

Draft meeting minutes

7th Session of the Subgroup 4 (Usage Phase)

of the IWG on Automotive Life Cycle Assessment (IWG on A-LCA)

Google Meet:

meet.google.com/eih-xyr-fft

Meeting documents available at:

<https://wiki.unece.org/display/trans/SG4+-+7th+meeting>

Agenda

Meeting info	
Date	January 16 th 2024
Time	11:00am – 12:30pm CET
Venue	Online
Link	meet.google.com/eih-xyr-fft

Time		Agenda Item	Lead	Working Paper	Purpose or Target
11:00 ~	1	Welcome and introduction	Chair	NA	Introduction
~ 11:05	2	Adoption of the agenda	Chair	A-LCA-SG4-07-01	Agreement
~ 11:10	3	Adoption of the last meeting minutes	Chair	A-LCA-SG4-06-06	Agreement
~ 11:40	4	Consolidated draft proposal Scope & Definitions: - Levelling Concept o Flowchart o Representative vehicle	Chair OICA	 A-LCA-SG4-07-XX A-LCA-SG4-07-02	 Discussion Proposal
~ 12:10	5	Proposal for Maintenance & Repair - Parameter List - Frequency (draft)	OICA Ricardo	A-LCA-SG4-07-03	Proposal Discussion
~ 12:25	6	Open points of consideration with SG6 (Boundaries) - Infrastructure (charger, ...) - Transport of fuel & energy (trucks, ...) - Losses/Leakages	AVERE	A-LCA-SG4-07-XX	Decision
~ 12:30	7	Any other business & Closing	Participants	NA	Closing

Meeting

Agenda Item 1: Welcome and introduction

The chair welcomes the participants to the 7th SG4 meeting and provided some overview of the main topics for today's meeting.

Agenda item 2: Approve agenda

The chair presented the agenda. No comments were made.

See document(s): <https://wiki.unece.org/download/attachments/226328638/A-LCA-SG4-07-01%20Draft%20Agenda.pdf?api=v2>

Agenda item 3: Adoption of the last meeting minutes

The chair invited the participants to share their comments and remarks about the minutes. No comments were raised.

The meeting minutes have been approved.

See document(s): <https://wiki.unece.org/download/attachments/224002166/A-LCA-SG4-06-06%20Draft%20Meeting%20Minutes.pdf?api=v2>

Agenda item 4: Consolidated draft proposal Scope & Definitions:

Representative vehicle: (proposal from OICA)

OICA provided more information about their draft proposal for the definitions of a representative vehicle.

- Representative vehicle depends on the usage, with very diverging calculations and preciseness.
- TVV (type - variant - version) puts additional administrative burden but it is very precise. Type and variant are insufficient, as they don't contain energy consumption information. version is precise but will add high administrative burden. So OICA proposed to simplify.
- OICA provided more information about the upstream and downstream emissions. LCA value must be declared at the point of sell. With downstream, hence SG4, being more based on projections and prediction.

Question and remarks:

- Ricardo: wondered how the IP family is and how this would be differentiated? And also wondered how batteries would be differentiated.
 - o For each version you have consumption numbers and for an IP family you have a range of consumptions. OICA will provide a draft list of IP families.
 - o OICA is working on battery capacity and integration within the IP families.
- JRC/Chair: it is unclear why the version-specific values would entail more administrative burden. This is not a real issue in the EU, this could be more complex in other regions.

Invited OICA to provide info on why IP families would be easier than Versions. As well, if we could agree to use the highest values (so called vehicle High) per IP family.

- Version is the right one for OICA. We are not proposing it now, but if we propose this, we should also think about other regions.
- For the consumer this is useful and the impact will be mostly to simplify the numbers for users to be 'readable'. This is also linked to the levelling concept.
- This is close to a hotspot analysis focusing on specific elements.
- UTAC wondered if this could be reviewed for other regions as TVV is EU based. This should also be discussed with SG3.
 - OICA confirmed both questions.
- Japan had a quick comment about the detailedness and the link with the administrative burden. A good balance is needed between both for a good A-LCA analysis. In addition, Japan wondered if SG4 is in charge of downstream emissions?
 - OICA confirmed that most downstream emissions are under SG4, with exception of End of Life.
- ICCT believes it is very helpful to understand and feed the discussion. However, the version is for now the only level that includes the powertrain. In addition, ICCT wondered if it would be possible to be even more detailed.
 - OICA understands this but believes that a balance between detailedness and preciseness of parameters should be checked in order to see if it is possible to obtain this.
 - ICCT believes that we are aligned here.
- AVERE had two comments about the proposal, one about the need to align with the other SG and one about their preparedness to support work on BEV's.
 - Input from AVERE is very much needed.
- GreenNCAP underlined the difference net and gross battery capacity and BEV-producers underlining that the difference is unimportant while this might have a relevant A-LCA impact.
 - AVERE will revert internally in order to provide an answer.
- Japan provided their view about the representative vehicle and underlined that the definition might be different between subgroups.
 - Ricardo wondered if this proposal would be based on average predefined consumption factors.
 - OICA agrees that clarity is needed but that we need to estimate the impact of this proposal is it might be to limited.

See document(s):

- OICA https://wiki.unece.org/download/attachments/226328638/A-LCA-SG4-07-02%20Representative%20Vehicle%20discussion_Proposal%20OICA.pdf?api=v2

Agenda Item 5: Proposal for Maintenance and Repair

Proposal for a discussion starter from OICA and Ricardo.

- Division of 2 types of maintenance & parts: consumables and wear parts
- Importance of the OEM practice today.
- Three steps:
 - o Step1: Parts list is being developed by OICA.
 - o Step2: Frequency
 - o Step3: Carbon emissions of each part. OICA proposed to have the carbon emissions factor from SG3

Questions and remarks:

- Japan fully supports this proposal but asked some questions about the details.
- Ricardo also appreciated the proposal and believes that some very detailed elements should be defined and discussed. Like for example the frequency of maintenance.
- ICCT believes that battery life is longer than the vehicle life, therefore it is unneeded to include it into the analysis.
 - o OICA agreed.
- GreenNCAP underlined that battery replacement for hybrids might be relevant for hybrids.
- AVERE underlined some questions about the linkage with other SG's

See document(s): https://wiki.unece.org/download/attachments/226328638/A-LCA-SG4-07-03%20_%20Maintainance%20parts%20discussion_Proposal%20OICA%20%26%20Ricardo.pdf?api=v2

Agenda item 6: Open points of consideration with SG6

AVERE invited all participants to provide some elements with regard to the boundaries, documents and approaches vis-à-vis:

- Japan does not fully agree with this approach as they believe that the it is up to SG4 to come up with the list and SG3 to provide the emission factors afterwards.
- Chair agrees with the need to meet other SG's but this should be very detailed and with a clear agenda. Suggests to start collecting our SG's position first.
- JRC presented their updated slides for the scope & definitions.
 - o GreenNCAP wondered if there is a database available at the UNECE? Is this worth exploring? OICA will check.
 - o US EPA asked how far the position about the level concept from JRC.

See document(s): NA

Agenda item 7: Any other business & Closing

The chair indicated that the next meeting will be on 7 February from 11h00-14h00.

The chair invited the participants to share their AoB.
















































































- Japan suggested to discuss the also the species (as asked by the IWG).

The chair thanked all the participants for their participation and formally closed the meeting.



ANNEXES

Participants list:

-  Romain Denayer (You)
Meeting host  
-  AECC eu  
-  Alberto Castagnini  
-  Alex Damyanov / Green ...  
-  Alex van Gelderen  
-  Christoph Baumgaertne...  
-  Elodie COLLOT - UTAC/...  
-  Francois Cuenot  
-  Fundu C. Ertem Kappler  
-  Georg Bieker - ICCT  
-  Georgios Fontaras  
-  Georgios Fontaras  
-  Giuseppe Di Pierro  
-  J. Quartararo OICA  
-  Nikolas Hill  
-  NORIYUKI ICHIKAWA  
-  Notta Bot  
-  OICA - Filippo Lachina  
-  Pierre Chandezon - ETR...  
-  Reino MEZAKI  
-  sam t  
-  sam t
Presentation  
-  Sokratis Mamarikas (Em...  
-  Sokratis Mamarikas (Em...  
-  Tetsuya SUZUKI  
-  Tiffany M.  
-  Tsuyama, OICA JAMA 