TFEIP Newsletter

November 2026

Updates from the Steering Body Meeting

The joint session of the EMEP Steering Body and Working Group on Effects took place in September in Geneva. Both TFEIP and CEIP representatives attended the meeting, and this newsletter provides an overview of some key updates and discussions.

TFEIP papers

The TFEIP prepared a couple of papers ahead of the meeting that were submitted to the Steering Body:

- Black Carbon: This paper was drafted by the ad hoc group formed at the TFEIP 2026 meeting. It outlines the recommendation of the ad hoc group that any updates to the BC methodologies in the EMEP/EEA Guidebook are paused until the IPCC SLCFs work has been published. The group were also asked to consider whether BC should be added to LPS reporting and recommended that it is not added on the basis that current BC reporting is inconsistent between Parties, is highly uncertain and improving the quality of existing reporting should be prioritised.
  View the paper here:
  https://unece.org/sites/default/files/2026-08/Item%205a%20i%20%20information%20document%20on%20BC_v1.1_29%20July%20upd.pdf

- Methane: This paper was drafted with CEIP and explores potential scenarios for methane data collection and the use of UNFCCC data which are based on different levels of policy ambition.
  View the paper here:
  https://unece.org/sites/default/files/2026-09/Item%205%20a%20information%20document%20on%20methane_PR.DP_.pdf



Inside this issue:

Updates from the Steering Body Meeting

- TFEIP papers
- Projections reporting template
- Soil NOx and compliance totals
- Informative inventory reports
- Longer-term considerations

2027 EMEP/EEA Guidebook



Projections reporting template

It has been noted that 2025 is included in the Annex IV projections reporting template but that 2025 will be included in the historical inventory time series in the 2027 submissions.

The discussions concluded that Parties should not include 2025 in projections reporting going forward.

Soil NOx and compliance totals

There is some confusion and lack of clarity on whether soil NOx should be included/excluded from CLRTAP compliance totals. More detail on the background to this issue can be found here: https://unece.org/environment/documents/2026/07/informal-documents/requests-clarification-calculating-emissions

The Steering Body asked the Executive Body for a clarification.

Informative Inventory Reports

Feedback from inventory reviews indicates that Informative Inventory Reports (IIRs) can be very variable from Party to Party in the level of detail provided. However, it is particularly noticeable that IIRs typically include very limited information on the methods that underpin projections. To address this, the current IIR template will be reviewed and updated by the Co-chairs of the TFEIP in collaboration with the Centre on Emission Inventories and Projections. A draft updated IIR template will be circulated ahead of the 2027 TFEIP annual meeting as a paper for discussion.



Longer-term considerations

The revision of the Gothenburg Protocol provides a convenient time to take stock of the current emissions inventory reporting and consider whether we want to recommend some significant changes. Here are two topics that we would like to discuss at the annual meeting in May next year.

NMVOC's, semi-volatile PM, and Organic Aerosol

Representatives from the TFEIP and CEIP met with other Convention expert groups to discuss the needs of the modelling community. MSC-West explained that current emission inventories result in their modelling studies having underestimates of organic aerosol.

The main issue seems to be that emission inventories use a definition of NMVOC that is intended for use in modelling ozone formation. Emissions do not include e.g. semi-volatiles in either the reported NMVOC or PM emissions. Whilst there is a continued need to support ozone studies, there is also a need to compile information on emissions of NMVOCs and PM across a wide volatility range.

We will hold discussions at the annual TFEIP meeting in 2027 to assess whether there is support for proposing some changes to reporting. For example, currently, emission reduction commitments use a simple NMVOC mass metric. However, this fails to recognise that a mass reduction might be associated with NMVOCs that have high or low ozone creation potential. If the aim is to reduce ozone formation by reducing NMVOC emissions, it may be more appropriate to use a metric that is the mass of NMVOCs that have been weighted by photochemical ozone creation potential. Similarly, it may be appropriate to update the definition of PM if the current approach is not comprehensively capturing emissions that impact on human health.

Shipping – in-port, coastal, and international waters

Emissions from shipping are becoming increasingly important, because they are major sources in port and coastal areas, and are a high-profile source for policymakers. Improvements in the availability of detailed movement data in recent years has allowed emissions from shipping to be mapped much more easily, and it is now sensible to consider whether the current source sector resolution might be improved.



Emissions from aviation take-off and landing (for both national and international aviation) are included in national totals because these are the emissions that have the greatest impacts on receptors. Cruise emissions are excluded but are reported, as memo items, for information. However, this logic is not currently applied to emissions from shipping.

If a similar approach were to be used for shipping, then emissions from in-port activities and coastal shipping would be included in the national total, irrespective of whether the activity was from national or international shipping. Emissions outside the "coastal" region (however that was defined), could be reported as a memo item for information.

The challenge with this approach is that it requires location information, rather than being based on fuel used by national and international shipping. Some Parties may find it difficult to obtain data that allows them to split emissions by location. This approach would also introduce inconsistency with the approach used in reporting GHG emissions from shipping (although this inconsistency already exists for emissions from aviation).

These are considerations for the longer-term but it would be helpful for the TFEIP to consider the science and then pass key messages to the EMEP Steering Body, so that policymakers can understand any current shortcomings and how they might be addressed.

2027 EMEP/EEA Guidebook

We plan to publish an update to the EMEP/EEA Guidebook in 2027. Progress on updating the chapters varies for different sectors but the aim is to discuss and formally approve all updates at the 2027 TFEIP meeting.

Transport and Agriculture: The European Commission has funded two projects, covering updates to the agriculture, transport and Part A (including projections) chapters. This work has progressed well and draft chapters have been prepared. The transport expert panel chairs are hosting an online meeting on 17th December during which they plan to present draft updates and will collect any comments or feedback. Please see details of the meeting below.



Waste: We believe it will be possible to address some of the waste chapter improvements ahead of the 2027 TFEIP meeting.

Combustion and IPPU: At the moment it is unlikely that priority improvements for the Combustion and Industry chapters will be possible due to lack of resources. This is a disappointment, but more importantly it is a concern because it will have implications for source methodologies that are particularly important for both policy and scientific work (e.g. residential combustion).

Transport expert panel meeting

17th December, 14:00 – 17:00 CET

If you wish to attend and have not received an invite, please contact the Secretariat at tfeip@aether-uk.com

