

GRPE A-LCA IWG SG5(EoL) Meeting 011

23rd May 2024

GRPE A-LCA IWG SG5
Leader ; Shoji Aoki (JASIC/JAMA),
Co leader; Zhang Tongzhu (CATARC)

Agenda

1. SG5 010 minutes & 011 agenda confirmation
2. EoL LCA discussion
 - 1) Material/Parts recycling modeling discussion
 - Each CPs and NGOs position
 - Module D study final report and discussion
 - CFF or RCM application guideline 3rd draft
 - 2) Other controversial topics discussion
 - ELV management out of sale region
 - Incineration with energy recovery
 - EoL process modeling harmonization
3. SG5 Drafting plan
4. Interaction with other SG
5. Next action

Minutes of GRPE A-LCA IWG SG5 meeting #10

Date and time : Tuesday, April 23, 2024, 12:00–14:00 (CET)

Location : Online (Teams)

Attendees : See attendee list

Agenda:

1. SG5 009 minutes & 010 agenda confirmation
2. GRPE A-LCA IWG 15th session flash report
3. EoL LCA discussion
 - 1) Other controversial topics discussion
 - EoL secondary data availability investigation in EU
 - ELV management out of sale region
 - 2) Material/Parts recycling modeling discussion
 - Each CPs and NGOs position
 - Module D study interim report
 - CFF or RCM application condition
4. Next action

Notes:

0. Housekeeping announcement

- At this meeting, Ms. Caroline Mir (ADEME) replaces Ms. Elodie Collot (UTAC) as the representative of France.

1. SG5 009 minutes & 010 agenda confirmation

- The minutes and agenda were approved unanimously.

2. GRPE A-LCA IWG 15th session flash report

- An overview of the 15th IWG meeting was shared. There were no questions or comments.

3. EoL LCA discussion

1) Other controversial topics discussion

- EoL secondary data availability investigation in EU

- Mr. Patrone (JRC) explained the tables of secondary data on EoL and CFF parameters in Europe that JRC had studied.
 - The list of CFF parameters can be found in Part C of Annex II of the Environmental Footprint Recommendation 2021/2279. The European Commission regularly reviews the parameters. Typically, application-specific parameters are selected where possible, otherwise material-specific parameters are selected.
 - Data on secondary materials are available as they are reported under the ELV regulation.
- The main questions and answers, and comments were as follows:
 - Mir (ADEME): Regarding the allocation factors A and B, does the European Commission provide these parameters with the appropriate granularity for different types of metals and plastics? Or do you think we still need a proposal for factor A?

Andreas (JRC): In general, there is good granularity. There is a bit of a hierarchy. First, you have to check if there is an application-specific A value. If an application-specific A value is unavailable, the material-specific A value is used. Plastics are generally assigned an A value of 0.5, and metals are assigned an A value of 0.8. If a material-specific A value is unavailable, the user shall apply an A value of 0.5. And the B value as an allocation factor for energy recovery processes is currently zero.

- Yamamoto (JASIC): Is there a specific automotive material CFF using the parameters in this annex?

Andreasi (JRC): I mentioned before about A and B, which are mainly related to the market characteristics of the materials. I think that the standard could have automotive-specific parameters. The A and B are pretty strict. However, R1 and R2, which are recycling rates, are much more flexible, although they depend on the materials. The annex is like a generic framework, and it just gives parameters. In this case, it depends on the model. So, complete processes should be defined, and then you have to use secondary data sets to model them.

- Yamamoto (JASIC): Secondary datasets related to the EoL process should be available in the EU ELV Regulation. Is it possible to present this to us?

Patrone (JRC): More information will be given at the next meeting.

- The availability of secondary data in Europe will be followed up at the next SG5 meeting.

- ELV management out of sale region

- Mr. Yamamoto (JASIC) proposed the following compromise: option 3 (country of EoL) should be adopted, but if this is difficult, option 1 (country of sale) is acceptable. The main comments were as follows:

- Meyer (US/EPA): I'm for option 3 because it's better to model the countries where the process occurs. If you don't know the process of the export destination, you can use the global averages. However, it is hard to understand why option 1 is a backup plan, as the EoL process in the country where the vehicles were sold is entirely irrelevant.

- Goy (OICA): If a cut-off method is used, the problem does not arise. I'm in favor of option 3 because it could raise the issue of greenwashing, especially in Europe. The official position of OICA will be clarified at the next SG5 meeting.

- Nucci (European Aluminum): I support EPA's proposal. If there is no information on the destination of ELVs, a global average could be used as a default option. At least in Europe, there are many vehicles whose destinations are unknown. So, in this case, I think it could be an excellent option to require a global average recycling process.

- Mir (ADEME): I'm in favor of option 3. If traceability is unavailable, use a worst-case dataset instead of global averages. And you don't have credits for recycling because you don't know if you recycle your vehicle.
- Martineau (CLEPA): CLEPA is neutral. I think it's a little bit strange to take global averages. Another point is to promote flexibility and traceability as much as possible.

- Mr. Yamamoto asked the participants who are in favor of option 3 to clarify the traceability system in option 3.

2) Material/Parts recycling modeling discussion

- Each CPs and NGOs position

- Mr. Goy (OICA) presented a list of pros and cons of CFF and cut-off that OICA had studied. Feedback on this study will be considered at the next SG5 meeting.
- Mr. Aoki (JASIC) asked OICA to reach a consensus by June when we would start drafting.

- Module D study interim report

- Regarding the recycling model, the SG5 expert subcommittee has studied Module D twice in the past to develop a compromise between the CFF and the cut-off.
- Mr. Yamamoto (JASIC) presented the interim report of the Module D study. A summary of the second small meeting was as follows:
 - CLEPA presented its study on a new recycling model based on the Module D concept.
 - JRC did not support CLEPA's proposal because Module D didn't have an A factor. JRC suggested a compromise.
 - All parties agreed to do further study based on JRC's compromise.
- Dr. Nucci (European Aluminium) presented Module D in the building sector, and Mr. Martineau (CLEPA) presented the CLEPA study.
- The compromise on Module D will be discussed again at the third small meeting in June.



































- CFF or RCM application condition

- The leading team proposed a second CFF/RCM application guidelines draft at the March SG5 meeting. Mr. Yamamoto (JASIC) reviewed the main feedback from participants at that time.
- The draft will be updated as a third draft to reflect the discussions at the small meeting and shared at the May SG5 meeting.

4. Next action

- The next SG5 meeting will be held online on Thursday, May 23, from 12:00 to 14:00 CET.

Appendix 1: Attendee list

 ANDREASI BAS... (JRC-ISPRA) 	 Moosang Yu (유무상) 
 AOKI, SHOJI 	 Nicolle Giuliani 
 Benedetta Nucci 	 PAFFUMI Elena (JRC-ISPRA) 
 GOY Matthieu 	 PATRONE Gian... (JRC-ISPRA) 
 LY Li Yang-CN (ゲスト) 会議のゲスト 	 S Suzuki (JP/JARI) (ゲスト) 会議のゲスト 
 Martineau, Do... (uid26846) 	 TZ Tongzhu ZHAN... (ゲスト) 会議のゲスト 
 Meyer, David 	 YAMAMOTO, KATSUYA 開催者 
 MIR Caroline 	 YC YJ Chang (ゲスト) 会議のゲスト 
 NC NIO Adam CN (ゲスト) 会議のゲスト 	

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Material/Parts recycling modeling

As of 23th April

Internal discussion summary of Cutoff and CFF

		Result	Remarks
Leading Team	China (CATARC)	<ul style="list-style-type: none"> • Both Cutoff and CFF methods should be included in the standard 	<ul style="list-style-type: none"> ① CFF method: for the purpose of comparing different technical route without considering responsibilities ; ② CUT-OFF method: for the purpose of comparing different individual products with same technical route. <ul style="list-style-type: none"> • Detailed boundary and principle of these two methods presented in SG5 006
	Japan (JASIC)	<ul style="list-style-type: none"> • Support CATARC proposal 	<ul style="list-style-type: none"> • Specific use case description on Cutoff or CFF to be discussed respecting ToR of A-LCA
Main Participants	France	<ul style="list-style-type: none"> • Both Cutoff and CFF methods could be acceptable, CFF is favorable 	<ul style="list-style-type: none"> • No strong position. A final official position will be taken at the next SG5 meeting.
	US(EPA)	<ul style="list-style-type: none"> • Both Cutoff and CFF methods are preferable 	
	OICA	<ul style="list-style-type: none"> • 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 	
	CLEPA	<ul style="list-style-type: none"> • Cradle-to-Gate, step 1 (level 3&4 ,reporting’): Support Cutoff • Cradle-to-Grave, step 2 (level 1&2 ,technology comparison’): Support CFF for selected parts and associated Materials 	
	European Aluminum	<ul style="list-style-type: none"> • Only CFF, need to study Scenario, but having both methodologies in A-LCA could be acceptable 	
Observers	JRC	<ul style="list-style-type: none"> • CFF approach is favorable. Considering both methodologies in the discussion according to the scope could be acceptable 	<p>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).</p>

Feedback for “OICA End-of Life methodology comparison Advantages & disadvantages for CFF and cut-off criteria methods – proposal”

Advantages & disadvantages for CFF and cut-off criteria methods - proposal

Item	CFF		cut off	
	PRO	CON	PRO	CON
APPLICABILITY				
Complexity of the calculation / effort of application		Slightly higher effort	Easier application	
Complexity of the calculation / intuitive approach		Highly complex / deep understanding is required	Easy to explain	
	-Upcoming CFF parameter data set for major Automotive materials (Steel, AL, Cu) in early 2024 for JPN, Ev, E*v, Erec, ErecEoL in IDEA database and A, R1, R2, Qcic/Qn, Qcut/Qn in JAMA	Not applied in vehicle LCA		

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<1st Meeting memo>

1. Meeting date; 7th March 2024
2. Attendee; Aoki-san, Zhang-san, Dominique-san, Goy-san, Nucci-san, Patrone-san, Elena-san, Yamamoto, SG5 leading team member
3. Discussion & Conclusion;
 - EU Aluminum and JPN presented What is Module D in Construction industry.
 - Each party agreed to study about Module D treatment in A-LCA internally

<2nd Meeting memo>

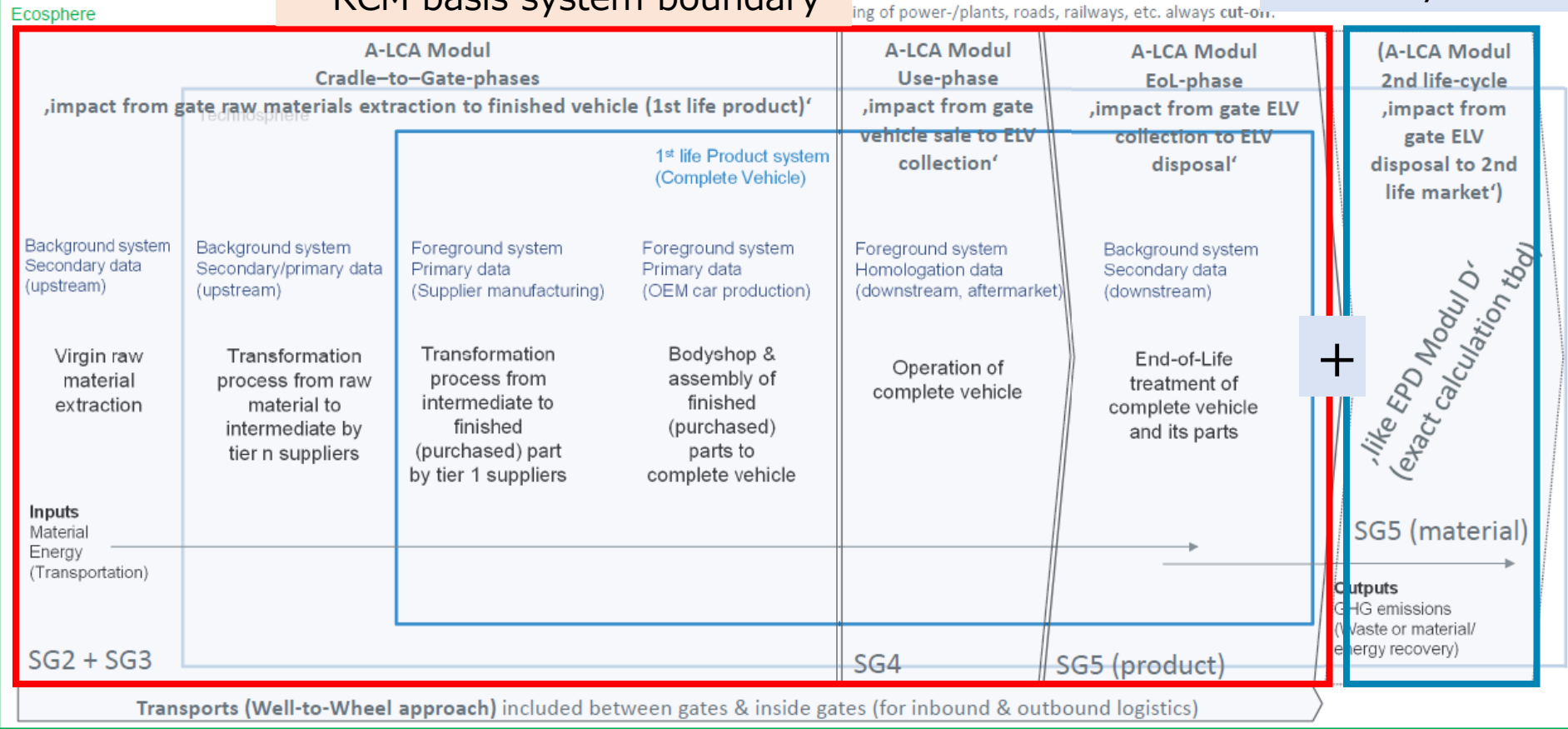
1. Meeting date; 9th April. 2024
2. Attendee; Aoki-san, Zhang-san, Dominique-san, Hofer-san, Goy-san, Nucci-san, Patrone-san, Elena-san, Yamamoto, SG5 leading team member
3. Discussion & Conclusion;
 - CLEPA presented their study about new recycling modeling based on Module D concept.
 - JRC didn't support CLEPA proposal because Module D didn't have A parameter and proposed a compromise, which was;
 - Keep Module D separate structure.
 - Replace Module D formular to relevant CFF modular to include A parameter.
 - Include separated relevant CFF modular to total vehicle CFP following CFF philosophy.
 - JRC compromise was confirmed as attached.
 - Each party agreed to have further study based on JRC compromise and to have another SG5 small meeting 3 weeks later.
 - In order to support further study, JRC are going to e-mail CFF parameter in EF compliant dataset by IWG @ Korea.
 - This result will be shared in 23rd April SG5 meeting as an interim report.

CLEPA proposal

Module D basis additional system boundary

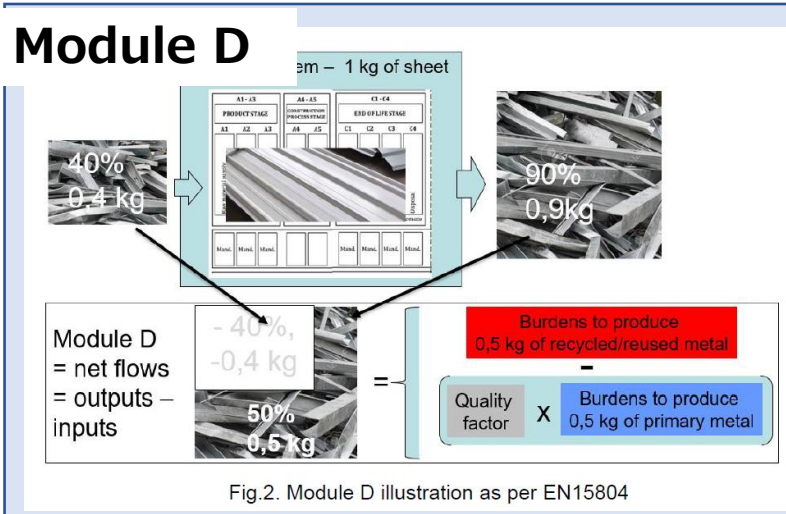
A-LCA SCOPE & EOL OPTION 'SEPARATE EOL MODUL'

RCM basis system boundary



JRC compromise proposal

Module D



- Keep Module D separate structure.
- Replace Module D formular to relevant CFF modular to include A parameter.
- Include separated relevant CFF modular to total vehicle CFP following CFF philosophy.

$$(1-R_1) \times E_v + R_1 \times E_{rec}$$

RCM equivalent

$$+ (R_2 - R_1) \times (E_{rec} - Q \times E_v)$$

Module D formular

CFF

Production burdens

$$(1 - R_1) E_V + R_1 \times E_{recycled}$$

RCM equivalent in CFF modular

Burdens and benefits related to secondary materials input

$$-(1 - A) R_1 \times \left(E_{recycled} - E_V \times \frac{Q_{Sin}}{Q_P} \right)$$

Module D formular \Rightarrow Relevant CFF modular

Burdens and benefits related to secondary materials output

$$(1 - A) R_2 \times \left(E_{recyclingEoL} - E_V^* \times \frac{Q_{Sout}}{Q_P} \right)$$

In case that

$$-A=0$$

$$-E_v = E^*v$$

$$-E_{rec} = E_{recEoL} \quad -Q_{sin}/Q_p = Q_{sout}/Q_p$$

$$(1-R_1) \times E_v + R_1 \times E_{rec}$$

+

$$(R_2 - R_1) \times (E_{rec} - Q \times E_v)$$

Module D study final report

<3rd Meeting memo>

1. Meeting date; 16st May 2024
2. Attendee; Aoki-san, Zhang-san, Dominique-san, Hofer-san, Goy-san, Nucci-san, Patrone-san, Elena-san, Yamamoto, SG5 leading team member
3. Discussion & Conclusion;
 - Discussed about CLEPA proposed Module D concept with JRC compromise.
 - As a result, JRC compromise Module D concept has been confirmed as provisional common position of SG5 small group on recycling modeling in A-LCA.
 - Share this result and discuss further in the next SG5 with below homework, no more SG5 small meeting organized.
 - CLEAP requested JRC not to apply Module D concept to all material type and EU Aluminum requested JRC to study this application to BAT. JRC agreed to study and will bring their idea to the next SG5 meeting on 23rd May.
 - OICA will study JRC compromise Module D concept deeply to update and finalize their position as soon as possible.
 - Based on this provisional common position, CFF or RCM(Cutoff) application guideline 003 was proposed prior to the next SG5.
 - SG5 leading team requested participants to bring their FB in the next SG5.
 - CATARC will contact IWG Leading team to discuss about “use case” treatment in A-LCA.

2. Secondary data availability -EU CFF parameter-

Region ; EU		EU	
CFF parameter	Data set availability	Data set information	Remarks

- CLEAP requested JRC not to apply Module D concept to all material type and EU Aluminum requested JRC to study this application to BAT.
- JRC agreed to study and will bring their idea to the next SG5 meeting on 23rd May.

	Ev	✓		Part C of Annex II of EC Recommendation 2021/2279
	E*v	✓		Part C of Annex II of EC Recommendation 2021/2279
	Erecycled	✓		Part C of Annex II of EC Recommendation 2021/2279
	ErecyclingEoL	✓		Part C of Annex II of EC Recommendation 2021/2279
Energy (ASR thermal recovery etc)	E _{ER}	✓		Part C of Annex II of EC Recommendation 2021/2279
	LHV	✓		Part C of Annex II of EC Recommendation 2021/2279
	X _{ER,heat}	✓		Part C of Annex II of EC Recommendation 2021/2279
	E _{SE, heat}	✓		Part C of Annex II of EC Recommendation 2021/2279
	X _{ER,elec}	✓		Part C of Annex II of EC Recommendation 2021/2279
	E _{SE, elec}	✓		Part C of Annex II of EC Recommendation 2021/2279

For detail CFF and CFF parameter confirmation, please refer to the European Commission Recommendation (EU) 2021/2279 t

<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32021H2279&from=EN>

material	$(1 - R_1)E_V + R_1 \times \left(AE_{recycled} + (1 - A)E_V \times \frac{Q_{Sin}}{Q_P} \right) + (1 - A)R_2 \times \left(E_{recyclingEoL} - E^*_V \times \frac{Q_{Sout}}{Q_P} \right)$	<legend symbol> ✓ ; Available - ; Not available * ; Other. e.g. possible to take CFF parametr
energy	$(1 - B)R_3 \times (E_{ER} - LHV \times X_{ER,heat} \times E_{SE,heat} - LHV \times X_{ER,elec} \times E_{SE,elec})$	
disposal	$(1 - R_2 - R_3) \times E_D$	

CFF or RCM(Cutoff) application guideline -Draft 003-

- Circular Footprint Formula (CFF) or Recycled Content Method (RCM) should be applied to the evaluation of material/parts recycling.
- In cases where obtaining appropriate data for CFF parameter setting is difficult, Recycled Content Method (RCM) may be applied.
- In case of CFF application, 1) Production burden should be evaluated in the material production stage. Both 2) Burdens and benefits related to secondary materials input and 3) Burdens and benefits related to secondary materials output should be evaluated and merged in the disposal/recycling stage as *Module D (naming t.b.d.)*. *Module D* should be separately reported and included into total vehicle CFP .

Circular Footprint Formula

$$(1 - R_1)E_V + R_1 \times \left(AE_{recycled} + (1 - A)E_V \times \frac{Q_{Sin}}{Q_P} \right) + (1 - A)R_2 \times \left(E_{recyclingEoL} - E_V^* \times \frac{Q_{Sout}}{Q_P} \right)$$

 *Module D structure (naming t.b.d.)*

1) Production burdens

$$(1 - R_1)E_V + R_1 \times E_{recycled}$$

2) Burdens and benefits related to secondary materials input

$$-(1 - A)R_1 \times \left(E_{recycled} - E_V \times \frac{Q_{Sin}}{Q_P} \right)$$

3) Burdens and benefits related to secondary materials output

$$(1 - A)R_2 \times \left(E_{recyclingEoL} - E_V^* \times \frac{Q_{Sout}}{Q_P} \right)$$

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SG5 Controversial topics -Progress and actions-

Topic	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	Agree with LTM proposal	Disagree	Disagree
2. Secondary data	-Secondary data availability of each EoL process and CFF parameter in Japan, China, US and EU confirmed. Follow up EU actual data. -Propose EoL process modeling harmonization		
3. Second life parts	Include	Include	Exclude
4. Logistics	Include	Exclude	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 sale
6. Recycle process	Current process	Current process	Current process
7. Incineration with energy recovery	Incineration only	Incineration and thermal/electricity recovery by CFF	Incineration only

-SG5 common position confirmed

**-Secondary data availability of each EoL process and CFF parameter in Japan, China, US and EU confirmed. Follow up EU actual data.
-Propose EoL process modeling harmonization**

**-Almost SG5 common position confirmed
-JRC; Neutral, FRA; t.b.c**

**-Proposed as one of overarching aspects in IWG.
-Wait for SG1 direction**

Follow up the compromise #3 draft

-SG5 common position confirmed

-New topics for ASR, Tire and Oil disposal evaluation

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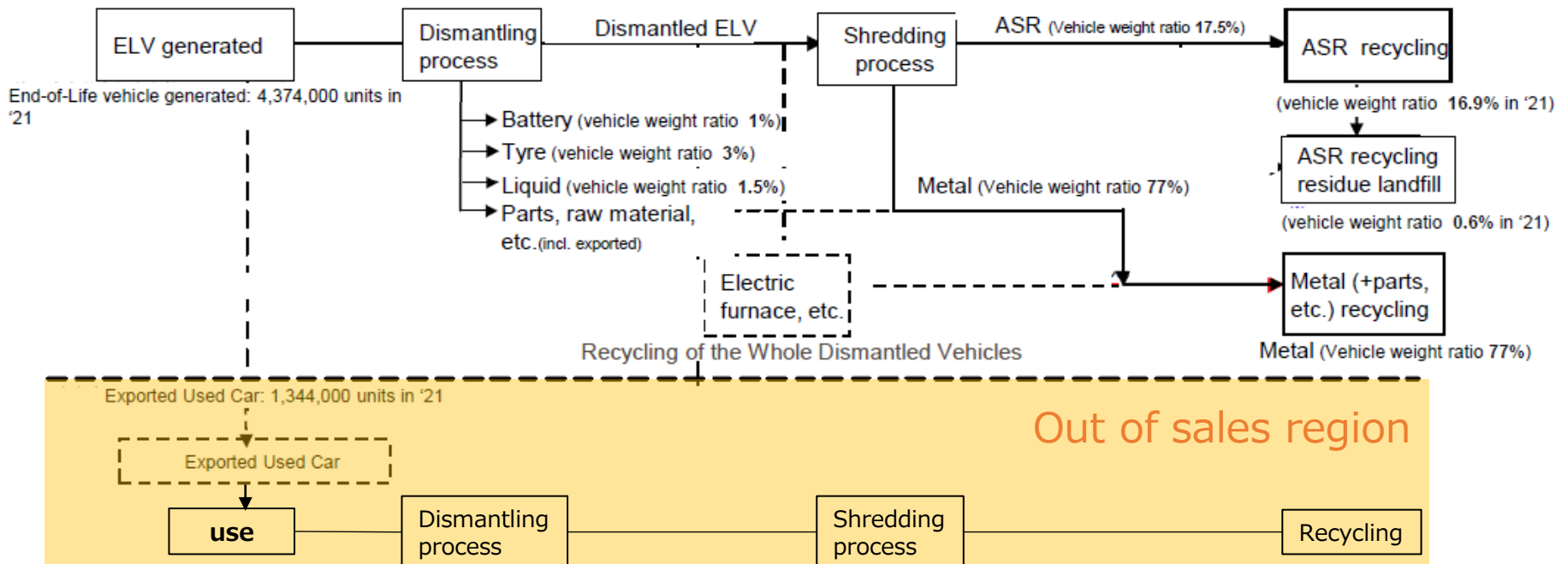
5. ELV management out of sale region

FRA

OICA

Topic	Option 1	Option 2	Option 3
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
Neutral CLEPA	JPN Or,EU AL	Or,EU AL	JRC EPA CHI

Japan End-of-Life Vehicle Recycling and Treatment Flow



5. ELV management out of sale region

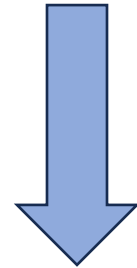
FRA

OICA

Topic	Option 1	Option 2	Option 3
ELV management out of sale region Neutral CLEPA	Take into account process of country of sale JPN Or,EU AL	Take into account global average Or,EU AL	Take into account process of country of EoL JRC CHI EPA

<Request from the minutes>

Mr. Yamamoto asked the participants who are in favor of option 3 to clarify the traceability system in option 3.



-JRC ;

-EPA ;

-CHI ; T.B.C.

5. ELV management out of sale region

FRA

OICA

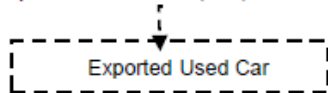
Topic	Option 1	Option 2	Option 3
ELV management out of sale region	Take into account process of country of sale	Take into account global average	Take into account process of country of EoL
Neutral CLEPA	JPN Or,EU AL	Or,EU AL	JRC CHI EPA

<New proposal draft>

April version ; to be updated

The EoL GHG emission of vehicles exported from the country where they were sold/used should be evaluated by the EoL process of the country where they were exported and disposed/recycled, but if the country to which they were exported cannot be tracked or it is difficult to grasp the EoL process of the country where they were exported and disposed/recycled, they may be evaluated by the EoL process of the country where they were sold/used originally.

Exported Used Car: 1,344,000 units in '21



5. ELV management out of sale region

FRA

OICA

Topic	Option 1	Option 2	Option 3
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
Neutral CLEPA	JPN Or,EU AL	Or,EU AL	JRC CHI EPA

<New proposal draft>

New version ; JPN updated

The EoL GHG emission of vehicles exported from the country where they were sold/used should be evaluated by the EoL process of the country where they were exported, used and disposed/recycled. However, if the country to which they were exported cannot be tracked or it is difficult to grasp the EoL process of the country where they were exported, used and disposed/recycled, the EoL process of the country in which the new car was sold/used may be provisionally applied as not being exported.

Exported Used Car

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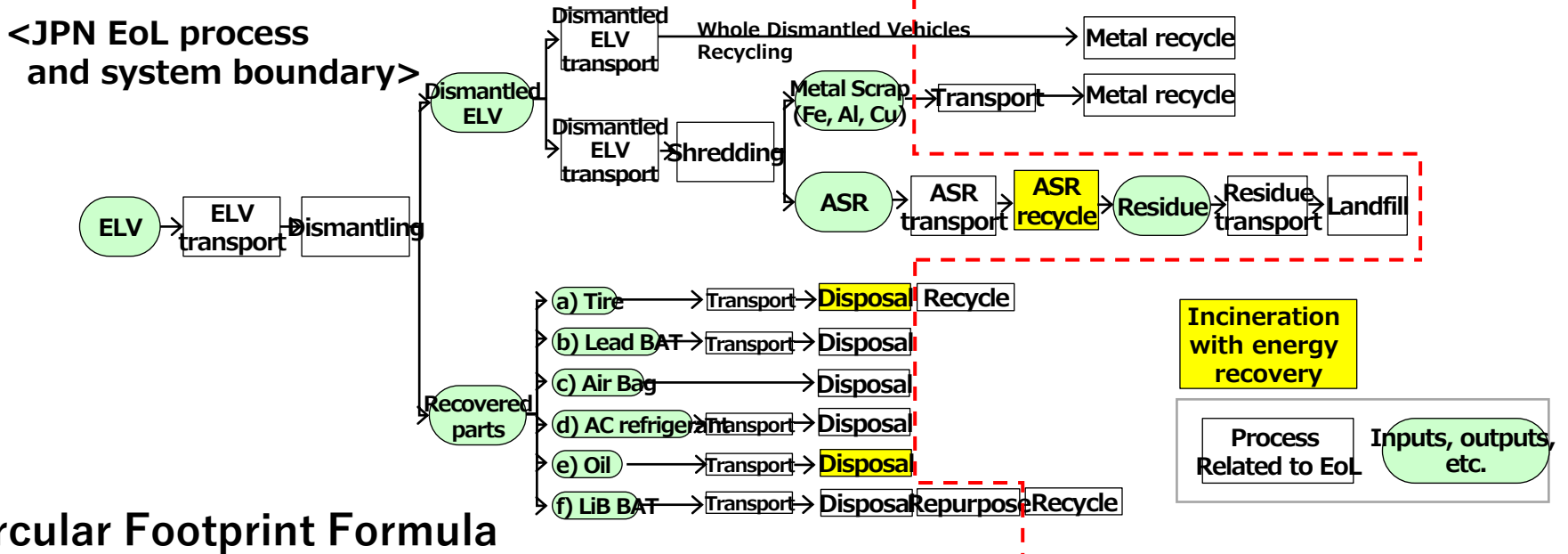
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7. Incineration with energy recovery

Option 1	Option 2
Incineration only	Incineration and thermal/electricity recovery by CFF



Circular Footprint Formula

$$\text{energy} \quad (1-B)R_3 \times (E_{ER} - LHV \times X_{ER,heat} \times E_{SE,heat} - LHV \times X_{ER,elec} \times E_{SE,elec})$$

B: allocation factor of energy recovery processes: it applies both to burdens and credits.

R₃: it is the proportion of the material in the product that is used for energy recovery at EoL.

E_{ER}: specific emissions and resources consumed (per unit of analysis) arising from the energy recovery process (e.g. incineration with energy recovery, landfill with energy recovery, ...).

E_{SE,heat} and **E_{SE,elec}:** specific emissions and resources consumed (per unit of analysis) that would have arisen from the specific substituted energy source, heat and electricity respectively.

X_{ER,heat} and **X_{ER,elec}:** the efficiency of the energy recovery process for both heat and electricity.

LHV: Lower Heating Value of the material in the product that is used for energy recovery.

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EoL process modeling harmonization

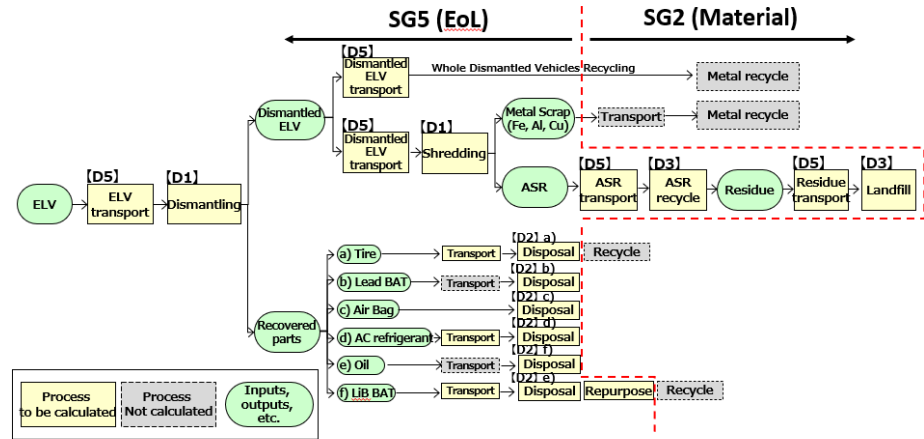
[JPN]

-EoL processes in each region is almost the same

-Propose JPN EoL process as a harmonized EoL process modeling for A-LCA drafting

EoL system boundary

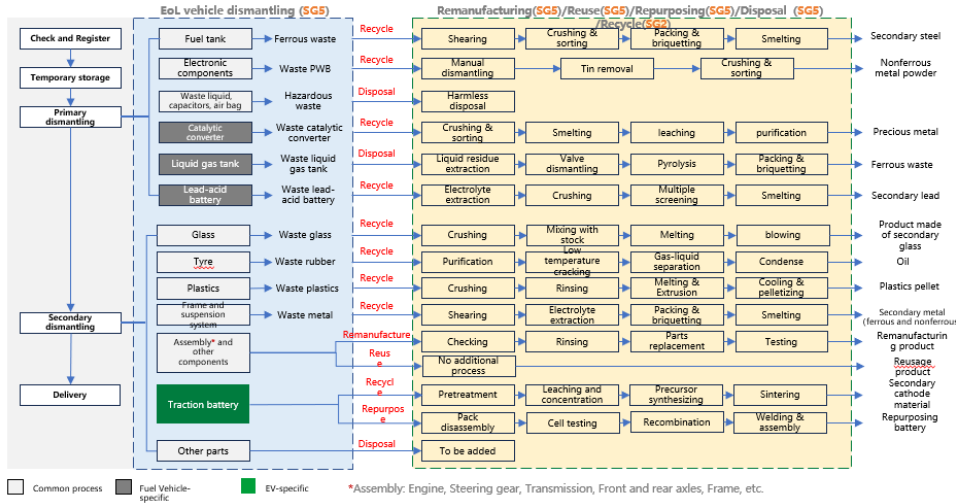
- Vehicle EoL GHG emission-



Vehicle EoL GHG emission = \sum (Process to be calculated GHG emission) + (Process to be calculated GHG emission = Activity data \times Intensity data)

[CHI]

2 Dismantling parts processing of EoL vehicle



[EU]



Secondary data availability summary

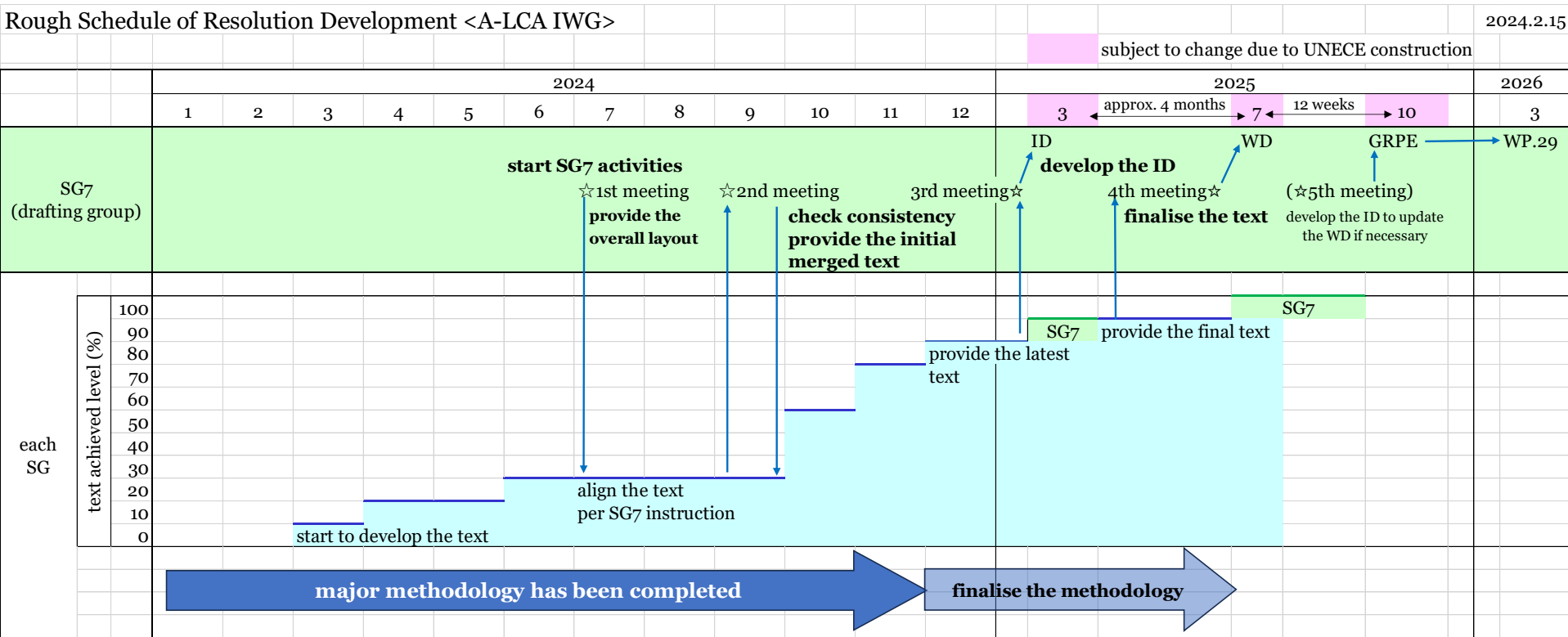
- 【D1】ELV treatment and 【D3】ASR treatment; The secondary data are available in EU, JPN and CHI.
- 【D2】Recovered parts treatment; Some secondary data are not available depending on parts in JPN and CHI

EoL process			Activity data (Primary data)	Intensity data availability (Secondary data)				
				EU (JRC)	JPN (JASIC)	CHI (CATARC)	US (EPA)	
【D1】ELV treatment	Dismantling		ELV weight [kg]	✓	✓	✓	—	
	Shredding		Dismantled ELV weight [kg]	✓	✓	✓	—	
【D2】 Recovered parts treatment	a)Tire	Disposal	Parts weight [kg]	✓	✓	(✓)	—	
	b)Lead BAT	Disposal	Parts weight [kg]	✓	✓	(✓)	—	
	c)Air Bag	Disposal	Parts weight [kg]	✓	✓	—	—	
	d)AC refrigerant	Disposal	Parts weight [kg]	✓	✓	(✓)	—	
	e)Oil	Disposal	Parts weight [kg]	✓	✓	(✓)	—	
	f) LiB BAT	Parts Remanufacturing		Parts weight [kg]	✓	—	—	—
		Parts Reuse		Parts weight [kg]	✓	—	—	—
		Parts Repurpose		Parts weight [kg]	✓	*	—	—
		Disposal		Parts weight [kg]	✓	✓	(✓)	—
Other Parts	Disposal/Recycle		Parts weight [kg]	✓	—	—	—	
【D3】ASR treatment	ASR Recycle (Thermal recovery)		ASR weight [kg]	✓	✓	✓	—	
	ASR Residue landfill		Residue weight [kg]	✓	✓	✓	—	

Agenda

1. SG5 010 minutes & 011 agenda confirmation
2. EoL LCA discussion
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3. SG5 Drafting plan
4. Interaction with other SG
5. Next action

IWG Drafting Schedule



SG5 6 months schedule for Drafting

	2024							2025		2026
	6	7	8	9	10	11	12	1		3
Main activities	Finalizing Methodologies and Drafting									
GRPE A-LCA IWG				☆ 26,27					☆ 10 GRPE	☆ WP29
SG7 activities		☆		☆				☆		
SG5 Meeting	☆ 17	☆ 9		☆ 25	☆	☆	☆	☆		
1. Methodologies development	☆									
2. Drafting	☆	☆		☆	☆	☆	☆	☆		

1. Methodologies development	<p>Controversial topics finalization</p> <p>☆</p>
2. Drafting	<p>Table of Contents</p> <p>☆</p> <p>1st Drafting by LT</p> <p>☆</p> <p>1st Drafting by LT</p> <p>☆</p> <p>Study by each CPs and NGOs</p> <p>☆</p> <p>1st Draft Discussion</p> <p>☆</p> <p>Draft finalization</p> <p>☆</p> <p>2nd</p> <p>☆</p> <p>3rd</p> <p>☆</p> <p>4th</p> <p>☆</p> <p>Final</p> <p>☆</p>

1. Methodologies development	<p>1st Draft Submission</p> <p>☆</p>
2. Drafting	<p>Final Draft Submission</p> <p>☆</p>

Request from IWG Chair

1st phase of SG7

- Target:
To update "Table of Contents" of PCR

Subgroups are requested;

- To submit draft "Table of Contents" of relevant section(s) to SG7
- To submit outline of contents of relevant section(s) to SG7
- SG3 to draft "words glossary (definition of technical terms) "

Deadline 21st of June 2024 (Coordination between SGs will follow.)

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Result of interaction

Interaction with	Result	Next action
SG1	<ul style="list-style-type: none">• An overarching scenario for logistics• Determining the cut-off criteria for whether the logistic impact of EoL is eliminated	SG1 to capture in overarching aspect
SG2	<ul style="list-style-type: none">• Environmental burden for recycle material	SG5 to share recycle modeling
SG3	<ul style="list-style-type: none">• EoL allocation	SG3 and SG5 to conduct separate meeting
SG4	<ul style="list-style-type: none">• How to treat maintenance parts	SG4 and SG5 to conduct separate meeting
SG6	<ul style="list-style-type: none">• For emission factor of electricity and fuel, which future scenario values or current values are used in the EoL calculation?	SG5 to send request to SG6

Shared topics among SGs „Tournament“

	SG 1	SG 2	SG 3	SG 4	SG 5	SG 6
SG 1						
SG 2	Database criteria					
SG 3	Verification	Handover point, multifunctionality, chain of custody				
SG 4	FU for 2nd use (non-automotive)	(none)	Repres. vehicle., ...			
SG 5	Timing of LCA Logistics	EoL allocation (e.g.CFF param.)	EoL allocation, waste trace/treatment, 2nd life	EoL of maintenance part, reuse of parts		
SG 6	Database criteria	Dataset criteria, data collection, handover point	Dataset criteria, green energy req, multifunctionality	Conversion factor	Dynamic modell., emission factors, regional / global	

SG1 – SG5

- Transportation and logistics are part of overarching aspects
 - for efficiency reason, consider current available methodologies
- Scenario depends on region
- Purpose of IWG ; individual product vs product system
- A-LCA includes all powertrains
- The timing of LCA determination is one of open issues (pre-use timing is temporally default timing)

SG2 – SG5

- EoL allocation:
 - Cut-off for SG2
 - Cut-off & CFF for SG5
 - EoL is required at each life stage of the product
- Specific discussion on CFF parameters

Meeting 16th May 11:00 – 13:00 (CET)

SG3 – SG5

- EoL allocation
 - Clarify which impact the EoL allocation on SG3
- Trace & treatment of production waste
- 2nd Life & all related extended life
- Polluter pays principle?
 - How to count / how to handle / creditable or not?

Meeting 5th June 11:00 – 13:00 (CET): Discuss the topics & agree on next steps/discussions

SG4 – SG5

- System boundary: handover point is already agreed.
- EoL of maintenance parts.
- Re-use of parts : overarching topic and need guidance from IWG

Meeting 16th May 11:00 – 12:00 (CET)

SG5 – SG6

- Requests from SG5 will be shared with SG6

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3. SG5 12 months Schedule

Next

		2023						2024							
		7	8	9	10	11	12	1	2	3	4	5	6		
Main activities		Develop Methodologies													
GRPE A-LCA IWG		☆ 10		☆ 7	☆ 17-18		☆ 4	☆ 7-8	☆ 20		☆ 18-19				
SG5 leading team Meeting (LTM)		☆11 ☆26	☆ 23	☆6 ☆20	☆12 ☆25	☆9 ☆22	☆5 ☆21	☆18 ☆31	☆21	☆	☆	☆	☆		
SG5 Meeting		☆26	☆ 12	☆ 4	☆ 19	☆ 13	☆ 12	☆ 23	☆ 22	☆ 26	☆ 23	☆	☆		
Objectives	1. Level concept Definition & Initial target		☆ 12												
	2. System boundary with activity data & Intensity data based on each regional EoL process		Reginal info. sharing						Harmonization						
				☆ JPN, CHI	☆ EU#1	☆ EU#2			☆ US	☆ #1 ☆ #2 Final Regional 2ndary data Study CFF or RCM Application condition Study					
	3. Controversial topics	1) Material/Parts recycling modeling	☆ JRC CFF intro.	☆ JAMA CFF intro.	Common Pros/Cons Discussion					☆ #1 ☆ #2 ☆ #3 ☆ #4 ☆ #5 ☆ #1 ☆ #2 ☆ #3 ☆ Final					
		2) Other	Boundary Conditions			1. Boundary #2 3. 2 nd life Parts 4. Logistics				2.Secondary data 5. ELV management out of sale region 6. Recycle process ☆ ☆ ☆ ☆ ☆					
4. Summary for drafting												☆			

- Next SG5 meeting

1. Date ; 2hours, middle June
2. Venue; Online
3. Attendee; all SG5 member
4. Agenda; according to SG5 12 months schedule
 - Material/Parts recycling modeling
 - Focus on SG5 common position finalization
 - Other controversial topics finalization
 - Drafting “Table of Contents”
 - Interaction with other SG
 - Next action

<Proposal>

- June SG5 ; 17th June from 12:00 to 14:00 @CET
- July SG5 ; 9th July from 12:00 to 14:00 @CET
- Sept SG5 ; Before IWG on 25th Sept in person, EU