

Draft meeting minutes
11th Session of the Subgroup 4 (Usage Phase)
of the IWG on Automotive Life Cycle Assessment
(IWG on A-LCA)

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Agenda

Time		Agenda Item	Lead	Working Paper	Purpose or Target
10:00 ~10:05	1	Welcome and introduction	Chair	NA	Introduction
10:05~10:10	2	Adoption of the agenda	Chair	A-LCA-SG4-11-01	Agreement
10:10~10:15	3	Adoption of the last meeting minutes	Chair	A-LCA-SG4-10-08	Agreement
10:15~10:20	4	Status of discussion	Chair	A-LCA-SG4-11-02	Agreement
10:20~10:35	5	Feedback from interaction of SG4 with other SG3,5,6	Chair	A-LCA-SG4-11-03	Discussion Proposal
10:35~10:55	6	Functional unit	Chair	NA	
10:55~11:10	7	Unit conversion to MJ	Co-Chair	A-LCA-SG4-11-05	Discussion Proposal
11:10~11:20	8	Feedback on 'maintenance draft'	Co-Chair	A-LCA-SG4-10-07	
11:20~11:30	9	Any other business & Closing	Participants	NA	Closing

Meeting

Agenda Item 1: Welcome and introduction

The chair welcomed the participants to the 11th SG4 meeting and provided some overview of the main topics for today's meeting. In addition, the chair presented the agenda.

Agenda item 2: Adoption of the agenda

The agenda was approved by the participants.

Agenda item 3: Adoption of the last meeting minutes

Green NCAP: A. Damyanov highlighted that the reference to Green NCAP in

maintenance draft document is wrong since their model has a different approach in case of “Maintenance data not available”.

- The chairs will revise the draft accordingly

Agenda item 4: Status of Discussion

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

Later OICA mentioned that the maintenance draft document has been circulated, some comments arrived and it will be delivered to the Drafting team (SG7). Updates will follow in the next SG4 meeting.

- ICCT asked about vehicle energy consumption at SG4 level.
 - o OICA replied that TA values + discrepancy + degradation factors that will be defined regionally based on data availability.
- ICCT then asked if SG4 wants to give default/suggested values to users.
 - o JRC replied that SG4 should provide some fall-back option for lower levels in order to have something that is also conservative.
- JAPAN wanted to confirm that all fuels are included in the Energy/Fuel consumption CO2 calculation.
 - o The chairs confirmed.
- Ricardo wanted to know about JRC contribution on real-world adjustment factors.
 - o JRC (GF) said that the methodology can point at the official public conversion factors for different powertrain categories. The report does not cover EVs, but the JRC is working on complementing the information with PHEVs and EVs.

See document(s): [A-LCA-SG4-11-02](#)

Agenda Item 5: Feedback from interaction of SG4 with other SG3,5,6

Chair - JRC: Quickly presented the slides on the SG4 status update. The chair focused on the interactions with other subgroups of the IWG, following the meetings held over the previous month.

- Korea asked about leakages details. No comment from the chairs since the topic has not been developed so far. Hence, Korea mentioned an existing guideline from IPCC on leakage and emissions from A/C and MAC refrigerants through the LC stages (available [here](#)).
- JAPAN asked for clarifications about whether or not the output is energy in MJ.
 - o The chairs confirmed.
- OICA questioned Korea if they want to present something about the IPCC A/C

refrigerant but they suggested to review the documents among group since all IPCC documents mentioned are publicly available.

- Korea complemented that this document and methodology on IPCC mobile air conditioning (MAC) is recognised by UNFCCC and publicised to consider to the parties under Paris Agreement, hence it can be useful to discuss them under SG4 in aspect of consistency of UN documents.

See document(s): [A-LCA-SG4-11-03](#)

Agenda Item 6: Functional unit

OICA: no presentation from the chairs. The floor was given to members for an open discussion. Sam T. reiterate that SG4 is responsible for the definition of the FU, and this will be proposed to the IWG and especially to SG6.

- RICARDO mentioned that the TranSensus project uses grams/kWh per km or ton-km since load is assumed to be 1 person for category 1 vehicles (same scope as UNCECE project).
- Green NCAP asked if the SG is considering the actual number of passengers.
 - The chairs clarified that the default loading factor is 1 person, so potentially use cases can be studied for sensitivity analysis and thus the loading number can be changed.
- Green NCAP inquired of the utility factor of some vehicles like big SUVs that can carry up to 8 people but they are actually never fully exploited. The point is that the methodology should avoid giving low LCA values simply based on the number of seats.
 - RICARDO replied that it is better to have a standard approach using 1 person and consider different scenarios as use cases.
 - The chairs agreed.
 - UNECE (F. Cuenot) agreed as well.
- Korea pointed out that weight is a very important factor for GhG emissions in Use phase.
 - RICARDO/JRC/Emisia believe that RW factors already take this into account. Emisia also suggested to consider vehicle_km as FU, but RICARDO replied that actually vehicle_km is not the real function since a vehicle's function is not to simply travel distance but to move people.
- Korea mentioned that for EV/Battery Carbon Footprint there is already a FU and inquired how to match the different FUs.
 - OICA agreed but said that use phase is not there in Battery CF so it is kind of independent from the application but only related to total km and/or life in years. Anyway the point is taken away and it will be investigated and discussed internally.

See document(s):

Agenda Item 7: Unit conversion to MJ

Presentation from Chair - OICA: Sam T. presented an update on the use of conversion factors for energy and/or any fuel to get MJ/km that will be later multiplied by SG6 factor to obtain gCO₂/km.

- Korea highlighted that IPCC has a combustion conversion tool for automatic conversion of these values. Document to be shared and reviewed later (available [here](#)).
- RICARDO mentioned that different regions may have different values based on different specifications, especially for hydrogen.
 - o Korea agreed and added that according to national inventory systems, every country should use their own energy/fuel conversion factors and this approach could already fit level 2 of the LCA matrix. But for level 1, it would be great to propose default values.

See document(s): [A-LCA-SG4-11-05](#)

Agenda Item 8: Feedback on 'Maintenance draft'

OICA reiterated that they will remove the reference to Green NCAP, as already clarified at the beginning of the session, and asks to all members/experts to send feedback/comments about the "Default maintenance frequency" method to be used in case of data unavailability.

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

Agenda item 9: AOB & Closing

The chair invited the participants to share their additional topics/remarks.

- UNECE (F. Cuenot) asked for updates on the lifetime mileage topic
 - o OICA clarified that good-quality data are available but they have to be processed and gathered to make a proposal after following the EPD, PEFCE and TranSensus guidance.
- US EPA asked about clarification on the data source for displayed values for fuel/energy conversion factors to MJ. OICA will update the dummy table used in the ptx and add an up-to-date source.
- The Chairs proposed to meet next time on the 24th of June from 10:30 to 12:30 CET. Members agreed.


Transmitted by SG4 secretariat


Informal document: LCA-SG4-11-04
11th SG4 meeting on LCA, 29 May 2024


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


ANNEXES


Participants list:


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Organizer


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