

TABLE OF CONTENTS

AECC Newsletter Will Stop at End 2026 1
EUROPE 2
AECC Position Paper on Automotive Package 2
AECC-IPA Event on Pollutant Emissions Standards 2
Franco-German Deal on LDV CO_2 Review and IAA 3
Statement after Meeting of EU-China Trade and Investments Consultations 4
Corrigendum on Table Formatting in Emissions Annex 4
European Council Conclusions on Competitiveness 4
TRAN and ITRE Opinions on Car and Van CO_2 Emissions 4
ITRE Opinion on Automotive Omnibus 5
ENVI Opinion on IAA 5
Committee Amendments to Industrial Accelerator Act 6
Commission Implementing Decision on Format for IED Reporting 6
Proposal for Inclusion of Hydrogen as Reference Fuel for NRMM 7
Decision on Recognition of Roundtable on Sustainable Biomaterials 7
Parliament Vote on Road Charges for Low-Emission Heavy-Duty Vehicles 7
Selection of Critical Raw Materials Strategic Projects 8
NORTH AMERICA 8
NHTSA Final Rule on MY 2022-2031 Fuel Economy Standards 8
ASIA-PACIFIC 8
India Draft BS-VII Emission Standards 8
RESEARCH SUMMARY 9
FORTHCOMING CONFERENCES 9

AECC Newsletter Will Stop at End 2026

Dear Reader,

We want to inform you that we will apply changes to the AECC Newsletter as of 2027. After many years of publication, our monthly AECC Newsletter will stop to exist in its current form at the end of 2026.

To provide more timely, accessible, and interactive updates on regulatory developments regarding the AECC policy focus areas, we will share these via LinkedIn. We invite all our readers to follow the AECC LinkedIn page to stay informed about the relevant policy and industry developments in the field of road vehicles, non-road mobile machinery, stationary and industrial emissions, hydrogen and circular economy.

We will still distribute the next two AECC Newsletters (November and December 2026) to enable a smooth transition.

Thank you for your continued interest in AECC's objectives and activities.

We look forward to reconnecting with you on LinkedIn.

AECC

EUROPE

AECC Position Paper on Automotive Package

On 5 October 2026, AECC published its position paper on the Automotive Package, titled 'Driving a Competitive, Clean and Technology-Neutral Automotive Transition'.


AECC

Driving a Competitive, Clean, and Technology-Neutral Automotive Transition

Position Paper – 5 October 2026

As negotiations continue on the Automotive Package, policymakers have an opportunity to establish a genuinely technology-neutral road transport decarbonisation framework that supports industrial competitiveness, climate neutrality, and clean air. Discussions in the European Parliament and Council demonstrate growing recognition that a successful transition must underpin climate ambition with technology-neutrality, ensuring that policy objectives reflect real-world economic and technological realities.

The paper says that policymakers have an opportunity to establish a genuinely technology-neutral road transport decarbonisation framework that supports industrial competitiveness, climate neutrality, and clean air.

AECC adds that the European Commission's proposal represents a welcome shift towards greater technology-neutrality. The introduction of fuel and steel credits represents an important acknowledgement that vehicle life-cycle emissions must be addressed within the regulatory framework. However, the restrictions on timing (beyond 2035) and contribution (3-7% cap) significantly hinder their impact and risk limiting innovation. Therefore, important modifications are needed to ensure that all credible low- and zero-emission technologies can contribute on a level playing field to achieving the EU's climate objectives.

At the same time, AECC says proposed changes to Euro 7 in the Automotive Omnibus risk weakening the EU's air quality objectives at precisely the moment policymakers are moving toward a more flexible long-term approach to vehicle decarbonisation. In this context, it is essential to support ambitious pollutant emission standards to safeguard air quality and public health, as well as to enable complementary technologies.

AECC therefore calls on policymakers to ensure that the final package delivers both technology-neutral climate ambition and clean air. It identifies key priorities for action, including the establishment of a genuinely technology-neutral framework for road transport decarbonisation based on life cycle assessment considerations, providing long-term regulatory certainty for investment across all technology pathways, as well as the removal of the arbitrary caps on fuel and steel credits and allow these credits to apply immediately, and extension of the scope of the credits to other vehicle-life-cycle emission topics.

Additionally, AECC calls for the establishment of a Vehicle category running Exclusively on Eligible Fuels (VEEF), and for policymakers to prevent any further weakening of current Euro 7 standards in the Omnibus and consider the need for a Euro 7 reassessment within the evolving regulatory landscape.

AECC also published two factsheets on LDV and HDV.





The AECC position paper is available to read at aecc.eu/wp-content/uploads/2026/10/261005-AECC-updated-position-paper-Automotive-Package-final.pdf.

The AECC factsheets are available at aecc.eu/wp-content/uploads/2026/10/261005-AECC-LDV-Factsheet-final.pdf and aecc.eu/wp-content/uploads/2026/10/261005-AECC-HDV-Factsheet-final.pdf.

AECC-IPA Event on Pollutant Emissions Standards

On 29 October 2026, AECC and IPA hosted a conference on "Robust pollutant emissions standards for a competitive industry – Advancing emissions controls across road, non-road and stationary applications".

The event brought together around 50 representatives from the European Commission, the European Parliament, Member States, industry and civil society to discuss the role of emissions control technologies across road, non-road, and data centres.

Following introductory remarks by AECC and IPA, AECC presented the risks of the Automotive Omnibus for heavy-duty vehicle competitiveness and addressed persisting myths surrounding the proposal to introduce Vehicles running Exclusively on Eligibly Fuels (VEEF) as ZEV.

In his keynote, John Goodwin (Johnson Matthey) highlighted the performance of available emission control technologies, enabling technology-neutrality in the review of CO_2 emissions standards without compromising air quality and public health.

This was followed by a panel discussion on “How best-in-class emission control technologies can safeguard the EU’s long-term clean mobility goals”, bringing together Mark Nicklas (EC DG-GROW), Eric Woydte (VDA), Vincent Legagneur (CLEPA), Pedro Gomes (POLIS), and John Goodwin.



The debate started from the challenging context of competitiveness, resulting in job losses, but highlighted on the other hand the continued importance of road transport on urban air quality. There was general agreement on the role for complementary technologies to electrification. Getting recognition of a VEEF was noted to be a necessary step to secure investment in renewable fuel. The continued role of PHEVs was also discussed. A reopening of Euro 7 for certain topics was reflected as well. Questions from the audience were around the existing fleet and the health effects of air pollution on citizens.

During the lunch break, participants were able to further exchange on the role of emission control technologies with key policy makers from the different institutions.



The afternoon session focused on the non-road and data centre journey, welcoming speakers from various backgrounds. It opened with Patrizia Heidegger (European Environmental Board) presenting the overall framework of data centres, and its impacts on various environmental aspects. Turning to data centre backup power, Joakim Thøgersen (Umicore) highlighted the availability of emission control technologies for this type of application. Simone Krähenbühl-Gammeter (Swiss Federal Office for the Environment) stressed the importance of data centre backup power on air quality, despite the low number of operating hours. Joachim Demuynck (AECC) highlighted policy requests to tackle data centre back-up power and Non-Road Mobile Machinery (NRMM), noting that emission control technologies are available to address the issues. On NRMM, Rob Cuelenaere (TNO) and Konstantin Weller (TU Graz) further illustrated regulatory gaps with real-world data of existing machines.



AECC would like to thank all speakers, moderators, attendees and members for their valuable contributions, which helped make the event a successful forum for constructive and forward-looking discussions.

Presentations are available on the AECC website at aecc.eu/event/aecc-ipa-policy-event-robust-pollutant-emissions-standards-for-a-competitive-industry-advancing-emissions-controls.

Franco-German Deal on LDV CO_2 Review and IAA

On 16 October 2026, German and French governments jointly announced they had reached an agreement on the Automotive Package and the automotive-related aspects of the Industrial Accelerator Act (IAA).

It is reported that this would mean reducing the 2035 carbon dioxide target to 90%, with no offsetting, as well as freezing the current PHEV utility factor until 1 January 2030 for vehicles with a minimum electric range of 80 km, with annual updates based on real-world data from 2030.

The agreement is in favour of establishing a Vehicle running Exclusively on Eligible Fuel (VEEF) category requiring fuels produced in Europe, along with “indicative and realistic”

national targets for zero- and low-emission vehicles under the Clean Corporate Vehicles proposal.

The German government announcement is available at bundesregierung.de/breg-de/aktuelles/de-fr-presseerklaerung-zur-zukunft-der-europaeischen-automobilindustrie-2457378.
The French government announcement is available at elysee.fr/en/emmanuel-macron/2026/10/16/joint-franco-german-press-statement-on-the-future-of-the-european-automotive-industry.

Statement after Meeting of EU-China Trade and Investments Consultations

On 8 and 9 October 2026, Mr Wang Wentao, Minister of Commerce of China, and Mr Maroš Šefčovič, Commissioner for Trade and Economic Security, Interinstitutional Relations and Transparency, of the European Commission, held the 2nd meeting of the EU-China Trade and Investment Consultations (TIC) in Beijing and reached agreement on a list of deliverables and understandings.

As key trading partners, the two sides reaffirmed to properly handling differences under the WTO framework and commit to continue working with the view to stabilise and make the bilateral relationship more balanced. Following intensive consultations, both sides have reached an understanding on trade in hybrid vehicles in a WTO compliant manner.

The two sides also recalled the guidance document on the price undertakings of the BEVs anti-subsidy case, and will continue the procedures relating to corporate price undertakings and reviews.

In his press remarks following the meeting, Mr Šefčovič said that the two parties have reached a shared understanding to moderate China's exports of hybrids and plug-in hybrids to the EU. He added that this opens the prospect of cutting China's exports by more than a half.

The Joint Statement is at ec.europa.eu/commission/presscorner/detail/en/statement_26_2122.
Mr Šefčovič's press remarks are at ec.europa.eu/commission/presscorner/detail/en/statement_26_2124.

Corrigendum on Table Formatting in Emissions Annex

On 14 October 2026, a corrigendum to the Delegated Regulation on whole vehicle type approval environmental requirements was published in the Official Journal, correcting a table formatting error in the emissions annex Commission Delegated Regulation (EU) 2026/1753 of 13 July 2026 amending Regulation (EU) 2018/858 without altering any substantive provisions. The Regulation covers the environmental performance and emission requirements for in-vehicle battery durability, brake particle emissions, electric vehicle system power, electric vehicle range at low temperature of vehicles produced in unlimited series and special purpose vehicles, and updates the list of UN Regulations recognised as alternative in Part II of Annex II to Regulation (EU) 2018/858.

The corrigendum makes a purely formal correction to the table in point (5) of the Delegated Regulation, which sets out emissions and environmental performance items GA2 to GA22 in Annex II, Part I. The table layout was defective in the original published text; the corrected version reproduces the same items, UN Regulation references, and series of amendments without any substantive change.

The corrigendum is at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202690859.

European Council Conclusions on Competitiveness

On 15 October 2026, the European Council met to discuss competitiveness, the next multiannual financial framework and enlargement and reforms.

Amongst its conclusions, the European Council underlined in particular the importance of advancing negotiations on deliverables for 2026, notably the 28th regime for company law, the Industrial Accelerator Act, the European grids package, and the digital, environmental and automotive simplification packages. It also invited the co-legislators to conclude negotiations on all these files from the roadmap, as well as the automotive package, by the end of the year and to keep up the momentum for 2027.

The European Council press release is at consilium.europa.eu/en/press/pressreleases/2026/10/16/european-council-conclusions-on-competitiveness.

TRAN and ITRE Opinions on Car and Van CO_2 Emissions

On 22 October 2026, the European Parliament's Transport and Tourism (TRAN) and Industry, Research and Energy (ITRE) Committees adopted broadly aligned opinions endorsing compromises from the EPP, S&D and Renew on the car and van CO_2 emissions standards following a so-called platform deal.



Both opinions include: Lower CO_2 targets: From 2035, the target would be 87.5% for cars and 80% for vans, compared with the European Commission's proposed 90% for both.

Low-carbon steel offsets: For cars, the 87.5% reduction would include a 7.5% EU-made green steel credit compensation credit.

An eligible-fuel vehicle category: Vehicles running Exclusively on Eligible Fuels (VEEF) would count as zero-emission from 2030, subject to safeguards ensuring exclusive lifetime use. The Commission's separate renewable-fuel credit mechanism would be deleted.

Conditional PHEV (Plug-in Hybrid Electric Vehicle) flexibility: EU-made PHEVs with at least 120 km of electric range and power limitation after 750 km without recharging would retain the utility factor established by the 2025 tightening until end-2029. From 2030, annual updates would use the previous year's real-world data.

Compliance averaging: Averaging would cover 2029–2031 for cars, with 2029 banking and borrowing capped at 8 g CO_2/km, and 2025–2029 and 2030–2034 for vans.

The Rapporteur for the TRAN Opinion, MEP Jens Gieseke (EPP, DE), considers that technological neutrality must be given concrete effect in the Regulation. He considers that renewable fuel and low-carbon steel credit mechanisms should count towards achieving the emission targets and apply from the entry into force of the Regulation, in order to incentivise investment without delay and to avoid creating an unnecessary regulatory imbalance between different decarbonisation pathways.

He adds that the Renewable Energy Directive remains the main reference and most appropriate policy framework for determining and governing sustainable fuel feedstocks, since it sets binding sustainability criteria while defining at the same time limits for other feedstock categories. According to Mr Gieseke, it is therefore appropriate to extend the definition of eligible fuels to cover all RED compliant fuels. He further proposes to recognise vehicles running exclusively on eligible fuels (VEEF). In the absence of a life-cycle-based emissions accounting framework under the CO_2 standards Regulation, he says such vehicles should be recognised as zero-emission vehicles for the purpose of this Regulation, provided that certain criteria are met. This would set these vehicles on an equal footing with battery-electric vehicles, thus extending the available drivetrain options for the reduction of CO_2 emissions. MEP Gieseke says this is necessary to ensure that sustainable renewable fuels can contribute in a robust and verifiable manner to the decarbonisation of road transport.

The leading Environment, Climate and Food Safety (ENVI) Committee is scheduled to vote on 4 November. A plenary vote is then expected to follow in December before the Parliament can enter trilogue negotiations with Council (which is also still determining its General Approach position)

Compromise amendments are available to read at
europarl.europa.eu/meetdocs/2024_2029/plmrep/COMMITTEES/TRAN/DV/2026/10_22/Compromiseamendments_alt_final.pdf.
europarl.europa.eu/meetdocs/2024_2029/plmrep/COMMITTEES/ITRE/DV/2026/10_22/ITEM6CA1_CO2_cars_vans_EN.pdf.
and
europarl.europa.eu/meetdocs/2024_2029/plmrep/COMMITTEES/ITRE/DV/261022/ITEM6Alt_CA1_CO2Car_LEFTGREEN.pdf.

The TRAN Rapporteur's Opinion is published at
europarl.europa.eu/doceo/document/TRAN-AD-788808_EN.pdf.

ITRE Opinion on Automotive Omnibus

On 22 October, ITRE adopted MEP Giorgio Gori's (S&D, IT) opinion by 49 votes to 28, with five abstentions, endorsing the EPP-S&D-Renew compromise. The opinion includes:

Light-duty Euro 7 testing: Removes dedicated low-temperature laboratory emissions tests while retaining Real Driving Emissions requirements.

Heavy-duty Euro 7 testing: Introduces demonstration testing per vehicle category in Annex V, Tables 4, 7, and 8, while Table 3 retains testing per vehicle type. Euro 7 application dates and Commission Implementing Act deadlines remain unchanged.

PHEV UF: Repeats the conditional UF freeze until end-2029 and annual real-world updates from 2030 described in the separate CO_2 standards opinion.

Selective catalytic reduction: Requires manufacturers to declare reagent-injection-system durability and the absence of abnormal failure rates under repeated reagent freezing and thawing throughout the required lifetime.

Eligible-fuel vehicles: Contains no dedicated VEEF provisions.

ITRE's opinion will inform the joint report of ENVI, TRAN, and the Internal Market and Consumer Protection (IMCO) Committee, scheduled for a vote on 4 November. For that report, EPP, S&D, and Renew negotiators reached a separate compromise on 21 October. It includes an 18-month postponement of heavy-duty Euro 7 test procedures; super-credit eligibility for small electric cars, electric vans and highly efficient EVs, with European origin criteria linked to the Industrial Accelerator Act (IAA); and EU-wide recognition of autonomous vehicle type-approvals.

Full information on the opinion and votes is at
europarl.europa.eu/meetdocs/2024_2029/plmrep/COMMITTEES/ITRE/DV/261022/ITEM7FinalCompromiseAutoOmni.pdf.
europarl.europa.eu/telastatic/cmsdata/311549/20261022-roll-call-votes.pdf.
and
europarl.europa.eu/meetdocs/2024_2029/plmrep/COMMITTEES/ITRE/DV/261022/ITEM7Voting_Simplification_Cars_EN.pdf.

The ITRE Opinion is available to read at
europarl.europa.eu/doceo/document/ITRE-AD-789889_EN.pdf.

ENVI Opinion on IAA

The ENVI Committee of the European Parliament has adopted its opinion on the Industrial Accelerator Act (IAA) by 54 votes to 9, with 12 abstentions. This endorses cross-party alternative compromises on European preference in public procurement and state aid over the report proposed by Rapporteur Mathilde Androuët (PfE, FR) who failed to secure support.

The ENVI opinion will now feed into the work of the three lead committees (ITRE, IMCO, and INTA) who are working towards adoption of their joint report on 1 December. EPP MEPs Christian Ehler (DE), Angelika Niebler (DE) and Jörgen Warborn (SE) tabled a joint amendment rejecting the IAA over concerns about trade agreements and potential retaliation.

Compromise amendments and alternatives are at europarl.europa.eu/meetdocs/2024_2029/plmrep/COMMITTEES/ENVI/DV/2026/10-05/IAA_CA_1-46_clean_EN.pdf.
and
europarl.europa.eu/meetdocs/2024_2029/plmrep/COMMITTEES/ENVI/DV/2026/10-05/IAA_ALT_CAs_clean_version_v3_EN.pdf.

Committee Amendments to Industrial Accelerator Act

On 26 October 2026, the Committee on International Trade (INTA), Committee on Industry, Research and Energy (ITRE), and the Committee on the Internal Market and Consumer Protection (IMCO) published amendments to the Industrial Accelerator Act.

Amendments 5369-5417 refer to super credits for small zero-emission vehicles. These super-credits provisions generate the widest range of competing positions. On scope, MEP Vivaldini (ECR, IT) extends the mechanism to small zero- and low-emission vehicles including vehicles running exclusively on eligible fuels (AM 5371, 5377), while MEP Cormand (Greens/EFA, FR) narrows it to battery electric vehicles only (AM 5372, 5379), diverging from the Rapporteurs' draft. MEP Groothuis (Renew, NL) extends the assembly location to partner countries referred to in Article 7, not just the Union (AM 5380), the most permissive position and a clear divergence from the Rapporteurs.

On the criteria structure, MEPs Van Brempt (S&D, BE) and Geier (S&D, DE) (AM 5384), Cormand (AM 5385), and Mesure (GUE/NGL, FR) (AM 5382) all propose making the criteria cumulative rather than alternative, tightening the conditions. On the component value ratio threshold, Van Brempt and Cormand raise it from 70% to 75% (AMs 5394, 5395), while Obajtek (ECR, PL) and Mesure raise it to 80% (AMs 5392, 5396). Sokol (EPP, HR) and Vivaldini add R&D activities to the calculation (AMs 5390, 5386). Van Brempt introduces a new cumulative criterion requiring at least 80% of ex-works price (excluding battery) to correspond to Union value added, with R&D counting as Union origin only if carried out in the Union (AM 5397). On battery components, Van Brempt adds binders and phases in cathode active material from 3 years after entry into force (AM 5398); Cormand requires battery cells, binders, and one additional component (AM 5407) and introduces a new criterion requiring at least 20% of lithium to be extracted, processed, or recycled within the Union (AM 5408); Obajtek introduces an e-powertrain component ratio of at least 80% (AM 5409); Mesure requires R&D to be conducted within the Union (AM 5410). Van Brempt and Geier also introduce a new Part IIIa on bonuses for zero-emission heavy-duty vehicles under Regulation (EU) 2019/1242 (AM 5413), while Dostalova (PfE, CZ) introduces a new Part IIIa extending super credits to all zero and low emission vehicles (AM 5416).

MEPs tabled amendments to the draft Report by 17 October 2026. More amendments are expected to be made available.

A vote on the draft Report and any amendments is scheduled in the joint ITRE/IMCO/INTA Committee on 1 December 2026. The committees are then expected to submit their Report to plenary for adoption as the Parliament's negotiating position on 14 December 2026.

Amendments can be found at europarl.europa.eu/committees/en/itre/documents/latest-documents.

Commission Implementing Decision on Format for IED Reporting

On 20 October 2026, Commission Implementing Decision (EU) 2026/2326 was published in the Official Journal of the European Union. The Decision aligns Industrial Emissions Directive (IED) reporting with the Industrial Emissions Portal under Regulation (EU) 2024/1244 and the parallel Implementing Decision (EU) 2026/2267, and both use the same electronic reporting tool.

The European Environment Agency (EEA) will prefill shared fields from the second reporting year. Several requirements disappear. A permit URL replaces the question of whether a permit was granted, and non-compliance reporting is limited to the most serious cases leading to suspension of operations. Some large combustion plant requirements, the reporting on expired temporary derogations and the list of small incineration plants are also dropped.

The Decision also adds new obligations. Member States will report on environmental management systems for installations under Chapter II, and on derogations granted under Articles 15(6), 27b, 27c and 27e of Directive 2010/75/EU, which cover BAT-associated environmental performance levels, emerging techniques and deep industrial transformation. Pig and poultry farms only have to report minimal administrative data and the most serious cases of non-compliance.

The Decision applies from 1 January 2028, covering reporting year 2027, with information to be submitted by 30 September 2028. For pig and poultry installations, it applies from 1 January 2031, 1 January 2032 or 1 January 2033 depending on their capacity. Reporting on environmental management systems starts with reporting year 2030 for energy-intensive sectors, with information submitted in 2031, and with reporting year 2033 for all other sectors, with information submitted in 2034.

The Implementing Decision can be found at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202602267.

Proposal for Inclusion of Hydrogen as Reference Fuel for NRMM

On 1 October 2026, the European Commission issued a proposal for a Regulation amending Regulation (EU) 2016/1628 as regards the inclusion of hydrogen as a reference fuel for the testing of an engine type or engine family for non-road mobile machinery (NRMM).

The proposal is a direct consequence of an earlier procedural step: on 25 February 2025, the Commission authorised the Netherlands, under the Article 35 exemption procedure of Regulation (EU) 2016/1628, to grant EU type-approval for a hydrogen mono-fuel engine (C(2025) 1153 final). Article 36 of the same Regulation obliges the Commission to adapt the regulatory framework following such an exemption. Because adding a new reference fuel falls outside the Commission's delegated or implementing powers, a full amendment to the parent Regulation is required. The proposal also aligns EU rules with UNECE Regulation No. 96, Revision 04, which already recognises hydrogen as a reference fuel for NRMM engines, and with UNECE Regulation No. 49, 07 series, covering hydrogen combustion engine type-approval requirements.

Regulation (EU) 2016/1628 establishes emission limits for gaseous and particulate pollutants from engines which are installed in or are intended to be installed in non-road mobile machinery. It furthermore sets out the administrative and technical requirements related to the EU type approval of those engines, as well as requirements for market surveillance.

The full proposal is available to read at eur_lex.europa.eu/legalcontent/EN/TXT/?uri=CELEX%3A52026PC0523&qid=1791385741363.

Decision on Recognition of Roundtable on Sustainable Biomaterials

On 15 October 2026, Commission Implementing Decision (EU) 2026/2316 on the recognition of the Roundtable on Sustainable Biomaterials (RSB) EU RED voluntary scheme was published in the Official Journal of the European Union. This demonstrates compliance with the requirements for biofuels, bioliquids, biomass fuels, renewable fuels of non-biological origin and recycled carbon fuels set out in Directive (EU) 2018/2001, and repeals Commission Implementing Decision (EU) 2022/607.

Directive (EU) 2018/2001 lays down requirements for certain fuels, namely biofuels, bioliquids, biomass fuels, renewable fuels of non-biological origin and recycled carbon fuels, to ensure that they can only be counted towards the targets set in that Directive if they have been sustainably produced and save significant greenhouse-gas emissions compared with fossil fuels. Article 29 of the Directive lays down sustainability and greenhouse-gas emissions saving criteria for biofuels, bioliquids, and biomass fuels.

Article 27(6) of Directive (EU) 2018/2001 as well as Commission Delegated Regulation (EU) 2023/1184 lay down rules to determine the share of renewable electricity used to produce renewable fuels of non-biological origin. Article 29a(1) and (2) of Directive (EU) 2018/2001 lays down greenhouse gas emissions saving criteria for renewable fuels of non-biological origin and recycled carbon fuels. Commission Delegated Regulation (EU) 2023/1185 lays down rules specifying the methodology for assessing greenhouse gas emissions savings for both renewable fuels of non-biological origin and recycled carbon fuels.

The Decision states that voluntary schemes play an important role in providing evidence of compliance with the sustainability and greenhouse gas emissions savings criteria for biofuels, bioliquids and biomass fuels.

The Commission has found that the RSB scheme: (i) adequately covers the rules set out in Article 27(6) of Directive (EU) 2018/2001 and Delegated Regulation (EU) 2023/1184 for the production of renewable fuels of non-biological origin; (ii) provides accurate data on greenhouse gas emissions savings renewable fuels of non-biological origin and recycled carbon fuels for the purposes of Article 29a(1) and (2) of that Directive; and (iii) is in line with the methodology set out in Delegated Regulation (EU) 2023/1185, which provides a methodology used to calculate the greenhouse gas emissions savings for those fuels.

On biofuels, bioliquids and biomass fuels, the scheme covers all feedstocks including wastes and residues and the entire chain of custody (for biomethane from the production unit up to the point of injection to the interconnected gas infrastructure). The scheme also covers all types of renewable fuels of non-biological origin and recycled carbon fuels and encompasses the entire chain of custody.

The Implementing Decision can be found at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202602316.

Parliament Vote on Road Charges for Low-Emission Heavy-Duty Vehicles

On 7 October 2026, the European Parliament gave its final green light to clarified rules on road charges for low-emission trucks and buses applicable until 30 June 2031.

With 475 votes in favour, 96 against and 70 abstentions, MEPs adopted the provisional agreement that aligns the current EU rules on road charges more closely with the new EU CO_2 emissions targets for trucks and buses that started to apply this summer.

The text clarifies various definitions related to CO_2 emissions classes to ensure that toll rates accurately reflect the CO_2 emissions of trucks, buses and coaches, thus ensuring a harmonised application of the “polluter pays” principle across the EU.

To accelerate the deployment of low-emission heavy-duty vehicles, EU countries that apply toll exemptions to these vehicles will have the possibility to apply reductions of up to

75% until 30 June 2031 and will be able to keep a 50% toll reduction as of July 2031.

Zero-emission trucks and buses may be exempt from road usage and infrastructure charges until 30 June 2031 and can benefit from a 75% toll reduction thereafter.

The updated rules need still need to be formally approved by the Council, before their publication in the EU Official Journal. EU countries will have one year to adapt their road toll systems to a new vehicle classification system based on CO_2 emissions.

The Parliament's press release is at europarl.europa.eu/news/en/pressroom/20261002IPR47903/updated-rules-to-boost-uptake-of-low-emission-heavy-duty-vehicles.

Selection of Critical Raw Materials Strategic Projects

On 9 October 2026, the European Commission announced that it has selected 46 new Strategic Projects across 16 Member States. The projects will contribute to the benchmarks set in the Critical Raw Materials Act (CRMA) that by 2030 EU capacity meets at least 10% of the EU's annual consumption for extraction, 40% for processing, and 25% for recycling of strategic raw materials to enhance competitiveness, develop greater resilience and be less dependent on any single supplier.

According to the Commission, the 46 projects – combined with the 47 Strategic Projects in the EU and the 13 Strategic Projects in third countries that were selected in March and June last year respectively – are expected to make a significant contribution to achieving the EU's CRM derisking and diversification targets. They could fully meet the extraction benchmarks for lithium, nickel, rare earth elements, magnesium and tungsten, and the processing benchmarks for lithium and rare earth elements. They could also cover 89% of the processing benchmark for cobalt and 57% and 51% for tungsten and magnesium respectively, while fully meeting the recycling benchmarks for lithium, cobalt and rare earth elements.

Amongst the projects are 11 involving extraction, processing and recycling of platinum group metals (PGMs), including three extraction projects (in Finland and Spain), two processing (including AECC member Umicore), and the remaining projects focusing on recycling.

The Commission press release is at ec.europa.eu/commission/presscorner/detail/en/ip_26_2113. and the list of projects at singlemarketeconomy.ec.europa.eu/sectors/rawmaterials/areas-specific-interest/projects-under-crma/selected-projects_en.

NORTH AMERICA

NHTSA Final Rule on MY 2022-2031 Fuel Economy Standards

On 25 September 2026, the US Department of Transportation released the final rule to reset the National Highway Traffic Safety Administration's (NHTSA) corporate average fuel economy (CAFE) standards. The final rule differs slightly from that proposed in December 2025. The rule establishes fuel economy standards for passenger cars and light trucks for model years 2022 to 2031.

NHTSA is setting fuel economy standards for passenger cars that increase from the newly finalised MY 2022 standards at a rate of 0.90% per year through MY 2029 followed by 1% per year through MY 2031, with MY 2030 stringency acting as a bridge between the vehicle classification updates.

For non-passenger vehicles, NHTSA is setting fuel economy standards that increase from the newly finalised MY 2022 standards at a rate of 0.51% per year through MY 2029 followed by 1% per year through MY 2031, with MY 2030 stringency acting as a bridge between vehicle classification updates.

NHTSA estimates that the final standards would correspond to a combined industry fleetwide average of roughly 34.9 mpg in MY 2031 for passenger cars and light trucks.

The final rule also changes classification criteria starting in model year 2030 to reflect each vehicle's intended use, flipping the current fleet mix of approximately 70% light trucks and 30% passenger vehicles to around 70% passenger cars and 30% light trucks. With the current vehicle classification, manufactures are disincentivised from making hatchbacks, wagons, and smaller footprint vehicles.

The Final Rule is at nhtsa.gov/sites/nhtsa.gov/files/2026-09/CAFE%20SAFE%20MY%202022-2031%20Final%20FRN.pdf.

ASIA-PACIFIC

India Draft BS-VII Emission Standards

On 12 October 2026, India's Ministry of Road Transport and Highways (MoRTH) proposed amendments to Rule 115 of the Central Motor Vehicles Rules, 1989 to include Bharat Stage VII (BS-VII) emission standards for commercial vehicles.

Emission limits for these standards are consistent with Euro 7/VII including PN10. Standards for light commercial vehicles would apply from 1 April 2030, and those for trucks and buses from 1 April 2031. Requirements for all vehicles are introduced over three phases.

For all N1 (light commercial) vehicles manufactured on or after 1 April 2030, the three phases start on 1 April 2030, 1 April 2032, and 1 April 2035.

For Phase-I effective 1 April 2030, RDE testing applies at type approval and OBD, OBM and OBFCM data is to be available over the OBD port only. BEV and HEV vehicles would also have to meet minimum battery energy levels of 75% in the first five years or 100 000 km, whichever comes first, and 67% up to eight years or 160 000 km.

For Phase-II effective 1 April 2032, brake particle limits apply that depend on the powertrain. For BEVs, the limit is 3 mg/km for Class I and II vehicles and 5 mg/km for Class III vehicles. For hybrids, fuel cell vehicles and internal combustion vehicles, a 7 mg/km limit applies. Tyre wear limits for C1 tires will also apply but will be notified separately. OBM and OBFCM data will be required to be available anonymously over the air.

For Phase-III effective 1 April 2035, a single brake particle limit of 3 mg/km will apply to all powertrains as well as a PN limit that will be notified separately.

For all N2, N3, M2 and M3 vehicles (trucks and buses) manufactured on or after 1 April 2031, the three phases start 1 April 2031, 1 April 2033, and 1 April 2035.

For Phase-I effective 1 April 2031, RDE testing applies at type approval and OBD, OBM and OBFCM data is to be available over the OBD port only.

For Phase-II effective 1 April 2033, brake particle limits apply that depend on the powertrain and minimum performance requirements (MPR) for battery durability will apply. Both will be notified separately. OBM and OBFCM data will be required to be available anonymously over the air.

For Phase-III effective 1 April 2035, a single brake particle limit for all powertrains and tyre wear limits for C2 and C3 tyres will apply with both to be notified separately.

Full details of the proposed regulation are at docs.google.com/viewerng/viewer?url=https://corpseed-main.s3.ap-south-1.amazonaws.com/corpseed/277137.pdf.

RESEARCH SUMMARY

Effects of Emissions and Pollution

Health and economic benefits of air quality improvements in France through diverse net-zero transition scenarios by 2050, Ayushi Sharma, et al.; *Environment International* (in press), doi: 10.1016/j.envint.2026.110555.

Independent and interactive effects of traffic-related noise and air pollution on lung function: A randomized crossover study in healthy young adults, Shuyan Meng, et al.; *Environmental Research* (in press), doi: 10.1016/j.envres.2026.125963.

Air Quality, Sources and Exposure

PM2.5 air quality index in major cities. long memory analysis with fractional integration, Miguel A. Martin-Valmayor, et al.; *City and Environment Interactions* (December 2026), Vol. 32, Article 100492, doi: 10.1016/j.cacint.2026.100492.

The role that changes in emissions play in future central European air-quality, Alvaro Patricio Prieto Perez, et al.; Atmospheric Environment (January 2027), Vol. 388, Article 122404, doi: 10.1016/j.atmosenv.2026.122404.

Emissions Control, Catalysis, Filtration

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.

Comparative Study of the Performance of an Internal Combustion Engine and its Emission Using Alternative Fuel (Pyrolysis Oils) and Conventional Fuel (Diesel), N.H. Djoukouo, et al.; *Emiss. Control Sci. Technol.* (2026), Vol. 12, Article 30, doi: 10.1007/s40825-026-00313-x.

CO Oxidation and Oxygen Transport Characteristics of Three-Way Catalyst Microparticles Membrane for Gasoline Particulate Filter, E. Gatete, et al.; *Emiss. Control Sci. Technol.* (2026), Vol. 12, Article 31, doi: 10.1007/s40825-026-00314-w.

Unexpected higher emissions of nitrogenous compounds and formaldehyde during DPF regeneration in real driving emission test of China VI heavy-duty diesel trucks, Journal of Hazardous Materials (October 2026), Vol. 517, Article 143824, doi: 10.1016/j.jhazmat.2026.143824.

Investigation of VOC emission characteristics of light-duty gasoline vehicles and combustion-side formation mechanisms of key VOC species, Huayang Zhao, et al.; *Atmospheric Environment: X* (December 2026), Vol. 32, Article 100525, doi: 10.1016/j.aeaoa.2026.100525.

Regulating Ammonia/Diesel Dual Direct Injection Combustion Through Ammonia Injection Rate Shaping: A Numerical Investigation of Combustion–Emission Trade-Offs, Mingrui Wei, et al.; *Emiss. Control Sci. Technol.* (2026), Vol. 12, 34, doi: 10.1007/s40825-026-00316-8.

FORTHCOMING CONFERENCES

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

EU Zero Pollution Forum
7 December 2026, Brussels, Belgium
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

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

13th International Congress on Catalysis and Air Pollution Control
26-28 April 2027, Brussels, Belgium
capoc.ulb.ac.be

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

30th ETH Nanoparticles Conference
21-24 June 2027, Zurich, Switzerland
npc27.scg.ch

Stuttgart International Symposium on Automotive and Powertrain Technology
7-8 July 2027, Stuttgart, Germany
fkfs-veranstaltungen.de/en/events/stuttgart-symposium

Aachen Automotive Colloquium
4-6 October 2027, Aachen, Germany
aachen-colloquium.com