

Draft meeting minutes
10th Session of the Subgroup 4 (Usage Phase)
of the IWG on Automotive Life Cycle Assessment
(IWG on A-LCA)

Google Meet:

<https://meet.google.com/grn-nxty-uap>

Meeting documents available at:

<https://wiki.unece.org/display/trans/SG4+-+10th+meeting>

Agenda

Time		Agenda Item	Lead	Working Paper	Purpose or Target
11:00 ~11:05	1	Welcome and introduction	Chair	NA	Introduction
11:05~11:10	2	Adoption of the agenda	Chair	A-LCA-SG4-10-01	Agreement
11:10~11:15	3	Adoption of the last meeting minutes	Chair	A-LCA-SG4-09-06	Agreement
11:10~11:15	4	Status of discussion	Chair	A-LCA-SG4-10-02	Agreement
11:15~11:30	5	System Boundaries and next steps	Chair	A-LCA-SG4-10-03	Discussion Proposal
11:30~11:45	6	Representative vehicle	OICA	A-LCA-SG4-10-06	Discussion Proposal
11:45~12:00	7	Vehicle service life - Feedback from focused group	Co-Chair	A-LCA-SG4-10-04	Discussion Proposal
12:00~12:10	8	Presentation from Japan	Participants	A-LCA-SG4-10-05	Discussion Proposal
12:10~12:30	9	Any other business & Closing	Participants	A-LCA-SG4-10-07	Closing

Meeting

Agenda Item 1: Welcome and introduction

The chair welcomed the participants to the 1st SG4 meeting and provided some overview of the main topics for today's meeting. In addition, the chair presented the agenda.

Agenda item 2: Approve agenda

The agenda was approved by the participants.

Agenda item 3: Adoption of the last meeting minutes

RICARDO: N. Hill highlighted that last minutes were not shared among the SG. Hence it is proposed to send out the draft document and later accept it after a round of possible comments/feedback.

- The chairs agree.

Agenda item 4: Status of Discussion

Presentation from Chair - OICA: OICA (Sam T.) presented a slide to frame the status of discussion inside SG4 on the relevant topics, such as: system boundaries, service life, energy consumption, leakages, maintenance, representative vehicle and levelling concept.

Later OICA developed on the maintenance topic, introducing to the members the draft document on this topic, as it should/could be delivered to the Drafting team. More discussion is needed on this, especially regarding the table with default values to be used. OICA will post this document on the wiki page asap.

See document(s): [A-LCA-SG4-10-02](#), [A-LCA-SG4-10-07](#)

Agenda Item 5: System Boundaries and next steps

Chair: Quickly presented the slides on the status update. The chair focused on system boundaries and next steps, mainly targeting the interactions needed with other subgroups of the IWG.

- ICCT (G. Bieker) commented on the LCA point of declaration saying that it can be between the production and the usage phase, as stated in the slide, but it can also be earlier or later. This depends on the specific application and context of the LCA. He gives 2 examples: if a company performs an LCA in order to understand the emissions impact of using a different material or process, the “point of declaration” would be before the production; if a government performs an LCA in order to understand the emissions impact of a policy option that would for example increase the share of BEV sales, the “point of declaration” would be before the production of these vehicles.
- JAPAN on system boundaries mention that they have no special suggestion/expertise on fuel and electricity transportation, so the chairs are invited to go ahead with contacting SG6 leaders.
- RICARDO also agrees that transportation of fuel should be addressed by SG6

See document(s): [A-LCA-SG4-10-03](#)

Agenda Item 6: Representative Vehicle

Presentation from OICA: OICA (G. Bedenian) presented a set of slides with a draft proposal about representative vehicle (RV), developed together with SG3 colleagues. He points out that there is the need of discussion in both SG3 and 4 because this definition should be harmonized. The concept implies creating LCA families for RV based on different parameters, in a way that resembles IP family for WLTP.

- JRC asks about a connection between levelling concept and RV.
 - o Currently there is no connection but the discussion is still at preliminary level. The concept is that the higher the level, more things/data you can include and smaller and more precise is the LCA group. More parameters are included as you go up in the level scale and the LCA group has better resolution.
 - o JRC says we need a starting point as minimum requirements or specifications to define LCA families.
- RICARDO comments on slide 8: the concept is good and pragmatic. He suggests to avoid the groups being too wide (or too narrow), but seems a good conceptual solution. About the interpolation inside families and potential issues: (1) for ICEVs - performance versions of certain vehicles may have similar (or lower weight) but because they have engines tuned for performance, then they have higher energy consumption/emissions. (2) for BEVs, battery chemistry and sourcing can have a very significant impact, not only influenced by mass. An example of recent LCA, e.g. LCA of Volvo EX30. Two batteries, similar mass, different capacity, but with very different production impacts. https://www.volvocars.com/images/v/-/media/Project/ContentPlatform/data/media/sustainability/volvo_ex30_carbonfootprintreport1.pdf
- JAPAN comments that it is almost impossible to define LCA low and high configuration. If we define one specific family definition, then we need to be careful since it can be applied for some parameters but not for all.
- NGVA Europe (A. Castagnini) appreciates the concept. So far not really capable of defining the parameters but development has to be made and this looks the right way.

See document(s): [A-LCA-SG4-10-06](#)

Agenda Item 7: Vehicle service life - Feedback from focused group

Presentation from Chair - OICA: OICA (Sam T.) presented an update on vehicle service life and invited all the members that have special interest in the topic to join the discussion. The previous dedicated meetings were summarized to the audience.

- JAPAN says that the methodology should be harmonized. Internal discussion in Japan will follow

See document(s): [A-LCA-SG4-10-04](#)

Agenda Item 8: Presentation by Japan

JAPAN on the updated version of the excel file used as discussion starter: regarding GHG species, they are open to consider other species besides IPCC. As for fuel

consumption values, so far they can only envisage type approval values without any correction/degradation factors but in future they can consider more real-world data to calculate factors for realistic values. Finally, on leakages, three different types are considered: evaporative emissions, leakage from fuel delivery and leakage from AC. Important is leakage on gas fuel but no expertise so no proposal from their side; they are willing to consider expert feedback.

See document(s): [A-LCA-SG4-10-05](#)

Agenda item 9: AOB & Closing

The chair invited the participants to share their additional topics/remarks. None were raised.

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

ANNEXES

Participants list:

	Giuseppe Di Pierro (You)		
	Alberto Castagnini		
	Alberto Castagnini Presentation		
	Alex Damyanov / Green ...		
	Banita Fidyova		
	Christoph Baumgaertn...		
	Di Peng VECC		
	Dirk Bosteels		
	Francois Cuenot		
	Georg Bleker, ICCT		
	George Bedenian		
	Georgios Fontaras		
	Giorgos Mellios		
	Ludovic Pavani (Saint-G...		
	Mathieu LAMARLIERE F...		

	Nicolle Giuliani		
	Nikolas Hill		
	NORIYUKI ICHIKAWA		
	Notta Bot		
	OICA - Filippo Lachina		
	Pierre Chandezon (ETR...		
	Reino MEZAKI		
	sam t		
	Shinichiro Takada		
	Tetsuya SUZUKI		
	Tetsuya SUZUKI		
	Tsuyama, OICA JAMA		
	Virginia Lama (ETRMA)		
	Yu Adam		