

From the Editor-in-Chief

The Editorial Board of the journal *Thermal Science* is continuing to pay great attention to the processes in internal combustion engines, both due to their environmental impact and ability to use renewable energy sources *i. e.* different types of biofuels.

Concerning that motor vehicles contribute about 14% of the global CO₂ emission, it is understandable that many research efforts are devoted to processes in internal combustion engines and use of biofuels. The number of submitted papers dealing with processes in internal combustion engines is growing from months to months, so in the journal *Thermal Science* also will published in 2011 one issue devoted to the same topics. Papers submitted are already in the reviewing process.

Professor Dragoslava Stojiljković and Professor Stojan Petrović as Guest editors, had again a difficult task to make appropriate choice of the papers, covering wide range of topics. I am very grateful to Guest editors for their extremely competent choice of the topics and papers. Reviewers of the papers made, also, tremendous contributions to the quality of the papers published.

This time, also, as in No. 3, 2009, we asked experts in traffic engineering to give their contribution. They pointed out importance of the internal combustion engine energy efficiency, vehicle fleet operation management and logistic efficiency, and painted large scale picture of the environmental problems caused by large density traffic. We hope that this point of view will make new impulse for many new joint projects with the aim to investigate impact of the processes in internal combustion engines and logistic of motor fleet management, and organization of traffic flows, especially in large towns, on environment.

Papers devoted to the thermal processes in internal combustion engines are grouped in Part one of this issue.

Due to large number of papers accepted for publication, we have been forced to introduce Part two, in which are grouped selected papers dealing with problems in fluid dynamic and heat transfer of possible interest in design of the internal combustion engines.

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