

Draft meeting minutes of SG3's kick-off meeting

On-line only

6th July, 12:15 PM to 14:15 PM cet.

Meeting documents available at:

<https://wiki.unece.org/display/trans/SG3-1st meeting>

Agenda

Meeting Information				
Date	6th July, 2023			
Time	12:00 AM CET			
Venue	On-line			
Link				
Time	No.	Agenda Item	Lead	Purpose or Target
12:00 ~	1	Welcome and introduction	NIER	Information share
~ 12:10	2	Adoption of the agenda	NIER	Agreement
~ 12:20	3	Adoption of the last meeting minutes	NIER	Agreement
~ 13:00	4	Discussion topics: - leveling concept, Initial target, overarching aspects, Timeline	Participants	Discussion
13:10 ~	5	Any other Business	Participants	
13:15 ~	6	Closing	NIER	-

Meeting minutes

Agenda Item 1: Welcome and introduction

The leader started the A-LCA IWG SG3 Teams meeting at 12:15 (cet.) and welcomed the participants.

Agenda Item 2: Adoption of the agenda

The meeting agenda was presented and reviewed.

No comments

Agenda Item 3: Adoption of the last meeting minutes

The leader briefly explained the contents of the meeting, explained one by one, and received questions and comments. The contents of the meeting were explained in the order of leveling concept, overarching aspects, and meeting plan.

No comments

Agenda Item 4: Discussion topics

1. Discussion topic 1: Leveling concept

1.1. Presentation/documentation

The leader started with an introduction of the leveling concept discussed with the co-leaders at a kick-off meeting in Jeju from June 29 to 30.

Slide 1 illustrates the table a table for a brief comparison of how each level differs depending on vehicle modeling, Representativeness, supply chain modeling, OEM manufacturing process, supplier manufacturing process, and individual decarbonisation measures.

SUPPLY CHAIN & PRODUCTION	[Possible Comparison ¹⁾	Vehicle modelling	Representativeness ²⁾	Supply chain modelling	OEM manufacturing Processes	Supplier manufacturing process	Individual decarbonisation measures
Level 1	General concept of drivetrains (e.g. BEV vs. ICEV)	Generic material composition & average vehicle curb weight	Global average / regional	generic footprint per kg of vehicle curb weight			none

Level 2	General concept of drivetrains (e.g. BEV vs. ICEV) based on exemplary „real“ car vehicle model	BOM & Material information system (CMDS / IMDS)	Global average / regional	global secondary data material footprints (incl. generic information for production processes)	none		
Level 3	[e.g. OEM A's BEV fleet Europe vs. OEM B's BEV fleet Europe]	BOM & Material information system (CMDS / IMDS ³⁾) & „part-by-part“ for hotspots	Regional & individual SC for hotspots	primary information for the vehicle hotspot parts	Optional: primary data for OEM's inhouse hotspot processes	primary information for the manufacturing of vehicle hotspot parts	included
				secondary information for the rest	Secondary information for the rest or average values per vehicle from OEM's Scope 1 & 2 emissions	secondary information for the rest	
Level 4	e.g. OEM A's BEV model vs. OEM B's BEV model	BOM („part-by-part“)	individual SC	regional or primary data based part (& material) footprints	included	included	included

- 1) a column describing comparable objects to help you understand the concepts at each level, giving hints about how to access them by level and what data to find
- 2) data information characteristics that can be used for evaluation
- 3) (CDMS) Chinese Material Data System, (IMDS) International Material Data System

The difference between Level 1 & 2 and 3 & 4 is whether OEM-related data is included. If OEM-related data is included in the evaluation, it is Level 3 & 4, and if not, it is 1 & 2. Level 1 & 2 is a general concept comparison stage, and the difference between level 2 and level 1 is that carbon emission is evaluated for a model sold in the world with the level 2. Also, if full primary data is used, it is level 4, and if some secondary data is used, it is level 3.

1.1.1. Vehicle modelling

Level 1 finds average data, such as some materials in general vehicles, through existing research or literature data, and then finds secondary data to evaluate carbon emission. Level

4 does not analyze raw materials separately because carbon emission analysis is conducted for each part. In level 2 and level 3, since raw materials are analyzed differently from level 4, it is useful to use a material information system, and the material information system used by each country may be different, so CMDS and IMDS are written and clearly displayed. In particular, in Level 3, hotspot information for each part was partially added.

1.1.2. Supply chain modelling

Level 1 is the amount of carbon emissions per kg for the vehicle's curb weight, and it seems that it can be applied in common to all supply chain modeling, OEM manufacturing process, and supplier manufacturing process.

In Level 2, carbon emissions by raw material are calculated using global secondary data, which can be applied to both supply chain modeling, OEM manufacturing process, and supplier manufacturing process. It seems that European companies will use European secondary data, and China and Korea will use their respective countries' secondary data, but it is questionable whether the word "global" can be used. Furthermore, the supply chain modeling, OEM manufacturing process, and supplier manufacturing process are all integrated into "global secondary data material footprints", and it is questionable and worrisome that it is appropriate to use them in a situation where each OEM's models are unknown.

In Level 3, "Regional" can be explained, for instance, by where EU countries import steel and where it is produced among EU countries. Since hotspot needs to consider individual supply chains, it would be good to use primary data for hotspot and secondary data for the rest.

Level 4 includes all supply chains.

1.1.3. OEM/Supplier manufacturing processes]

In Level 3, OEM Scope 1 & 2 emissions may include data related to hotspot, so if primary data is used in the hotspot process, it is necessary to check because there is a risk of duplicate calculations. In addition, primary data management for these hotspots has been managed by OEMs for a long time in terms of process management, so it is difficult to see them as generic data of LEVEL 1 & 2.

In some cases, the supply chain directly produces and supplies raw materials, manufactures and supplies parts starting from raw materials, purchases and supplies raw materials without

producing raw materials, and purchases and supplies parts, so level 4 requires both part and material.

1.2. Questions / Comments:

(Rasto Brezny/ MECA) How can I define a hotspot?

(Dettmer, Tina/OICA) It means a hotspot for greenhouse gas emissions. For example, steel components, aluminum components, electronic components, batteries and battery materials for the entire vehicle throughout its lifecycle. In the case of in-house production of electric vehicles, processes in OEM manufacturing plants, such as paint work and final assembly, can become hot spots. Therefore, it may be a hotspot indicating whether the highest GHG is emitted.

(Rasto Brezny/MECA) Is there a threshold for what becomes a hotspot?

(Dettmer, Tina/OICA) It should be discussed and further defined here in the group. If hotspots are defined as a percentage of total emissions, such as 50% of total emissions, for example, batteries, steel, aluminum parts, etc. But this is an additional work that is not needed in this group.

(Hofer, Dietmar/CLEPA) Performing a materiality analysis based on benchmark data available and then defining a list of hotspot parts in this group would make the whole leveling concept the more handy.

(Dettmer, Tina/OICA) It can definitely be a good approach, and it's not difficult in a vehicle. And that will be one of the tasks we have to solve in this group here.

(Lindner, Kseniia/CLEPA) I think it is very important, because we can see for which aspects it's necessary to use primary data and for which aspects actually secondary data regional or whatever. Furthermore, when you think about what makes a big difference, if the co2 footprint of hotspots would be very small in general, we will know what we should concentrate on with regard to primary data.

(Lindner, Kseniia/CLEPA) For the generic material composition in level 1's vehicle modeling, I don't know if I can think of an approach with the European initiative, green NCAP, or a different perspective. Is it included in the calculation for an average car made with the average material distribution in the global car market? otherwise, do you have any other ideas?

(Dettmer, Tina/OICA) If there is generic information about material composition, such as journal papers or statistics, the level of detail in the input data would allow only general comparisons of general technical concepts. Not a comparison between real cars (car by car), we did not already have a clear approach in mind. If there is just one approach allowed to say or if there is different approaches and thinkable for that level, we should collect all those questions because that's a great list of tasks and that we can discuss about in the follow up meetings.

(Francois Cuenot/UN) It was wondering for delivery free if you considered this primary data

share which is sometime used, while we can share some threshold of the primary data share. That might be a good way to address this hotspot issues because you would need to tackle the hotspots if you want to have a high kind of primary data share or your output.

(Christ Ansgar/CLEPA) Basically, we consider the primary data share necessary for level 4 and Level 3, because it's not realistic for the time being to assume that we have a primary data for some components, parts, or hotspots throughout the supply chain. So even if you are going for a hotspot, targeting for as much primary information as possible, we will still have to feed in gaps with secondary data. So, this primary data share is a key indicator that can be used regardless of level 3 and level 4. And the idea in Level 3 was not to say that we need a specific limit of primary data but that basically we have parts of the vehicle which are not in the focus, and we don't even bother to put it in a lot of effort to provide that as primary data, but rather focus on those components or parts of a vehicle which are very CO2 intensive.

(Dettmer, Tina/OICA) We discussed the rate of primary data, and then we came to the point that in case you're actively working on decarbonizing your supply chain. Of course, you would start with hotspots and that means that perhaps by using primary data. You would reduce the footprint a lot. And that would mean that the share of primary data, the share of emissions covered by primary data would shrink because you worked on that hotspot and decarbonized it. That was why we came to the point that it should be a list of parts where primary data should be applied.

(Dettmer, Tina/OICA) Regarding Level 3, It's a bit misleading that we have the comparison of different OEM's fleets. It is recommended that we name it as one vehicle representative for an OEM's fleet. It's not the whole fleet you're covering but you choose one exemplary vehicle which is representative for the fleet. And then, we have that possibility to compare different OEMs products with Level 3. In Level 3, it's still like a comparison of the average and vehicle-to-vehicle can be compared in level 4.

(Dettmer, Tina/OICA) This table links possible comparisons and levels, and we thought that different subgroups could help determine the direction in which different levels are distinguished. That was the idea that we thought we can make it easier to understand those different leveling concepts. By defining which comparisons can be applied to which levels and which applications, stakeholders can choose the level that suits them.

(Francois Cuenot/UN) I'm not sure why you speak about fleets under Level 3. We want to stick to vehicle level methodologies.

(Dettmer, Tina/OICA) How do I compare it to other vehicle models. This was what I wanted to explain. So we should rephrase the wording of Level 3.

(Lindner, Kseniia/CLEPA) Are there any rule or choosing this representative car? This representative car is a comparable over the OEM's, otherwise, the vehicles will be chosen freely and won't be comparable with each other. So are there any criteria or for choosing a representative vehicle?

(Dettmer, Tina/OICA) This can be defined as a percentage of the volume in the company feed, or whatever that could be solutions. It would be good to define rules how to choose it.

(Christ Ansgar/CLEPA): Too much detail on the rule. We need to align this understanding of the level concepts with some of the other subgroups.

(Dettmer, Tina/OICA) Just that could be a future tasks in this group.

(Hofer, Dietmar/CLEPA) From my side I like this leveling concept as it is at the moment, but we have to explain it in detail with feedback.

(Francois Cuenot/UN) Probably this possible comparison for the Level 3. You can leave inscribe brackets so that it indicates we still working on finalizing this because it looks still provisional now.

(Christ Ansgar/CLEPA) It looks provisional concerning the description of the possible comparison, but for other columns to the right of that I would say this looks quite good for me, but that's well my opinion and maybe other than the in the call can comment on that.

(Francois Cuenot/UN) When this was introduced by the Korean colleague in Geneva, the level 3 has a supply chain which is not completely full, so it was more a supply chain issue than picking up one model in the OEM. I don't think the aim is to compare OEM A versus B. It's more like if maybe you have data primary data from your T1 and T2 suppliers but not from T3 and T4.

(Dettmer, Tina/OICA) We would propose that if we want to compare different OEMs or thresholds between Level #2 and Level #3, to align different OEMs where they can be compared and To have at least the potential for hotspots in the vehicle lifecycle, Primary data are required to include the effects of individual decarbonisation activities. For example, select a green steel supplier or select green electricity in battery cell production. So that level would need details for a fair comparison. If you really want to compare car by car, you'll need more details. This shouldn't mean that you only should make that comparison, but it says that you have that quantity or that detail of data, if you are in that level.

(Christ Ansgar/CLEPA) It really doesn't make sense to differentiate by tier level, because the depth of integration varies considerably from OEM to OEM. So basically, throwing another differentiation here seemed very meaningful, according to our discussion in Korea.

(Francois Cuenot/UN) For model comparisons with limited supply chain data, you're still can compare models knowing that your data from the supply chain is not complete in Level 3. You don't need. It can also be compared to two models from the same OEM. Of course, this is an example of a possible comparison, but you're making it clear that you can compare model levels but only have partial information about your supply chain.

(Christ Ansgar/CLEPA) There is a difference in that there is information about Level 3 or 4, or that there is detailed information on the components of the supply chain and other components that you do not have.

(Francois Cuenot/UN) I think Tier 123 was probably not the most appropriate way to express it.

(Lindner, Kseniia/CLEPA) Can I ask other questions in the table to understand steps 1 and

2? It does not include any generic primary data related to the energy used in the production process. Here we estimated co2 footprint, based on the list of materials and materials only.

(Dettmer, Tina/OICA) If you look at the common lifecycle inventory data set, you have data that is always linked and always linked with some processes.

(Lindner, Kseniia/CLEPA) If we're talking about production of vehicle parts, and we're talking about wheels.

(Dettmer, Tina/OICA) We can only estimate the co2 footprint in the generic way.

(Hofer, Dietmar/CLEPA) I'm only looking at the Bill of Materials without information on scrap and cut offs, etc. Maybe we have to discuss on that.

(Christ Ansgar/CLEPA) Because it contains the scrap or the precise energy consumption for vehicle production, you basically need a granularity level data that can only be achieved at level 4 or level 3. And basically, at level 1 and 2, we're not talking about primary data Ideally, primary data should be mixed at level 3 and only primary data should be included at level 4.

(Lindner, Kseniia/CLEPA) Level 1 and Level 2 are pure materials, final component weight, and generic footprint.

(Dettmer, Tina/OICA) Assume that there is a specific manufacturing process, and then that is like the welding, forging, or whatever is already included like generic average. That's not really precise and definitely this grab rates may not be appropriate for coproduction but a very generic way that it can be included in them, depending on which data set you choose from the life cycle database.

(Dettmer, Tina/OICA) The difference between level 2 and Level 3 is that in Level 3. Prior to obtaining the Bill of material, start to distinguish links to material information, including what happens in material production, what happens in the supplier's site, what happens in the factory. it's generically linked to processing information. From Level 3, start with hotspots and get more specific.

(Christ Ansgar/CLEPA) I would like to reiterate that this level can be defined differently in different workgroups.

(Georg Bieker/ICCT) We need to find a leveling concept that works for all the different subgroups. I don't think we can reach an agreement in this room because we still need the next change with another subgroup.

(Christ Ansgar/CLEPA) We were just asking for the content of this group and then carry this forward to the IWG. it would be most important to have an alignment with SG2.

(Christ Ansgar/CLEPA) All this is related to the production of vehicle. Whether the appropriate level or the same level is needed for the use phase or later on still remains to be discussed. I think we will work on aligning these leveling concept ideas in different subgroups.

(Dettmer, Tina/OICA) There was a possible comparison that could be helpful to align between the different subgroups, because we are working on the foreground system.

(Dettmer, Tina/OICA) There are real physical and reference flows through the whole production system and these production processes, and background system activities that need to be addressed. Those levels can be defined differently, but still it can be a solution. Here are one to two solutions for Level 4 comparisons, as we do for foreground systems. They'll recommend something else so we can link. We link foreground and background systems in the recommendations. The level 4 proposed here is level 4 that cannot be compared to level 4 in terms of usage space, because at the point where we want to do these calculations, we don't have basic data on the use phase yet. Therefore, this may be generic information about the use phase at the point of sale, so it is necessary to align the information in subgroup 3 and subgroup 4. We know this difference between foreground and background systems. Primary data cannot be collected at the point of sale, such as use phase and end of life, requiring logic to sort by subgroup or match different levels. That would be a challenge, and perhaps we thought that such comparisons in our possible comparison columns could help us match that.

(Christ Ansgar/CLEPA) I think one of the conclusions we've discussed earlier was that if you're above level 2, you should always discuss how to handle primary data, how do we calculate that, what do we include, what is not included and how to deal with secondary data, Where do we obtain the data, Is there a hierarchy of sources, etc. All these questions will basically be required and we will require an answer if we work on Level 3 and 4. So it's more important to actually provide guidance on that and have a full set of questions about what the methodology is about how to do it. Providing data information is more important than focusing on one of these levels.

(Lindner, Kseniia/CLEPA) If you don't have data in a particular area, you probably need time. But methodology, that's what we need to focus on.

2. Discussion topic 2: Initial target level

2.1. Explanation

The following summarized the derived opinions on the initial target level of SG3.

(Opinion 1) Levels 1 and 2 are generally easy to evaluate, while levels 3 and 4 require global collaboration and coordination. I think levels 3 and 4 should be prioritized because levels 3 and 4 need to find and track the carbon emissions of the product wherever the parts go.

(Opinion 2) At this point, pre-primary data collection is so difficult that the timing of the introduction of Level 4 can vary depending on how easy it can be to collect primary data. However, if you set the initial target to level 4, you can no longer perform level 2 or 3. In China, Guangzhou is implementing a policy to receive subsidies if it reduces 60kg compared to the previous year in OEM's automobile manufacturing process. This corresponds to Level 2 of the initially proposed leveling concept. Even in China, primary data collection by OEMs is easy, but primary data collection in the supply chain is very difficult.

(Opinion 3) I wonder if we should decide a step from the beginning. Experience has shown great synergy and efficiency when discussing all four cases. And if we start with step 3, we'll continue to discuss where the boundary with step 2 is broken and where the boundary with step 4 is. Therefore, we suggest that you proceed with all levels at the same time. Even if you proceed with step 4 at the same time, it is not too difficult or problematic.

(Opinion 4) It is more important to have as much primary data as possible than to discuss at what level to start with. Therefore, it is necessary to focus on the primary data at each level.

(Opinion 5) We are developing a way to cover all levels, and the level to which the United States, Europe, or other countries will apply may vary depending on the situation in each country. I don't think we can make a method considering what level to apply to each country. I think we can decide what level to set by looking at the data situation that each country has.

(Opinion 6) Although the method and system boundaries are the same, only the proportion of primary and secondary data used in the end can vary depending on the level. If necessary, it is necessary to create the ratio, and in addition, it seems necessary to suggest a passive way to use secondary data.

In summary, SG3 proposes a methodology that includes all levels without setting initial targets at its meeting on July 10.

2.2. Questions / Comments:

(Hofer, Dietmar/CLEPA) The methodology for all levels is preferred. We detail this methodology in detail for each level.

3. Discussion topic 3: Overarching aspects

3.1. Presentation/documentation

Slide 2 illustrates the overarching aspects that should be considered in SG3.

Overarching aspects	Further action
System boundary	
Boundary of supply chain	discuss with SG2, 4
Vehicle production	
Vehicle / parts production categories	
Logistics and distribution	discuss with SG2
Maintenance part	discuss with SG4
End of life	post consumer recycle

(waste treatment)	post industry recycle
Data quality and validity, format	
Secondary data source	
Punitive of secondary data utilization	

(System boundary) how do we define system boundaries for each part and vehicle production

(Logistics and distribution) how do we set to system boundaries for transportation and distribution of materials, parts, etc. in SG2

(Maintenance part) Carbon emissions related to maintenance part production can be included in SG4 or not.

(End of life, waste treatment) How do we define and calculate CO2 footprint for waste treatment in the supply chain and other processes. For instance, some scrap from the part production processes can be used to make some parts.

(Secondary data source) where should we can get the secondary data? Scholar paper or some kind of association reports. Basically, look for the best possible secondary data that we can find.

(Punitive of secondary data utilization) most of the secondary data are more optimistic than the primary data utilization.

3.2. Questions / Comments:

(Christ Ansgar/CLEPA) It seems to me that we are not getting more opinions or more comments on this issue. There's one more comment about the boundaries of the supply chain. Basically, this may not really be an important aspect because clearly identifying is primarily a matter for subgroups, a handover between subgroups 2 and 3 and a handover between subgroups 3 and 4. We need to be clear to what point we are dealing with. That was the problem that we were trying to deal with as the boundaries of supply chain, and then once again with logistics and distribution. Related to materials or SG2 as well as parts and vehicle production. If we deal with logistics, whatever we are talking about transporting materials, parts or vehicles, it would be done in a similar way. So there has to be an aligned way of modeling the transport of goods and that's something we even have to do. Come back to IWG and decide who's dealing with it and who's working on it.

(Francois Cuenot/UN) And there's sub-group 5 or there's also working with the end of life.

(Christ Ansgar/CLEPA) Scraps are not something we basically recycle.

(Christ Ansgar/CLEPA) SG4 or 5 would take over? that would be part of the part production. Where's the handover point to these groups?

(Francois Cuenot/UN) Maybe I'm free to suggest some suggestions from the subgroup right now and maybe suggest boundaries from the supply chain. Maybe you can make suggestions for both my workgroup and subgroup 2 and 4. Do you think there's the right place to switch and who is responsible for what? Also, if you already have some views, suggesting this might be easing the way forward.

(Christ Ansgar/CLEPA) We can definitely make a suggestion and I think it should probably be quite easy to coordinate with SG2 and it should be the issue of maintenance parts or end of life.

(Christ Ansgar/CLEPA) That is something that we definitely need to align in a bigger a group.

(Moosang Yu/OICA) Does the bigger component production category mean the UN's resolution category? Such as the category of L, M, or N. The vehicle category should also be included in this column agenda, as criteria including feature options for categories, or models such as L, M, and N should be considered more. Since criteria affects all subgroups, it can be moved to be considered an overarching aspect.

(Christ Ansgar/CLEPA) : That's why we've listed it here and agreed that it's basically already defined, that we're working on all types of vehicles, and that the core of the discussion is looking well from a methodological point of view, It doesn't really matter if we're talking about a car or a heavy car. The methodologies that address this type of life cycle analysis here in subgroup 3 are basically not distinguished by the same type. It's always the same methodology that we follow to provide information about the life cycle.

(Moosang Yu/OICA) I have one more comment on primary and secondary data in Catena X's rulebook. There are criteria for what is primary data, and there are mixed data for primary and secondary data. For example, energy use may be printed, but the emission factor may be secondary data.

(Christ Ansgar/CLEPA) And once again, there's something we need to match at least with the subgroup. The rules or guidelines laid out by Catena X may be one of the possible solutions to that.

(Bedenian, George/OICA) We now have to prioritize this subject. This is the first thing to be discussed in this group, with the other groups, or in the overarching in the whole idea. That's we have a clear opinion. Which is our group's priority and which should be discussed in the larger group? So maybe we can make our lives easier.

(Christ Ansgar/CLEPA) I'm skeptical. I don't know if the big group we're discussing will end the discussion quickly. So maybe we should write a proposal and take the homework of the leading team to bring it to the next meeting.

(Francois Cuenot/UN) We can cover cut off approach, all the end of life modeling approaches, circular footprint formula, which are well-known in the EU. So I think we need to work here with the subgroup 5 on this quite a lot.

(Dettmer, Tina/OICA) I think that is a very important aspect because it would be nice to introduce a new unified approach for all stages of production, the post consumer recycling

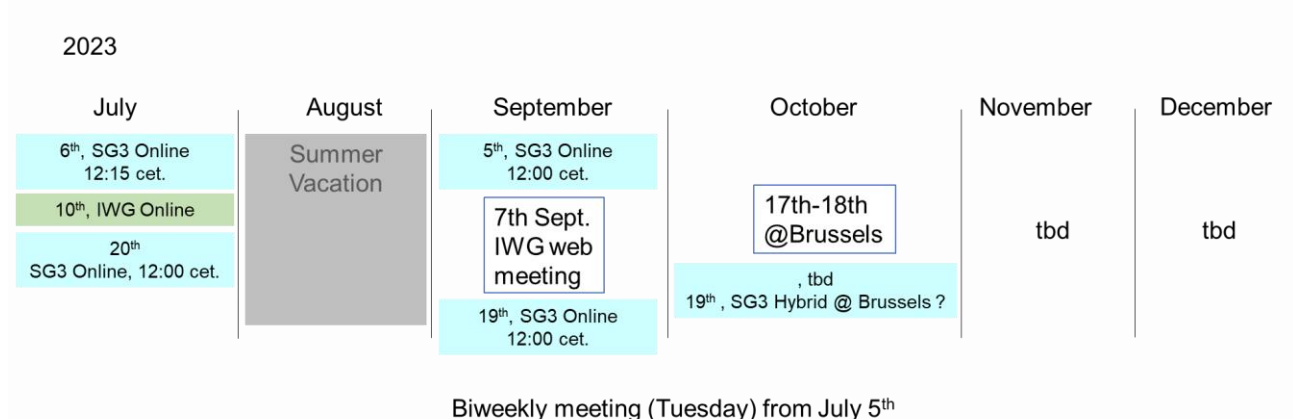
and end of life as well.

4. Discussion topic 4: Overarching aspects

4.1. Presentation/documentation

Slide 3 illustrates the meeting schedule of SG3.

Meeting schedule:



The 2nd meeting : 18th July (Tuesday) or 20 July (Thursday), 12:15 pm ~ 14:15 pm(cet.)

August is the summer vacation, so we will not have a meeting and start in September.

The first meeting in September will take place on September 5. After that, SG3 has a meeting on Thursday every two weeks, and the meeting duration will be determined at the group meeting.

The October meeting is a hybrid meeting in Brussels on 19 October, the meeting place can accommodate 25 people and will be shared by CLEPA or OICA to participants before October.

After the meeting, the meeting data and results are uploaded to SG3 folder on wiki.unece.org.

4.2. Questions / Comments:

(Georg Bieker/ICCT) If possible, I would suggest going from late to low. I think 1-2pm European time is a more general compromise.

(Dettmer, Tina/OICA) Maybe we don't have to have a very long meeting, and it would be better to assign a task preparing for the next time so that it would be easier for him to work or speed up the meeting itself.

(Rasto Brezny/ MECA) Can you add the **opinions** you discussed to the slide for reference?

(Hofer, Dietmar/CLEPA) Calling every other week for 30 minutes to an hour would be okay.

(Dettmer, Tina/OICA) If many of us will be in Brussels, I think we should meet there. I think it's much easier to meet face to face, so maybe we can do it with it, and maybe we can avoid other online meetings. Depends on how many persons of the subgroup and plan to travel to Brussels. So the rooms already blocked, so we have the chance and then perhaps people can scrutinize it. There are calendars to the next meeting, so then we have a clear decision if we want that face to face meeting in October.

Agenda Item 5: Any other business

There was no any other business.

Agenda Item 6: Closing

The meeting was closed at 14:15 PM.