Draft meeting minutes
1st Session of the Informal Working Group on Automotive Life Cycle Assessment (IWG on A-LCA)

Hybrid Meeting: in-person and remote

Venue:

Okinawa Convention Center (Conference Hall A2), Japan
from 26 October 2022, 1.30 p.m. to 28 October 2022, 12.30 p.m.

Meeting documents available at:
https://wiki.unece.org/display/trans/LCA+1st+session

Draft agenda

1. **Welcome and introduction**
2. **Adoption of the agenda**
3. **Review of the discussion at previous GRPE sessions**
4. **Nomination of leading team**
5. **TOR discussion**
6. **Date and location for the next IWG**
7. **Any other business**
8. **Closing**

Meeting Minutes

Wednesday 26 October 13:30-17:00

Agenda Item 1: Welcome and introduction

- **Opening**
    - For this kick-off of a new IWG without assigned leadership team, the meeting was opened at 13:30 by the chair of GRPE André Rijnders who chaired the first part of this meeting until the leadership team for the new working group was elected.
- **Welcome Speeches**
    - Mr. SATO Kenji
      Director, International Policy Planning Division Road Transport Bureau, Ministry Of Land, Infrastructure, Transport And Tourism (MLIT), Japan

      Mr. Sato welcomed the participants and thanked GRPE for having accepted the joint proposal from Japan and Korea to initiate this new IWG on automotive LCA.
    - Mr. HOSHI Akihiko
      Director-General, Transport Department, Okinawa General Bureau, Cabinet Office, Japan

      Mr. Hoshi welcomed the participants and gave short introduction to island of Okinawa
    - The GRPE chair thanked Mr. Hoshi for hosting this event.
- The welcome speeches were followed by housekeeping information given by Ms. Toba.

Agenda Item 2: Adoption of the agenda

The GRPE chair presented the agenda of the meeting, which was adopted by the participants.

Document: LCA-01-03-Rev.2

https://wiki.unece.org/download/attachments/172852238/LCA-01-03r2_Draft%20agenda%20and%20connection%20details.pdf?api=v2

Agenda Item 3: Review of the discussion at previous GRPE sessions

The GRPE activities which led to the decision to create a new IWG on automotive LCA were reviewed by the GRPE chair. On Japan's initiative the topic was put on the GRPE 's agenda during the November 2021 session (GRPE-84-5-Rev.1). During the GRPE in January 2022 (GRPE-85-29-Rev.1 and ECE/TRANS/WP.29/GRPE/85, paragraphs 74. to 78.), it was decided to hold a workshop on LCA in conjunction with the June 2022 session of GRPE. During this session, GRPE decided to include the LCA topic on the priority list of GRPE and to create a new IWG (ECE/TRANS/WP.29/GRPE/86, para. 74.).

The conclusions of the first workshop end of May in Geneva were recalled by the GRPE chair based on the document presented at GRPE 86 by the GRPE vice-chair on the workshop take-aways.

Document: GRPE-86-41

https://wiki.unece.org/download/attachments/172852238/GRPE-86-41e.pdf?api=v2

Agenda Item 4: Nomination of the leading team of the new IWG

The GRPE chair presented the candidates for chairing the new IWG.

The meeting participants elected

as co-chair: Tetsuya Niikuni from NTSEL, Japan

as co-chair: Charyung Kim from KATRI, Korea

The GRPE chair presented then the candidates for the three co-secretary positions for this IWG. The detailed work split between the secretaries will be determined once the Terms of Reference will be adopted and the work-structure of the IWG will be defined.

As co-secretaries were elected:

Nick Ishikawa from NTSEL, Japan

Hans Nuglisch from CLEPA (Vitesco Technologies), EU

Romain Denayer from AVERE, EU

After election of the new leadership team, the GRPE chair handed over the meeting to the new chairs of the IWG.

OICA commented that OICA was not aware that nominations were expected, but is looking forward to work with the elected leadership team.

Agenda Item 5: ToR discussion

The new chair Tetsuya Niikuni presented the agenda item 5.

As an introduction to the ToR discussion, several stakeholders presented their views.

In a first section presentations were made by various NGOs, in a second part contracting parties exposed their views.

Presentations from NGOs:

- **SAE**

  Bill Gouse presented the views of SAE. SAE sees a need for developing an international taxonomy document for LCA and is ready to work with different stakeholders on LCA standard development.

  See Document: LCA-01-10

  https://wiki.unece.org/download/attachments/172852238/LCA-01-10_SAE_SWGouse%20LCA%20support%20from%20SDOs.pdf?api=v2

  Q&A : no questions from participants

- **ICCT**

  Georg Bieker presented ICCT's view on Methodology and limitations of assessing the life-cycle GHG emissions of vehicles. The presentation builds on the one presented in June 2022.

  ICCT presented some major options that exist for the scope of a vehicle LCA and pointed out that it is important to include the evolution of fuel and electricity mix over the lifetime instead of taking static assumption at the point of time of execution of the analysis (future looking analysis).

  ICCT also pointed out that due to the high error margin for the usage phase a quantitative LCA requires several methodological choices, requires a lot of efforts and should fulfill specific requirements. Therefore, quantitative LCA based legislation is not recommended.

  See Document: LCA-01-06

  https://wiki.unece.org/download/attachments/172852238/LCA-01-06_ICCT%20Methodology%20and%20Limitations%20for%20GHG%20LCA.pdf?api=v2

  Q&A: OICA comment to focus on usage phase to concentrate on low hanging fruits first and then include the whole system. First goal is the harmonization of the method, regulation based approach can come only step by step and needs verification and audits.

  Q&A: GreenNCAP asked if ICCT is intending to include the cumulative energy demand in addition to the GHG emissions. ICCT answered that it is not looking into energy demand.

  Q&A: the GRPE secretary further clarification on ICCT's recommendation to not regulate vehicle LCA. ICCT answered a set of regulations dedicated to specific topics would in their view be more effective than over arching LCA regulatory provisions.

- **IPCC/Norwegian University of Science**

  IPCC presented the status and challenges for climate change mitigation based on the 6th Assessment report. The world economy is not on track with the GHG emissions in line with the climate change goals. Options are still existing, but need action now. IPCC showed different options for transport technologies concluding with the need for transport based on renewable electricity. IPCC showed also the differences between short term and long-term climate effect and insisted on the importance of the 100 year global warming potential.

  See Document: LCA-01-17

  https://wiki.unece.org/download/attachments/172852238/LCA-01-17_IPCC_IWGonLCA.pdf?api=v2

  Q&A: the GRPE secretary asked for confirmation of the long-term global warming potential and the relevance to focus on CO_2 as the main GHG contributor. IPCC confirmed that the main parameter is the reduction of fossil carbon in all its forms which has the most important long term impact. He confirmed 20- or 100-year time horizon for global warning impacts from CO_2 are the most commonly used metrics.

- **AVERE**

  AVERE presented shortly its area of activity and vision. AVERE sees LCA as supplementary tool to achieve decarbonization and underlined the importance of building an evidence based methodology on LCA.

  See Document: LCA-01-16

  https://wiki.unece.org/download/attachments/172852238/LCA-01-16-%20221026%20AVERE.pdf?api=v2

  Q&A: No questions

- **OICA**

  OICA created a new taskforce on LCA. OICA highlighted the importance of defining clearly the

goal and the scope of an LCA with decarbonization as main goal.

It was shown that with electrification the main influence for the carbon footprint moves from the use phase to the supplier industry. The OEM – supplier cooperation gains in importance and for this a harmonized methodology is needed.

OICA gave then an overview of existing standards and methodologies, where the EU battery regulation and the CATARC LCA methodology are in a stage of legislative proposal. Vehicle LCA methodologies are under development on national level in Japan, France and Germany. A harmonization is urgently required and could be realized within the UNECE WP.29 framework.

But OICA clearly stated that OICA is at this time not in favor of a reglementary approach, no commitment for transposition into regulation should be made.

Document: LCA-01-05

https://wiki.unece.org/download/attachments/172852238/LCA-01-05_OICA%20Harmonisation%20of%20Vehicle%20LCA%20for%20decarbonization.pdf?api=v2

Q&A: No questions

- **WBCSD**

  After a short introduction of the WBCSD, Jean Balsat pointed out that in the automotive sector the most GHG emissions are generated by the scope 3 emission within the up stream manufacturing and the downstream use phase. Due to the high complexity of the vehicle as a product, with a big number of materials and complex sub-systems, a cross industry coordination of regulatory initiatives is absolutely mandatory, involving for example energy providers, steel/aluminum and chemical industries.

  Due to the complexity and the difference of involved industries in the different life cycle phases, WBCSD recommends for the UNECE IWG a split in different sub-working groups: Supply-chain GHG emissions, Use phase GHG emissions, End-of-life GHG emissions and Cross-cutting methodology topics

  An important topic to consider is also potential market distortion, meaning green products being for example absorbed by automotive industry instead of being used in other industries ending in a zero-game without environmental benefit.

  Document: LCA-01-13 Rev. 1

  https://wiki.unece.org/download/attachments/172852238/LCA-01-13r1_WBCSD%20Presentation_UNECE%20GRPE_Final.pdf?api=v2

  Q&A: No questions

After this set of presentations from NGO, the last part of the first day was dedicated to presentations from contracting parties.

Presentations from CPs:

- **Automotive carbon LCA activities in China (CATARC)**

  After a presentation of CATARCs activities, the LCA methodology developed by CATARC was presented. Basic principles are application on product level and priority of primary data.

  Scope, functional unit and boundary conditions were presented in detail.

  CATARC stated that it is necessary to build extensive connections and collaborations globally, and CATARC is ready to get involved in IWG LCA in different topics, and make joint effort for automotive industry decarbonization

  See Document: LCA-01-07

https://wiki.unece.org/download/attachments/172852238/LCA-01-07_China_CATARC%20presentation%20LCA%20Research%20Progress%20of%20CATARC.pdf?api=v2

Q&A: FORD (W. Shen) asked why on slide 27 the impact of the electricity production is set to zero? There should be the actual emission factor for electricity. China answered that this is a typing error on the slide, a modified version will be submitted and uploaded.

ICCT (G. Bieker) mentioned that the vehicle lifetime assumed in this study is too short, this should be corrected. In addition it should be clarified if the electricity mix covers the vehicle lifetime or if historical data were assumed.

- **Discussion Starter of LCA IWG Work Plan by Japan**

  Japan presented a first proposal for the LCA IWG Work Plan with the main target the adoption of the new GHG LCA methodology by the WP.29 in November 2025.

  Japan recommends that the output should be a recommendation or guideline, no GTR or UNR.

  Main discussion points and open questions from the ToR document were introduced for further discussion.

  See Document: LCA-01-11

  https://wiki.unece.org/download/attachments/172852238/LCA-01-11_Japan_Work%20Plan_draft.pdf?api=v2

  Q&A: WBCSD asked China to provide the timeline considered by CATARC to compare with the suggested planning from Japan.

- **Discussion Point of Vehicle LCA by Korea**

  Korea presented its suggestion for discussion points for Vehicle LCA development.

  Korea suggests starting with passenger cars in a first step (M1 and N1). Korea points also towards the big differences of carbon footprint during the use phase in different countries due to the differences in energy mix and driving behavior.

  Korea also suggests splitting the IWG into taskforces, but with a different proposal as the one proposed by WBCSD. Korea suggests not to split in life cycle phases but into Methodology for Fuel cycle, Methodology for Vehicle cycle and Data qualification and requirements.

  See Document: LCA-01-09 Rev. 1

  https://wiki.unece.org/download/attachments/172852238/LCA-01-09r1_Korea_Discussion_points_for_LCA_Methodology.pdf?api=v2

  Q&A: ICCT commented that they would recommend using the anticipated lifetime mix for fuel electric energy instead of using actual or historic data.

The first day of the IWG meeting was closed after Korea's presentation.

Thursday 27 October 9:30-12:30 and 14:30-17:00

Agenda Item 5 (continued): ToR discussion

The morning session was started with the last two NGO presentations.

Presentations from NGOs (continued):

- **Catena-X/WBCSD**

  Niels Angel presented the CATENA-X organization and memberships. Main objective is to create an environment to allow all stakeholders of the vehicle production process through all Tier levels to exchange GHG emission data with the objective to build the vehicle carbon footprint based on all measured primary data through the supply chain.

  Main advantage is that no big data pool is generated, guaranteeing confidentiality of data. The CATENA-X system allows secure direct data exchange between business partners. If measured primary data are not available, or business partners are not yet part of the system, it is always possible to replace primary data by secondary data.

  CATENA-X is finalizing its rule book for carbon footprint, based on ISO 14067 and GHG protocol. The rule book will be shared with the IWG in the next weeks. Objective would be an exchange and harmonization with UNECE IWG.

  See Document: LCA-01-12 Rev. 1

  https://wiki.unece.org/download/attachments/172852238/LCA-01-12r1_Catena-X%20@%20UNECE%20Okinawa%20v4%20.pdf?api=v2

  Q&A: Question from IWG chair concerning color coding of circles on slide 11. Answer: green means activity in good progress, orange means activity just started.

- **CLEPA**

  Ansgar Christ presented the suppliers view on the carbon footprint methodology for vehicles, agreed worldwide between CLEPA, JAPIA and MEMA.

  First, like OICA, CLEPA shows the growing importance of the supply chain impact. It was pointed out that industry is already committing to zero carbon objectives, with different timings and different methodologies. It is therefore very urgent to progress with a worldwide harmonized method.

  The suppliers are in favor of a bottom-up approach for the carbon footprint, based on an accumulation through the supply chain of the measured primary data, similar to the approach presented by CATENA-X before. As the automotive supply chain is worldwide organized, there is urgency for a worldwide harmonized methodology.

  An important aspect is the verification and certification process to ensure worldwide confidence in the system. In addition, the feasibility for small and medium enterprises has to be taken in account.

  See Document: : LCA-01-15 Rev. 1

  https://wiki.unece.org/download/attachments/172852238/LCA-01-15r1_CLEPA%20Presentation.pdf?api=v2

  Q&A: No questions

Having finished the presentation sessions of the IWG meeting, the chair proposed to start the discussion of the ToR document.

Drafting ToR based on the informal document "GRPE-86-18r1"

The chair started the discussion on the draft ToR based on the original draft proposal and the three documents from the GRPE leadership team, from CLEPA and from WBCSD commenting the first draft.

The chair proposed to proceed by discussing the document paragraph by paragraph with the meeting participants.

Documents: LCA-01-04, LCA-01-08, LCA-01-14

- **Discussion on IWG name**

  The IWG members held long discussions on the naming of the IWG. Originally, the IWG was named only "Life cycle assessment". The notions of automotive or vehicle LCA were discussed, the group finally adopted the name of "automotive life cycle assessment" with the short name "A-LCA", upon a suggestion by the GRPE Chair.

- **Discussion on paragraph on background**

  It was agreed to include a background section.

  The CLEPA proposal was inserted in a shortened version and additional references to the mentioned UNECE documents will be inserted. The terms carbon footprint versus GHG or CO_2e emissions as well as automobile versus vehicle or automotive have to be agreed; the IWG agreed to finalize this discussion during the last day of the meeting.

- **Discussion on paragraph 1: Introduction**

  The GRPE chair suggested to introduce a reference to the UN sustainable development goals (SDGs) and the 2030 Agenda. The text suggested by the GRPE leadership was inserted as paragraph 1.1 and 1.2.

  Introduction to references to GHG emissions from production phase and scope 3 emissions, as proposed by WBCSD, were rejected at this point as these evaluations should be part of the results of the working group.

  References to ISO 14067 (a product agnostic standard for the quantification of the carbon footprint of products) as proposed by CLEPA were rejected.

- **Discussion on paragraph 2: Objectives**

  Paragraph 2.2 is specifying the type of document to be produced by the IWG. Mentioning the possibility for a future GTR was clearly rejected by CPs. It was decided to specify as objective to develop a **resolution under the WP.29 framework**.

  In paragraph 2.3 the GRPE leadership had proposed the minimization of carbon footprint and energy use. After long discussion it was agreed to introduce the wording reduce carbon footprint under consideration of energy usage. The term carbon footprint is still open for final definition.

  WBCSD and AVERE suggested for paragraph 2.3 a wording making reference to a consistency with the main existing standards: ""The methodology shall be transparent in accordance with ISO 14040/44 and ISO 14067, and GHG Protocol Product Standard"

  The United States agreed that GHG Protocol Product Standard should be added in addition to ISO 14067

  After long discussion a neutral wording was adopted by the IWG for paragraph 2.3 requiring transparency and consistency for the methodology to be developed.

  The paragraph 2.4 proposed by WBCSD mentioning that in the future most emissions will come from the supply chain was rejected with the argument that at this stage no statement should be made on where the various GHG emission come from.

  The WBCSD comment to introduce the need for better comparability in addition to consistency was also rejected.

- **Discussion on paragraph 3: Working Items**

  Paragraph 3.1, definition of scope: It was agreed to add the need to define geographical and temporal scope as identified by ICCT in their presentation.

  Paragraph 3.2, inventory analysis:

  China suggested in 3.2 (a) to add the CALCD (China Automotive Life cycle database), which has been widely used in Chinese Auto industry. The US requested for the same paragraph to use Federal LCA Commons in place of NREL

The discussion was at this point adjourned and continued the next morning.

Friday 27 October 9:30-12:30

Agenda Item 5 (continued): TOR discussion

The chair started the session at 9:30 with a short summary of the discussions and text modifications agreed on Thursday.

Basis was the modified ToR document LCA-01-19_ToR_Draft_track_r1 available on the share point:

https://wiki.unece.org/download/attachments/172852238/LCA-01-19_ToR_Draft_track_r1.docx?api=v2

The paragraph 3 was again discussed based on the modifications introduced yesterday.

Paragraph 3.2 a) on available databases:

There was a long discussion on the topic if the names of specific national databases should be mentioned in the ToR. US gave some corrections for the US databases, China suggests keeping the names of database.

China was accepting the naming of specific databases.

The IWG Chair stated that this is a ToR, it should be general, specific topics should be discussed in IWG. Recommendation is to use the text only with a general formulation.

Korea: DP can contribute additional data base names, keep general term now to decide later what can be used and what not?

GRPE secretary recommended not to list national databases, to keep the ToR more general, and to focus on the international nature of the IWG.

Paragraph 3.2 c) on data quality:

The US stated the need of interoperability as data quality criterium to allow exchange between different users and different countries and recommended the following text for an additional subsection under 3.2:

> "Data derivation, accompanying metadata and formats should conform with existing international guidelines and nomenclature systems, including ISO 14048, the UNEP Global Guidance Principles for LCA Databases, and UNEP Global LCA Data Access network standards."

The text copied in master-document.

No further comments on yesterday's document changes.

Then paragraph 4 was addressed.

- **Discussion of paragraph 4: Timeline**
  - GRPE secretary suggested to delete the term recommendation and keep only the term resolution for the targeted document (sub-paragraph e) and f))
  - The GRPE chair pointed out that the timeframe of the work-program is quite long and that it is necessary to define concrete intermediate results, not only reporting milestones
  - The GRPE chair also suggested to define the name of the IWG as automotive LCA to better define the activity, also in view of potential future other LCA activities. The short name IWG A-LCA was suggested. The proposal was accepted.
  - OICA suggested that one intermediate goal should be the establishment of a literature review and a review of existing databases. The OICA presentation showed already an important list of relevant LCA documents.
    The GRPE chair recalled that a literature study could be an intermediate document for information sharing, but some more concrete intermediate results should be defined
  - EPA suggested to add today's meeting into the timeline paragraph. GRPE secretary pointed out that timeline should only contain major milestones
  - It was agreed to have intermediate meetings
  - The timeline was agreed with these changes

- **Discussion of paragraph 5: rules of procedure**

  The chair presented the draft text of paragraph 5.

  - Discussion on paragraph 5.1

    Paragraph 5.1 a): Request from SAE to clarify participants, only CPs and NGOS registered in WP.29? It was clarified that all ECOSOC registered bodies can participate, other participant can be admitted on invitation of leadership team

    JAPAN suggests better to address request to chair of IWG, not whole leadership team.

    It was agreed that additional participants can be admitted on invitation of the chair.

  - Paragraph 5.1 b):
    Correction of wording for chairs and co-chairs. All co-chairs or a chair and a vice-chair?
    It was agreed to have chairs from Japan and the Republic of Korea and each is a co-chair.

  - Paragraph 5.1 c), sub-group structure:

    There was an intense discussion on how to deal with a potential sub-group structure. Some stakeholders requested to define the sub-group structure now and put them into the ToR, others prefer to report the definition of the working structure to a later point.

    CLEPA proposed to discuss already now the working group set up to avoid losing time.

    CATENA-X also supports to define subgroups now, and supports the WBCSD proposal

    WBCSD suggests incorporating the following text as sub-group structure into the ToR:

    > "Noting the complexity of providing GHG Emissions LCA data for each phase of the lifecycle, that each phase has its own specificities, and that some topics may require cross-sectional or cross industry alignment, the work of the IWG may be broken down in specific sub-groups as follows:
    > (a) Supply-chain GHG emissions
    > (b) Use phase GHG emissions
    > (c) End-of-life GHG emissions
    > (d) Cross-cutting methodology topics
    > Each sub-group may provide granularity to the definition of scope for its own focus topic."

    OICA suggests working at the beginning together for the overarching topics within the whole group to be well aligned, activity should not go directly in subgroups

    The GRPE chair recalls that the ToR should be adopted in January, this means that tasks and deliveries of subgroups need to be defined at that point in time. The GRPE chair suggests having intermediate meetings to have a proposal in January on the subgroup structures and the working program

    The IWG chair agrees on planning for a web-session to discuss the working structure

    The UK agrees with the GRPE chair that a intermediate meeting would be appropriate. The working group is not ready today to decide on the working structure. Different alternatives exists for a work split, for example based on Lifecycle phases or on different products.

    KOREA also agrees to not just wait for January, but to organize an intermediate meeting to discuss structure 5.1c)

    The IWG Chair decides to keep the topic open today and revise paragraph 5.1 c) after an intermediate meeting,

    Different suggestions for a subgroup structure exist in the ToR document from WBCSD (LCA-01-14) and within the presentation from Korea (LCA-01-09), all available on the UNECE website.

  - Paragraph 5.1 e), working language:

    Comment from SAE and OICA: working language should be specified as Oxford English (not American English)

- Paragraph 5;1 f), submission of working documents:

  Proposal from OICA: As there is more than one secretary for the IWG, the original document should be modified to "All documents and/or proposals shall be submitted to the **secretariat** of the group in a suitable electronic Format . . . . . "

  The GRPE chair suggested to create a common mail address to submit documents to the secretariat as a whole.

After the break, the morning changes in the document were reviewed,

then the IWG chair proposed to discuss the list of terms for which the definition is still open:

1. Carbon footprint – CO_2e – GHG emissions

   Comment from US:

   In addition, the GWP definition has to be taken in account,
   GHG is the general term. GHG are measured in CO_2e using the GWP.
   Using GWP100 or GWP20 will not give comparable results.

   GWP100 shall be used as this is the reference used by IPCC.

   Ishikawa-san will modify the ToR document accordingly.

2. Automobiles – vehicles
   Native speakers UK delegation and Bill Coleman (OICA) recommend that **"automotive" is the right term, but not universally usable in the document**, for example automotive products to be used instead of automobiles

   The name of the IWG is changed to A-LCA for automotive LCA

   The whole document will be modified offline with this decision and then uploaded to the UNECE page

3. **Vehicle categories** – include non-road – category 1 and category 2

Suggestion from chair:

Item 1 and item 2 will be corrected in the ToR and uploaded to the UNECE webpage. Item 3, the vehicle categories to include, is open. This item will be discussed in coming meetings.

Additional comment:

A discussion on the group structure is needed.

Proposal for structure and organization to be prepared by the A-LCA IWG leading team for the intermediate meeting in December.

The GRPE chair suggested the creation of a group mail address for leading team / secretaries would ease internal and external communication; the A-LCA IWG secretariat agreed to propose a way forward

- Further steps for ToR

  The chair announced that the modified draft document with all approved changes will be uploaded as soon as possible on the UNECE web page.

  The interim version of the ToR was already uploaded with a first version allowing comments by stakeholders (LCA-01-19). The latest version (LCA-01-XX) captures the outcome of the 3 day's discussion. It is suggested to keep the essentials of the current text and accepting only major mistakes or minor modifications like typing errors. Outside a few elements in square brackets (such as more details on the sub-groups), the co-chair from Japan suggested the content should not be changed after today's session. The Co-chair from Korea agreed.

The final ToR Draft has been published on the wiki as LCA-01-XX, with some elements in square brackets to be finalized before its endorsement by GRPE.

Agenda item 5 closed

Item 6: Date and location for the next IWG

- The chair announced the next in-person meeting being held in Geneva just before the GRPE meeting:

  Next in-person (hybrid possibility tbd) meeting of the A-LCA IWG: 9th of January 2023 afternoon in Geneva starting 14:30.

- After short discussion, it was concluded that it is necessary to organize an intermediate web-meeting to discuss potential subgroups and the working structure of the IWG before January. The date retained for this intermediate web-meeting is:

  Tuesday 6th December 2022, 11:30 Geneva time, for a duration of 2.5 hours

- Meeting following the January in-person meeting in Geneva:

  Contracting parties are asked to propose a host for the following meeting after January, date tbd.

Item 7: Any other business

- Recording of online session

  There was a request from online participants if the recording of the session could be shared. The chair had doubts about the legal feasibility, it is not clear how shared file could be used by participants accessing it. Decision was made that the recording cannot be shared.

Agenda Item 8: Closing

- OICA thanked the chairs for an excellent lead of the meeting and thanks Toba-san for the excellent organization.
- The GRPE chair thanked Japan and JASIC for the organization of the kickoff meeting in Japan.
- The chair also thanked JASIC and Toba-san for the excellent organization.
- The chair closed the meeting.

Annex: List of in-person participants:

	Name	Company/Organization	Country/NGO
1	Andre Rijnders	GRPE Chair	The Netherlands
2	Francois Cuenot	UNECE secretary	UNECE
9	Per Öhlund	Swedish Transport Agency	Sweden
10	George Bedenian	Hyndai Motor Europe/OICA	NGO
15	Hans Nuglisch	Vitesco Technologies/CLEPA	NGO
16	Alejandro Checa	CITA	NGO
21	William Coleman	VW/OICA	NGO
24	David Miles	Department for Transport, UK	UK
25	Adam Dack	Department for Transport, UK	UK
27	Ansgar Christ	Bosch/CLEPA	NGO
30	William Gouse	SAE INTERNATIONAL	NGO
40	Jean Balsat	WBCSD	NGO
42	Tina Dettmer	VW/OICA	NGO
49	Niels Angel	Catena-X/WBCSD	NGO
50	Inji Park	KATRI	Korea
51	Charyung Kim	KATRI	Korea
52	Han Ho Song	KATRI	Korea
53	Moosong Pyun	Hyundai motors group	Korea
54	Seungho Kim	Hyundai motors group	Korea
55	Sungwon Choi	Hyundai motors group	Korea
56	Hwajung Do	KAMA	Korea
58	Kwon, Sangil	NIER	Korea
59	Chong, Hwansoo	NIER	Korea
83	Takuya Mimori	Vitesco Technologies/CLEPA	NGO
84	Tetsuya Niikuni	NTSEL	Japan
85	Nick Ichikawa	NTSEL	Japan
86	Kenji Sato	MLIT	Japan
87	Ryo Yamada	MLIT	Japan
88	Tomoya Ijima	MLIT	Japan
89	Tetsuya Suzuki	JARI	Japan
90	Isao Tabushi	Honda/JASIC	Japan
91	Koichiro Aikawa	Honda/JAMA	NGO
92	Keiji Watanabe	Yamaha/JASIC	Japan
101	AIKO Hideshi	TOYOTA/JAMA	NGO
105	YAMAMOTO Katsuya	Nissan/JAMA	NGO
106	ISOBE Mayumi	Nissan/JAMA	NGO
110	FURUSAWA Toru	Honda/JASIC	Japan
118	Keiichi Buma	JAPIA	JAPIA/CLEPA/MEMA
122	Katsutoshi Yamauchi	JASIC	Japan
123	Yuki Toba	JASIC	Japan