

Proposed Sub-Groups and/or Task Forces

구분	Proposed Sub-Groups and/or Task Forces	Who is the leader?	Main participant (CPs & NGOs)	Outputs	Until when	Profits	Concerns
Korea	SG1 : Methodology for Fuel cycle	CPs	CPs & NGOs	(1) Methodology for Well-to-Tank - Primary data requirement for fuel production pathways(eg, GHG emissions and energy use associated with recovery of primary feedstock/Transportation and distribution of the feedstock/Production of fuels/Transportation and distribution of fuels) - Representative electricity charging patterns/generation mix, hydrogen production pathways, bio-/e-fuel production pathways(as discussed later on) - Secondary D/B requirement for each considered process (2) Methodology for Tank-to-Wheel - Life cycle driving range - Selection of representative driving cycle (WLTP, 5-cycle, RDE, etc.)	24.9.	(1) Fuel cycle would rather be separately discussed than vehicle cycle. In this way, more feedbacks could be expected from experts of fuel cycle along the various fuel production pathways. (2) The maintenance parts during use phase would be discussed in SG2 since they are more relevant to the materials and manufacturing.	(1) Differences in energy sectors (and availability of data) among countries as well as different GHG accounting methodologies (or policies) might lead to controversy in coming up with the harmonized fuel production pathways.
	SG2 : Methodology for Vehicle cycle - (TF1) Material acquisition and End of life - (TF2) Bought/inhouse parts and vehicle production - (TF3) Battery for Evs ※ Including maintenance, logistics, distribution stages	CPs	CPs & NGOs	(1) TF1 - Material classification + Secondary D/B - Treatment of recycled-/bio-based materials(circular economy) - End-of-life consideration including maintenance parts during use phase (2) TF2 - System boundary and primary data requirement of bought/inhouse parts, cut-off rules - Primary data requirement for vehicle OEMs - Logistics and distribution stages of manufactured vehicles - Production of maintenance parts during use phase (3) TF3 - Harmonization with other battery regulation & PEFCR - Life time of battery in vehicle life cycle	24.9.	(1) In the initial setup, rather than having separate TF for recycle, we would suggest to have recycling with raw material acquisition since they are counterparing with each other. (2) Vehicle cycle including those materials during use phase would better be separately discussed than fuel cycle. (3) There have been already intense discussion on the LCA of battery for EV, and thus it might be a good idea to have separate TF3, which would bring those knowledges into A-LCA in a harmonized way.	(1) Necessary to harmonize material classification (2) Might need to take step-by-step approach to increase the coverage of value chains considering the balance between accuracy and workload (and sensitivity) (3) Possible imbalance in the depth of the discussion between vehicle cycle and battery for EV should be remedied, since the discussion on battery LCA has been a while.
	SG3 : Methodology transparency and consistency, data qualification and plausibility	CPs	CPs & NGOs	(1) Step-wise goal of A-LCA (balance between accuracy and workload) (2) Initial scope and system boundary in line with the step-wise goal (3) Review of methodology transparency and consistency from the other SGs' (and TFs') activities and feedback (4) Guideline for data qualification (including plausibility)	24.9.	(1) SG3 could play a role in guiding the overall activities, while SG1 and SG2 are in deep discussions of the details. (2) SG3 should review the overall activities and provide feedback to acheive our agreed-upon working principles (i.e., balance between accuracy and workload AND transparent and consistent methodology).	Somewhat vague goals of SG3 might not attract members yet.