



CLEPA Inputs for the A-LCA IWG at GRPE

13th of April 2023

LIFE-CYCLE CARBON FOOTPRINT METHODOLOGY FOR VEHICLES



Summary recommended position about **Overarching aspects** (see CLEPA details in Excel file)

Impact category:

- Green house gas warming potential (CO₂; CH₄; N₂O; HFC; SF₆; NF₃; PFC; CFC) GWP_{100y}: CO₂ equivalent (CO₂-eq) emission as of IPCC AR6 (including carbon feedbacks and chemical effects)

Declared unit (during production):

- Declared unit is one piece of product **or** one kilogram of material

Analysis approach: **Cumulative PCF propagation along supply chain!**

Allocation schemes

Waste & Recycling

Chain of custody models

Cut-off criteria

Primary / Secondary Data

Make use of alignments already achieved: such as Catena-X, WBCSD, even non automotive

- Activity data based (primary data) if satisfying quality requirements
- Secondary data only if no complete primary data available and if satisfying quality requirements
- Conservative estimates mandatory on what is not known/measured

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Methodology Definition or Introduction Scenario?

- Limitation of scope to vehicle category
- Limitation of scope to relevant components
- Limitation of scope to relevant processes
- Limitation of scope to first Tier levels

Introduction Scenarios

- System boundaries universal & unequivocal
- Introduction of Primary Data Share as KPI
- Introduction of Data Quality Indicator as KPI

Methodology Definition

applicable for various Introduction Scenarios

Such limitations are relevant for Introduction Scenarios **BUT** can not be applied when starting to develop the Methodology.
With such limitations LCA global values have no meaning



European Association of Automotive Suppliers

Thank you