

Advanced Mobility Fuels Summit 2026



In-Person October 29, 2026

MSU Management Education Center - Troy, Michigan, USA



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Exhibitors To-Date:

Arkema

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YAPP USA Automotive Systems

Register to Attend at www.itbgroup.com

Program Agenda - October 29, 2026

7:30 a.m. Registration, Networking, and Continental Breakfast

8:50 a.m. Welcome and Opening Remarks
Dr. Joel Kopinsky, Managing Director and Co-Founder
The ITB Group

Competing Pathways to Net Zero Mobility

9:00 a.m. ICE? BEV? PHEV? Policy Signals: What the Regulatory Environment Actually Means for PT Investment Decisions
Matthew Roling, Clinical Professor & Executive Director - Abrams Climate Academy
Kellogg School of Management at Northwestern University
Government electrification commitments and actual investment trends point to a complex powertrain transition. Both policy and competition from lower-cost Chinese OEMs will be examined as to how they may shape supplier and OEM investment decisions. It will be argued that hybrids will remain important longer than policy suggests, but perhaps for less time than many incumbents expect.

Engineering Materials for Tomorrow's Fuel Systems

9:30 a.m. Multi-Layer Tubing Solutions Based on Long-Chain-PA's for Innovative Cost-Effective Fuel Carrying Systems
David Schmitz, Segment Manager
Automotive & Mobility, Long-Chain Polyamides
Evonik
As North American powertrain strategies diversify, fuel systems must meet changing performance and cost requirements. Evonik's long-chain polyamide multi-layer tubing will be considered, including PFAS-free solutions that offer OEMs and suppliers scalable, cost-effective options for liquid and vapor fuel lines.

9:50 a.m. Sustainable Product Realization in Automotive Systems: A Case Study
Prashant Bhokardole, Staff Engineer
PHINIA
Approaches and considerations toward developing a sustainable product for a cleaner tomorrow will be presented. This automotive product was realized in collaboration with PHINIA's supply chain which provided an innovative material with significant reduction in greenhouse gas emissions, while still ensuring manageable cost impacts.

10:10 a.m. Multi-Layer Tubing Systems for LWO Fuel Lines
Cosimo Carfagna, Senior Business Development Engineer, Transportation - High Performance Polymers

Arkema

Arkema's Rilperm® Low-Washout multi-layer fuel tubing based on bio-based Rilsan® polyamide 11 has been designed to minimize the extractable content, while providing durability and permeation resistance. Conductive and non-conductive versions offer versatile, cost-effective solutions for automotive fuel-line systems.

10:30 a.m. Coffee and Conversations Break

Evaporative Emissions: Regulations, Technologies & Testing

11:10 a.m. California Evaporative Emission Standards
Jason Gordon, Air Resources Engineer
California Air Resources Board (CARB)
California's evaporative emission standards will be summarized. These provisions, along with advancements in technology, have contributed to cleaner air. The presentation will also cover CARB's proposed updates to these standards under the Drive Forward program, including proposals such as tightening the in-use leak standard for vehicles equipped with sealed fuel systems.

11:30 a.m. Impact of a 100% Renewable 2nd Generation Gasoline on Evaporative Emissions
Johan Bruyninx, Senior Technical Manager
Fuel Systems
IDIADA
This study compares evaporative emissions from 100% renewable R100 E10 gasoline with conventional EU6 E10 fuel in current EU6/7 fuel systems. It examines tank and canister bleed emissions, VOC measurement, and R100's potential to reduce indirect GHG emissions.

11:50 a.m. Advanced Passive Venting for High Pressure Fuel Tank Systems
Lawrence Mukaronda, Global Executive Director, Valves
Gentherm
Both passive and active pressure-management strategies for higher-pressure PHEV and range-extended EV fuel tanks will be considered. Gentherm's Compact FLVV demonstrates how passive venting can provide stable performance under demanding conditions within a compact package.

12:10 p.m. Evaporative Emissions Future
Jason Andrzejewski, Global Technical Specialist
Evaporative Emissions
General Motors
A thought-starter exploring what the next generation of hydrocarbon emissions control may encompass. From fuel-based emissions and interior sources to

energy storage and every system that makes up a vehicle, what can we, as an industry, do to achieve a truly zero-hydrocarbon-emissions vehicle?

12:30 p.m. Lunch

Engineering Fuel Storage for the Energy Transition

1:40 p.m. **Hydrogen Tanks: The Tubeless Revolution of Type V!**

Bertrand Florentz, President

BFLC&A (Technical Advisor to COVESS)

COVESS thermoplastic Type V hydrogen tanks as an alternative to conventional Type IV vessels, offer increased storage capacity, lower weight and costs, faster drying, and improved durability. The tanks have also passed certification-type testing, including the bonfire test.

2:05 p.m. **Thermodynamic Modeling of Fast Filling and Emptying in Type IV Hydrogen Storage Tanks**

Zohir Benrabah, Research Officer - Forming & Blow-Moulding Scientist

National Research Council Canada (NRCC)

This presentation introduces a BlowView-H2 simulation framework for predicting the thermodynamic behavior of Type IV hydrogen tanks during rapid filling and emptying. The model evaluates pressure, temperature, heat transfer, and liner-composite pressure differentials under varying operating conditions. The results can help optimize tank design, assess durability risks, and improve hydrogen storage system reliability.

2:30 p.m. **The Sound of Silence: Fuel Tank Solutions for Quiet PHEV and REEV Architectures**

Dr. Bernhardt Lüddecke, Director Validation Global
Kautex Textron

Kautex solutions for reducing fuel-system noise in PHEV and REEV applications, including slosh-noise mitigation and advanced pressurized fuel tanks will be addressed. Real-world examples demonstrate improvements in vehicle acoustics and development efficiency.

2:55 p.m. **Technological Progress of Pressurized Tank Systems for Enhanced Integration and Economic Performance**

Romulo Kos Erbano, Engineering Director, Fuel Tanks & Delivery Systems, Americas
TI Automotive

The evolution of TI's pressurized fuel tank technology from the original Stiff Pressurized Tank (SPT) to SPT 2.0 will be highlighted. The new design simplifies manufacturing while reducing weight, cost, and complexity for PHEV and REEV applications.

Low-Carbon Fuels: From Innovation to Implementation

3:45 p.m. **Biodiesel Industry & Policy Update: The Trend Toward Higher Blends**

Jennifer Weaver, President and CEO

JenMotion Consulting

This presentation examines growing fleet interest in biodiesel and renewable diesel, particularly higher blends, driven by stronger Renewable Fuel Standard obligations and new 2026 policy guidance. It also considers how producers and OEMs are responding to evolving market and technical requirements.

4:05 p.m. **Beyond the Mandate: Building a Practical, Scalable Path to Cleaner Transportation**

Todd Mouw, EVP, Sales, Marketing & Service

ROUSH CleanTech

Public and private fleets must balance emissions and sustainability goals with cost, range, reliability, and infrastructure requirements. Drawing on experience from thousands of North American deployments, this presentation examines how propane autogas can provide near-term emissions reductions while meeting fleet operating needs. Real-world examples will highlight the role of low-carbon fuels in sustainability strategies and the key factors influencing vehicle purchasing decisions.

4:25 p.m. **Renewable Diesel is Here to Stay: Market Trends, Outlook, Considerations for OEMs**

Matt Leuck, Technical Manager of Renewable Diesel

Neste

The growing role of renewable diesel in reducing GHG emissions without requiring changes to vehicles or fueling infrastructure will be reviewed. Market growth and key OEM considerations, including fuel quality, cold-weather performance, and additive strategies will be examined.

4:45 p.m. **Comparison of Engine-Out and Tailpipe Emissions for RD100 and B30 Versus ULSD**

Rahul Mital, Shailesh Lopes, and Sarah Funk
General Motors

Alex Bruce, Patrick Bannon, and Mojghan Naseri
Johnson Matthey

This study compares engine-out and tailpipe emissions from RD100 and B30 with ULSD using a production 6.6L Duramax diesel engine. Results show generally lower engine-out emissions, while on-road RD100 testing demonstrated lower regulated emissions, improved fuel economy, and reduced CO₂.

5:10 p.m. **Closing Remarks**

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- Compliance impact

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- Sustainability



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