

## Meeting minutes

### 16<sup>th</sup> Session of the Subgroup 4 (Usage Phase) of the IWG on Automotive Life Cycle Assessment (IWG on A-LCA)

Meeting documents available at:  
<https://wiki.unece.org/display/trans/SG4+-+16th+meeting>

### Agenda

Time		Agenda Item	Lead	Working Paper	Purpose or Target
11:00 ~ 11:05	1	Welcome and introduction	Chair	NA	Introduction
~ 11:10	2	Adoption of the agenda	Chair	A-LCA-SG4-16-01	Agreement
~ 11:15	3	Adoption of the last meeting minutes	Chair	A-LCA-SG4-15-05	Agreement
~ 11:30	4	Service Life - Status of Discussion	Chair	A-LCA-SG4-16-02	Presentation
~ 11:40	5	Passenger Car Classification Method	Chair	A-LCA-SG4-16-03	Presentation
~ 12:15	6	Feedback on Compiled Draft to SG7	Chair	SG4_Draft_for SG7_20241021_v2	Discussion Proposal
~ 12:20	7	Open points after IWG meeting	Chair	A-LCA-SG4-16-04	Discussion Proposal
~ 12:30	8	Any other business & Closing	Chair	-	Closing

### Meeting

#### **Agenda Item 1: Welcome and introduction**

The chair welcomed the participants to the 16<sup>th</sup> 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**

The last meeting minutes were approved and adopted by the participants.

#### **Agenda item 4: Service Life - Status of Discussion**

Chair - OICA: Sam T. presented a slide to frame the status of discussion inside SG4 on service life, highlighting what is agreed and what is still an open point.

- Japan asked about how to deal with regional boundaries and whether EU is considered as one region or a group of countries.
- JRC replied that the EU is one single market
- ICCT pointed out that for research questions the life boundary can go down to specific countries and that probably we as SG4 should give default values as a fall-back option in case data are not available.
- Ricardo highlighted that life duration in years is important for other SGs since it also affects energy dynamic modelling. The service life (in km) has a huge effect on the overall LCA result (which is presented on a 'per km' functional unit) and comparison between different powertrains (higher values favour powertrains with low use-phase impacts, low values favour powertrains with high use-phase impacts), hence developing agreed realistic default values based on real-world expectations is extremely important to assess impacts in a consistent way.
- Japan highlighted that we need to be clear and transparent on the possibility for OEMs to declare lower value of service life under specific circumstances
- EMISIA mentioned that so far there is not enough data on BEV usage, hence it will be tricky to provide default values for these vehicles
- ICCT pointed out the importance of considering that vehicle usage varies over its lifetime in terms of km driven, hence older vehicles are driven less and less and this could impact different aspects of our analysis
- CLEPA (Rauch M.) clearly highlighted the need to focus solely on Category 1 vehicle since there are lots of parameters to be taken into account if we include also commercial vehicles, i.e. payload, RW fuel consumption, etc...

Chair – JRC started a discussion on the right terminology to be used, whether it is more accurate to say 'service life' or 'vehicle lifetime'.

- Hofer D. (CLEPA) agreed with Ricardo the fact that the definition is about covering the period during which the vehicle is used, therefore mileage and lifetime in years. It would be more appropriate to call it 'Expected vehicle use' in miles and km

Chair – JRC suggested to distribute an excel files based on the table under discussion where the topics are listed. Each member will have the chance to insert their point of view and highlight possible different sources for service life different regions.

See document(s): [A-LCA-SG4-16-02](#)

## **Agenda Item 5: Passenger Car Classification Method**

Chair – JRC pointed to the work already presented during the last IWG meeting in Geneva. Due to time restrictions, the members were invited to download the document from the wiki page and send their comments to the authors.

See document(s): [A-LCA-SG4-16-03](#)

## **Agenda Item 6: Feedback on Compiled Draft to SG7**

Chair – JRC asked for comments, modifications and feedback to the members about the first delivered draft document.

- CLEPA (Reusch M.) went through their comments forwarded to the chairs, especially on the maintenance topic that has to be better framed. Some additions and clarifications were made to the drafting text, raising the issue on the inclusion of HV batteries and FC stacks as maintenance parts. It was also mentioned that with new PHEVs and their higher battery capacity, the drop in SoH is less relevant.
  - Lachina F (OICA) also pointed out that the inclusion of batteries and fuel cells into the maintenance framework could raise concerns and not be consistent with OEMs' standards
- ICCT reiterated their position regarding discrepancy factors between average real-world operation and values of a given certification test determined in one region. They could be used also in other regions, as long as no discrepancy factor for the other regions has been determined and the certification test is the same. In other words, if no discrepancy factors are available for a region, global discrepancy factors can be applied.
  - Japan had no official answer to this regard, but they believed it could be a reasonable approach
  - CLEPA in principle liked the approach as well, but they mentioned that we need to be careful with different driving conditions and ambient conditions across various regions.
- ICCT mentioned that the word 'upstream' and 'downstream' are relative to the point of view and therefore confusing. For example, producing a battery can be an "upstream" activity for a vehicle manufacturer, but a "downstream" activity for a material producer. I would suggest avoiding these terms in the methodology.
  - Chairs – OICA commented that we need to clearly distinguish between these two LCA parts in the guidelines since the declaration point actually sits in between, at the showroom level (i.e. cradle to gate and gate to grave)
- CLEPA remarked that definitions from UNECE should be used to classify vehicles with different powertrains.

See document(s): [SG4 Draft for SG7 v2](#)

## **Agenda item 7: Open points after IWG meeting**

The chair highlighted that an in-depth discussion about 'Levelling Concept' is needed since this was already discussed in the last IWG in Geneva and sooner a dedicated session will be organized at SG1 level. Hence it was proposed to circulate a draft Level

Concept Matrix among SG4 members so everyone can work on it and add their contribution. Discussion will follow in the upcoming meetings.

The chair reiterated that also an excel file with the main topics regarding service life will be available on the wiki page.

See document(s): [A-LCA-SG4-16-04](#) (excel info sheet)

### **Agenda item 8: AOB & Closing**

The chair invited the participants to share their additional topics/remarks. No comments arose from the audience.

The chair informed the participants that the comments and feedback to the draft document will be processed and included in the next version, which will be sent to SG7 on the same day.

The next SG4 meeting (17<sup>th</sup>) will be held online on the 18<sup>th</sup> of November.


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


See document(s):

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**ANNEXES****Participants list:**

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