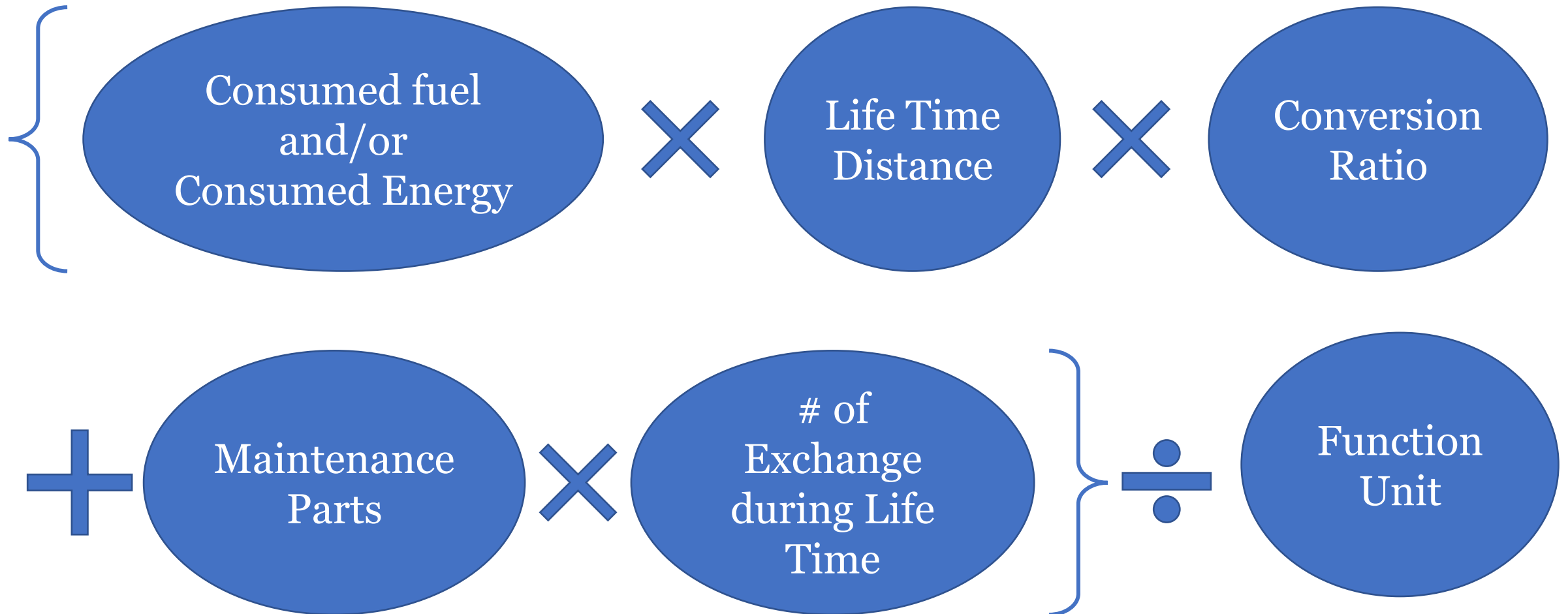# A-LCA Derivation during USE phase
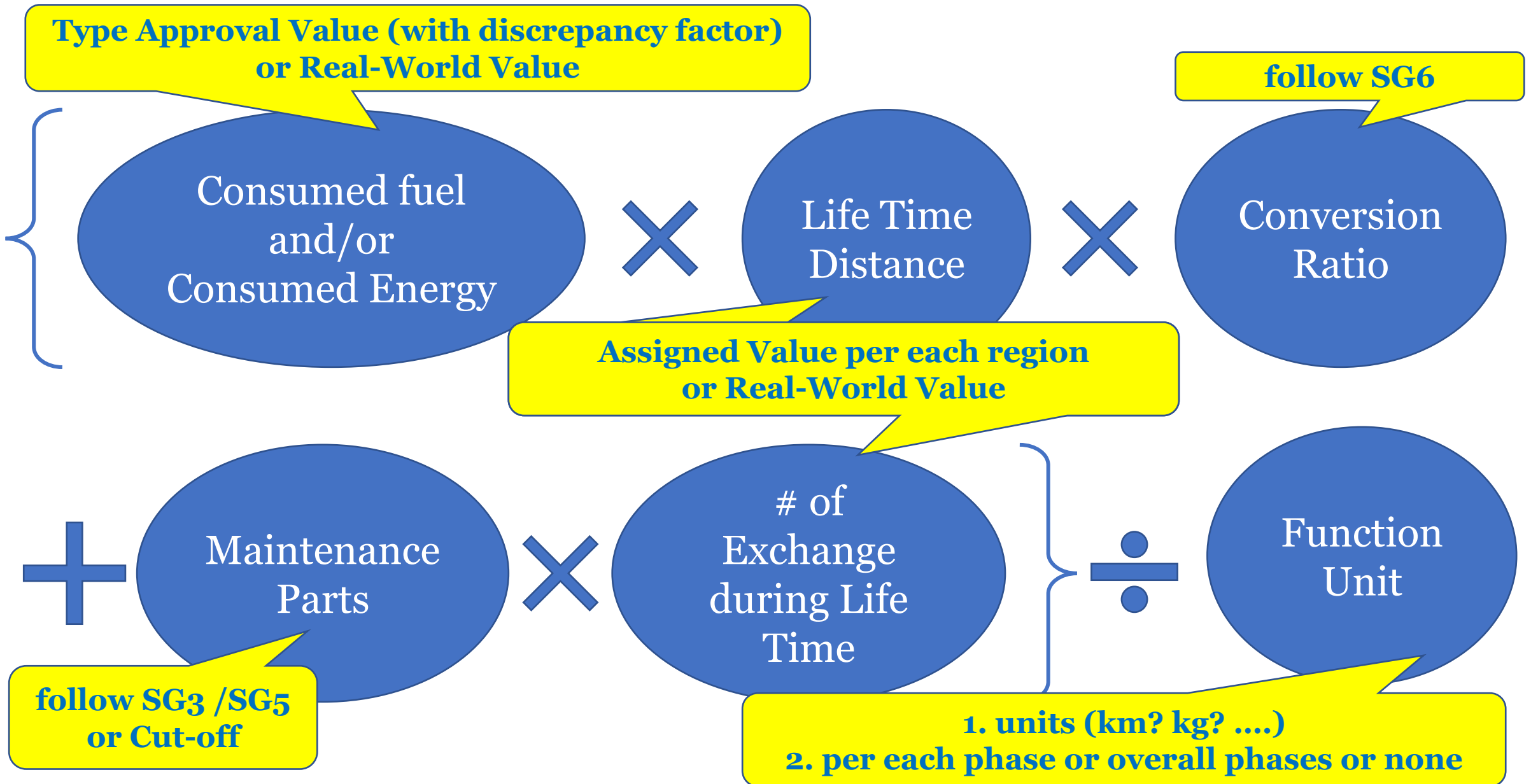## - Discussion Starter -

prepared by Japan
2nd SG4 Meeting under the A-LCA IWG
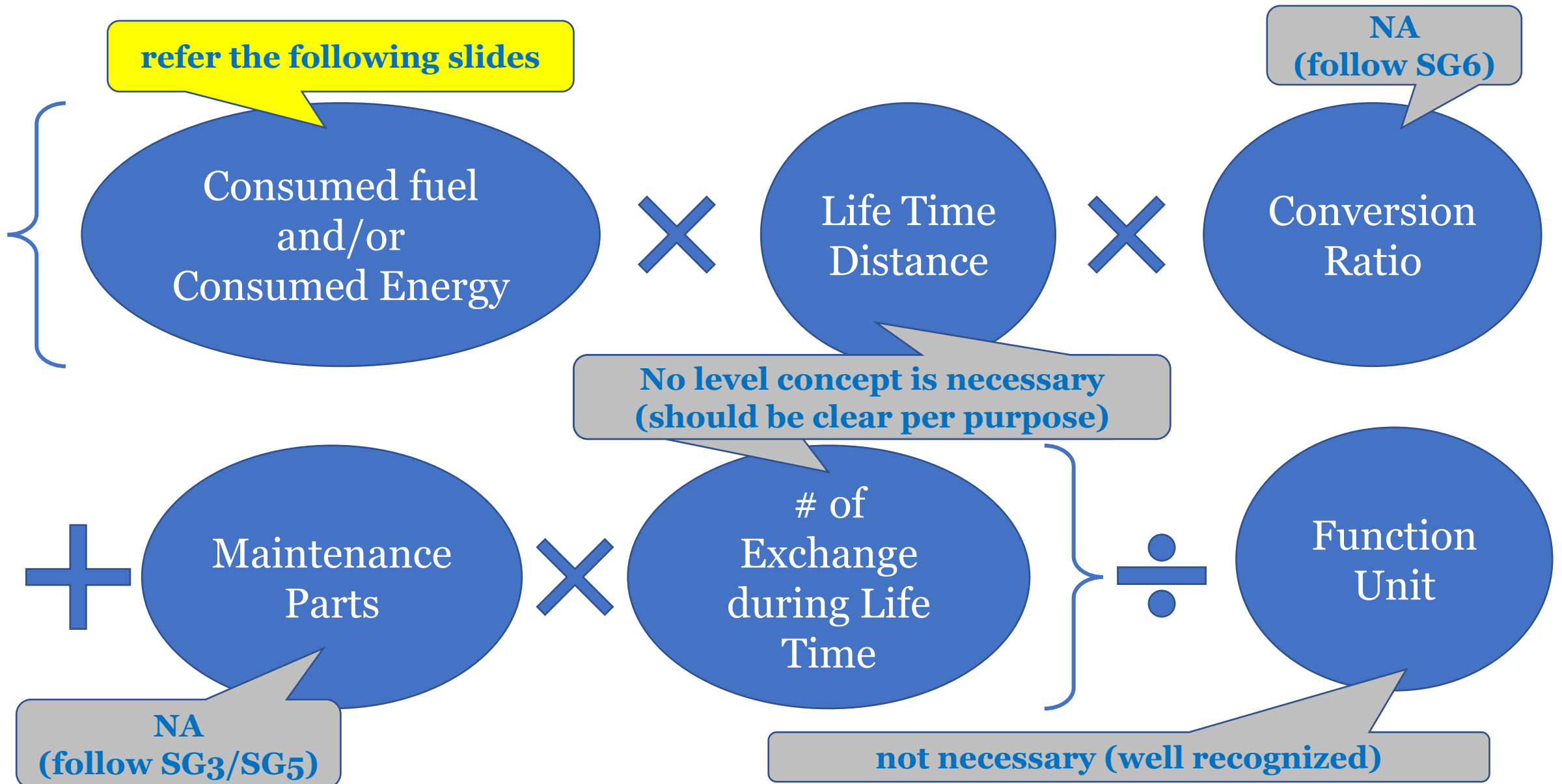11th July, 2023

1. (Expected) Methodology

- *Proposed Methodology will be finalized by this subgroup then will be reviewed and approved by IWG -*

1-1. (Expected) Methodology – Discussion Points

Type Approval Value (with discrepancy factor) or Real-World Value

follow SG6

Consumed fuel and/or Consumed Energy × **Life Time Distance** × **Conversion Ratio**

Assigned Value per each region or Real-World Value

+ Maintenance Parts × **# of Exchange during Life Time** ÷ **Function Unit**

follow SG3 /SG5 or Cut-off

1. units (km? kg? ....)
2. per each phase or overall phases or none

1-2. (Expected) Methodology – Level Concept -

2. Level Concept — in the case that CP adopts **Type Approval Value** -

		Data Sources (TA Value)	remarks	ToR requirements			
				Authorities		OEM Motivation	
				Policy Making	CN commitment	On-cycle	Off-cycle
better ← **precision** → less	Level 1	with discrepancy factor per region	region : EU, NA, CN, AU, KR, IND, JPN,,,	**N**	Y	H	L
	Level 2	with discrepancy factor per category	Category 1/2/3	**N**	Y	H	L
	Level 3	with discrepancy factor per powertrain	Petrol, Diesel, PEV, (N)OVC-HEV, FC,,,,	Y	Y	H	L
	Level 4	with discrepancy factor per model		**N**	Y	H	L
		with no discrepancy factor	when TA value well reflect the real-world value	Y	Y	H	-

Y : YES   H : HIGH
N : NO   L : LOW
                 N : NONE
                 - : not applicable