

# AECC NEWSLETTER

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## EUROPE

### State of the European Union Speech

On 16 September 2026, European Commission President Ms Ursula von der Leyen gave the State of the European Union address in the European Parliament.



A stronger and more independent Europe was at the heart of her speech. She highlighted Europe's energy dependencies and stressed the need to "double down on our affordable, homegrown, clean energy". The electrification of Europe was presented as a key solution, alongside renewable and nuclear energy, provided that the approach remains "technology-neutral" and contributes to European independence.

President von der Leyen also addressed Europe's trade deficit with China, warning of its contribution to deindustrialisation across the continent. To tackle this challenge, the Commission aims to create more favourable conditions for European businesses, stimulate investment, and support competitiveness. In this context, she described Europe as "the home of innovation".

Building on this theme, the President called for strengthening Europe's artificial intelligence capabilities and expanding its computing capacity. She also emphasised the importance of achieving these objectives in a "clean and efficient manner".

On climate policy, President von der Leyen reaffirmed the European Union's commitment to its environmental objectives, stating that "Europe can, must and will stay the course on its climate targets".

The President's address is available to read at [ec.europa.eu/commission/presscorner/detail/en/speech\\_26\\_1868](https://ec.europa.eu/commission/presscorner/detail/en/speech_26_1868).

### Euro 7 Delegated Regulation on Brake Particles Testing Compliance

On 3 September 2026, Delegated Regulation 2026/1214 was published in the Official Journal of the European Union. This amends the Annex III of the Euro 7 Regulation (EU) 2024/1257 of the European Parliament and of the Council as regards conditions for testing compliance with brake particle emission limits.

The conditions for testing compliance with brake particle emission limits (Table 4) for light-duty vehicles are updated from UN Global Technical Regulation No. 24 to the new UN Regulation No. 179. They are based on the data collected when testing 'Euro 7' brakes and include notably further harmonisation and improvement of the testing environment; high-precision measurement of PM<sub>10</sub>, PM<sub>2.5</sub> and particle numbers; testing of new technologies such as brakes equipped with passive or active emission-reduction filters and calculation of brake emissions for the entire vehicle.

Other pending delegated and implementing regulations (on battery durability and modifications to the type approval framework) are expected to be published ahead of the light-duty Euro 7 implementation date for New Types (29 November 2026).

The Regulation is at [eur-lex.europa.eu/eli/reg\\_del/2026/1214/oj](https://eur-lex.europa.eu/eli/reg_del/2026/1214/oj).

### Regulation (EU)2026/1753 Publication

On 25 September 2026, Commission Delegated Regulation (EU) 2026/1753 entered into force. This introduces new rules updating the framework for whole vehicle type approvals.

The Regulation establishes the approval and market surveillance of motor vehicles and their trailers, and of systems, components, and separate technical units intended for such vehicles.

The measure amends Part I of Annex II of Regulation (EU) 2018/858 to integrate environmental and emission performance requirements in the type approval framework.

It considers the latest regulatory developments in the EU and the United Nations Economic Commission for Europe (UNECE), such as those of the Euro 7 Regulation, while notably focusing on brake emissions and in-vehicle battery durability.

The Delegated Regulation can be found at [eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L\\_202601753](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202601753).

### General Affairs Council Debate on Simplification

On 22 September 2026, the General Affairs Council met to discuss simplification, where the Irish Presidency called on Member States to make progress on key omnibus files including the automotive industry omnibus.

The Irish Presidency opened by underlining the commitment from EU leaders in the "One Europe, One Market" roadmap, to move quickly on simplification. Four omnibus packages have been prioritised in the roadmap, food/feed safety, digital, environment, automotive, all targeted for agreement with the European Parliament by the end of 2026: The Presidency however warned of a gap between leaders' rhetoric and the actual pace of technical-level negotiations, and urged ministers to push their capitals for more compromise. The Presidency then gave the floor to the Austrian delegation.

Austria presented a non-paper co-signed by 13 Member States, Austria, Czechia, Denmark, Germany, Estonia, Hungary, Italy, Latvia, Lithuania, Poland, Portugal, Slovenia, and Slovakia.

The non-paper leaked to the media prior to the meeting argues that simplification is part of a stronger culture of better law-making and should focus on making rules more coherent and workable and not lowering standards. The non-paper argues this is a legal requirement, based on Article 5 TEU (subsidiarity and proportionality). EU legislation should only exist where it delivers clear added value that Member States cannot achieve alone, and its burden should never exceed what is necessary for the policy objective.

The signatories link the need for simplification to mounting external pressure on EU competitiveness, noting geopolitical tensions, climate change, high energy costs, strategic dependencies (especially on raw materials), third-country overcapacity, and global competition for investment. These Member States stress this is about regulatory quality, not deregulation with high standards in health, environment, social and labour policy are to be preserved throughout.

Commissioner Dombrovskis responded that the Commission's 12 omnibus packages plus other measures should deliver at least €17 billion in net administrative savings, and that further initiatives (on banking, housing, transport) were flagged in the State of the Union address. He warned, however, that co-legislators have been watering down the Commission's proposed burden-reduction, citing the chemicals and defence readiness proposals as recent examples and expressed concern this could happen on food/feed safety and digital.

He welcomed Austria's non-paper and confirmed the Commission is preparing a "pact against gold plating" and a practical template for assessing regulatory and compliance costs of amendments.

A video of the meeting is at [video.consilium.europa.eu/event/en/28561](https://video.consilium.europa.eu/event/en/28561).

The non-paper is available to read at [data.consilium.europa.eu/doc/document/ST-13399-2026-REV-1/en/pdf](https://data.consilium.europa.eu/doc/document/ST-13399-2026-REV-1/en/pdf).

## ITRE Amendments to Regulation on Technical and Testing Simplification

On 7 September 2026, the Committee on Industry, Research and Energy (ITRE) published amendments to the regulation regarding the simplification of technical requirements and testing procedures for motor vehicles. This amends Regulations (EC) No 561/2006, (EU) 2018/858, (EU) 2019/2144 and (EU) 2024/1257 and repeals Council Directive 70/157/EEC and Regulation No 540/2014.

Amendments cover the upcoming CO<sub>2</sub> review, technology neutrality, CO<sub>2</sub>-neutral fuels as well as specific references to CO<sub>2</sub> and pollutant emissions testing.

On the subject of plug-in hybrid vehicle (PHEV) utility factors (UFs), Amendment 58 calls for a freeze to the current UF "to

promote this technology and allow industry to continue to invest in it", while Amendment 62 wants to see it tightened because of the "mismatch between the utility factor used during type-approval and the actual vehicle charging and driving patterns, leading to more emissions".

There are also conflicting amendments regarding low temperature laboratory emissions tests, with Amendment 68 wanting to keep them, and Amendment 69 calling for "redundant tests" to be removed, along with a "broader review" of Euro 7.

On the question of Euro 7 implementation, Amendment 77 calls for a postponement of the heavy-duty aspect of the Regulation, with Amendment 109 proposing a two-year delay for the application of the Euro 7 requirements for HDVs.

The ITRE amendments can be read in full at [europarl.europa.eu/doceo/document/ITRE-AM-790812\\_EN.pdf](https://europarl.europa.eu/doceo/document/ITRE-AM-790812_EN.pdf).

## ENVI Exchange with Irish Presidency on Climate and Environment

On 1 September 2026, the European Parliament's Environment (ENVI) Committee held an exchange of views with Darragh O'Brien, Minister for Climate, Energy and the Environment, who presented the Irish Presidency's priorities on climate and environmental policy. The discussion covered climate neutrality, resilience, water, biodiversity, pollution, the circular economy, and environmental legislation simplification.

Ireland's Presidency will be centred on the three key pillars of competitiveness, values and security. Environment Council will work towards a whole of society approach to building a climate neutral, sustainable and resource efficient economy. It will advance measures that support economic and social progress while protecting and strengthening the natural environment for future generations.



Mr O'Brien said there is an urgent need to accelerate and strengthen climate action, and that ambitious climate is essential to maintaining and enhancing Europe's competitiveness. The Irish Presidency will give priority to the review of ETS and the ongoing works for CO<sub>2</sub> standards for cars and vans, with an objective to reach a General Approach on both files in December. Discussions will begin on the post-

2030 framework to build on the agreement on the 2040 climate target.

Coordinators of the political groups then responded to the minister. MEP Peter Liese (EPP, DE) stated that he is happy with the commitment on ETS, although adjustments are needed and more ambition over time could be required. On the subject of CO<sub>2</sub> for cars, he said there should be technology neutrality, but that climate policy ambition should be maintained.

MEP Tiemo Wölken (S&D, DE) questioned Ireland's ability to push the climate agenda when it is failing to meet its own targets. MEP Pascal Canfin (Renew, FR) expressed interest in the minister's views on ETS1 and car CO<sub>2</sub> packages, as well as climate adaptation and plans for the next COP meeting. For the Greens, MEP Marie Toussaint (Greens/EFA, FR) asked if Ireland has a new plan for moving away from fossil fuels, sector by sector. MEP Marc Jongen (ESN, DE) claimed that green transformation led to the loss of 24 000 jobs in one year in the automotive industry, adding that it slows industrial development and also will not change the climate situation. Mr O'Brien replied to these comments, saying that the target dates he mentioned earlier are ambitious but "doable".

In relation to the CO<sub>2</sub> standards for cars and vans, he said they are a key building block for the EU's climate policy, and fundamental for ensuring a stable and predictable framework for decarbonisation and investment decisions for the automotive sector. He added that the proposal aims to respond to the changes taking place in the sector, and stated that decarbonisation and electrification does provide substantial opportunities for additional jobs and advancement of new technologies. Mr O'Brien said that within the Council there is intensive work towards finding a balanced compromise.

The meeting can be viewed at [multimedia.europarl.europa.eu/en/webstreaming/envi-committee-ord-meeting\\_20260901-1500-COMMITTEE-ENVI](https://multimedia.europarl.europa.eu/en/webstreaming/envi-committee-ord-meeting_20260901-1500-COMMITTEE-ENVI).

## Joint Committee Meeting on Industrial Accelerator Act

On 2 September 2026, the Committees on International Trade (INTA), Industry, Research and Energy (ITRE), and Internal Market and Consumer Protection (IMCO) met to discuss the proposed Industrial Accelerator Act (IAA). MEPs heard eight experts and stakeholders on the proposed Industrial Accelerator Act across two panels on the general Made in EU framework and foreign direct investment (FDI) conditionality, and lead markets and EU competitiveness.

Mr Sander Tordoir, Chief economist at the Centre for European Reform (CER), first took the floor supporting the IAA's value in countering China's export surplus, while emphasising the need to close escape clauses and raise sectoral coverage thresholds. He proposed a tiered geographic definition of the Made in EU criterion and stated the Act is unlikely to drive fiscal costs.

Mr Sebastian Schaffer, Head of EU Group Representation at Volkswagen group, then proposed that 30% of a manufacturer's EU-registered fleet benefit from flexibility with trusted partners. Mr Schaffer also asked that mandatory-cell requirements not apply before 2030, that EU cell-production support begin from 2028, and that flexibility for small electric vehicles be preserved.

Furthermore, Mr Benjamin Krieger, Secretary General of the European Association of Automotive Suppliers (CLEPA), supported a 75% EU component-value threshold. He favoured objective Made in EU inclusion criteria rather than a political list of countries.

Ms Judith Kirton-Darling, General Secretary of IndustriAll, also called for 80% EU content threshold in automotive and mandatory social conditionality across all IAA instruments.

In the second panel, Ms Emma Nehrenheim, Managing Director of the European Battery Alliance asked for regulatory predictability to protect existing investment decisions. She argued the EU should set its own foreign investment conditions rather than focusing on geographical eligibility.

Mr Axel Eggert, Director General of the European Steel Association (EUROFER), asked for the public procurement quota for low-carbon steel to be increased from 25% to 50% and the EU-origin rules to be reinstated for low-carbon steel using a "melt and pour" methodology.

Ms Sylvie Lemoine, Deputy Director General of the European Chemical Industry Council (CEFIC) then asked for a year-long Commission work plan to sequence Delegated Acts by value chain and for the Act's Article 16 to cover low-carbon feedstocks.

Lastly, Mr Jorgo Chatzimarkakis, CEO of Hydrogen Europe argued that guaranteed demand rather than production capacity was the real constraint of green hydrogen-based steel. He asked the procurement quota to be raised above 25%, for hydrogen and ammonia to be brought under FDI screening, and for a fertiliser lead market to be added.

Following the panel discussions, Rapporteurs Anna Cavazzini (Greens/EFA, DE) and Pierre Jouvét (S&D, FR) pressed the experts on preventing circumvention. Shadow Rapporteurs Tomislav Sokol (EPP, HR) and Raúl De La Hoz Quintano (EPP, ES) also called for a unified definition across procurement, subsidy, and fleet rules, while administrative burden and coherence with the CBAM and the ETS were raised by Shadow Rapporteurs Christophe Grudler (Renew, FR) and Jens Geier (S&D, DE).

Consideration of the expected draft Report is scheduled on 28 September 2026, with the deadline for MEPs to table amendments set for 30 September 2026. A vote on the draft Report and any amendments tabled to it is expected to take place on 1 December 2026. The Committees are then expected to submit their Report to plenary for adoption as the European Parliament's negotiating position on 14 December 2026.

The Competitiveness Council is provisionally expected to hold a policy debate on this file on 24 September 2026.

A video of the meeting is available at [multimedia.europarl.europa.eu/en/webstreaming/20260902-1430-COMMITTEE-INTA](https://multimedia.europarl.europa.eu/en/webstreaming/20260902-1430-COMMITTEE-INTA).

## European Parliament Draft Report on Industrial Accelerator Act

On 9 September 2026, following their joint meeting (see above), the European Parliament's committees on International Trade (INTA), Industry, Research and Energy (ITRE), and Internal Market and Consumer Protection (IMCO) published a draft report on the proposal for a regulation establishing a framework of measures for the acceleration of industrial capacity and decarbonisation in strategic sectors (Industrial Accelerator Act).

The Co-Rapporteurs comment that industrial competitiveness, decarbonisation and circularity must be mutually reinforcing, saying that the amendments strengthen the framework for low-carbon products and recognise the contribution of recycled materials, secondary raw materials and scrap to low-carbon production, supporting competitive and circular industrial production in the Union. Taken together, they say these changes seek to provide a more effective framework for strengthening European manufacturing while preserving openness to trade and investment where these contribute to the Union's resilience and economic security.

The co-rapporteurs consider that the Industrial Accelerator Act should ultimately ensure that demand, public support and investment in the Union translate into long-term industrial capacity, high-quality employment, technological capabilities, decreased emissions, and competitiveness in the Union.

Looking specifically at the automotive sector, Amendment 8 says recycled critical raw materials play a growing role in the manufacturing of batteries, motors and net-zero technology components. Activities relating to the recovery of materials are therefore of strategic importance for the resilience of Union industrial supply chains, for the achievement of the Union's circular economy objectives, and for the reduction of industrial greenhouse gas emissions. The definition of low-carbon products under this Regulation should fully recognise the contribution of recycled materials to decarbonisation objectives, including through taking into account the avoidance of greenhouse gas emissions associated with the use of secondary raw materials in production processes.

Amendment 22 states the measures provided for in the Automotive Package and this Regulation are complementary and should be implemented in a coherent manner with a view to strengthening European value chains. In particular, the provisions regarding the 2035 emissions reduction target should go hand in hand with demand-side measures supporting zero-emission vehicles made in the Union, as defined in this Regulation, in order to ensure tangible industrial and employment benefits within the Union.

On third-country equivalence, the Co-Rapporteurs would delete the proposal's Articles 8 and 9 and replace them with an opt-in mechanism in Article 7. Under this provision, third-country content may be treated as equivalent Union origin only where the country satisfies a set of conditions. Priority consideration would be given to the EU's neighbouring countries, particularly those of the European Economic Area and European Free Trade Association, and the United Kingdom.

On rules of origin, the Co-Rapporteurs would introduce a minimum threshold of 50% Union added value in the definition of "last substantial transformation" in Article 60 of Regulation (EU) No 952/2013.

The draft report is at [europarl.europa.eu/doceo/document/CJ80-PR-792067\\_EN.pdf](https://europarl.europa.eu/doceo/document/CJ80-PR-792067_EN.pdf).

## Joint Committee Meeting on Industrial Accelerator Act Draft Report

On 28 September 2026, the Committees on International Trade (INTA), Industry, Research and Energy (ITRE), and Internal Market and Consumer Protection (IMCO) debated the joint draft report on the Industrial Accelerator Act (IAA) presented by the three co-rapporteurs (see above). While broad agreement emerged on the need to strengthen European industrialisation, divisions remained over the definition of 'Made in EU' and FDI conditionalities.

Co-rapporteur MEP Anna Cavazzini (Greens/EFA, DE) presented the draft's 'Made in EU' definition, based on an EU-27 scope with the possibility of including partner countries under certain conditions. MEP Christophe Grudler (Renew, FR) defended this approach, arguing that the Commission's proposal would effectively mean "made everywhere". He highlighted stricter origin requirements, including a minimum of 50% European added value, while Ms Cavazzini stressed that stronger FDI conditionalities would ensure benefits for European workers and companies. MEP Pierre Jouvett (S&D, FR) recalled that the IAA's objective was to rebuild European production, jobs, and sovereignty.



Reactions among MEPs were mixed. Shadow rapporteur Dirk Gotink (EPP, NL) criticised the increased complexity of the draft and warned that stricter FDI provisions could create a "European wall" and trigger countermeasures. Shadow

rapporteur Kathleen Van Brempt (S&D, BE) countered that the IAA should focus on reindustrialisation rather than becoming a “China issue”. By contrast, shadow rapporteur Tomislav Sokol (EPP, HR) broadly supported the report and called for an even wider material scope, highlighting differing views within the EPP.

The proposed EU-27 scope received broad support from several MEPs as “a step in the right direction”. However, shadow rapporteur Marina Mesure (GUE/NGL, FR) raised concerns over the Commission’s ability to extend eligibility to third countries through delegated acts. Meanwhile, Renew members favoured a broader scope, with shadow rapporteur Bart Groothuis (Renew, NL) advocating the inclusion of countries that have FTAs with the EU. Conversely, shadow rapporteur Rudi Kennes (GUE/NGL, BE) called for stricter EU-origin requirements and stronger safeguards against social dumping and relocation, while ensuring that social and environmental standards are not undermined. This was pushed by other members of the Left.

The Commission was represented by Joan Canton, Head of Raw Materials Policy, Energy Intensive Industries Unit at DG GROW. He recalled the initial objective of ensuring that manufacturing accounts for at least 20% of GDP by 2035. He delivered a balanced intervention, stressing respect for international commitments while promoting reciprocity, supporting foreign investment where it generates added value, and encouraging demand creation where it can be met by European industrial supply.

In their closing remarks, the co-rapporteurs highlighted the broad support for the report’s objectives. Mr Grudler stressed that the proposed European preference would remain non-mandatory and would not exclude international partners, provided they align with EU standards.

MEPs have until 17 October 2026 to table amendments. A committee vote is expected on 1 December 2026, before the report is submitted to plenary for adoption as Parliament’s negotiating position on 14 December 2026.

The Council is continuing discussions at both technical and political level with a view to establishing its General Approach.

A video of the debate is available at [multimedia.europarl.europa.eu/en/webstreaming/20260928-1500-COMMITTEE-ITRE](https://multimedia.europarl.europa.eu/en/webstreaming/20260928-1500-COMMITTEE-ITRE).

## TRAN Committee Vote on Eurovignette

On 2 September 2026, the Transport and Tourism (TRAN) Committee of the European Parliament approved the trilogue compromise agreement reached with the Council on the Eurovignette, following its unanimous endorsement by Coreper in July.

The agreement allows Member States to reduce road tolls for low-emission heavy goods vehicles by up to 75% until 30 June 2031, falling to 50% thereafter, provided larger reductions apply to zero-emission trucks. The agreement is

expected to go to a European Parliament plenary vote on 14 September, after which formal Council adoption will follow.

## Proposed Regulation on Data Centre Energy Efficiency and Sustainability

On 21 September 2026, the European Commission, through its Directorate-General for Energy, proposed a Delegated Regulation establishing a common Union rating scheme for data centres and its annexes. This Delegated Regulation supplements the Energy Efficiency Directive (EU) 2023/1791 and aims to provide transparent information on the actual use of resources by data centres.

Similar schemes are already in place in countries such as Singapore and Australia. According to the European Commission, the proposed label is the most comprehensive rating system of its kind worldwide. Applicable to individual data centres with a capacity exceeding 500 kW, the scheme will assess and rate facilities based on energy efficiency, the uptake of clean energy, water consumption, and waste heat reuse. The information will be made publicly available with the objective of increasing transparency regarding the environmental impact of data centres at both local and global levels.

The initiative is also intended to support the future development of minimum performance standards for data centres operating in Europe. These standards, which the Commission intends to present in spring 2027, are expected to establish mandatory sustainability requirements for newly built data centres.

This Delegated Regulation forms part of the European Commission’s broader objective of expanding Europe’s computing capacity in order to strengthen the EU’s technological sovereignty. In the context of plans to triple data centre capacity over the next five to seven years, the measure seeks to support the sustainable integration of data centres into Europe’s energy system while maintaining the EU’s commitment to achieving climate neutrality by 2050.

In terms of procedure, the common rating scheme is now subject to a two-month scrutiny period by the European Parliament and the Council before it can enter into force. The first sustainability labels are expected to be issued and displayed in 2027.

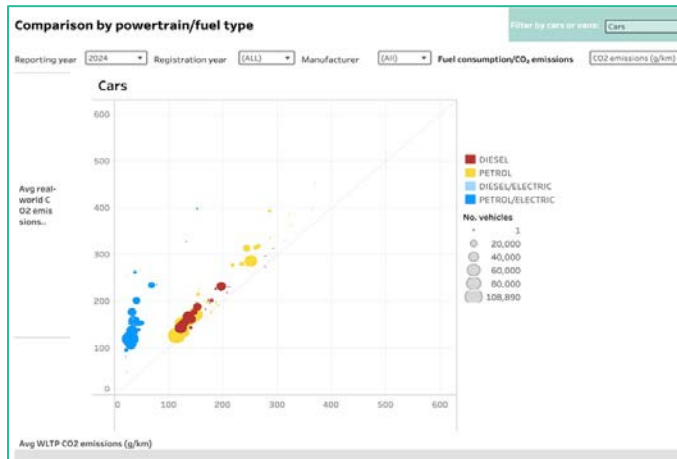
The Commission has published a call for evidence and public consultation, which are both open for feedback until 14 December 2026.

This can be accessed at [ec.europa.eu/info/law/better-regulation/initiatives/19293-Data-centres-in-Europe-minimum-performance-standards\\_en](https://ec.europa.eu/info/law/better-regulation/initiatives/19293-Data-centres-in-Europe-minimum-performance-standards_en).

## EEA Data on Real-World Emissions from New Cars and Vans

In September 2026, the European Environment Agency (EEA) published data on real-world CO<sub>2</sub> emissions from new cars and vans.

Results are based on the real-world data collected by vehicle manufacturers as of 2021 and by Member States as of 2023, which was read from new vehicles first registered in the EU from 2021 to 2024, and reported in the following year to the European Commission.



They show the average official CO<sub>2</sub> emissions and fuel consumption based on the laboratory test (World harmonised Light vehicle Test Procedure, WLTP), the real-world CO<sub>2</sub> emissions and fuel consumption of those vehicles, along with the calculated gap between the average laboratory and real-world values.

The EEA dataset is available to download from [climate-energy.eea.europa.eu/topics/transport/real-world-emissions/data](https://climate-energy.eea.europa.eu/topics/transport/real-world-emissions/data).

## NORTH AMERICA

### US DoT Rule on CAFE Standards

On 28 September 2026, the US Department of Transportation (DoT) released the rule to reset the National Highway Traffic Safety Administration (NHTSA)'s corporate average fuel economy (CAFE) standards.

DoT claims the final initiative – called 'Freedom Means Affordable Cars' – will: give automakers the flexibility to manufacture cars the public wants to buy; reduce the average cost of a new vehicle by \$1 300 (€1 143) for American families; save the American people \$138 (€121) billion over the next five years; Prevent more than 300 000 serious injuries and save 1 900 lives by encouraging new car sales.

The press release goes on to say that with these new standards, yearly oil consumption in 2050 is projected to be reduced by about 1.3 billion barrels as compared to yearly oil consumption in 2024. In terms of miles per gallon, NHTSA estimates the new standards would achieve a fleet average fuel economy of 34.9 miles per gallon by model year 2031, up from 30.1 mile per gallon for model year 2024.

The rule establishes standards for passenger cars and light trucks for model years 2022 to 2031.

The US DoT press release is at [transportation.gov/briefing-room/president-trump-transportation-secretary-duffy-finalize-freedom-means-affordable-cars](https://transportation.gov/briefing-room/president-trump-transportation-secretary-duffy-finalize-freedom-means-affordable-cars).

### Repeal of US EPA GHG Emission Regulations for Power Plants

On 14 September 2026, the US Environmental Protection Agency (EPA) finalised a rule that repeals most provisions of the 2024 Carbon Pollution Standards for greenhouse gas (GHG) emissions from fossil fuel-fired electric generating units (EGU) based on a re-evaluation of the best system of emission reduction for the relevant subcategories.

Additionally, the EPA issued a supplemental proposal soliciting comment on additional reasons to rescind the GHG emission requirements for fossil fuel-fired EGUs to "effectuate the best reading of Clean Air Act (CAA) section 111 and ensure consistency with applicable principles of administrative law" beyond those reasons on which the EPA solicited comment in the June 2025 notice of proposed rulemaking.

The rule can be found at [epa.gov/system/files/documents/2026-09/12674-carbon-pollution-standards-repeal-frm-preamble-20260914.pdf](https://epa.gov/system/files/documents/2026-09/12674-carbon-pollution-standards-repeal-frm-preamble-20260914.pdf).

## ASIA-PACIFIC

### India HDV Retrofit Regulation

On 9 September 2026, the Indian government published draft rules for the fitment of Retrofit Emission Control Device (RECD) to motor vehicles of categories M and N having Gross Vehicle Weight exceeding 3 500 kg and equipped with a Compression Ignition engine. These rules will amend the Central Motor Vehicles Rules.

AIS-228 prescribes Test Method, Testing Equipment and Related Procedures for Testing of RECD, and is based on UN Regulation 132.

The announcement in The Gazette of India is at [egazette.gov.in/WriteReadData/2026/276241.pdf](https://egazette.gov.in/WriteReadData/2026/276241.pdf).

## RESEARCH SUMMARY

### Effects of Emissions and Pollution

Short-term increases in traffic-related nitrogen oxides are associated with acute venous thromboembolism admissions: An 18-year data linkage study in Scotland, Catherine A. Fitton, et al.; *Thrombosis Update* (September 2026), Vol. 24, 100251, [doi: 10.1016/j.tru.2026.100251](https://doi.org/10.1016/j.tru.2026.100251).

Childhood asthma development and early life exposure to traffic-related air pollution: effect modification by indoor biological agents, Luyao Zhang, et al.; *Environmental Research* (September 2026), Article 125780, [doi: 10.1016/j.envres.2026.125780](https://doi.org/10.1016/j.envres.2026.125780).

## Air Quality, Sources and Exposure

Estimation of background PM<sub>2.5</sub> concentrations in the Valencian community applying clustering technique, Maria Pachés, et al.; *Atmospheric Pollution Research* (October 2026), Vol. 17, Issue 10, 103192, doi: [10.1016/j.apr.2026.103192](https://doi.org/10.1016/j.apr.2026.103192).

Pricing for Clean Air: Evaluating the Impact of Diesel Prices on NO<sub>x</sub> Emissions in Spain, Javier Moreno González and José M. Labeaga; *Economic Analysis and Policy* (in press), doi: [10.1016/j.eap.2026.09.036](https://doi.org/10.1016/j.eap.2026.09.036).

Assessing the impact of modal shift and electric vehicles (EV) adoption on air pollution: A case study, Rashmi Ranjan Samal, et al.; *Next Sustainability* (December 2026), Vol. 8, 100479, doi: [10.1016/j.nxsust.2026.100479](https://doi.org/10.1016/j.nxsust.2026.100479).

Real-world emission factors for fresh and aged aerosol, and black carbon from hundreds of on-road vehicles measured with a chase protocol, Santtu Mikkonen, et al.; *Atmospheric Environment: X* (December 2026), Vol. 32, Article 100519, doi: [10.1016/j.aeaoa.2026.100519](https://doi.org/10.1016/j.aeaoa.2026.100519).

## Emissions Control, Catalysis, Filtration

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## Transport, Climate Change and Emissions

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## FORTHCOMING CONFERENCES

### 16<sup>th</sup> Concawe Symposium

8-9 October 2026, Brussels, Belgium  
[concawe.eu/event/16th-concawe-symposium-evolution-of-refiners-fuel-manufacturers-role-in-energy-transition](https://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](https://rgmt.de)

### Argus AdBlue® Conference Day

21 October 2026, Prague, Czech Republic  
[argusmedia.com/en/events/conferences/adblue-conference-day](https://argusmedia.com/en/events/conferences/adblue-conference-day)

### Commercial Vehicle Decarbonisation: Choosing the right technology pathway

4 November 2026, Swansea, Wales  
[eventbrite.co.uk/e/commercial-vehicle-decarbonisation-choosing-the-right-technology-pathway](https://eventbrite.co.uk/e/commercial-vehicle-decarbonisation-choosing-the-right-technology-pathway)

### Argus Road Fuels Europe Conference

17-19 November 2026, Munich, Germany  
[argusmedia.com/en/events/conferences/road-fuels-europe-conference](https://argusmedia.com/en/events/conferences/road-fuels-europe-conference)

### Annual POLIS Conference

2-3 December 2026, Brussels, Belgium  
[polisnetwork.eu/2026-annual-polis-conference](https://polisnetwork.eu/2026-annual-polis-conference)

### EU Zero Pollution Forum

7 December 2026, Brussels, Belgium  
[environment.ec.europa.eu/events/first-zero-pollution-forum-2026-12-07\\_en](https://environment.ec.europa.eu/events/first-zero-pollution-forum-2026-12-07_en)

### International Engine Congress

23-24 February 2027, Baden-Baden, Germany  
[atzlive.de/en/events/international-engine-congress](https://atzlive.de/en/events/international-engine-congress)

### SIA Powertrain

24-25 March 2027, Le Port-Marly, France  
[event.fourwaves.com/siapwt27](https://event.fourwaves.com/siapwt27)

### Vienna Motor Symposium

21-23 April 2027, Vienna, Austria  
[wiener-motorensymposium.at/en](https://wiener-motorensymposium.at/en)

### SAE WCX World Congress

27-29 April 2027, Novi, USA  
[sae.org/events/wcx](https://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](https://sae.org/events/2027/heavy-duty-sustainable-transport-symposium)

### Stuttgart International Symposium on Automotive and Powertrain Technology

7-8 July 2027, Stuttgart, Germany  
[fkfs-veranstaltungen.de/en/events/stuttgart-symposium](https://fkfs-veranstaltungen.de/en/events/stuttgart-symposium)

### Aachen Automotive Colloquium

4-6 October 2027, Aachen, Germany  
[aachen-colloquium.com](https://aachen-colloquium.com)