# IWG A-LCA SG4 Use Phase JRC draft proposal

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#### Levels concept of Use Phase

+Flexibility need for conservative estimates





### Levels concept of Use Phase

	EF* Global	EF* Region / Country	OEM-specific	Vehicle Specific
Diesel (EMEP/EEA) Petrol HEV (EMEP/EEA) FCC 1000 800 600 400 200 20 40 0 20 40 60 0 20 40 60 0 20 40 60 0 20 40 60 0 20 40 60 100 100 100 100 100 100 100	Average Consumption / Efficiency Generic assumptions for mileace	EU guidebook US Moves / CARB JP? →need for normalization to allow comparisons	Certification Cycles based → normalized to common reference • RW corrected at OEM level • Real world window • Correlation factors between different regions	As OEM specific but on vehicle model level • Validated?
Source: EC JRC		+Simpler more	e conservative	
		Detailed more	representative	



#### Levels concept of Use Phase



- Decide what is compulsory and what not
- Chose a methodology (how)
- Work in parallel to develop a compulsory minimum conservative approach

European

## **Fuel Consumption/Efficiency**



Correlation ratios could be simulated for positive energy demand & mean efficiency

# **Open questions**

- Definition of boundaries eg pump to wheel, charger to wheel etc
- Definition of exact scope
- Data availability (EU: certification data per vehicle version, and real world performance will be available)
- Other in use parameters to be covered eg mileage, maintenance
- Default/Generic methodologies in different regions/countries?





Key points:

- Methodology can be built on existing standard approaches at simple level and allow for more precise estimates using available data
- Generic approach must encourage the use of more detailed approaches
- Need to agree on a common reference (WLTP?) for use phase emission evaluation
- Real-world figures based on validated/proven data
- Correlation matrix to standardize initial values for official real-world data
- Consider comparing efficiency instead of emissions due to higher share of Evs

