

IWG A-LCA

Feedback from Interactions with other SGs

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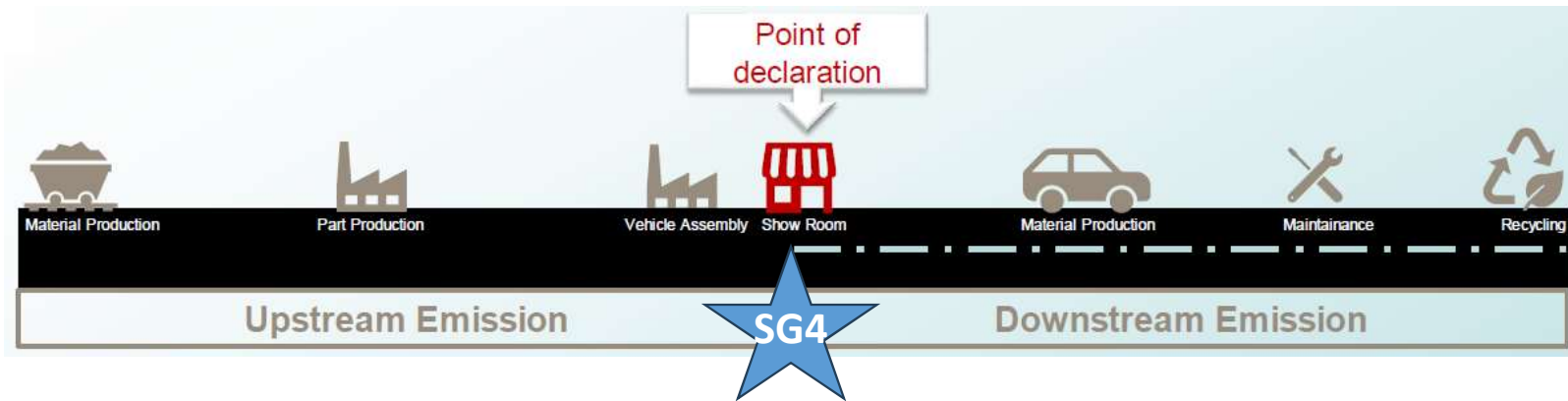
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Interaction with other SGs after IWG 15th

SG4/1	SG4/2	SG4/3	SG4/5	SG4/6
<p>Functional unit: function is transport so litre-energy/km or pass-km - SG4 to make a proposal to the IWG</p> <p>Second life still open point for maintenance: maybe excluded from first phase (2025).</p>	<p>No common aspects, only ref vehicle to be developed by SG3/4</p>	<p>System boundary: transportation of vehicle and maintenance parts</p> <p>Representative vehicle Emission factor of maintenance parts: lifetime x frequency of maintenance - need CO2eq data from SG3</p>	<p>System boundary: handover point is already agreed</p> <p>EoL of maintenance parts</p> <p>Re-use of parts: overarching topic and need guidance from IWG</p>	<p>Carbon emission factor criteria by SG6</p> <p>Dynamic modelling of energy for SG4 needed in case of future scenarios</p> <p>Energy content/carbon content better if region-specific than worldwide.</p>
No meeting required	No meeting required	10 th June	16 th May	7 th of May

SG4 & SG3

SG3/SG4 Transition Point

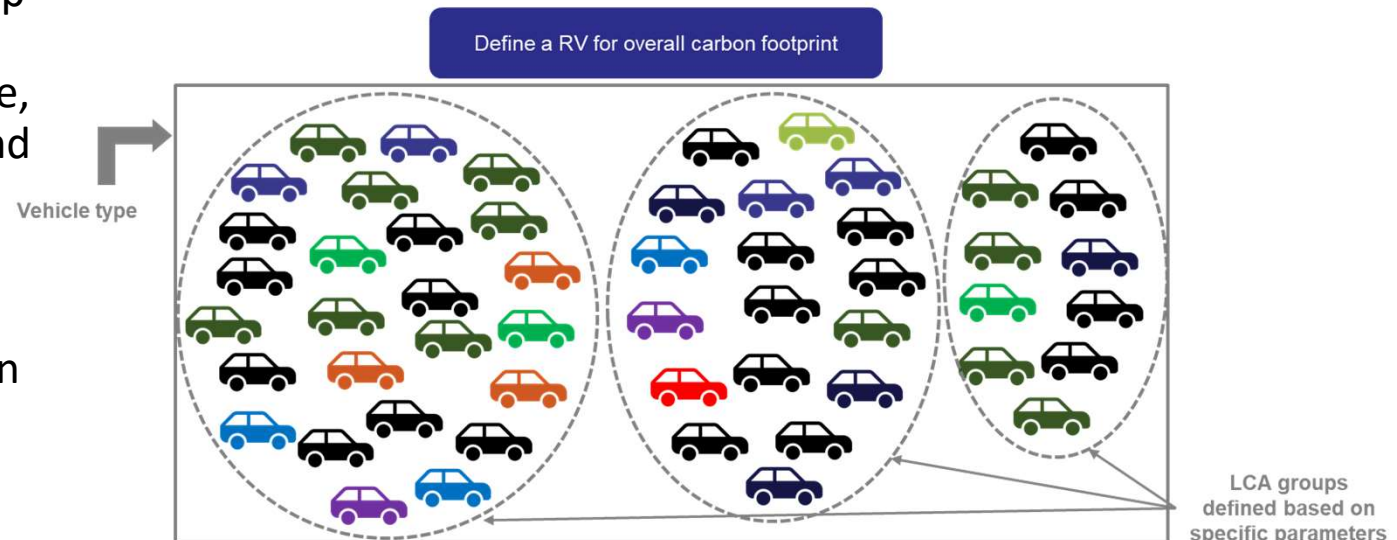
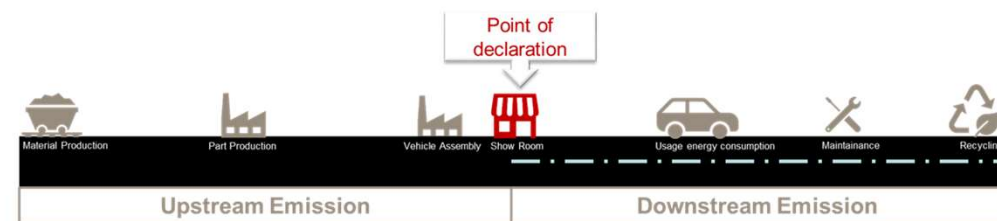


SG3 and **SG4** agreed that the hand over point is set at the “showroom, when the vehicle is passed on from the OEM to the final customer”

SG4 & SG3

Representative Vehicle

- ❑ No official 'Representative Vehicle' definition available so far
- ❑ **Scope:** to provide LCA carbon footprint information of a group of vehicles with similar parameters (e.g. drivetrain type, vehicle weight, hotspots, ...) and at the same time accurate enough for the purpose – different for each LCA level
- ❑ Definition still under discussion
- ❑ Next discussion on 10/06



SG4 & SG5

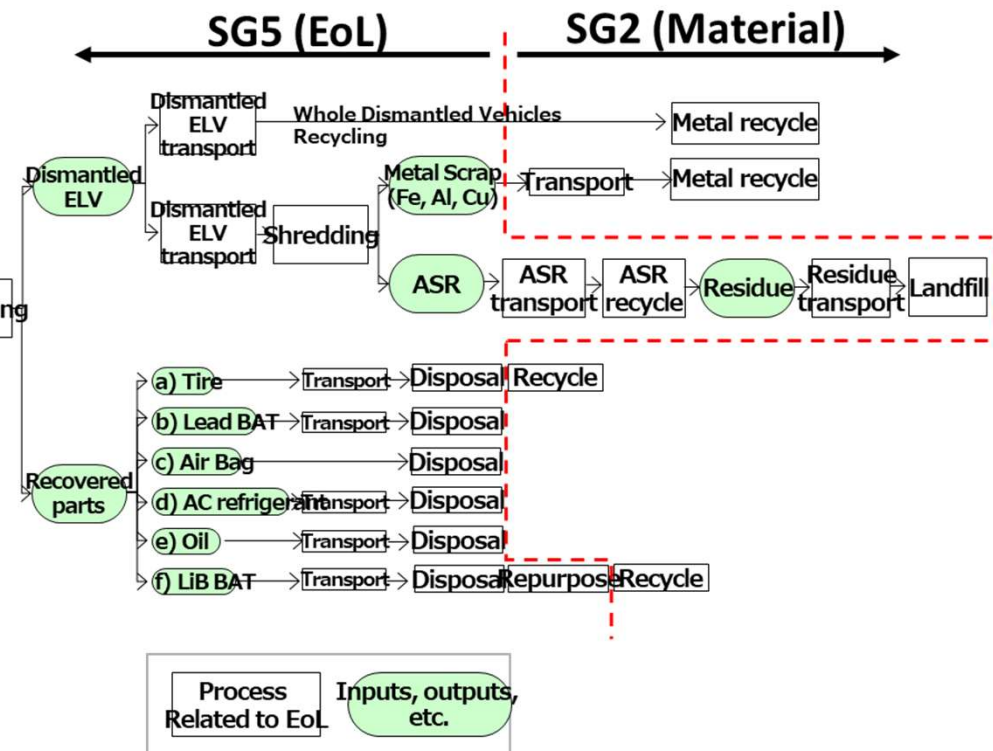
SG4/SG5 Transition Point

SG5 affirms that:

" GHG emissions after ELV (End-of-Life Vehicle) generation fall within the EoL domain.



Therefore, it is acknowledged that the transportation of ELVs should be included within the EoL domain"



SG4 & SG5

EoL of Maintenance Parts and Second Life

- ❑ EoL of Maintenance parts has not been discussed internally yet, since it come from SG4. They do not see any risk in recycling parts at this stage.
- ❑ SG5 has already clarified the topic of second life of parts internally. As done in China, second life of parts can be included in case they can be traced down. But no specific parts are listed at this point, only traction battery.

SG4 & SG6

Carbon Intensity Data and Energy Mix Scenarios

- SG4 to provide all 'in-use energy consumption' in MJ and then SG6 will provide conversion factor from MJ
- World-average data is not representative, it should be divided by region/country
- US EPA might have lots of good data for specified energy mixes
- Consider production vs consumption mix
- ICCT on dynamic energy modelling: we need to consider a change in carbon intensity for the future
- Different charging options will be discussed within SG6
- V2G is an open point

Thank you

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