

NEWSLETTER

International Regulatory Developments

TABLE OF CONTENTS

EUROPE	2
Re-Election of Commission President Ms von der Leyen	2
Resignation of Commissioners for Environment and Transport.....	2
Start of European Parliament 10 th Term	2
Composition and Elections of Committee Chairs and Vice-Chairs	3
Publication of Industrial Emissions Directive	4
Eionet Report on Air Pollution Policies and Measures under NECD.....	4
UBA Recommendations for EU Environmental and Climate Policy	5
Court Ruling on German Air Pollution Policy	5
Commission Action against Hungary on Air Quality Compliance.....	6
Commission Provisional Duties on Imports of BEVs from China	6
Northern Ireland Proposal for Updated Exhaust Emissions Test.....	6
ASIA-PACIFIC	6
Revision of New Zealand Clean Car Standard	6
End of Diesel Car and Taxi Registrations in Singapore	7
UNITED NATIONS	7
UNECE Adoption of PTI Test Procedure for Particulate Measurement	7
GENERAL	7
Real-Driving Emissions from Bharat Stage VI Cars and LCV in India	7
Real-World Passenger Vehicle and Taxi Emissions in Mexico City.....	8
Pollutant Emissions from Light-Duty Vehicles across North America	8
HEAL Letter on Health Protection	8
Green 10 Letters to Presidents of European Commission and Parliament.....	9
EEB Report on Land for Renewables.....	9
State of Global Air Report	10
RESEARCH SUMMARY	10
FORTHCOMING CONFERENCES	11

EUROPE

Re-Election of Commission President Ms von der Leyen

On 18 July 2024, Commission President Ms Ursula von der Leyen was re-elected with 401 MEPs voting in favour, 284 against and 22 blank or invalid votes. Ahead of the vote, Ms von der Leyen presented her political priorities for the next five years during a debate with MEPs.

Details of these priorities are contained in Ms von der Leyen's 'Political Guidelines' or manifesto for the next European Commission. She proposes a new plan for Europe's sustainable prosperity and competitiveness, and a new era for European defence and security. Supporting people, strengthening societies and the social model is another priority, together with sustaining quality of life, protecting democracy and upholding values and leveraging Europe's power and partnerships. Finally, the President calls for 'delivering together and preparing our Union for the future'.

In the section on the Clean Industrial Deal, the document says the Commission's full focus will be on supporting and creating the right conditions for companies to reach the EU's common goals. This will prepare the way towards the 90% emission reduction target for 2040 which will be proposed to enshrine in the European Climate Law.

It goes on to say that reaching climate neutrality by 2050 will require a wide range of innovative technologies, in areas from mobility to energy. For instance, the 2035 climate neutrality target for cars creates predictability for investors and manufacturers. According to the EC President, getting there will require a technology-neutral approach, in which e-fuels have a role to play through a targeted amendment of the regulation as part of the foreseen review.

The European Parliament statement on the vote is at europarl.europa.eu/news/en/pressroom/20240710IPR22812/parliament-re-elects-ursula-von-der-leyen-as-commission-president; the President's Political Guidelines are at commission.europa.eu/document/download/PoliticalGuidelines2024-2029_EN.pdf

and her speech can be found at ec.europa.eu/commission/presscorner/detail/en/STATEMENT_24_3871.

Resignation of Commissioners for Environment and Transport

On 15 July 2024, the European Commission announced that both Commissioner Ms Adina-Ioanna Vălean and Commissioner Mr Virginijus Sinkevičius have informed EU Commission President Ms von der Leyen that they have decided to resign from the EU Commission, in order to take up their seat at the European Parliament, to which they have been elected.

In order to ensure the continuity of work of the Commission, the President has decided to temporarily assign the responsibilities for Environment, Ocean and Fisheries to Executive Vice-President Šefčovič, in addition to his current portfolio.

For the same reason, the Commission President has also decided to temporarily assign the responsibilities for Transport to Commissioner Hoekstra, in addition to his current portfolio.

The EC's announcement is at ec.europa.eu/commission/presscorner/detail/en/statement_24_3781.

Start of European Parliament 10th Term

On 16 July 2024, the European Parliament was officially constituted in Strasbourg, following the European elections on 6-9 June.

Roberta Metsola (EPP, MT), outgoing EP President presided over the opening of the session. Pina Picierno (S&D, IT), second Vice-President in the outgoing Parliament announced the candidates for the Presidency of the Parliament.

Roberta Metsola won the election in the first round of voting, where she received an absolute majority of 562 votes cast out of 699 by secret paper ballot, among two candidates. She will continue to lead Parliament for the first two and a half years of the 10th legislative term.

The European Parliament will have 720 seats, 15 more than at the end of the previous legislature. 54% of MEPs are newly-elected (in 2019 the share of newcomers was 61%) and the share of women is 39% (it was 40% in 2019).

A total of 11 Vice-Presidents were elected in the first round of voting, and three in the second and final ballot. The vote on Parliament's Quaestors (responsible for administrative and financial matters directly concerning MEPs and their working conditions) took place on Wednesday, in two rounds by secret electronic vote.

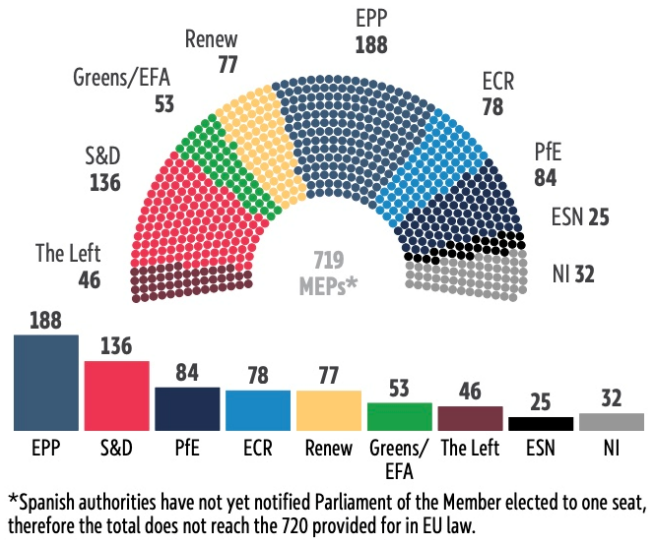
The EP's press release on the start of Parliament is at europarl.europa.eu/news/en/pressroom/20240710IPR22804/the-european-parliament-begins-its-tenth-term.

Details of the election of the EP President are at europarl.europa.eu/news/en/pressroom/20240710IPR22805/roberta-metsola-re-elected-as-president-of-the-european-parliament.

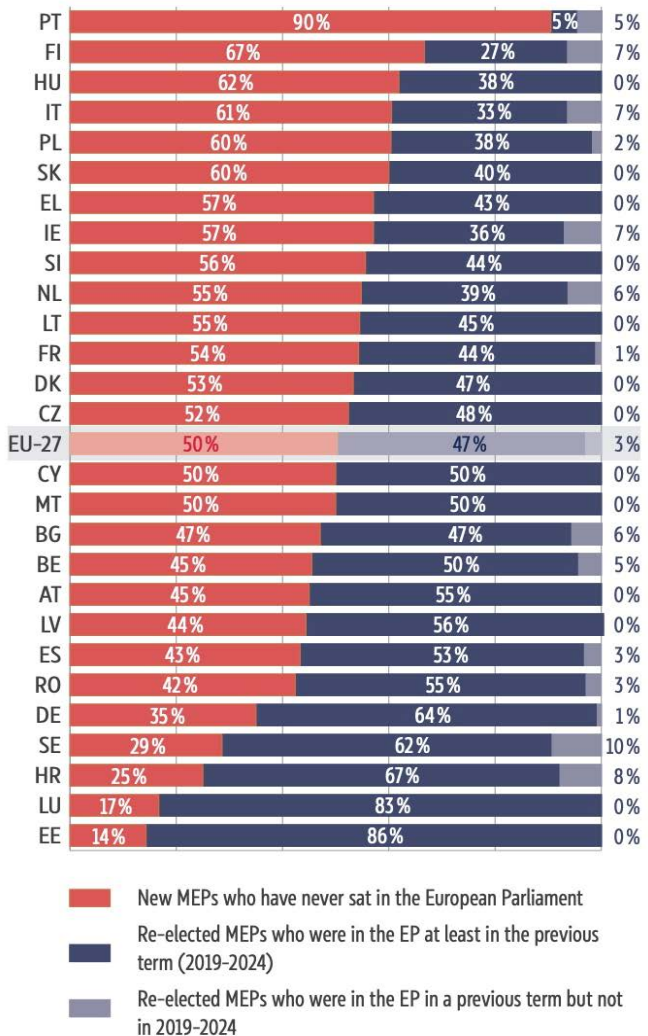
Details of Vice-Presidents and Quaestors are at europarl.europa.eu/news/en/pressroom/20240710IPR22814/parliament-s-new-bureau-elected.

The European Parliamentary Research Service (EPRS) published an infographic showing the composition of the new European Parliament by EU Member State, age, gender and political group.

MEPs by political group

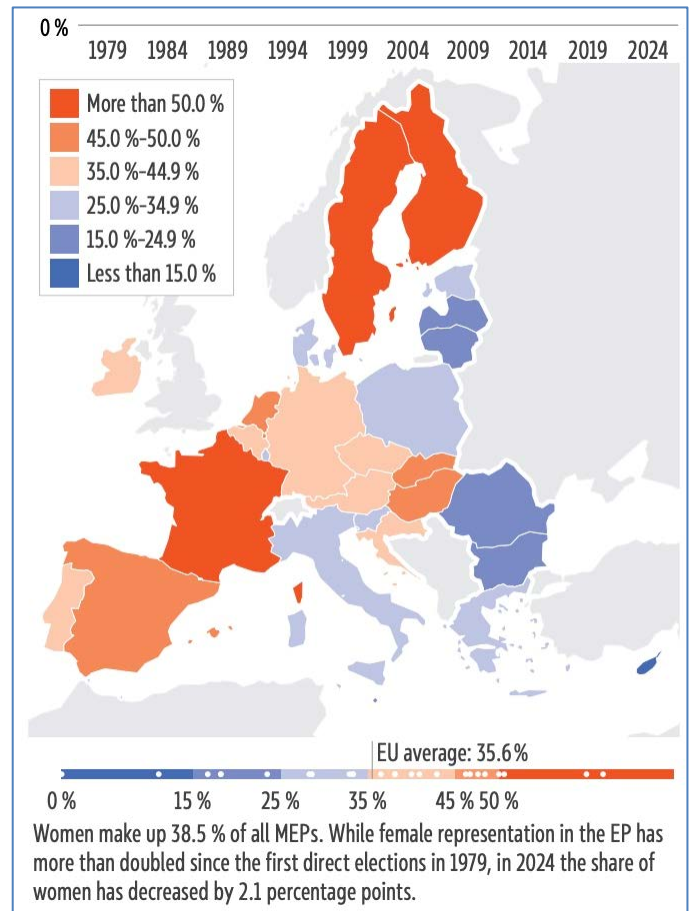


Share of new MEPs by Member State



This year's election saw turnout of 51.1%, slightly higher than the previous election in 2019 (50.7%). The number of political groups has increased from seven to eight at the start of the new term.

Half of the elected Members (MEPs) elected are new to the European Parliament. Women now make up 38.5% of all MEPs; this share is 2.1 percentage points lower than in the previous term (40.6%), the first significant drop since direct elections started in 1979.



The infographic can be found at [europarl.europa.eu/RegData/etudes/ATAG/2024/762356/EPRS_ATA\(2024\)762356_EN.pdf](https://europarl.europa.eu/RegData/etudes/ATAG/2024/762356/EPRS_ATA(2024)762356_EN.pdf).

Composition and Elections of Committee Chairs and Vice-Chairs

On 17 July 2024, MEPs approved the proposal on the number of members in Parliament's 20 committees and four sub-committees, as well as its 48 standing delegations.

The Environment, Public Health and Food Safety Committee (ENVI) has 90 members, as does the Industry, Research and Energy Committee (ITRE). The Internal Market and Consumer Protection Committee (IMCO) has 52 members and Transport and Tourism (TRAN) 46.

A list of the European Parliament's committees is at europarl.europa.eu/news/en/pressroom/20240710IPR22813/parliament-confirms-list-and-size-of-committees-and-delegations.

On 23 July, the constitutive meetings of the European Parliament's standing committees and sub-committees took place in Brussels. During these meetings, each committee and subcommittee elected its respective bureau, made up of a Chair and Vice-Chairs, for a two-and-a-half year mandate.

The new ENVI Chair is Antonio Decaro (S&D, IT) with Vice-Chairs Esther Herranz Garcia (EPP, ES), Pietro Fiocchi (ECR, IT), Anja Hazekamp (The Left, NL) and András Tivadar Kulja (EPP, HU). Accepting the role of Chair, Mr Decaro said it was important for the committee to defend all aspects of its remit and to move forward, not backwards. He added that any necessary improvement to legislation could be made, but that there should be no backsliding.

For ITRE, the Chair will be Borys Budka (EPP, PL) and Vice-Chairs will be Tsvetalina Penkova (S&D, BG), Elena Donazzan (ECR, IT), Giorgio Gori (S&D, IT) and Yvan Verougstraete (Renew, BE). IMCO's bureau will consist of Chair Anna Cavazzini (Greens/EFA, DE), with Vice-Chairs Christia Doleschal (EPP, DE), Nikola Minchev (Renew, BG), Maria Grapini (S&D, RO) and Kamila Gasiuk-Pihowicz (EPP, PL). The incoming TRAN Chair is Elissavet Vozemberg-Vrionidi (EPP, EL), with Vice-Chairs Virginijus Sinkevičius (Greens/EFA, LT), Sophia Kircher (EPP, AT), Elena Kountoura (The Left, EL) and Matteo Ricci (S&D, IT).

Details of all committee Chairs and Vice-Chairs are at europarl.europa.eu/news/en/press-room/20240722IPR22991/committee-chairs-and-vice-chairs-elected and the video of the ENVI meeting can be viewed at multimedia.europarl.europa.eu/en/webstreaming/committee-constitutive-meeting-on-envi_20240723-1000-COMMITTEE-ENVI

Publication of Industrial Emissions Directive

On 15 July 2024, the new Industrial Emissions Directive 2024/1785 was published in the Official Journal of the European Union. This amends Directive 2010/75 on industrial emissions.

The definition of pollution is replaced by the following: "the direct or indirect introduction, as a result of human activity, of substances, vibrations, heat, noise or odour into air, water or land which may be harmful to human health or the quality of the environment, result in damage to material property, or impair or interfere with amenities and other legitimate uses of the environment."

The Directive replaces Article 15 on limit values and specific parameters with a new article requiring that emission limit values for polluting substances are applied at the point where the emissions leave the installation.

Moreover, on the heterogeneous application of Best Available Technique (BAT) across Member States, industry sectors and even between individual industrial installations and least demanding emission limit values in permits set, the

Directive sets the strictest possible emission limit values that are consistent with the lowest emissions achievable by applying BAT in the installation.

With regards to environmental performance limit values, the Directive requires competent authorities to set those values to ensure that the performance does not exceed the levels associated with BATs.

Less strict emission limits can be established by the competent authority as a derogation only where an assessment shows that the achievement of emission levels would lead to disproportionately high costs compared to environmental benefits due to i) the geographical location or local environmental conditions of the installations and ii) technical characteristics of the installation.

Furthermore, the Directive introduces a new Article 15a on compliance assessment establishing the measuring method for assessing compliance with emission limit values.

Also, on environmental quality standards (Article 18), the Directive ensures that standards requiring stricter conditions should be accompanied by additional measures with a view to reducing the specific contribution of the installation to the pollution occurring in the relevant area.

The Industrial Emissions Directive can be found at eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202401785.

Eionet Report on Air Pollution Policies and Measures under NECD

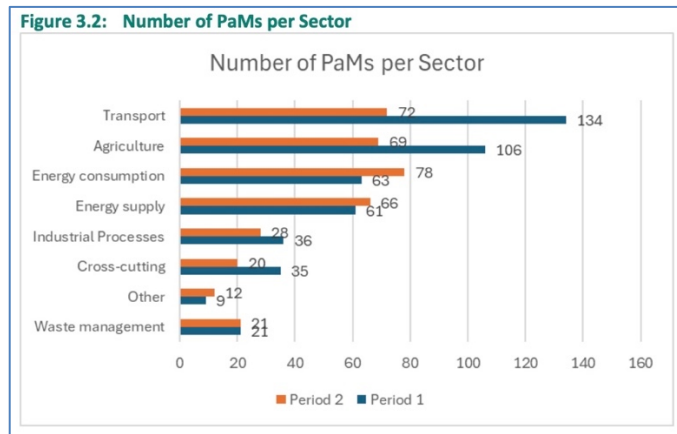
On 15 July 2024, the European Environment Information and Observation Network (Eionet) published its report on air pollution policies and measures (PaMs) under the National Emission reduction Commitments Directive (NECD).

The report contains analysis of EU Member States' submissions received under Article 6 of Directive (EU) 2016/2284 on the reduction of national emissions of certain atmospheric pollutants. These include policies and measures that the Member States are considering and have selected for adoption in view of fulfilling their emissions reduction commitments.

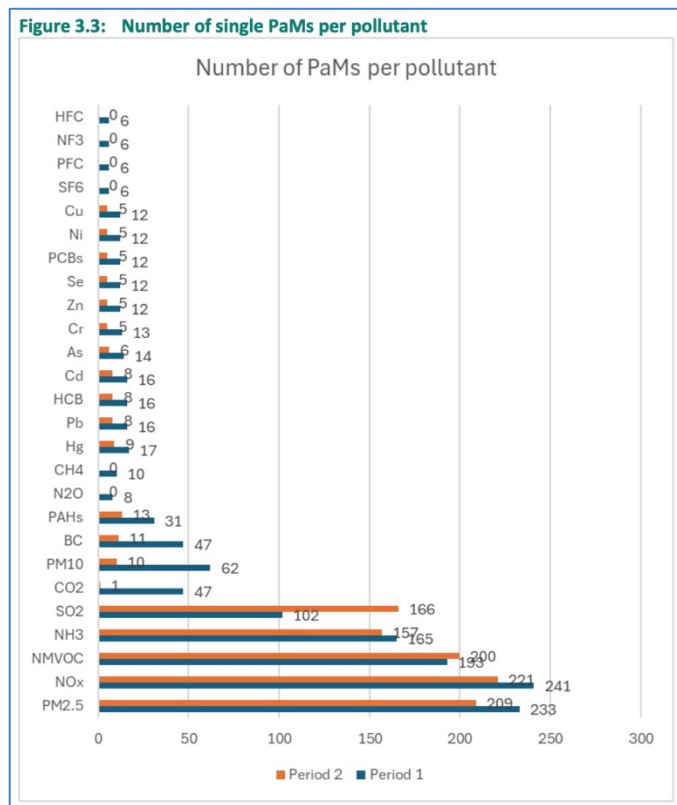
The reporting requires information on individual PAM level on the targeted pollutant, the targeted sector, objective, implementation period, as well as quantified expected emission reduction. In the second reporting period (Jan. 2022 - Jan. 2024) Romania reported for the first time, while Cyprus, Czechia, Estonia, France, Ireland, Lithuania, Luxembourg, Poland and Spain provided updates of their submissions. Cyprus and Luxembourg reported policies and measures which already have been included in their previous submission.

In period 2 a total of 276 single policies and measures selected for adoption has been reported. NO_x emissions are targeted by most of the PaMs submitted in the 2nd period, with a focus to energy consumption and transport. Regulatory and fiscal policy instruments are selected most

for implementation. The number of policies for which the effect has been quantified increased from period 1 to period 2.



The chart below shows that the air pollutants for which an emission reduction commitment (ERC) exists are targeted most, which is SO₂, NO_x, NMVOC, NH₃ and PM_{2.5}. The number of policies addressing SO₂ and NMVOC emissions are in period 2 lower than in period 1, reflecting especially for SO₂ that ERC for this pollutant is widely met across the EU. In Period 2, PM_{2.5}, NO_x and NH₃ emissions are often more targeted than in period 1.



The report is available to download from eionet.europa.eu/etcs/etc-he/products/etc-he-products/etc-he-report-2024-2-air-pollution-policies-and-measures-under-necd.

UBA Recommendations for EU Environmental and Climate Policy

In July 2024, the German Environment Agency (UBA) published a scientific opinion paper with recommendations for EU environmental and climate policy for the years ahead.

The document says that urgent action is needed to preserve the momentum in European legislation that was introduced by the European Green Deal in 2019. It points out that the framework was the first of its kind, integrating environment and climate goals across sectors. Even though significant progress has been made in the past years, UBA says it is crucial to continue this effort in order to ensure a liveable planet.

According to UBA, certain key principles are needed to follow an integrated approach; this includes, the improvement of sustainable cooperation and global partnerships to build alliances and strengthen transformation; investments in research and education; identification of backlashes, and at the same time maintain openness to dialogues; strengthening of the social dimension, the integration of the sustainability and digital transformations, and finally, paying attention to sustainability oriented economic policies and innovations.

In its comments on the Zero Pollution Ambition, the agency comments that regulations on cars and construction products need to be revised.

Regarding climate mitigation, UBA says the new Commission should continue to work very ambitiously towards the climate targets and introduce interim targets. In addition to the goal of providing a decarbonised energy system, sectoral targets should also be set for the individual sectors – efficiency and sufficiency must be increased in the individual sectors and instruments introduced to incentivise these.

The paper recommends an ambitious 2040 net greenhouse gas emission reduction target of about 95%, considering the recommendations of the UBA and the European Scientific Advisory Board on Climate Change.

The paper is available to read at umweltbundesamt.de/sites/default/files/medien/376/publikationen/scientific-opinion-paper_uba-bfn_green-and-just-transition.pdf.

Court Ruling on German Air Pollution Policy

On 23 July 2024, the Higher Administrative Court of Berlin and Brandenburg declared that Germany's updated National Air Pollution Control Programme was insufficient and had relied on old data in some cases to claim that the country would meet legal targets in time.

The Federal government is now obliged by the court to amend and improve its pollution reduction plan to bring it in line with the law, although it can still appeal to the Federal Administrative Court.

Details of the ruling (in German) are at berlin.de/gerichte/oberverwaltungsgericht/presse/pressemitteilungen/2024/pressemitteilung.1470014.php.

Commission Action against Hungary on Air Quality Compliance

On 25 July 2024, the European Commission decided to send a letter of formal notice under Article 260 TFEU to Hungary (INFR(2008)2193) for failing to comply with the judgment of the Court of Justice of the European Union of 3 February 2021 (C-637/18). In this ruling, the Court of Justice found that Hungary does not comply with the Ambient Air Quality Directive (Directive 2008/50/EC).

In February 2021, the Court of Justice ruled that Hungary had systematically and persistently exceeded the daily limit value for PM10 in three air quality zones since 2005 and had failed to take appropriate measures to ensure that the period of exceedances was kept as short as possible. Since the ruling, Hungary has made some progress in addressing the grievances and only one zone, the Sajó Valley, still remained non-compliant in 2022. However, in this zone, compliance is only expected by 2025 at the earliest, which does not address the severity of the issue as highlighted in the judgment.

The Commission is therefore sending a letter of formal notice to Hungary, which now has two months to respond and address the shortcomings raised by the Commission. In the absence of a satisfactory response, the Commission may decide to refer Hungary to the Court of Justice of the European Union with a request to impose financial sanctions.

The Commission press release is at ec.europa.eu/commission/presscorner/detail/en/inf_24_3228.

Commission Provisional Duties on Imports of BEVs from China

On 4 July 2024, the European Commission confirmed that it has imposed provisional countervailing duties on imports of battery electric vehicles (BEVs) from China.

Consultations with the Chinese government have intensified in recent weeks, following an exchange of views between Executive Vice-President Valdis Dombrovskis and Chinese Trade Minister Wang Wentao. Contacts continue at technical level with a view to reaching a WTO-compatible solution, which adequately addresses the concerns raised by the European Union.

Compared to the rates pre-disclosed on 12 June 2024, provisional duties were adjusted slightly downwards based on comments on the accuracy of the calculations submitted by interested parties. All the detailed findings of the investigation are reflected in the Implementing Regulation which is now published in the Official Journal.

These provisional duties will apply as of 5 July 2024, for a maximum duration of four months. Within that timeframe, a final decision must be taken on definitive duties, through a

vote by EU Member States. When adopted, this decision would make the duties definitive for a period of five years.

The European Commission press release is at ec.europa.eu/commission/presscorner/detail/en/ip_24_3630.

Northern Ireland Proposal for Updated Exhaust Emissions Test

On 24 July 2024, the Northern Ireland Department for Infrastructure's Driver and Vehicle Agency (DVA) announced that it is proposing to amend the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1999 to implement a more effective diesel exhaust emissions test for modern light diesel vehicles (fitted with a Euro 5b or younger engine and first registered from 1 January 2013) using particle number (PN) testers, as an alternative to the required diesel smoke test.

European countries that already adopted mandatory PTI-PN particulate filter checks include the Netherlands, Belgium, Germany, and Switzerland.

The announcement is at infrastructure-ni.gov.uk/publications/changing-exhaust-emissions-test-lv-modern-diesel-engine-screening-form.

ASIA-PACIFIC

Revision of New Zealand Clean Car Standard

On 11 July 2024, the New Zealand Ministry of Transport (MoT) published the outcome of the review of the Clean Car Importer Standard.

The review has concluded that, apart from the 2025 target for passenger vehicles, the 2025–2027 targets are too stringent. If unchanged, these targets are not likely to be achieved, and the Standard's expected reductions in motoring costs and CO₂ emissions will not be realised. Instead, vehicle prices are likely to rise as importers pass on the charges for not meeting the targets. Vehicle supply could also be reduced as importers will likely be unable to source sufficient volumes of affordable low emission vehicles.

The MoT recommends easing the targets by aligning them with the targets in the CO₂ emission standard currently before the Australian Parliament. This would move New Zealand from having targets that lead globally, to ones that follow the leading jurisdictions.

The document also proposes to move away from weight-adjusted targets. However, there is a difference in view as to when weight-adjusting should stop for passenger vehicles with used-importers favouring 2025 and new vehicle distributors 2029. The proposal recommended ties the decision to when there is no longer a material linear relationship between vehicle weight and CO₂ emissions.

The Transport Ministry advice is at transport.govt.nz/area-of-interest/environment-and-climate-change/clean-cars.

End of Diesel Car and Taxi Registrations in Singapore

On 10 July 2024, the Singapore Land Transport Authority announced that all new diesel car and taxi registrations will cease from 2025. This supports Singapore’s vision for all vehicles to run on cleaner energy by 2040.

With cleaner energy alternatives now widely available, Singapore says the proportion of new diesel car and taxi registrations has remained below one per cent since 2021. Starting from 1 January 2025, new diesel car and taxi registrations will no longer be allowed. Diesel cars registered before 1 January 2025 can renew their Certificate of Entitlement but will be subject to higher road taxes as a disincentive to discourage renewal.

The Land Transport Authority announcement is at [lta.gov.sg/content/ltagov/en/newsroom/2024/7/newsreleases/registration-of-diesel-car-and-taxi-to-cess-on-1-january-2025](https://www.lta.gov.sg/content/ltagov/en/newsroom/2024/7/newsreleases/registration-of-diesel-car-and-taxi-to-cess-on-1-january-2025).

UNITED NATIONS

UNECE Adoption of PTI Test Procedure for Particulate Measurement

On 1 July 2024, UNECE’s World Forum for Harmonisation of Vehicle Regulations (WP.29) has adopted an amendment to the United Nations Rule No.1 of the 1997 Agreement that allows for the introduction of a more robust test procedure to measure exhaust particle emissions during periodic technical inspection tests for all diesel light-duty vehicles (passenger cars and vans) equipped with diesel particulate filters.

The new amendment is the latest in a series of regulatory decisions adopted by the World Forum aimed at ensuring global harmonisation of periodic technical inspection tests to guarantee that all vehicles deployed on the road are safe and clean.

The new procedure is performed using a particle counting instrument (PN-PTI), which provides a more accurate assessment of exhaust emissions and can thus better identify high emitting vehicles that are responsible for the majority of air pollution from traffic in urban areas.

The PN-PTI test offers a reliable and quick way to detect high emitters and can help detect particulate filter removal and tampering, or other malfunctions. It is performed at idle, with the vehicle stationary, using a portable PN tester.

The test is applicable to diesel vehicles with filters meeting the Euro 5 and 6 emission standards, and has recently been deployed in Belgium, Germany, the Netherlands and Switzerland, where it has proven its cost effectiveness and efficiency in detecting high emitters.

Following the entry into force of the amendment to UN Rule No.1 on 21 June 2024, all contracting parties to the 1997 Agreement now have the option to deploy the PN-PTI test,

which has the potential to reducing the harmful impact of vehicle exhaust on air quality, health and the environment.

The UNECE press release is at [unece.org/media/press/392326](https://www.unece.org/media/press/392326).

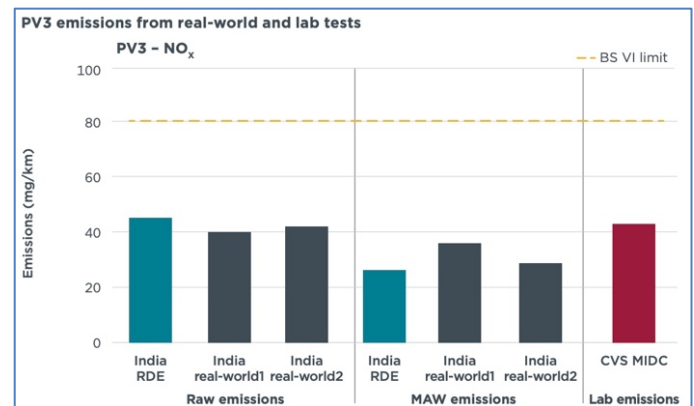
GENERAL

Real-Driving Emissions from Bharat Stage VI Cars and LCV in India

On 9 July 2024, the International Council on Clean Transportation (ICCT) published a working paper looking at real-driving emissions from Bharat Stage VI (Phase 1) passenger cars and a light commercial vehicle (LCV) in India.

This paper explores the real-world emissions of the vehicles as well as the effectiveness of different emission control strategies deployed by vehicle manufacturers. The paper investigates four light-duty vehicles (LDVs) in India registered during the monitoring phase (BS VI phase 1) of the RDE regulations. Two of the cars were diesel and the other gasoline. The LCV was diesel-fuelled.

Only the diesel vehicle with SCR and the gasoline vehicle had low emissions under real-world conditions. ICCT says this is in line with observations in other markets and is evidence that technologies for low emissions exist.



The working paper states that low particulate emissions can only be achieved with particulate traps. Implementing stringent PN limits across all types of engines and vehicles in India would effectively control and reduce particulate emissions.

According to ICCT, the moving average window (MAW) method strongly affects calculated emission levels as compared with raw emissions. Real emissions were much higher than MAW emissions and ICCT says this could be addressed via a shift to the European Union’s RDE 4th package, which only uses the MAW for trip validity checks and not for calculating emissions.

The high-emitting commercial vehicle (LCV1) showed no indication of malfunction. This suggests that India would benefit from strong enforcement through in-service

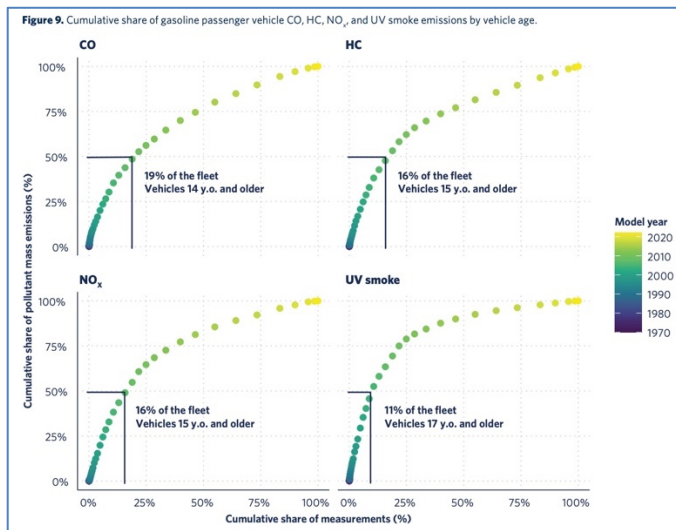
conformity and market-surveillance testing, including by independent third parties.

The working paper is available to download from theicct.org/publication/real-driving-emissions-from-bharat-stage-vi-ldv-testing-india-pems-testing-jul24.

Real-World Passenger Vehicle and Taxi Emissions in Mexico City

On 17 July 2024, The Real Urban Emissions (TRUE) Initiative published an assessment of real-world passenger vehicle and taxi emissions in Mexico City. The study looks at emissions from passenger vehicles, taxis, and light-duty trucks in the Mexico City and the surrounding region, assessing carbon monoxide, hydrocarbons, nitrogen oxides, and UV smoke.

The study finds that older vehicles contribute a disproportionate share of road emissions in Mexico City: for instance, roughly half of gasoline passenger vehicle emissions were from cars over 14-17 years old, which made up less than one-fifth of the fleet. Taxis exhibited particularly high average emissions, partly owing to the prominence of one particular vehicle among pre-2016 taxis.



TRUE says these findings point to the potential for large reductions in emissions from policies designed to target the oldest, highest-emitting vehicles for maintenance or replacement. Other policy recommendations include the adoption of a low-emission zone in downtown Mexico City, the harmonisation of inspection and maintenance programmes across states, and regulatory measures and government incentives to spur the transition to lower-emitting and zero-emission vehicles.

The report can be downloaded from theicct.org/publication/true-assessment-of-rw-pv-and-taxi-emissions-in-mexico-july24/.

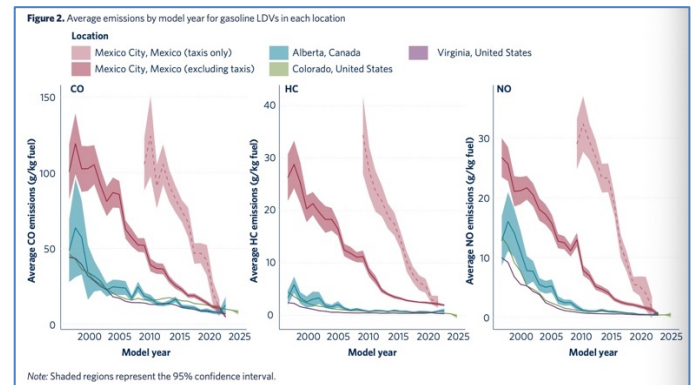
Pollutant Emissions from Light-Duty Vehicles across North America

On 17 July 2024, The Real Urban Emissions (TRUE) Initiative published a comparative analysis of pollutant emissions from light-duty vehicles across North America.

TRUE says that with the conclusion of The Real Urban Emissions (TRUE) Initiative’s first-ever remote sensing campaign in Latin America (see above), it now possesses real-world emissions data from three of the largest and most populous countries in North America. These complementary datasets – encompassing measurements from vehicles in Mexico City, Mexico; the United States (Colorado and Virginia); and Alberta, Canada – pave the way for a comparative analysis of real-world light-duty vehicle emissions across the continent.

The analysis provides insights into emission trends over time, the impact of regulatory standards, and vehicle performance.

For example, the measurements show a consistent and substantial decrease of at least 70% in fleet-average emissions with newer model years for hydrocarbons (HC), carbon monoxide (CO), and nitrogen oxide (NO) across all four locations. Trends in Alberta, Virginia, and Colorado are closely aligned, reflecting Canada’s adoption of U.S. Environmental Protection Agency standards since 1988.



On the other hand, vehicles in Mexico City, particularly taxis, exhibit significantly higher emissions. In part, this trend can be attributed to factors such as the use of gasoline with higher sulfur content and Mexico’s national emissions standards, last updated in 2005; new model years show significant improvement in NO and CO emissions, but even these vehicles have much higher HC emissions than vehicles in Canada and the United States.

The TRUE report is available to download from theicct.org/publication/pollutant-emissions-from-ldv-across-north-america-comparative-analysis-july24.

HEAL Letter on Health Protection

On 16 July 2024, the Health and Environment Alliance (HEAL) wrote a letter to MEPs urging them to commit to protecting health against climate, environmental threats in the next five years, in their positions on legislative proposals as well as in

all budgetary and financial decisions. Further HEAL calls on the MEPs support for the ten pathways for better health 2024-29.

Amongst other demands, HEAL is calling on MEPs commitment to invest in better health, not pollution, to place health at the centre of climate action, to stop burning fossil fuels for our health, and to achieve clean air everywhere, for everyone’s health.

The HEAL letter is available to read at env-health.org/wp-content/uploads/2024/07/HEAL-Letter-for-MEPs-2024-29.pdf.

Green 10 Letters to Presidents of European Commission and Parliament

On 23 July 2024, the Green 10 group of environmental NGOs wrote to the presidents of the European Commission and Parliament calling for continued commitment to the European Green Deal.

In the letter to Commission President von der Leyen, Green 10 says focus on ambitious implementation of all Green Deal legislation will be key, without backsliding on agreed targets and legislations. It adds that maintaining the current trajectory is insufficient, and that if Europe is to avert the most severe consequences of the climate crisis, the Commission must drastically scale up its efforts, leaving no one behind.

The group ‘regrets the absence of a concrete action plan to reduce overall energy demand and phase out fossil fuels’, saying that it worries that the ‘narratives of competitiveness and simplification might mask climate and environmental deregulation and lead to a weakening of health protection’.

The letter to President Metsola of the European Parliament states that the first plenary of the 10th parliamentary term has ‘shown a majority dedicated to the continuation of the European Green Deal, recognising that the gravity of the emergency does not allow for any pause or regression’. It goes on to say that maintaining the current trajectory is insufficient, and calls on Ms Metsola to put the climate, biodiversity and pollution emergency at the forefront of her tenure.

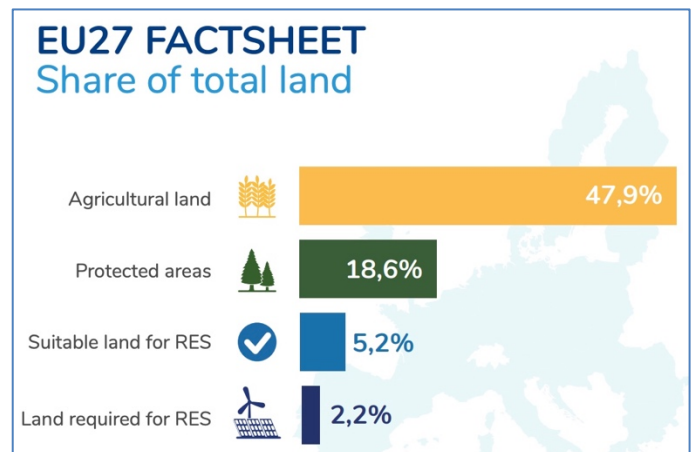
The letters are at green10.org/wp-content/uploads/2024/07/Green-10-letter-to-Ursula-von-der-Leyen-23072024.pdf and green10.org/wp-content/uploads/2024/07/Green10-letter-to-President-of-the-EP-Roberta-Metsola-23072024.pdf.

EEB Report on Land for Renewables

On 26 July 2024, the European Environmental Bureau (EEB) published a briefing on spatial requirements for a sustainable energy transition in Europe. The report aims to making the spatial needs to achieve a 100% renewable-powered Europe tangible and comparing them to current land uses and available areas.

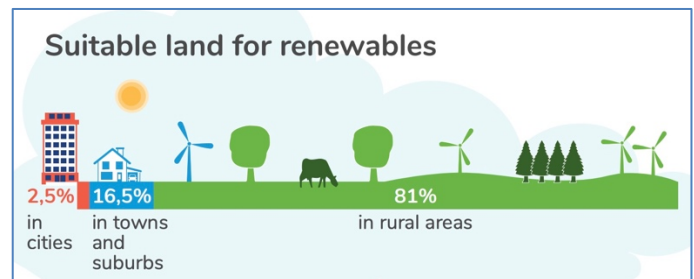
EEB says 2.2% of the EU’s total land will be required by current and future solar and wind projects to achieve climate neutrality by 2040, phasing out both fossil and nuclear generation in the process.

When taking into account strict agricultural, environmental, and biodiversity constraints, along with appropriate buffer zones and technical factors, 5.2% of the EU’s land area is suitable for onshore wind and solar projects. This figure is also based on the technical potential by technology and area.



According to the report, under the JRC’s assessment criteria, most of the suitable land for renewables in the EU is located in rural areas, with 78% for ground-mounted solar photovoltaic (PV) systems and 83% for onshore wind.

The briefing goes on to say that some countries, such as Germany and Italy, do not have enough suitable land for their renewable energy needs. EEB claims on the other hand that countries such as Spain and Romania have abundant land resources to develop renewables away from sensitive sites, well beyond their energy needs. Realising a European interconnected supergrid will therefore be essential to achieve 100% renewables, allowing solidarity and reducing energy waste.



EEB concludes that there is sufficient land across Europe for the expansion of solar and wind energy sources to be conducted in harmony with the needs of nature, food production, and local communities.

The briefing can be found at eeb.org/wp-content/uploads/2024/07/Land_for_RES_Report.pdf.

State of Global Air Report

In June 2024, the Health Effects Institute (HEI) published its 2024 State of Global Air report.

This State of Global Air report presents the latest comprehensive estimates of exposures to fine particulate matter (PM_{2.5}), nitrogen dioxide (NO₂), and ozone and their impacts on human health around the world. The main data source is the Global Burden of Diseases, Injuries, and Risk Factors Study (GBD 2021) of the Institute for Health Metrics and Evaluation, which is a collaboration of more than 10 000 researchers worldwide that produces comparable global estimates of 88 environmental, behavioural, and dietary risk factors on health across 204 countries and territories from 1990–2021.

As the first iteration developed in partnership with UNICEF, this report also provides an in-depth analysis of the impacts of air pollution on children, including, for the first time, estimates of the impact of NO₂ exposures on the development of childhood asthma.

The report's conclusions say that air pollution poses an enormous – and growing – public health challenge. It is now the second leading risk factor for early death worldwide, surpassed only by high blood pressure. Air pollution also outranks tobacco as a leading cause of death and disability. 99% of the world's population is exposed to harmful levels of PM_{2.5}; air pollution contributed to 8.1 million deaths in 2021 alone, more than 90% of which are linked to noncommunicable diseases; more than 700 000 deaths in children under five were from causes related to household and outdoor air pollution in a single year.

The report does add that there is also cause for optimism: documented examples from locations such as China where air quality management approaches have reduced pollution show that when air quality improves, so does population health.

The report is at stateofglobalair.org/resources/report/state-global-air-report-2024.

RESEARCH SUMMARY

Effects of Emissions and Pollution

Long-term effects of air quality on hospital readmission for heart failure in patients with acute myocardial infarction, Lingling Zhang, et al.; *International Journal of Cardiology* (in press), doi: [10.1016/j.ijcard.2024.132344](https://doi.org/10.1016/j.ijcard.2024.132344).

Combination of toxicological and epidemiological approaches for estimating the health impact of atmospheric pollutants. A Proof of Concept for NO₂, Susana Porcar, et al.; *Chemosphere* (July 2024), doi: [10.1016/j.chemosphere.2024.142883](https://doi.org/10.1016/j.chemosphere.2024.142883).

Air Quality, Sources and Exposure

Bottom-up assessment of air quality management strategies in Vijayawada, India: Emissions inventory, atmospheric capacity, and policy

scenarios, Manuj Sharma and Suresh Jain; *Sustainable Cities and Society* (October 2024), Vol. 112, 105650, doi: [10.1016/j.scs.2024.105650](https://doi.org/10.1016/j.scs.2024.105650).

Emissions Measurements and Modelling

Analysis of excessive NO_x emission from tampered heavy-duty vehicles based on real-time data and its impact on air pollution, Yong Li, et al.; *Atmospheric Pollution Research* (October 2024), Vol. 15, 102240, doi: [10.1016/j.apr.2024.102240](https://doi.org/10.1016/j.apr.2024.102240).

Investigating the potential of a higher reactivity fuel to achieve faster heat-up of aftertreatment systems, Srinath Subramanian and David Rothamer; *Fuel* (October 2024), Vol. 373, 132139, doi: [10.1016/j.fuel.2024.132139](https://doi.org/10.1016/j.fuel.2024.132139).

Light-duty vehicle organic gas emissions from tailpipe and evaporation: A review of influencing factors, Ying Zhang, et al.; *Science of The Total Environment* (in press), doi: [10.1016/j.scitotenv.2024.174523](https://doi.org/10.1016/j.scitotenv.2024.174523).

A review on performance, combustion and emission of diesel and alcohols in a dual fuel engine, Wenbo Zhang et al.; *Journal of the Energy Institute* (July 2024), doi: [10.1016/j.joei.2024.101760](https://doi.org/10.1016/j.joei.2024.101760).

Evaluating the categorical effect of vehicle characteristics on exhaust emissions, AK Milku, et al.; *African Transport Studies* (Volume 2, 2024), doi: [10.1016/j.aftran.2024.100008](https://doi.org/10.1016/j.aftran.2024.100008).

A Comparison Between the Gaseous and Particulate Emissions from Diesel and Natural Gas Yard Tractors, Tianbo Tang et al.; *Emission Control Science and Technology* (July 2024), doi: [10.1007/s40825-024-00245-4](https://doi.org/10.1007/s40825-024-00245-4).

Emissions Control, Catalysis, Filtration

Effects of different EHC on times on gaseous, particulate pollutants and energy consumption of PNA + DOC + SDPF system under low temperature and WHTC conditions, Lulu Kang, et al.; *Applied Energy* (November 2024), doi: [10.1016/j.apenergy.2024.123889](https://doi.org/10.1016/j.apenergy.2024.123889).

Experimental study of ammonia storage characteristics of selective catalytic reduction for diesel engine based on Cu-based catalysts, Zhiqing Zhang, et al.; *Process Safety and Environmental Protection* (October 2024), doi: [10.1016/j.psep.2024.07.053](https://doi.org/10.1016/j.psep.2024.07.053).

The promotion of rare earth on Pt-SiO₂-Al₂O₃ catalyst for NO oxidation in diesel exhaust, Yaxin Liu, et al.; *Journal of Environmental Chemical Engineering* (October 2024), doi: [10.1016/j.jece.2024.113612](https://doi.org/10.1016/j.jece.2024.113612).

Challenges and Solutions to Meet the Euro 7 NO_x Emission Requirements for Diesel Light-Duty Commercial Vehicles, Theodoros Kossioris, et al.; *Emission Control Science and Technology* (June 2024), doi: [10.1007/s40825-024-00240-9](https://doi.org/10.1007/s40825-024-00240-9).

A Comparative Study of Platinum- Versus Palladium-Based Catalysts on FeCrAl-Sintered Metal Fiber Filter Substrate for Reducing Gaseous Diesel Engine Emissions, Osama M Ibrahim; *Emission Control Science and Technology* (June 2024), doi: [10.1007/s40825-024-00243-6](https://doi.org/10.1007/s40825-024-00243-6).

Effects of Filter Substrate Structure on Flow and Filtration Efficiency of Gasoline Soot, Kazuhiro Yamamoto and Tomoya Aoi; *Emission Control Science and Technology* (June 2024), doi: [10.1007/s40825-024-00244-5](https://doi.org/10.1007/s40825-024-00244-5).

The Suitability of the Three-way Catalyst for Hydrogen Fuelled Engines, M. Yavuz, et al.; *Johnson Matthey Technology Review* (July 2024), Vol. 68, Issue 3, pp. 412 – 426, doi: [10.1595/205651324X17054113843942](https://doi.org/10.1595/205651324X17054113843942).

FORTHCOMING CONFERENCES

Thermo- and Fluid Dynamics Processes for Clean Propulsion Powerplants

10-13 September 2024, Valencia, Spain

cmt.upv.es/#/thiesel2024

Rostock Large Engine Symposium

12-13 September 2024, Rostock, Germany

rgmt.de

Emissions Analytics Non-Road Powertrains and Fuels

18-19 September 2024, Munich, Germany

conferences.emissionsanalytics.com/nonroad-eu

SAE Conference on Sustainable Mobility

18-20 September 2024, Catania, Italy

universitacusano.com/csm2024

Aachen Colloquium Sustainable Mobility

7-9 October 2024, Aachen, Germany

aachener-kolloquium.de/en

Future of Biofuels

23-24 October 2024, Copenhagen, Denmark

fortesmedia.com/future-of-biofuels-2024_4_en_2_1_104.html

Ricardo Motorcycle Conference

4 November 2024, Milan, Italy

ricardo.com/en/news-and-insights/events-and-webinars/ricardo-motorcycle-conference

FISITA World Mobility Summit

13-14 November 2024, Warren, USA

events.fisita.com/event/Summit2024

POLIS Conference 2024

27-28 November 2024, Karlsruhe, Germany

polisnetwork.eu/2024-annual-polis-conference

SAE WCX World Congress

8-10 April 2025, Detroit, USA

wcx.sae.org

Heavy-Duty Sustainable Transport Symposium

7-8 May 2025, Gothenburg, Sweden

sae.org/attend/heavy-duty-sustainable-transport-symposium

Vienna Motor Symposium

14-16 May 2025, Vienna, Austria

oevk.eventsair.com/motorensymposium2025abstracts/en/Site/Register