



**CLEPA Recommendations
for WG structure to manage A-LCA IWG**

Geneva, April 12th, 2023

VEHICLE LIFE-CYCLE CARBON FOOTPRINT METHODOLOGY

WW Supplier Message: **JUST A Reminder**

Reminder of
CLEPA presentation
of 26 October 2022



Supplier Industry needs a harmonized set of rules
for the cradle to gate CO_{2e} emissions of automotive components
to improve CO_{2e} footprint in a competitive environment at affordable cost

Supplier (CLEPA/JAPIA/MEMA) are willing to support actively the GRPE activity
on LCA CO_{2e} footprint rules for automotive product categories



UNECE AUTOMOTIVE LCA IWG (A-LCA IWG)

Introduction CLEPA initial message: **JUST A Reminder**



LIFE-CYCLE-ASSESSMENT METHODOLOGY FOR AUTOMOBILES CO₂



Requirements to a Product Carbon Footprint Rulebook from Supplier Perspective



1. **Quantifying actual CO_{2eq} emissions must be the target**, replacing generic data wherever possible. CO_{2eq} emissions for individual vehicles and components under specific production conditions and supply relationships are the goal instead of industry averages and approximations.
2. **A collective approach** is required accumulating the real CO_{2eq}-emission contributions along the supply chain. CO_{2eq}-emission contributions across different companies requires a **consistent set of rules** for accounting for emissions to allow summation along chains.
3. **The regulations must therefore be globally applicable and verifiable for companies of all sizes.**
4. **Suppliers are in a competitive environment.** PCF is a performance criterium that will be relevant for awarding contracts in the medium to long term. The CO_{2eq}-emission contributions in the supply chain must enable a comparative analysis globally across companies to avoid distortion of competition.
5. **Reuse of existing networks** like the Catena-X-platform could facilitate and accelerate the implementation.

Reminder of CLEPA presentation of 31 May 2022

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Extract of the Objectives inside the A-LCA IWG ToR

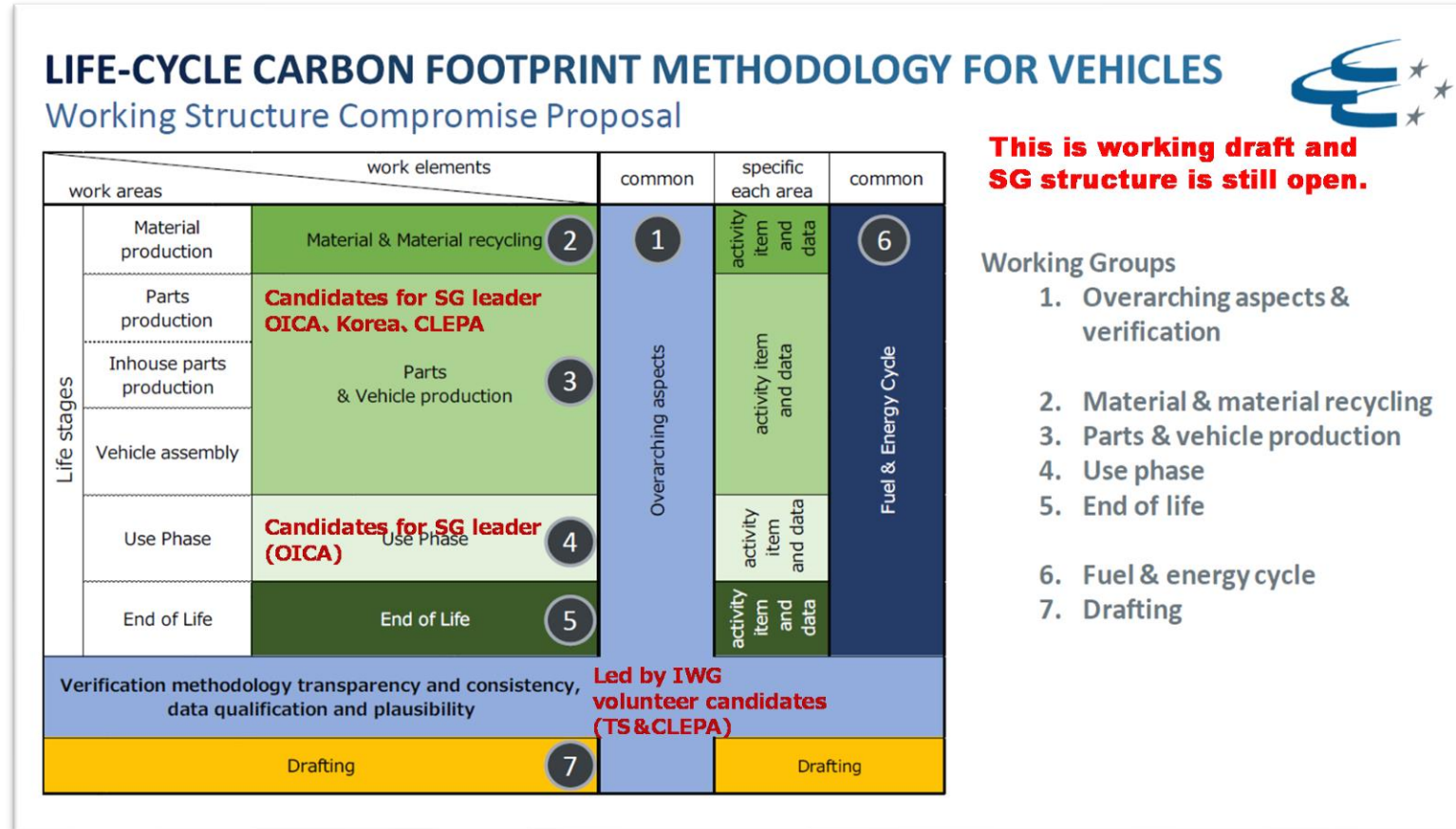
2.2. Methods of measurement of GHG emissions of automotive life cycles are not defined under either the 1958 Agreement or the 1998 Agreement. The objective of the IWG on A-LCA is to develop an internationally-harmonised procedure to determine the carbon footprint* of different technologies, also considering energy use for energy pathways and automotive types from production to use and disposal, as a resolution under the framework of WP.29.

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Status Subgroup structure on March 20th 2023



Slide shown at last IWG by IWG chair:



Candidates for sub-group lead:

Group 1, part of IWG

Lead Technical secretariat, CLEPA

Group 2:

Japan

Group 3:

Korea, China, CLEPA, OICA

Group 4:

EC(JRC), OICA and AVERE

Group 5:

Japan

Group 6:

EC(JRC) and AVERE

Key open point from Japan & Korea: Is there an interest to merge WG 4 & WG 6 **OR** to keep them separated ?

➔ Let's see next pages what are the rationales behind this key open point

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Key Rationales that are **NOT** in favor to merge WG 6 with WG 4

1- It is better to keep the same structure for all life stages

Rational benefit = easier management by the Technical Secretariat

2- WG 6 is important for all life stages (as energy usage is a major emitting source of CO₂)

Rational benefit = same interface for each WG (2,3,4,5) having energy as a key parameter

3- WG 6 is singular as “Not Automotive”. Main members will come from Energy providers

Rational benefit = WG 1 (Overarching) will harmonize the needed interface with other WG (2,3,4,5)

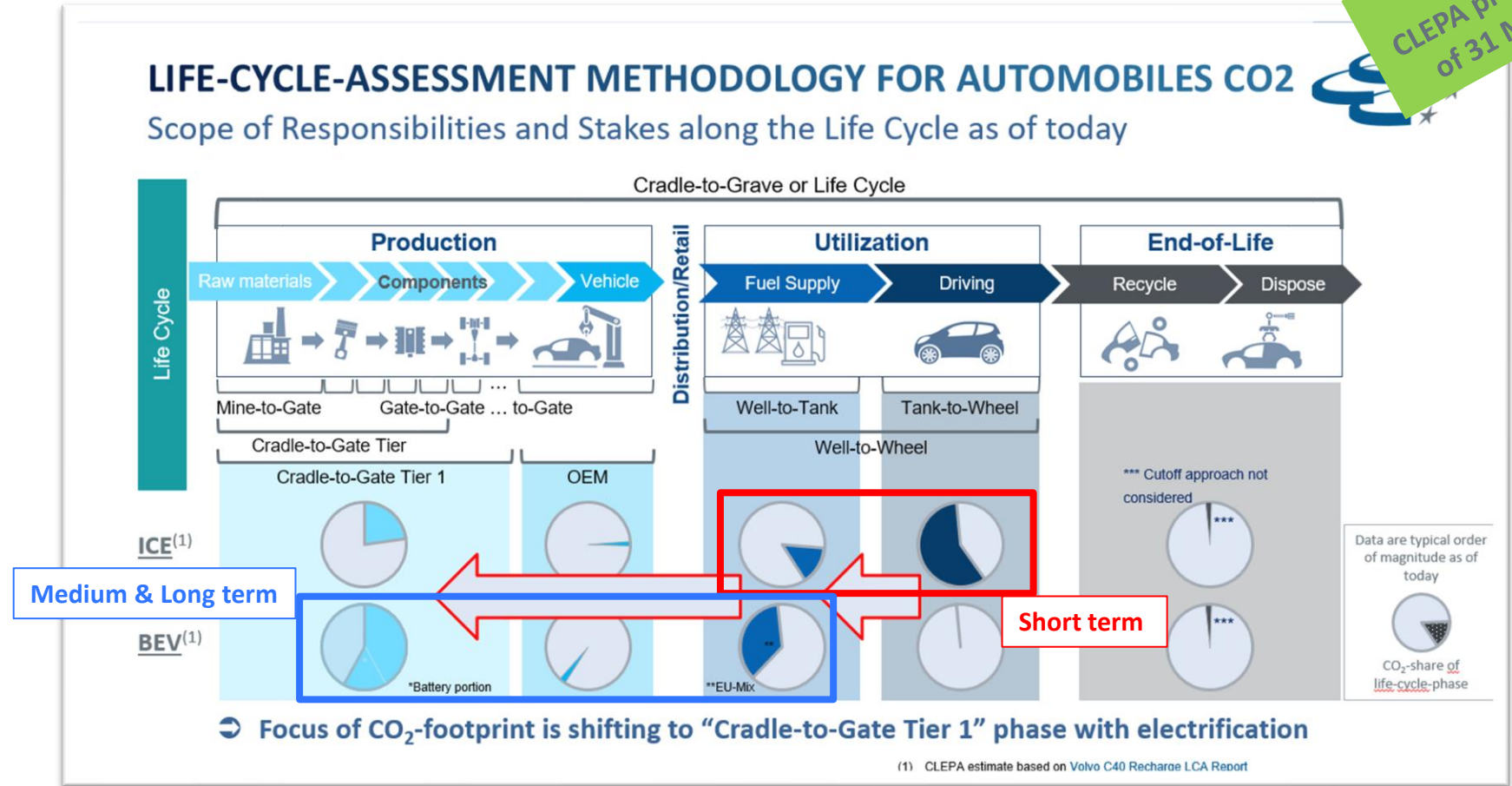
4- Merging WG 6 & WG 4 is a short term view. Long term will be to merge WG 6 & WG 3-2

Rational benefit = better to keep a well balance between short and long term view → [Details Next Page](#)

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Considerations for short term & long term views

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Takeaway → it is better to keep WG 6 separated and equally supporting all other WGs to have a well balance approach between short term and long term

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CLEPA conclusions about WG structure



1- It is better to keep the WG Structure without any merging of WG 4 & WG 6

2- Each WG with a clear perimeter and a clear membership

3- WG1 “Overarching” is very important in its role of managing and arbitrating the necessary interfaces between the Technical WGs (2,3,4,5,6) in order to develop a harmonized methodology for carbon LCA



Thank you