

Discussion topics in SG3

6th July 2023

Leveling concept

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 ³⁾)	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) & „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

Initial target level

(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.

SG3 proposes a methodology that includes all levels without setting initial targets

Overarching aspects

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

Meeting schedule:

2023

July

6th, SG3 Online
12:15 cet.

10th, IWG Online

20th
SG3 Online, 12:00 cet.

August

Summer
Vacation

September

5th, SG3 Online
12:00 cet.

7th Sept.
IWG web
meeting

19th, SG3 Online
12:00 cet.

October

17th-18th
@Brussels

, tbd
19th, SG3 Hybrid @ Brussels ?

November

tbd

December

tbd

Biweekly meeting (Tuesday) from July 5th