

AECC NEWSLETTER

TABLE OF CONTENTS

EUROPE	2
Health Effects of Fine Particles	2
Delegated Regulation on HDV Pollutant Durability Multipliers	3
Regulation on HDV CO ₂ Emissions Data	3
Commission Implementing Decision on Car and LCV Values for 2024	3
Update to VECTO Tool	3
Commissioner Séjourné Response on Gold as Strategic Raw Material	3
UK ZEV Mandate Review	4
NORTH AMERICA	4
Reconsideration of Emission Standards under US EPA 2026 Unified Agenda	4
NHTSA Proposed Rule on Medium- and Heavy-Duty Truck Engines	4
SOUTH AMERICA	5
Brazil NRMM Regulation Proposals	5
UNITED NATIONS	5
International Day of Clean Air for Blue Skies	5
GENERAL	6
ICCT Policy Brief on Fuel Crediting in EU's Light-Duty CO ₂ Standards	6
ICCT Policy Brief on Low-Carbon Steel Credits for Cars and Vans	7
ICCT Policy Brief on Health Impacts from Revised EU LDV CO ₂ Standards	7
IEA Global Hydrogen Review	8
RESEARCH SUMMARY	8
FORTHCOMING CONFERENCES	9

EUROPE

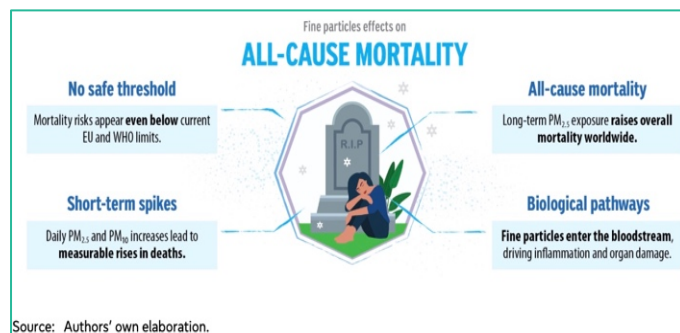
Health Effects of Fine Particles

On 24 August 2026, the European Parliament's Environment (ENVI) and Public Health (SANT) committees published a study carried out by the Policy Department for Transformation, Innovation and Health.

The study examines the health effects of fine particulate matter (PM_{2.5} and PM₁₀), trends in exposure, and the effectiveness of EU legal and policy frameworks. It draws on an umbrella review of 198 systematic reviews, quantitative analysis of exposure trends, stakeholder interviews, and comparative case studies across EU Member States.

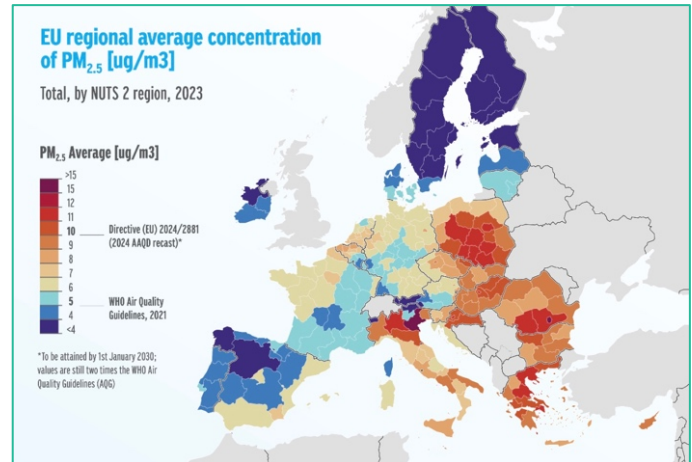
According to the study, the evidence confirms that fine particles are not only a respiratory risk. Long-term PM_{2.5} exposure increases the risk of premature death from any cause by an estimated 6–10% for every 10 µg/m³ increase, with cardiovascular disease, particularly heart attacks and strokes, among the most strongly affected outcomes. Exposure is also linked to respiratory disease, lung cancer, diabetes, cognitive decline, depression and neurodevelopmental conditions in children.

Overall, around 182 000 premature deaths in the EU were still attributable to PM_{2.5} in 2023. The burden falls hardest on children, older adults, people with chronic conditions and socio-economically disadvantaged regions and households.

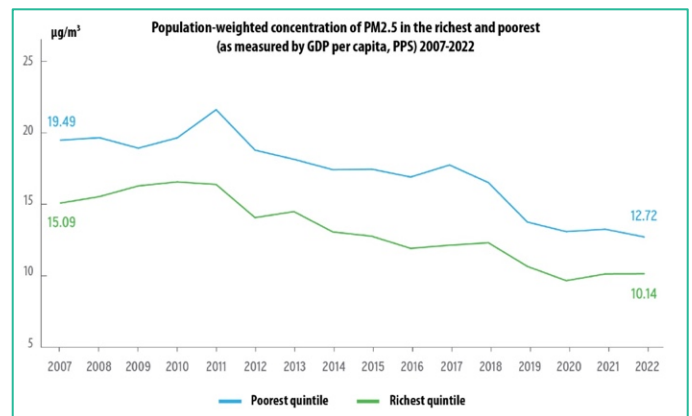


PM_{2.5}-attributable deaths have fallen by roughly 57% since 2005, meaning the EU has already met the Zero Pollution Action Plan's interim target. Every Member State recorded declining PM_{2.5} concentrations over the past decade, showing that EU and national air quality policies have delivered real improvements.

However, the pace of progress differs sharply. Some Member States reduced PM_{2.5} concentrations by 40–50% between 2013 and 2023, while others achieved reductions of only 10–22%. Between 2021 and 2023, the PM_{2.5}-related disease burden increased again in Portugal, Italy, Greece, Slovenia and Spain, suggesting that recent progress is stalling or reversing in parts of Southern Europe.



Regional hotspots persist in the Po Valley, the Silesian basin and a South-Eastern arc centred on Bucharest, Sofia and Athens. In 2023, 210 of 234 EU regions still exceeded the WHO annual PM_{2.5} guideline. Socio-economic inequalities also persist: the poorest fifth of EU regions were exposed to around 30% more PM_{2.5} than the wealthiest fifth, with no clear trend of narrowing.



The study says the EU has a mature regulatory framework for particulate matter, and this framework has contributed to the reductions observed since 2005. Binding standards on vehicles, industry and fuels, alongside changes in the energy mix, have helped reduce exposure across Europe. The 2024 revision of the Ambient Air Quality Directive is a significant step forward, lowering the annual PM_{2.5} limit value from 25 µg/m³ to 10 µg/m³ by 2030.

It goes on to highlight three “structural gaps [that] limit the framework’s health impact. Firstly, it states that the 2030 PM_{2.5} limit is still twice the WHO guideline of 5 µg/m³, and even full compliance is projected to leave 60,000–70,000 premature deaths per year. Agricultural ammonia also remains “insufficiently addressed”, and residential wood and coal burning remains a major source of particulate matter.

The study concludes by setting out 17 recommendations organised around five action areas. It proposes that the EU: raises the ambition and coherence of EU air quality

standards; closes the agricultural ammonia gap; strengthens implementation and enforcement; addresses remaining sectoral sources; and embeds health and equity in air quality policy.

The full study is at [europarl.europa.eu/RegData/etudes/STUD/2026/786419/ECTI_STU\(2026\)786419_EN.pdf](https://europarl.europa.eu/RegData/etudes/STUD/2026/786419/ECTI_STU(2026)786419_EN.pdf).

An 'At a Glance' summary is available to read at [europarl.europa.eu/RegData/etudes/ATAG/2026/790563/ECTI_ATA\(2026\)790563_EN.pdf](https://europarl.europa.eu/RegData/etudes/ATAG/2026/790563/ECTI_ATA(2026)790563_EN.pdf).

Delegated Regulation on HDV Pollutant Durability Multipliers

On 13 August 2026, Commission Delegated Regulation (EU) 2026/1216 of 9 June 2026 was published in the Official Journal of the European Union. This amends Regulation (EU) 2024/1257 as regards setting out durability multipliers for gaseous pollutants of heavy-duty vehicles of categories M3, N2 and N3.

Regulation (EU) 2024/1257 (Euro 7) requires vehicles to respect the emission limits set out not only during the main lifetime, but also during the additional lifetime period that extends 25 % beyond the vehicle's main lifetime. For that additional lifetime, durability multipliers are set out in Table 2 of Annex IV to Regulation (EU) 2024/1257 to account for the deterioration of emission reduction systems beyond the main lifetime period. In order to ensure legal clarity for vehicle manufacturers before the date of application of Regulation (EU) 2024/1257 as regards heavy-duty vehicles of categories M3, N2 and N3, it is necessary to set out durability multipliers for gaseous pollutants of heavy-duty vehicles of categories M3, N2 and N3 in Table 2 of Annex IV to Regulation (EU) 2024/1257.

Based on a report prepared by the European Commission, the Delegated Regulation states that it is appropriate to set out durability multipliers of 1.2 for gaseous pollutants for Euro 7 heavy-duty vehicles of categories M3, N2 and N3, aligning those values with the requirements for vehicles of categories M1, N1 and M2.

The Delegated Regulation is available at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202601216.

Regulation on HDV CO2 Emissions Data

On 21 August 2026, Delegated Regulation 2026/1282 was published in the Official Journal of the European Union. This amends and corrects Annexes IV and V to Regulation (EU) 2019/1242 as regards the data to be monitored, reported and published with respect to CO₂ emission performance standards for new heavy-duty vehicles.

Amendments cover data to be reported by Member States and manufacturers, risk assessments to be carried out, CO₂ emissions and fuel consumption to be determined by manufacturers, as well as certain elements of the reporting process that require clarification.

The Regulation is at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202601282.

Commission Implementing Decision on Car and LCV Values for 2024

On 5 August 2026, Commission Implementing Decision 2026/1907 was published in the Official Journal of the European Union. This specifies the values relating to the performance of manufacturers and pools of manufacturers of new passenger cars and new light commercial vehicles for the calendar year 2024.

In accordance with Article 9(1) of Regulation (EU) 2019/631, the Commission is required to determine, each year, the average specific emissions of CO₂ and the specific emissions target for the preceding calendar year, for each manufacturer or pool of manufacturers responsible for new passenger cars and new light commercial vehicles registered in the Union.

The values relating to the performance of manufacturers and pools of manufacturers of new passenger cars in respect of the calendar year 2024, are specified in Annex I to this Decision, while the values relating to the performance of manufacturers and pools of manufacturers of new light commercial vehicles are specified in Annex II.

The Implementing Decision can be found at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202601907.

Update to VECTO Tool

On 5 August 2026, the European Commission's Joint Research Centre (JRC) issued an update to the VECTO tool.

Due to concerns related to intellectual property rights belonging to third parties which have been identified in versions 5.0.8 RC, 5.1.1 and 5.1.2 RC of the VECTO tool, these versions have been withdrawn from use.

Version 5.1.3 replaces version 5.1.1. As the results of version 5.1.3 are identical to those of 5.1.1, users are asked to switch to the new version 5.1.3 as soon as possible. A patch is available for any organisation needing to keep 5.1.1 for a short time.

A replacement of the version 5.1.2 RC will follow later in August.

Version 5.1.3 is at code.europa.eu/vecto/vecto/-/releases/Release/v5.1.3.

Commissioner Séjourné Response on Gold as Strategic Raw Material

On 13 August 2026, Commission Executive Vice-President Séjourné gave a written answer to a question on gold as a strategic raw material.

MEPs Tomas Tobé (EPP, SE) and Jessica Polfjärd (EPP, SE) asked the Commission if it considers it appropriate to include gold as a strategic raw material under the Critical Raw Materials Act (CRMA) in order to enhance the EU's strategic autonomy and support mining activity within the EU. They

also asked whether the Commission considers increased gold extraction within the EU to be of strategic importance.

In his response, Mr Séjourné states that the Commission is required to review the lists of Strategic Raw Materials and Critical Raw Materials by 24 May 2027 and, where appropriate, update them. In the process of reviewing the lists of strategic and critical raw materials, the Commission assesses more than 80 candidate materials, among them gold. The Commission will base its reviews for both lists on this assessment.

He adds that gold is an economically important material for the EU particularly for the strategic digital sector where it is used in printed circuit boards, connectors, and high reliability electrical contacts due to its excellent conductivity and corrosion resistance. Mr Séjourné says EU demand for gold in non-monetary applications represents a small share of global gold production, estimated at around 1%. He concludes by saying that the supply of gold is relatively well diversified, which also includes active recycling from waste streams such as waste electrical and electronic equipment, for the EU and globally.

The MEPs' question is at europarl.europa.eu/doceo/document/E-10-2026-002715_EN.html. and the Commission response at europarl.europa.eu/doceo/document/E-10-2026-002715-ASW_EN.pdf.

UK ZEV Mandate Review

On 14 August 2026, the UK government launched a consultation seeking views on the operation of the Vehicle Emissions Trading Schemes (VETS) Order, known as the ZEV Mandate, as part of the government's commitment to reviewing the VETS order by early 2027. The government says this will ensure that the policy remains effective in delivering the transition to zero emissions vehicles (ZEVs), while supporting consumers, industry and the UK's wider decarbonisation objectives.

The consultation is structured in 5 parts. As the VETS Order is devolved legislation, parts 1 to 4 of the consultation are conducted jointly by the UK government, Scottish Government, Welsh Government and the Department for Infrastructure in Northern Ireland. Part 5 policy is reserved to the jurisdiction of the UK Parliament and, as a result, only the UK government is consulting on this area.

Part 1 sets out the impact of the ZEV Mandate in the UK, part 2 outlines emerging issues and part 3 sets out policy options and areas we are seeking views on. This includes: the current ZEV trajectory and yearly headline targets; effectiveness of existing compliance flexibilities: alternative policy approaches to address the challenges identified in part 2; other potential technical updates.

Part 4 details the carbon impact of the potential policy options in part 3, while part 5 sets options for defining the phase out of new cars relying solely on internal combustion engines by 2030, which the UK government committed to in April 2025.

The consultation closes on 23 October 2026.

It is available to read at gov.uk/government/consultations/zero-emission-vehicle-mandate-review.

NORTH AMERICA

Reconsideration of Emission Standards under US EPA 2026 Unified Agenda

The US Environmental Protection Agency (EPA) has published its 2026 Unified Agenda, including two items related to vehicle pollutant emissions.

The Unified Agenda adds a new proposed rulemaking to reconsider the Tier 4 criteria-pollutant and air-toxics standards for light-duty and medium-duty vehicles for model years 2029 and later. Consistent with Administrator Zeldin's 12 March 2025, announcement, EPA will initiate a rulemaking to reconsider the Tier 4 light- and medium-duty criteria pollutant and air toxics standards established in the April 2024 multi-pollutant standards rule. The action is appearing in the Unified Agenda for the first time, is classified as "economically significant" and "deregulatory", and is at the proposed-rule stage, with EPA targeting November 2026 for a notice of proposed rulemaking.

The EPA's also states it will initiate a rulemaking to reconsider the criteria pollutant standards programme established in the January 2023 final rule titled 'Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards (88 FR 4296; January 24, 2023)'. This follows Administrator Zeldin's announcement of 12 March 2025. EPA says it is evaluating the associated costs and benefits associated with the forthcoming proposed rule, as well as the scope and risks associated with it. The action remains at the proposed-rule stage and is classified as "economically significant", "major" and "deregulatory".

The proposed rules are at reginfo.gov/public/do/eAgendaViewRule?RIN=2060-AX01&pubId=202510 and reginfo.gov/public/do/eAgendaViewRule?RIN=2060-AW83&pubId=202510.

NHTSA Proposed Rule on Medium- and Heavy-Duty Truck Engines

On 28 August 2026, U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) moved to reverse a rule regulating standalone medium- and heavy-duty truck engines (MDHD). The rule is said to have restricted manufacturers' ability to design innovative approaches to meet commercial truck fuel efficiency standards. NHTSA says it is returning that authority to vehicle manufacturers who can "best decide how to improve fuel efficiency".

The press release states that federal statute and court decisions make it clear that NHTSA's authority is limited to regulating the fuel efficiency of vehicles, not standalone engines or vehicle subcomponents. NHTSA says this interpretive rule "aligns the agency's regulatory footprint with law".

The release points out that the Energy Independence and Security Act (EISA) explicitly directs NHTSA to establish a fuel efficiency programme for commercial vehicles. Unlike the Clean Air Act – which gives the Environmental Protection Agency explicit authority to set emissions standards for engines – NHTSA claims that EISA contains no statutory authority for NHTSA to regulate engines or components like transmissions or tyres.

It goes on to say that regulating complete vehicles gives manufacturers greater flexibility to innovate and tailor designs to the real-world operational demands of commercial customers that could include improvements to the engine as well as other parts of the vehicle.

NHTSA says the interpretive rule does not itself change existing standards but establishes the legal foundation for a forthcoming notice-and-comment rulemaking to officially reset the MDHD programme.

The US NHTSA press release is at nhtsa.gov/press-releases/truck-engine-fuel-efficiency-rule-reversed.

SOUTH AMERICA

Brazil NRMM Regulation Proposals

In August 2026, Brazil's National Council for the Environment (CONAMA) published documents relating to its proposal for the development of MAR-II nonroad emission standards for new engines. While several options have been considered including EU Stage V limits, the process settled on developing a proposal based on EPA Tier 4 final regulations while maintaining a technology neutral approach. While a formal regulatory proposal has yet to be released, some key details have emerged.

Emission limits are based on Tier 4 final gaseous/particulate emission limits. However, for engine categories having a Tier 4 final PM emission limit of 20 mg/kWh, setting a lower 15 mg/kWh limit is still being discussed.

Implementation would be phased-in over three stages following final publication based on engine power output. High power engines (130≤P≤560 kW) would need to comply in four years, medium power engines (75≤P<130 kW) in 6 years and low power engines (19≤P<75 kW) in eight years. A start date of 1 January for each engine category is being proposed but with the year still being discussed. High power engines would need to comply by 1 January 2030 or 2031 followed by medium and low power engines in 2032 or 2033 and 2034 or 2035 respectively.

Dynamometer testing would be per ISO 8178-1 using steady-state (NRSC) and transient (NRTC) cycles, with Not-To-Exceed (NTE) limits capped at 1.5 times the applicable limit. The durability periods would be 5 000 hours/7 years for 19 to 37 kW engines and 8 000 hours/10 years for 37 to 560 kW engines.

The documents (in Portuguese) can be found at conama.mma.gov.br/index.php?option=com_sisconama&view=processo&id=2701.

UNITED NATIONS

International Day of Clean Air for Blue Skies

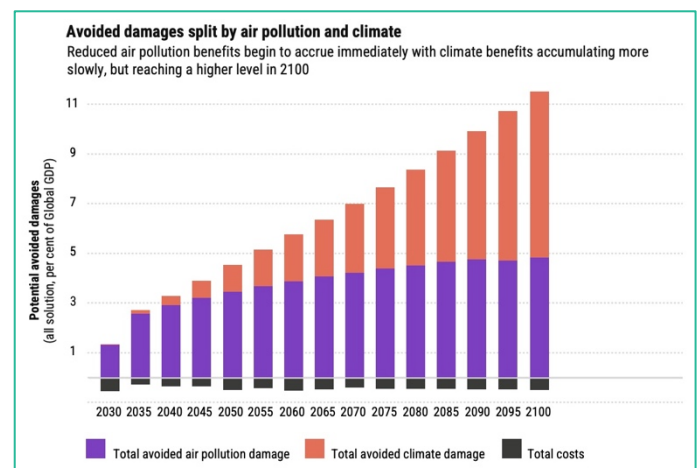
The seventh International Day of Clean Air for blue skies takes place on 7 September 2026. The United Nations is calling upon everyone to accelerate action for clean air, from governments to businesses to civil society and individuals.

The UN says new findings brought by UN Environment Programme (UNEP) and its convened Climate and Clean Air Coalition (CCAC) will be at the centre of the 2026 Clean Air Day campaign, with the launch of a UNEP Spotlight Report, based on the Global Economic Assessment of Integrated Climate and Clean Air Action.

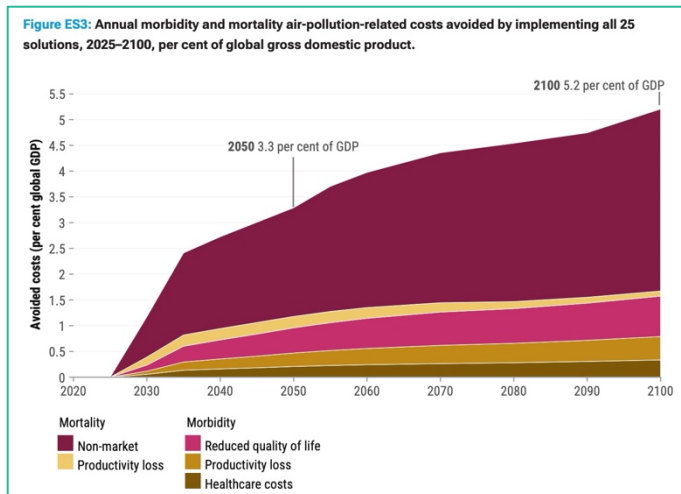
The report examines the economic benefits of combined air pollution and climate action, assesses the costs and benefits of 25 integrated measures, and identifies policy and financing reforms that can accelerate implementation.

The UN states that this year's observance emphasises the undeniable economic case of integrated climate and clean air action to support healthier populations and economic prosperity.

In a press release issued on Clean Air Day, the UN says that every US\$1 invested in tackling climate change and air pollution together can generate around US\$15 in economic benefits. This is higher than tackling climate and clean air separately, and it includes both market and non-market economic gains.



The UNEP says the annual economic benefits of implementing 25 measures that this report identified would be equivalent to: 2.8% of global GDP in 2035; 4.5% of global GDP in 2050; 11.4% of global GDP in 2100.



In comparison, 2.18% of global GDP was spent on explicit fossil fuel subsidies in 2022 and 9.3% of global GDP was spent on healthcare in 2023.

Its report states that the US\$15 return includes measurable market benefits – such as lower healthcare expenditure, greater labour productivity, and avoided physical damage – and the monetary value of fewer premature deaths and healthier lives.

In 2025, exposure to human-caused outdoor air pollution (PM2.5 and ozone) was linked to an estimated 6.4 million premature deaths worldwide. outdoor air pollution contributed to 5.5 million new cases of childhood asthma, 2 million new cases of dementia and millions of cases of heart attack, pulmonary disease, diabetes, stroke and lung cancer.

The package of measures examined in the report spans six sectors - energy and fossil fuel systems, industry, transport, agriculture and food systems, residential cooking and heating, and waste management – and combines both long-term decarbonisation measures and measures that target super pollutants such as methane, black carbon, and hydrofluorocarbons (HFCs).

Measures include renewable power and energy efficiency, increasing clean cooking and heating solutions, tighter vehicle emission and efficiency standards, inspection and maintenance, electric vehicles and low-sulfur shipping fuels.

The UNEP report finds that institutional barriers – including fragmented decision-making, limited enforcement capacity, and weak government coordination – are the most significant of the implementation barriers identified. It calls for integrated climate, air-quality, health and economic planning, stronger institutions and enforcement, and better alignment of public and private finance.

More details can be found at cleanairblueskies.org/about/theme and at unep.org/news-and-stories/press-release/un-every-us1-invested-climate-and-clean-air-action-can-return-us15.

GENERAL

ICCT Policy Brief on Fuel Crediting in EU's Light-Duty CO₂ Standards

On 4 August 2026, the International Council on Clean Transportation (ICCT) issued a policy brief on the 'Risks of the Fuel Crediting System in Europe's light-duty CO₂ standards'.

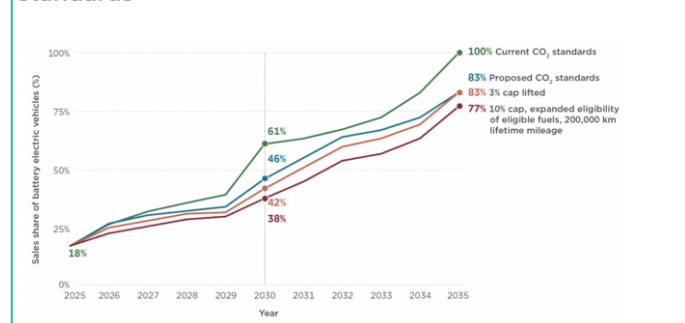
This policy brief models the impact of the proposed mechanism on zero-emission vehicle (ZEV) sales and GHG emissions, projecting the sales share of zero-emission cars and vans that would be required to comply with the CO₂ standards under four scenarios of the fuels crediting mechanism with varying stringency.

ICCT finds that the fuel crediting mechanism effectively provides manufacturers with a lower CO₂ target from 2035 due to sales of biofuels and e-fuels that will be already driven to the market by existing targets in the RED and ReFuelEU Aviation, and possibly through the revised Emissions Trading System, ETS2.

It adds that any further broadening of the fuel crediting mechanism will allow manufacturers to reduce their sales of ZEVs, which “may have negative consequences” for Europe's automotive sector, consumers, and GHG reductions.

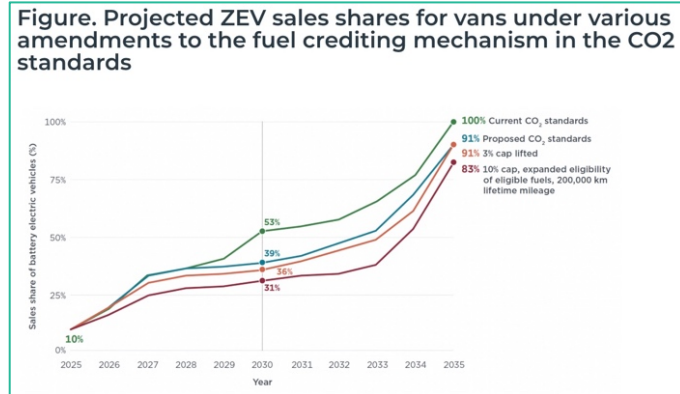
The analysis projects that the fuel crediting mechanism as proposed by the European Commission would enable manufacturers to comply with the 2035 targets by increasing their ZEV sales share to 83% for cars and 91% for vans, rather than the 100% required for both vehicle types under the current standards.

Figure. Projected ZEV sales shares for cars under various amendments to the fuel crediting mechanism in the CO₂ standards



It further calculates that if the fuel crediting mechanism is broadened by increasing the 3% cap on the mechanism's contribution to 10%, lowering the lifetime mileage of vehicles, and allowing food- and feed-based fuels to count towards the

credits, the ZEV share required for compliance could drop to 77% for cars and 83% for vans by 2035.



ICCT says that based on these findings, maintaining the 3% limit and excluding food- and feed-based biofuels from the scope of the fuel crediting mechanism would limit the increase in CO₂ emissions and shield consumers from volatile fossil fuel prices.

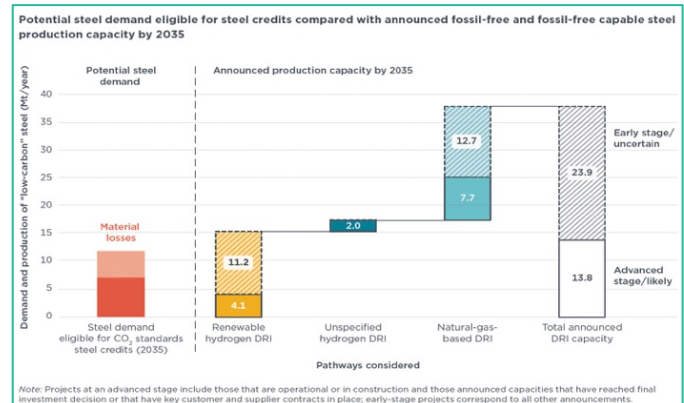
The ICCT policy brief is available to read at theicct.org/publication/risks-of-the-fuel-crediting-system-in-europes-light-duty-co2-standards-aug26.

ICCT Policy Brief on Low-Carbon Steel Credits for Cars and Vans

On 6 August 2026, the International Council on Clean Transportation (ICCT) published a policy brief on low-carbon steel credits for cars and vans, as proposed in the European Commission's amendments to the carbon dioxide (CO₂) emission standards.

These amendments would allow manufacturers to use low-carbon steel credits to permit residual tailpipe CO₂ emissions of new vehicles after 2035. Because the emissions of steel production are already covered in the policy framework of the Emissions Trading System (ETS), however, ICCT says the additional tailpipe emissions are not expected to be compensated by additional emission reductions in steel production.

It adds that despite this, if the low-carbon steel credit mechanism is designed to support fossil-free steel investments in the EU, the credits can provide demand certainty for fossil-free production capacity and support the steel sector in meeting its long-term decarbonisation requirements under the ETS.



ICCT finds that there is enough announced capacity in the EU to limit steel credits to fossil-free steel. By contrast, it says including coal-based steelmaking and not limiting the eligibility of recycled steel would create windfall credits and displacement effects and risk delaying the transition to fossil-free steel. Additionally, ICCT finds that a fair translation of steel-related emissions into the CO₂ standards requires calibrating the Commission's proposed formula to define the baseline emissions intensity with EU-specific values, only accounting for the steel quantity that ends up in finished vehicles, and applying a real-world correction factor.

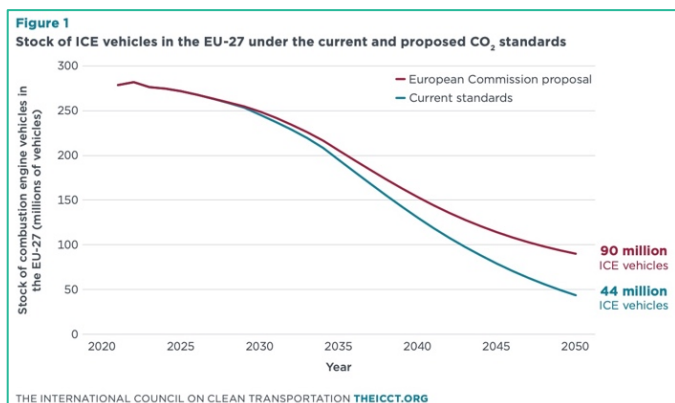
The policy brief is at theicct.org/publication/eu-co2-standards-for-cars-and-vans-low-carbon-steel-credits-aug26.

ICCT Policy Brief on Health Impacts from Revised EU LDV CO₂ Standards

On 18 August 2026, the International Council on Clean Transportation (ICCT) published a policy brief on health impacts to 2050 from Europe's revised CO₂ standards for cars and vans.

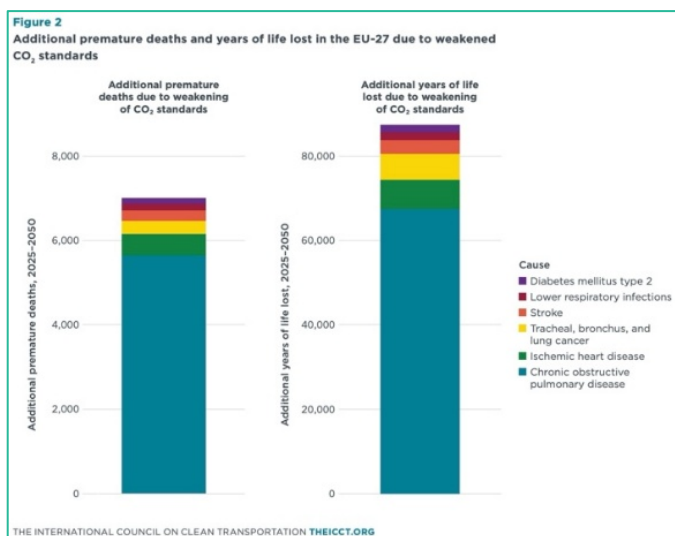
The brief models the impact of increased levels of air pollutants under the revised CO₂ standards on the health of the general population in the EU27 through 2050. It also examines regulatory implications of the proposed revisions.

ICCT projects that under the proposed standards the number of internal combustion engine vehicles operating in the EU-27, including hybrids and plug-in hybrids, could reach up to 90 million by 2050. This is an increase of 46 million combustion engine vehicles – or 105% more – compared with projections under the current standards.



The NGO also projects that, relative to the current standards, the revised CO₂ standards will increase cumulative well-to-wheel emissions of carbon monoxide by 24%, volatile organic compounds by 22%, nitrogen oxides by 3%, and particulate matter by 4% over the period 2025–2050.

ICCT predicts these increased emissions will cause 6800 additional premature deaths in the EU, with 85 000 years of life lost compared with the current standards.



The brief goes on to say that against the European Commission's recommendation, Euro 7 air pollutant emission limits for passenger cars were essentially carried over from the preceding Euro 6 regulation. With the weakened Euro 7 requirements adopted, ICCT says the automotive industry then pushed the European Commission to pull forward the review of the CO₂ standards and to weaken the reduction targets. If adopted, the revised standards would increase the number of internal combustion engine vehicles circulating on European roads, causing an increase in harmful air pollutants.

According to ICCT, to protect the health of EU citizens, it is essential that the CO₂ targets for cars and vans are not further weakened and that the Euro 7 pollutant emission limits for

cars and vans are strengthened to compensate for additional combustion engine vehicles.

The policy brief is available to download from theicct.org/publication/health-impacts-through-2050-from-europes-revised-co2-standards-for-cars-and-vans-aug26.

IEA Global Hydrogen Review

The IEA's Global Hydrogen Review 2026 provides an update on hydrogen production and demand worldwide and identifies the latest developments relating to policy, infrastructure, trade, investments and innovation.

The report points out that the Middle East is a major producer of hydrogen-based products, and the conflict has strongly impacted their production. The Middle East is home to around one-sixth of global hydrogen production, the majority dedicated to the production of chemicals, fertilisers and refined oil products.

IEA says governments are considering strategies to mitigate the impacts of the ongoing energy crisis and potential future crises, and that hydrogen can support in increasing diversification.

Global hydrogen demand surpassed 100 million tonnes (Mt) in 2025, driven by growth in traditional sectors. Hydrogen use in industry and refining accounted for almost all demand in 2025.

Low-emissions hydrogen production grew by 20% in 2025 to reach almost 1 Mt, but progress is concentrated in a small number of projects. The pipeline of announced projects for low-emissions hydrogen production has shrunk to 27 Mt by 2030, mostly due to delays post 2030 and cancellations. China shows signs of deceleration in electrolysis deployment, but the short-term outlook is positive due to recent policy developments. In Europe, the first large-scale projects are expected to come online in 2026, but slow policy implementation is delaying scale-up, according to the report.

The report can be found at iea.org/reports/global-hydrogen-review-2026.

RESEARCH SUMMARY

Air Quality, Sources and Exposure

Assessing the responsiveness of an air quality model to real-world emission changes for air quality planning, Marta G. Vivanco, et al.; *Environmental Pollution* (in press), Article 129031, [doi: 10.1016/j.envpol.2026.129031](https://doi.org/10.1016/j.envpol.2026.129031).

Stricter vehicle standards reduce total pollutants but increase the fraction of toxic organics, Xinping Yang, et al.; *Environmental Science and Ecotechnology* (September 2026), Vol. 33, 100736, [doi: 10.1016/j.ese.2026.100736](https://doi.org/10.1016/j.ese.2026.100736).

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Methanol vehicles with low PN23 emissions may still exhibit a potential SubPN23 particle burden, Jie Yao, et al.; *Journal of Cleaner Production* (September 2026), Vol. 576, 149342, [doi: 10.1016/j.jclepro.2026.149342](https://doi.org/10.1016/j.jclepro.2026.149342).

Prediction of Transient NO_x Emission from Heavy-Duty Diesel Engine Based on a Novel Model Combining CNN-GRU-KAN Algorithm and Bayesian Optimization Method, J. Liao, et al.; *Emiss. Control Sci. Technol.* (2026), Vol. 12, 25, doi: [10.1007/s40825-026-00309-7](https://doi.org/10.1007/s40825-026-00309-7).

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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
atzlive.de/en/events/international-engine-congress

SIA Powertrain

24-25 March 2027, Le Port-Marly, France
event.fourwaves.com/siapwt27

Vienna Motor Symposium

21-23 April 2027, Vienna, Austria
wiener-motorensymposium.at/en

SAE WCX World Congress

27-29 April 2027, Novi, USA
sae.org/events/wcx

Heavy-Duty Sustainable Transport Symposium

12-13 May 2027, Baden-Baden, Germany
sae.org/events/2027/heavy-duty-sustainable-transport-symposium