

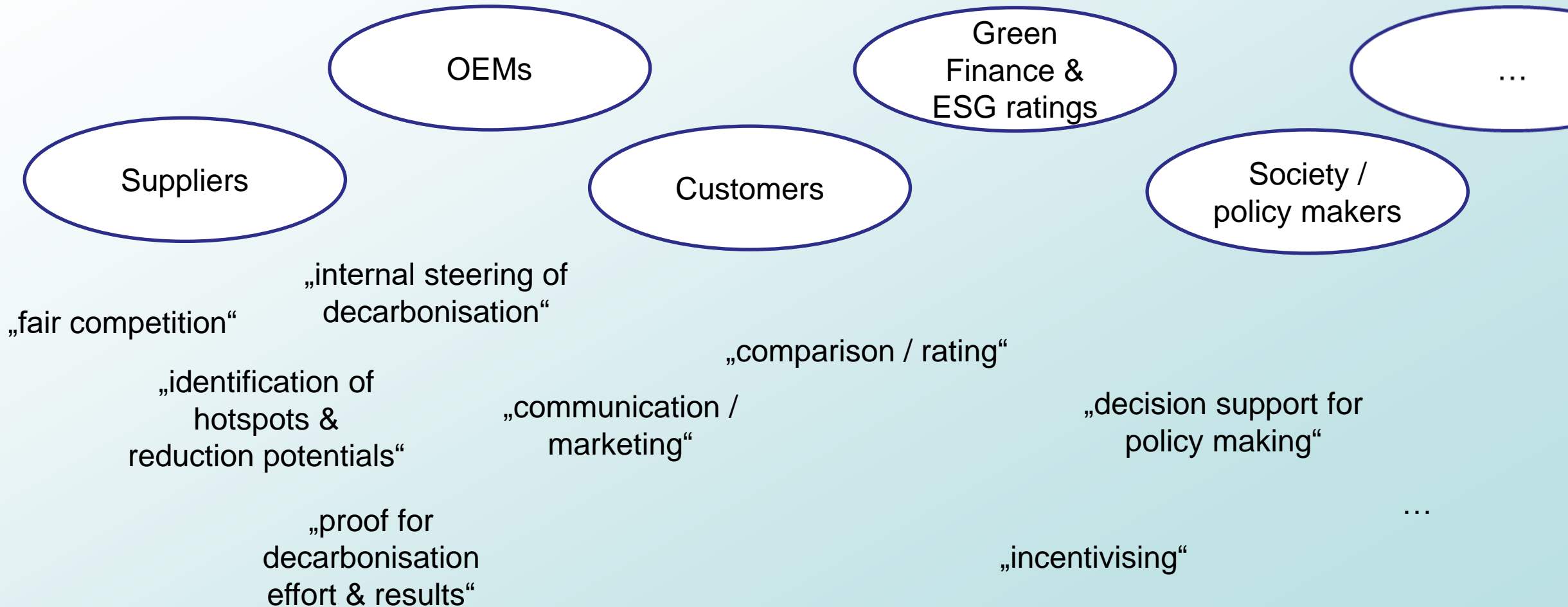
# Goal dependency of methodological choices in LCA

UNECE GRPE IWG LCA

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2023-04-12/13


# 📍 Different stakeholders, different expectations on automotive LCAs





# Examples for goal dependant methodological choices in LCA

Methodological aspect	Option A	Option B
Lifetime milage	<b>average value</b> e.g. consumer information	<b>real life data</b> e.g. precise company scope 3 inventory
Detail level of vehicle model & production processes	<b>low</b> e.g. effort-optimised / „easy to validate“ uniform reporting	<b>high</b> e.g. steering & implementation of supply chain decarbonisation measures
Electricity & fuel carbon footprint over time	<b>static</b> e.g. scope 3 reporting according to GHG protocol	<b>dynamic</b> e.g. decision support for policy making



# Collection of „most critical“ methodological aspects

- Functional unit
- System allocation and system expansion
- Data collection
- Use of primary data
- Database for secondary data
- Dynamic modelling of energy carriers
- Energy conversion
- End of Life allocation
- ...



# Way forward

- Clear **definition of intended goals / applications** of automotive LCAs within the IWG A-LCA activities
- Agreement on **key principles**
- This will create a **joint target image** for IWG A-LCA that serves as guiding star for discussions in different subgroups
- Discussions should focus on „**most critical**“ **aspects**