected EPA's request for additional time, and declined to pause the case while separate litigation over the legality of the 2024 standards proceeds.

The designations are a required step before the strengthened soot standard can be fully implemented. EPA must now publish the required designations in the Federal Register by the court-ordered deadline.

The Federal Court ruling can be downloaded at courthousenews.com/wp-content/uploads/2026/07/ca-v-zeldin-summary-judgment-order.pdf.

Proposed EPA Rule on MY 2027+ Heavy-Duty Amendments and Penalties

On 14 July 2026, the U.S. Environmental Protection Agency published proposed regulatory amendments to certain compliance provisions and test procedures related to model years 2027 and later heavy-duty highway engines.

These amendments would include changes to the regulatory useful life periods and the emission-related warranty periods. EPA also says it proposes to "add clarity to certain regulatory compliance provisions and correct errors in the regulations" to support the model year 2027 and later programme for heavy-duty highway engines and vehicles. This includes certain amendments related to provisions adopted in January 2023 as well as other provisions adopted in earlier rules. EPA also proposes to make nonconformance penalties available to manufacturers of medium heavy-duty engines and heavy-duty engines beginning in model year 2027.

In addition, EPA proposes to amend the inducement provisions for selective catalytic reduction systems that use DEF. The proposal would replace the requirement for engine derates and vehicle speed reductions with audible and/or visible notifications for newly manufactured diesel-fuelled highway engines and vehicles (i.e., light-duty and medium-duty vehicles and heavy-duty engines) and non-road engines and equipment. EPA is also considering a process to issue updated guidance that would allow manufacturers to modify in-use engines and vehicles, consistent with any changes that the Agency adopts for certifying new engines and vehicles.

The Proposed Rule can be found at epa.gov/regulations-emissions-vehicles-engines/proposed-rule-amendments-nonconformance-penalties.

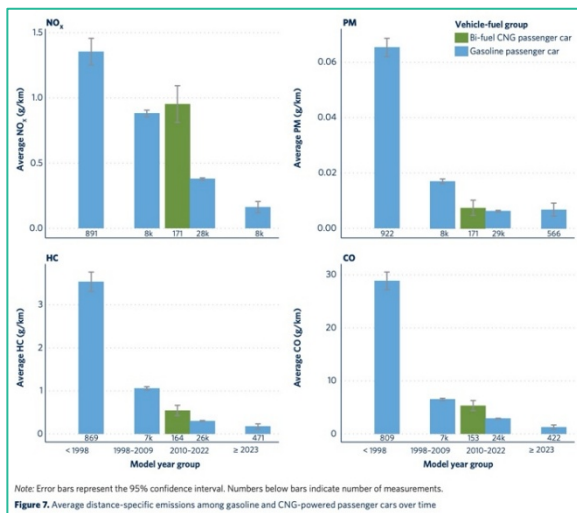
GENERAL

Real-World Vehicle Emissions in Bogotá

On 30 June 2026, the International Council on Clean Transportation (ICCT) published a study from the TRUE Initiative, which analyses real-world emissions data from vehicles in Bogotá, Colombia. This provides a detailed picture of the fleet's impact on air pollution and identifies evidence-based policy considerations to improve air quality in the city.

Emissions from nearly 250 000 vehicles were measured using roadside remote sensing technology. The analysis found that certain vehicle segments exhibiting high emission levels warrant targeted policy intervention.

The report found that gasoline passenger cars manufactured prior to 2010 made up only 24% of the measured fleet but emitted roughly half of all emissions from this segment, ranging from 43% of total NO_x emissions to 58% of total hydrocarbon emissions.

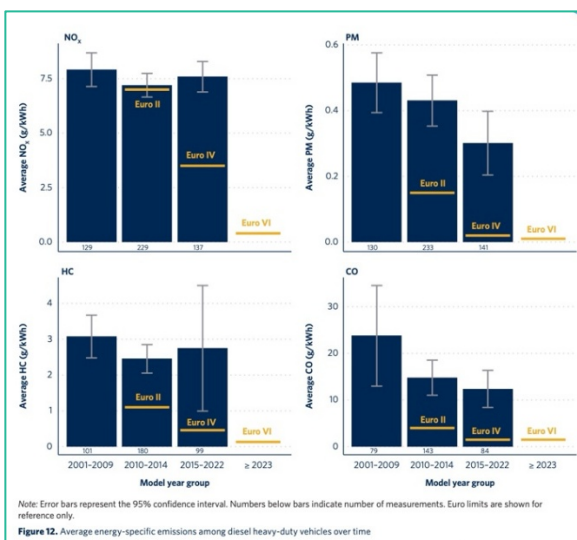


Note: Error bars represent the 95% confidence interval. Numbers below bars indicate number of measurements.

Figure 7. Average distance-specific emissions among gasoline and CNG-powered passenger cars over time

Compressed natural gas (CNG) light-duty vehicles, actually show over 2 times the average real-world NO_x emissions than gasoline cars, while both gasoline and CNG taxis, likely retrofitted due to the lower relative cost of fuel, also showed up to 5 times higher emissions compared to private cars of the same model year.

According to the study, heavy-duty diesel vehicles manufactured up to 2022 showed little improvement in both NO_x and PM emissions despite increasing emission standards.



Note: Error bars represent the 95% confidence interval. Numbers below bars indicate number of measurements. Euro limits are shown for reference only.

Figure 12. Average energy-specific emissions among diesel heavy-duty vehicles over time

The report says that accelerating the phase-out of the highest emitters from the roads, a small portion of the total fleet, would have an “outsized impact” on air quality.

It proposes policy options including enhancement of existing policies, such as the Zonas Urbanas por un Mejor Aire (Urban Zones for Better Air, ZUMA) initiative, as well as adoption of Euro 6-equivalent standards for gasoline cars, with stricter NO_x emission limits and on-road testing. The report also calls for improved inspection and maintenance programmes for taxis and diesel heavy-duty vehicles, with roadside remote sensing to identify high emitters.

The TRUE study is available to download from theicct.org/publication/assessment-of-real-world-vehicle-emissions-in-bogota-colombia-jun26.

MECA and ICCT Comments on EPA Tier 4 Delay

On 6 July 2026, the Manufacturers of Emission Controls Association (MECA) published comments on the US EPA's Revision of Tier 4 Criteria Pollutant Standards, Part 1: Amendments to Phase-in Schedule for Light-Duty and Medium-Duty Vehicles.

MECA states its analysis of emissions levels from the 2026 vehicle fleet demonstrates that today's vehicle technologies are already capable of meeting MY 2027 and MY 2028 requirements. They highlighted below comments.

Suppliers have made major investments in technology innovation, development, and manufacturing of components to enable automakers and engine makers to achieve Tier 4 standards, including those for MY 2027 and 2028 vehicles. Delaying these standards puts those investments and jobs at risk.

Americans deserve particulate-free exhaust like the rest of the world by deploying the same technology on the road since 2015. With gasoline particulate filters (GPFs) already on nearly 100 U.S. vehicle models today, nearly 40 scheduled for 2027 and another 20 being integrated for 2028 shows that the industry is well on its way to meeting the existing phase-in requirements.

In just two years, the costs of a GPF have dropped by 20% through suppliers' manufacturing efficiencies, and the 2027 and 2028 NMOG + NO_x emission phase-in limit can be met with the 2026 fleet with no additional technology and over a 30% compliance margin.

The existing phase-in schedule provides substantial compliance flexibility and the new BIN structure in 5 mg/mile increments adds further flexibility to certify existing vehicles to lower bins.

The full MECA statement is available at meca.org/wp-content/uploads/2026/07/MECA_Comments_EPA_Tier4_Delay_07062026.pdf.

The International Council on Clean Transportation (ICCT) also published comments on the US EPA's proposal. ICCT says it strongly disagrees with the proposal, stating that it would negatively impact public health and welfare as a consequence of increased tailpipe emissions and air pollution. It would also undermine industry investments in advanced emission control technologies.

ICCT states that certifications by CARB and EPA "clearly show" that automakers are well positioned to comply with the Tier 4 standards, having already had access to the technology required to meet them each year, including out to 2030 and beyond.

The NGO goes on to say that EPA is also overestimating the costs of emission control technologies, as well as underestimating the availability of the technologies and the ability of US automakers to deploy them. ICCT's analysis demonstrates that costs are lower and technology is more widely available than EPA's estimates. For particulates, ICCT says EPA's regulatory impact costs are overstated because the agency relies on higher outdated gasoline particulate filter (GPF) cost assumptions. For NMOG+NO_x, ICCT says EPA's regulatory impact costs are overstated because its assessment of platinum group metals (PGM) costs failed to consider changes in costs of all possible mechanisms other than precious metal loading to reduce emissions.

ICCT says it also strongly disagrees with the proposal due to the impact it would have on increasing automotive tailpipe pollution and adverse health effects. It states that PM emissions have been increasing on the last years, pointing out that EPA's existing PM standard of 0.5g/mile that will drive deployment of GPFs is a cost-effective solution to "correct this damaging trend" and shift PM emissions from light-duty vehicles back to a downward trend.

The ICCT comments are available to read at theicct.org/icct-comments-on-epa-proposed-revision-tier-4-criteria-pollutant-standards-part-1-amendments.

RESEARCH SUMMARY

Air Quality, Sources and Exposure

Has Warsaw internalised its low - emission zone? Changes in travel behaviour and air quality in the first year of the zone, Marta Borowska-Stefańska, et al.; *Cities* (October 2026), Vol. 177, 107347, doi: [10.1016/j.cities.2026.107347](https://doi.org/10.1016/j.cities.2026.107347).

Data driven analysis on Air Quality and Acute Respiratory Infections using Integrated Environmental Health data, V Poornima, et al.; *Procedia Computer Science* (2026), Vol. 282, pp. 3085-3094, doi: [10.1016/j.procs.2026.06.074](https://doi.org/10.1016/j.procs.2026.06.074).

Semi-parametric methods for long-term trend detection in air quality: The North-Eastern Italian Alps case, Claudia Collarin, et al.; *Environmental Pollution* (October 2026), Vol. 407, 128671, doi: [10.1016/j.envpol.2026.128671](https://doi.org/10.1016/j.envpol.2026.128671).

Emissions Measurements and Modelling

Identifying the extra nanoparticles from SCR-equipped diesel engines and reducing them via regulating surface tension of aqueous urea solution, Xiangxi Chen, et al.; *Journal of Hazardous Materials* (in press), doi: [10.1016/j.jhazmat.2026.142841](https://doi.org/10.1016/j.jhazmat.2026.142841).

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Adaptation of NMOG Calculation for Cold Start Tests Performed on Motor Dynamometer, F. Moreira, et al.; *Emiss. Control Sci. Technol.* (2026), Vol. 12, 19, doi: [10.1007/s40825-026-00300-2](https://doi.org/10.1007/s40825-026-00300-2).

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Research Pathways for Automotive Exhaust Catalysts during the Transition to Electric Mobility, Jueon Kim, et al.; *Environ. Sci. Technol.* (in press), doi: [10.1021/acs.est.5c17872](https://doi.org/10.1021/acs.est.5c17872).

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Transport, Climate Change and Emissions

Alternative passenger car fleet decarbonisation pathways in Europe, Traianos Karageorgiou, et al.; *Journal of Cleaner Production* (August 2026), Vol. 573, 148970, doi: [10.1016/j.jclepro.2026.148970](https://doi.org/10.1016/j.jclepro.2026.148970).

FORTHCOMING CONFERENCES

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