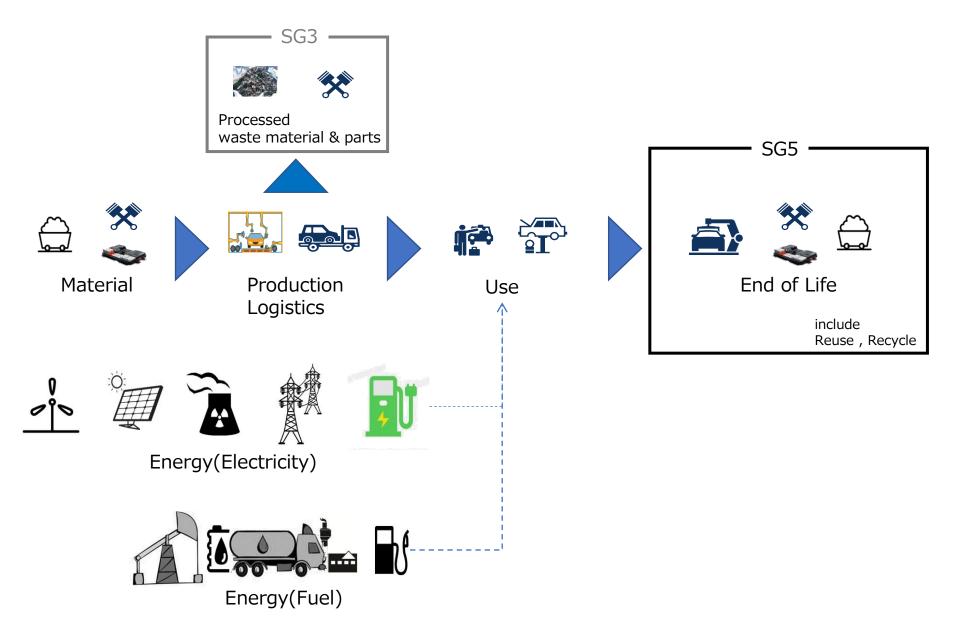
GRPE A-LCA IWG SG5 status report

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A-LCA 13the IWG session 8th-9th Jan. 2024





SG5 Controversial Topics list

Торіс	Option 1	Option 2	Option 3
0.Material/Parts recycling modeling	Recycled content method (Cutoff)	Closed Loop Approximation Method (CLAM)	Circular Footprint Formula (CFF)
1.Boundary conditions	SG 5	SG 2	
2.Secondary data	Global harmonised	Region by region	Country by Country
3.Second life parts	Include	Exclude	-
4.Logistics	Include	Exclude	-
5.ELV management out of sale region	Take into account process of country of sale	Take into account global average	Take into account process of country of EoL
6.Recycle process	Current process	Future process	-

0.Material/Parts recycling modeling Internal discussion summary of Cutoff and CFF

		Result	Remarks						
Leading Team	China (CATARC)	•Both Cutoff and CFF methods should be included in the standard	 CFF method: for the purpose of comparing different technical route without considering responsibilities; CUT-OFF method: for the purpose of comparing different individual products with same technical route. Detailed boundary and principle of these two methods presemted in SG5 006 						
	Japan (JASIC)	•Support CATARC proposal	 Specific use case description on Cutoff or CFF to be discussed respecting ToR of A- LCA 						
	France	•Under study	•No strong position						
	US(EPA)	•Under study until Feb. SG5							
Main Participants	OICA	 OICA sees the potential of the CATARC proposal. However, it is needed to wait for CLEPA to present their proposal too, and to get more detailed information on the CATARC proposal. Secondly, To request of a clear definition/condition when to use which method 							
rarticipants	CLEPA	 Cradle-to-Gate, step 1 (level 3&4 Cradle-to-Grave, step 2 (level 18 for selected parts and associated 	2 ,technology comparison'): Support CFF						
	European Aluminum	•Only CFF, need to study Scenario, but having both methodologies in A-LCA could be acceptable							
Observers	JRC	 CFF approach is favourable. Considering both methodologies in the discussion according to the scope could be acceptable 	European Commission Recommendation (EU) 2021/2279 on the use of the environmental footprint methods to measure and communicate the life cycle environmental performance of products and organisations, in which Annex 1 e 2 refer to PEF (Product Environmental Footprint) while Annex 3 e 4 to OEF (Organisation Environmental Footprint).						

2. Secondary data

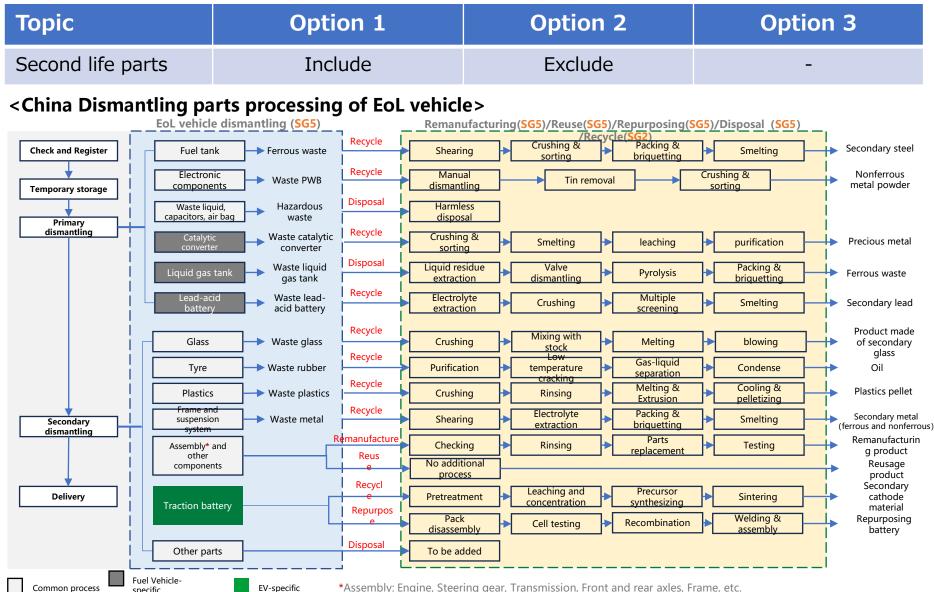
- Option2 is proposed from Japan
- Data availability of option2 is under study by SG5 participants

		ption 1 .evel2>	Option 2 <level3></level3>							Option 3 <level3></level3>							
Secondary data Global		harmonised	Region by region								Country by Cou						
					Functional unit												
				Level 2 Level 3								Level 4					
	EoL proc	ess	Activity data (Primary data)	Secondary						<u> </u>	Primary						1
			(i i iiiai y uuu j	Global	NA	PRC	EU	IND	JPN	US	PRC		GR	KR	IND	-	1
ELV treatment	ELV transpo	t	ELV weight [kg]	*	**	**	**	**	**	***	***	***	***	***	***	***	1
	Dismantling		ELV weight [kg]	*	**	**	**	**	**	***	***	***	***	***	***	***	l.
	Dismantled I	ELV transport	Dismantled ELV weight [kg]	*	**	**	**	**	**	***	***	***	***	***	***	***	1
	Shredding		Dismantled ELV weight [kg]	*	**	**	**	**	**	***	***	***	***	***	***	***	1
Recovered	1. Tire	Disposal/Recycle	Parts weight [kg]	*	**	**	**	**	**	***	***	***	***	***	***	***	1
parts treatment	1. 1110	transport	Parts weight [kg]							***	***	***	***	***	***	***	1
treatment	2. Lead	Disposal	Parts weight [kg]		**	**	**	**	**	***	***	***	***	***	***	***	1
	BAT	transport	Parts weight [kg]							***	***	***	***	***	***	***	1
	3. Air Bag	Disposal	Parts weight [kg]		**	**	**	**	**	***	***	***	***	***	***	***	1
		transport	Parts weight [kg]							***	***	***	***	***	***	***	1
	4. Lubricant	Disposal	Parts weight [kg]	I	**	**	**	**	**	***	***	***	***	***	***	***	1
		transport	Parts weight [kg]							***	***	***	***	***	***	***	1
	5. AC	Disposal	Parts weight [kg]		**	**	**	**	**	***	***	***	***	***	***	***	1
	refrigerant	transport	Parts weight [kg]							***	***	***	***	***	***	***	1
		Repurpose/Recycle/Disposal	Parts weight [kg]	*	**	**	**	**	**	***	***	***	***	***	***	***	1
	6. LiB BAT	transport	Parts weight [kg]							***	***	***	***	***	***	***	1
	7. Other	Disposal/Recycle	Parts weight [kg]		**	**	**	**	**	***	***	***	***	***	***	***	1
	Parts	transport	Parts weight [kg]							***	***	***	***	***	***	***	1
ASR	ASR transpo	•	ASR weight [kg]		**	**	**	**	**	***	***	***	***	***	***	***	1
trearment	ASR Recycle	-	ASR weight [kg]	*	**	**	**	**	**	***	***	***	***	***	***	***	1
	Residue tran	sport	Residue weight [kg]		**	**	**	**	**	***	***	***	***	***	***	***	1
	Landfill		Residue weight [kg]	*	**	**	**	**	**	***	***	***	***	***	***	***	1

3. Second life parts

specific

- Option1 is proposed from Japan and China in case that traceability is confirmed
- Under study by other SG5 participants



*Assembly: Engine, Steering gear, Transmission, Front and rear axles, Frame, etc.

SG5 12 months Schedule

				2023							2024						
				7	8	9	10	11	12	1	2	3	4	5	6		
Main activities				Develop Methodologies													
GRPE A-LCA IWG			☆10		☆7	公 17-18			☆					☆			
SG5 leading team Meeting (LTM)			☆11 ☆26	☆23	☆6 ☆20	☆12 ☆25	☆9 ☆22	☆5 ☆21	☆18	☆ ☆	☆ ☆	**	\$ \$	☆ ☆			
SG5 Meeting 🕁 26			숬 12		☆4	公19	公 13	☆ 12	☆ 23	☆	☆	\$	☆	☆			
	1. Level concept Definition & Initial target			☆12													
	 System boundary with activity data & Intensity data based on each 				Reg	ng		На	rmon								
					☆ JPN,	☆ EU#1	☆ EU #2			☆∎ US		••••	■ ☆ #2	☆ Final			
	regional EoL process					CHI		<i>T</i>			(Regio		onal Study)				
Objectives	1) Material/Parts recycling			☆JRC CFF		ద JAMA		F		ion Cons ssion		CFF Applic Study					
	3. Contro versial	modeling		intro.		CFF intro.	☆ #1	☆ #2	☆ #3	☆ #4	☆ #5				☆ Final		
	topics	2) Other				oundary onditions ☆	3	.Bou . 2 nd . Log	life P	arts	5. El oi	conda V ma ut of s ecycle ☆	inage ale re	ment egion			
	4. Summar	y for drafting													☆		

Direction for internationally - harmonized procedure in ToR

- Background
- ✓ SG5 is discussing the harmonization of recycling modeling as the most important item.
- ✓ During this discussion, two methods (cut off and CFF) are being considered as options for an internationally harmonized procedure, to be used depending on the specific conditions.
- ✓ Both cut off and CFF align with the objective of reducing carbon footprint, as they can assess the environmental impact of material recycling and parts reuse.
- Confirmation
- ✓ SG5 leaders are seeking clarification on whether this option meets the requirements of the guidelines that the A-LCA IWG aims for.

GRPE A-LCA Objectives from ToR

1) To develop an internationally-harmonised procedure to determine the carbon footprint* of different technologies

2) This resolution can be used to help make policy and can encourage automotive industries to reduce carbon footprint

3)Shall be developed respecting the principles of transparency and consistency, also strike a balance between the accuracy and the workload considering the complex supply chain