Editorial

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“γῆ μὲν ὀπόση πόσους σῶφρονας ὄντας ἱκανὴ
τρέφειν, πλείονος δὲ οὐδὲν προσδεῖ”, Πλάτων,
Νόμοι, 360 π.Χ.

“the land must be sufficient to maintain a certain number
of inhabitants in a moderate way of life, more than this is
not required” Plato, Laws, 360 B.C.

Our civilization’s reliance on *combustion* is aptly symbolized by the ancient Hellenic myth of the titan Prometheus who stole fire from Zeus, the king of the Olympian gods, and gave it to the mortals. In actual history, it was not so long ago that the presence of industrial smoke stacks was considered a sign of local prosperity and provided inspiration to artists such as Georgia O’ Keefe, whose idyllic painting “The East River from Shelton Hotels” painted in 1928 (Fig. 1) contains numerous smoke plumes!

Fire kept factories and engines running, producing jobs and wealth for the fortunate inhabitants of the industrial city. We have since then grown up, receiving as citizens of the modern city, our share of Prometheus punishment from Zeus: combustion is today invariably connected with escalating problems of atmospheric

pollution, the threat of carbon emission-induced climate change, and the prospect of exhaustion of our energy reserves.

Despite much research effort towards a combustion-free future (based on sustainable technologies and alternatives to hydrocarbon fuels), we can safely assume that Promethean punishment will continue at least for a while. Simply stated, there appears no optimal, viable alternative to combustion to power our civilization for the larger part of the next 50 years.

The use of combustion has triggered a wave of ever-tightening worldwide environmental regulations which in turn have prompted a strong international trend in technology development and the need for further research in various areas of emission control technologies. The coming decades will witness the introduction of new emission reduction technologies and combustion sources, new sensors, novel converters, multifunctional reactors and substrates, “smart” low-temperature catalysts, smaller yet more sophisticated emission control systems, further system level optimizations, more demanding regulatory frameworks mandating lower emission and immision targets, hydrogen-based power sources, fuel cell vehicles, alternative and synthetic fuels, and many more. One might then ask: Isn’t it time to give emission control publications a real place of their own? Until now, worthy emission control articles appeared in a variety of publications, frequently non-archival ones. This dissemination of information made it difficult for researchers in emission control to have and use a single outlet devoted entirely to their topic of research and interest. Hence, this new journal fills a conspicuous gap and forms a single outlet for many researchers in this dynamic field.

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Fig. 1 Painting by Georgia O'Keeffe, The East River from Shelton Hotels, 1928

Emission Control Science and Technology aims to be the single, authoritative forum for all areas of emission control research, development, and application related to mobile

(automotive-land/air/sea transport) and stationary sources in the energy, chemical process, and manufacturing industries where combustion technologies are employed.

We are both pleased and honored to work with the journal's editorial board, which consists of a strong, well-respected team of international researchers active in industry, universities, research labs, and well-known research and engineering institutions, covering both regulatory and technology topics across the globe (see the Journal Scope for details).

We are excited and enthusiastic about the introduction of this journal. We look forward to this journal filling out various gaps in the needs of the emission control community and will strive to grow it to become the definitive vehicle for high-quality international research in emission control science and technology.

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