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SG7 : DRAFTING STATUS AND NEXT STEPS

20TH IWG A-LCA ONLINE
6TH OF FEBRUARY 2025

Caroline MIR / ADEME
William Coleman / VW

Agenda of Drafting Day

Time		Lead	Duration	Purpose or Target
9:15	1		15min	Welcome & coffee
9:30	2	SG7	30min	General SG7 feedback on 2 nd compiled draft document : content & format
10:00	3	SG7 + SG2	45min	SG7 feedback SG2 presentation on received comments and open discussion
10:45			15min	Coffee Break
11:00	4	SG7 + SG3	45min	SG7 feedback SG3 presentation on received comments and open discussion
11:45	5		1h45min	Lunch Break
13:30	6	SG7 + SG4	45min	SG7 feedback SG4 presentation on received comments and open discussion
14:15	7	SG7 + SG5	45min	SG7 feedback SG5 presentation on received comments and open discussion
15:00			15min	Coffee Break
15:15	8	SG7 + SG6	45min	SG7 feedback SG6 presentation on received comments and open discussion
16:00	9	SG7	15min	Closing session

SG7 Current Status

- **20th of January 2025** : SG1 to SG6 provided their 2nd drafts to SG7
- **23th of January 2025** : SG7 provided a compiled document and a excel template for comments
- **31thth of January 2025** : A-LCA members provided their feedback and SG7 provided a compiled comment excel file

	A	B	C	D	E	F	G	H	I	J
1	Name									
2	Email									
3	Organization									
4										
5	Comment number	SG targeted by the comment	Section	Line	Type of comments	Comment	Original text	Text with proposed changes (in red) if applicable		
6	Example	SG1	3.2.6.3	649	Methodological	SG3 is proposing to use the DQR of the PEF		see Draft SG3 20241021_SG3_A-LCA-draft_reviewFRANCE		
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16										

A comment template file





United Nations
Economic and Social Council

ECE/TRANS/WP.29/XXXX
Distr.: General
XX XXXX 2025
Original: English

1 **Economic Commission for Europe**

2 **Inland Transport Committee**

3 **World Forum for Harmonization of Vehicle Regulations**

4

5 **Consolidated Resolution No. 8 (R.E.8) concerning**

6 **Automotive Life Cycle Assessment (A-LCA)**

7

8 The text reproduced below was prepared by the Informal Working Group on

9 Automotive - Life Cycle Assessment (A-LCA) and was adopted on XX XXXX 202X by

10 the World Forum for Harmonization of Vehicle Regulations (WP.29). It is based on

11 document ECE/TRANS/WP.29/202X/XXX.

20251023_A-LCA-DRAFT-full document_versionJANUARY2025

Document management proposal

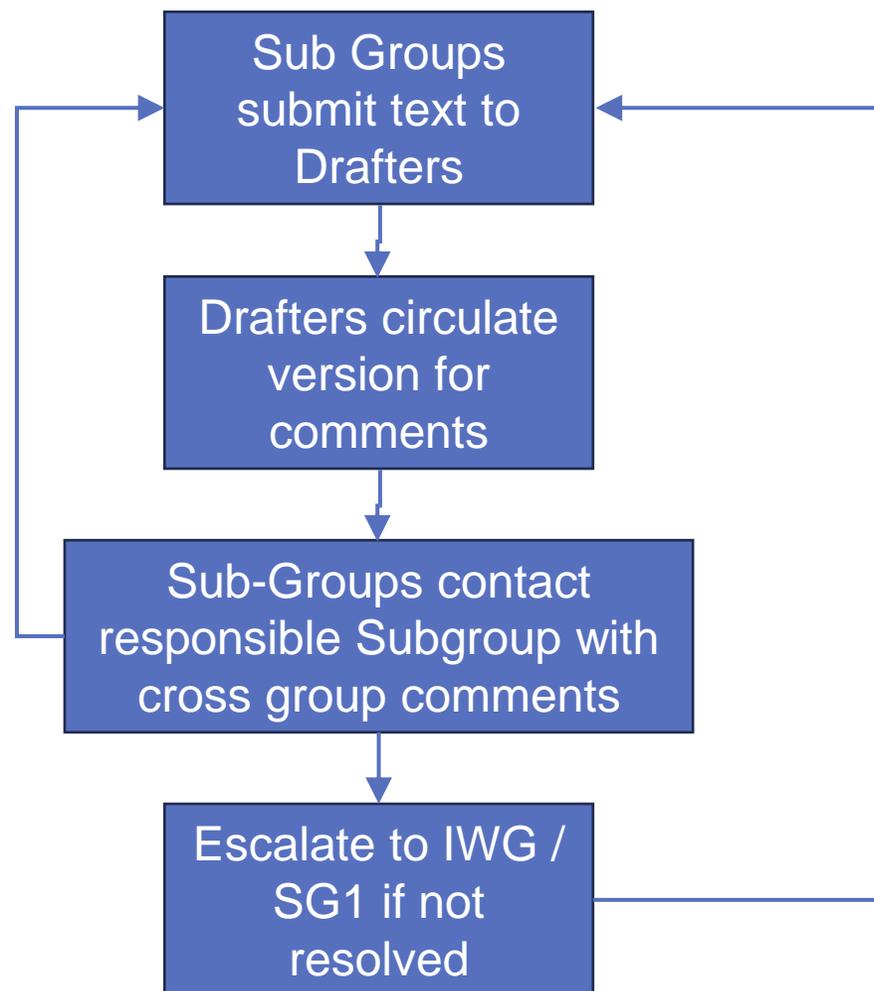
Master consolidated document

UN Wiki version

Circulated versions for comments

Write access	Caroline & Bill	Caroline & Bill	SG Leaders
Read access	Caroline & Bill	All	To be decided by Sub-Group leaders
Frequency of update	Continuous	[weekly]	[monthly]
Purpose	Development of document for submission to GRPE and onwards	For reference to see whether amendments have been included	For submission of proposed amendments in track changes based on a fixed point

Document management proposal - responsibilities



SG7 General comments on format & wording

Provide :

- Editable figures & formula
- Definitions & abbreviations (using excel template sent)

SG7 :

- Will harmonize the tables describing the requested data for each level

Wording :

Topic	Line	Description	Decision
Term Product Carbon Footprint		Should we use the term Product Carbon Footprint ? Cons : - not mentioned in the ToR - term on adapted to level 1 & 2 → SG7 recommendation : we should be consistent	
Category 1.1 vehicule		Should we use the term « category 1 vehicle » ? → SG7 recommandation : not use this term (because not mentioned in the ToR)	

SG7 General comments on methodology

Focus on double contributions

Topic	Line	Description	Decision
Interpretation and sensitivity analysis		Should A-LCA include a section dedicated to interpretation & sensitivity analysis ?	
Biogenic CO2	524	SG3 proposed to complement the paragraph on biogenic CO2, based on ISO 14067, and proposed to declare separately in 4 item. → OK for all ?	
Primary & secondary Data quality	583	SG1 proposed criteria for quality based on Ti, G, Te, Reproducibility. SG3 proposed to complete this with the use of DQR → Should A-LCA recommend DQR ? TBD during next SG1 in February	
Cut off rules	700	<ul style="list-style-type: none"> - SG1 proposed a cut-off based on mass. The % is not yet specified. - SG3 proposed a cut-off rule based on CO2 impact , <3% total CFP per life cycle stages or from individual suppliers. → Which cut off rules to adopt ? TBD in Day 2	
Electricity modelling	782	SG3 and SG6 provided both drafting : <ul style="list-style-type: none"> - SG6 : based on ISO 14067 : including production of equipment generating RE. Market based for all levels - SG3 : location based for Level 1 &2 and market based for level 3&4 → Should A-LCA adopt a different approach depending on level for electricity ?	
Chain of Custody	1323	SG3 and SG2 provided both drafting : <ul style="list-style-type: none"> - SG3 : all type of model may be taken into account - SG2 : give extra definition but do not clarify on which method should be used on not → SG3&SG2 will merge both contribution	
Logistic	1423	<ul style="list-style-type: none"> - SG3 proposed a drafting : following GLEC V3.0 (ok also for V3.1?) except of the mandate to include emissions from the construction and dismantling of energy infrastructure → Need to be in line with infrastructure rules – TBD in Day 2	

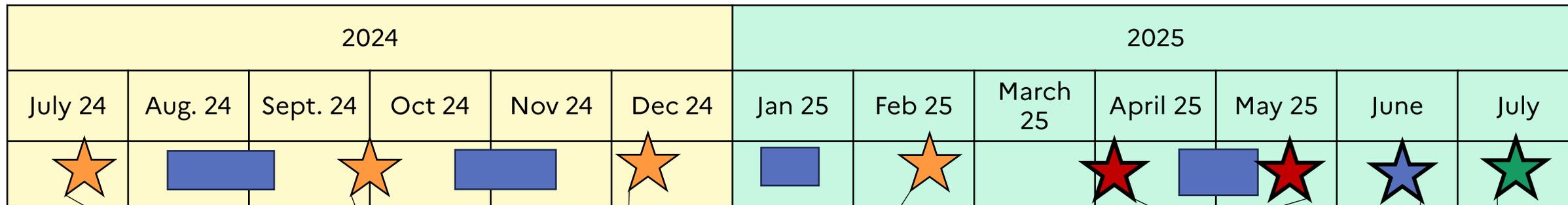
Updated Timeline



SG7 checks consistency, provides feedback and start writing



Milestones for SGs



Each SGs provides their table of content

SG provided v0 drafting

Official KOM
SG provides 1st drafting

Each SG provide their comments

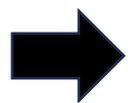
Each SG provides their 2nd drafting : 20th of January 25

Each SG provide their comments

Each SG provides their inputs

IWG

SG7 deliver final drafting



SGs provide their new inputs on the 14th of April 2025 and final inputs on the 12th of May 2025

Focus on SG1 drafting

Organization	Comment number	Section	Line	Type of comments	Comment
Korea		13.1.1	217-221	Other	This paragraph is the repetition of the last paragraph in 2.2.
Korea		23.2.6.2	625	Other	For Level 3, only the hotspot part might have an access to information for PDS calculation in the supply chain. This might result in rather unuseful PDS value in the end. We'd like to propose to omit "Level 3" in this sentence.
Korea		33.2.7	708, 712	Other	Since we are only considering GHG, shouldn't we clearly write a relevant impact category, i.e., climate change, since the current wording "a big impact category indicator" might confuse practitioners whether to include the parts having a big impact in other impact categories.
Korea		43.2.7	703, 706, 732-733	Other	For cut-off rule, is the intention to be applied to the total life cycle emission including the use phase, or individually applied to each life-cycle stage, or even applied in the individual process or part level? It is not clear. For example, In one sentence, it is said "x% of the mass ratio of the reference flow.", while in the other sentence, it is said "3% of the total product carbon footprint within the specific life cycle stage or from individual suppliers (e.g., per delivered part unit."
Korea		53.2.9.2	1108	Other	For clarification, 1. Should step3 in the allocation decision procedure be generally applied to all the life cycle stages or only to material/part/vehicle life cycles? 2. Should step3 be applied only for foreground processes? For example, since certain background LCI DB might use different allocation rule (or cannot follow this rule), then applying this rule to the background DB may not be possible.
ICCT		13.2.1	341a	Methodologic approach	This comment was not addressed in the first review: To provide meaningful apple-to-apple comparison between power train types, regions, or similar, could it be prescribed that the choice of vehicle model should be representative for average vehicle models in a given regional scope and scope of vehicle segments?
ICCT		23.2.1	363a	Methodologic approach	This comment was not addressed in the first review: To provide meaningful apple-to-apple comparison between power train types, regions, or similar, could it be prescribed that the choice of vehicle model should be representative for average vehicle models in a given regional scope and scope of vehicle segments?
ICCT		33.2.4	468a	Methodologic approach	This comment was not addressed in the first review: For the use phase "fluorocarbon emissions" are mentioned, but neither carbon dioxide, nor N2O or methane, nor other (unburned) hydrocarbon GHG species. Could these be added?
ICCT		43.2.4	468a	Methodologic approach	This comment was not addressed in the first review: In addition to what is depicted in the scheme, also the emissions of the leakage of climate active species from the vehicles (e.g. methane leakage from CNG cars) and the formation of non-CO2 GHG gasses (e.g. N2O) during the fuel combustion should be covered in the emissions of the usage phase.
ICCT		53.2.4	468a	Methodologic approach	This comment was not addressed in the first review: Given that the "fuel production/electricity generation" emissions make up a large share of the emissions, typically as much as the vehicle production emission for ICE vehicles, and potentially even more for electric vehicles, the level of granularity of just a one "fuel production/electricity generation" box compared to the complex presentation of the other components of the life-cycle assessment does not match. This could be more explicit, i.e., display the scope of emissions covered: (fossil) fuel extraction, processing, transport, ... or coal mining, transport, electricity generation.... or land use change emissions of growing biofuel feedstock, fuel processing, ... and cover points such as methane leakage, transmission and distribution losses in the electric grid, etc.
ICCT		63.2.4	502	Wording	The last draft version of SG6's contribution that found an agreement in the subgroup contained a proposed wording for this. This proposed wording should not be lost and can be added here in squarebrackets.
ICCT		73.2.4	503a	Methodologic approach	In the context of this methodology "land use change" is not discussed as an impact category by itself. The discussion is about the GHG emission impact of land use change. Therefore, land use change emissions should be addressed in section 3.2.4, as part of the scope of the GHG emissions covered.
ICCT		83.2.5	550a	Methodologic approach	In the context of this methodology "land use change" is not discussed as an impact category by itself. The discussion is about the GHG emission impact of land use change. Therefore, land use change emissions should be addressed in section 3.2.4, as part of the scope of the GHG emissions covered.

Focus on SG1 drafting

Organization	Comment number	Section	Line	Type of comments	Comment
JAPAN	14.8.		76	Wording others	one of discussion items under SG1
JAPAN	53.1.9.		30	Wording	need to confirm the meaning of "normative". OK if it means "relating to" but NG if it means "we should follow"
JAPAN	63.2.1.		274	Methodologic	strongly request to add [] to whole section for more discussion
JAPAN	93.2.4.		260~390	al approach	some of content do not match the processes other than production at all
JAPAN	103.2.5.		505/507/509	Wording	"energy" seems to be better terminology instead of "loads" considering the consistency with other section
JAPAN	113.2.6.1.		525~551	Methodologic	more discussion is necessary for both terminologies and description location
JAPAN	123.2.6.2.		584	al approach	generally OK, but need to confirm that the text is valid (workable) for all phases other than production phase
JAPAN	133.2.6.3.		619	Methodologic	Japan has several concerns on the contents including the necessity of this section, i.e. apply to Level 3 & 4 only <- Level concept itself is under the discussion. Does this contents work for other SGs (2/4/5/6) ?
JAPAN	143.2.7.		691	al approach	Japan doesn't think "DQR" is necessary as long as data quality satisfy the criteria
JAPAN	153.2.7.		703	Methodologic	3% is OK for Japan
JAPAN	163.2.7.		718	al approach	however, still has concerns to apply "cut-off" provision for items which has the specific value (as long as items possess the specific value, no reason to exclude it)
JAPAN	203.2.12		722	Methodologic	Japan wants to confirm the definition of "impact category indicator ratio"
JAPAN	13.2.7		705-711	al approach	application of "construction" should be followed the IWG decision on "infrastructure"
JAPAN	23.2.7		1538~	Methodologic	under the internal discussion. Plan to provide comments and/or counter-proposal later
RICARDO	4		705-711	Wording	This comment was not addressed in the first review: For clarity suggest adding 'to be cut-off' for clarity to each of the bullets here, e.g. amend text in the first bullet to "Input of parts, materials, containers/packaging, and secondary materials to be cut-off shall..."
RICARDO	4		705-711	Methodologic	Additionally to my previous comment. The Cut-off rule also only considers mass; normally would include at least mass and energy (with potentially other rules should these units not be appropriate for the flows), also since these rules are apparently being applied more broadly across the guidance document (so useful to harmonise in one/first place). I would propose to add an additional bullet to cover energy flows here to cover this. Elsewhere there is a proposal for an impact-based cut off (i.e. total GWP impact); not clear if this is intended to be combined, or alternative.
SG5 Leading Team	4		65, 470,,,,,,	Wording	Change SG5 stage naming from "End of Life" to "Disposal and Recycling" (a lot of)
EU JRC	13.2.1		341	Methodologic	Follow the Representative Vehicle definition according to SG3 and SG4
EU JRC	33.2.4		468	al approach	Picture is missing some process and inputs/otputs at least about Use stage (SG4)
EU JRC	53.2.9		880	Methodologic	Shall we distinguish between Energy mix and Fuel mix scenarios? I guess higher priority should be given to Energy mix modelling due to the constant electrification trend while lower priority (considering static approach as one option) should be given to Fuel mix modelling due to the less relevant role fuels have in the future

Focus on SG2 drafting

Organization	Comment number	SG targeted by the comment	Section	Line	Type of comments	Comment
Korea	6	SG2	4.1.2	1700	Other	For clarification, Is the proposed material classification in Table 4.1.2-1 a mandatory minimum requirement, or can OEMs provide more detailed classifications at their discretion? In other words, is it a recommended guideline or a compulsory mandate?
Korea	7	SG2	4.1.2	1700	Other	The inclusion of Li-ion battery material classification would be helpful, based on the previous discussion between SG2 and SG3 on cathode, anode, and precursor materials and system boundary, etc.
JAPAN	21	SG2 SG3	4.1.1. 4.2.2.	1616 1915	Methodological approach	do we need this section ? According to ISO 14067:2018, declared unit is valid for only Partial-CFP.
JAPAN	22	SG2 SG3 SG4 SG5	4.1.5. 4.2.5. 4.3.5. 4.4.5.	1752 2000 2536 2891	Other	better to have one desinghated section for energy modeling and refer the specific section to avoid inconsistency during future amendment
SG5 Leading Team	1	SG2	4.1.3	1698 and 1699	Wording	To be aligned with 3.2.10.1 Material and parts recycling modeling [SG5]
SG5 Leading Team	2	SG2 and SG3	4.1.3 & 4.2.1.2.	1698, 1699 & 1816-45	Wording	"Material production burdens" evaluation duplicated in SG2 paragraph and SG3 paragraph . In SG2 It is natural to keep it in SG2 stage and to delete it from SG3 stage

Focus on SG3 drafting

Organization	Comment number	Section	Line	Type of comments	Comment
Korea	84.2.1.2		1870, 1885- 1886	Other	Is C_T (i.e., carbon emission due to the transport of the fully assembled vehicle to show room in level 3) intentionally omitted in the formula for Level 2? In the sentence below, "Again, all specific emission effects due to... transport of parts or vehicles..", the formula should include the emission regarding "transport of vehicles."
Korea	94.2.1.4		1942	Other	C_Trans in level 4 formula = C_T in level 3 formula: If they refer to the same emissions, how about using the same term?
Korea	104.2.3		1989	Other	Shouldn't it be "cradle-to-gate system boundary in parts production" for the second-left box?
Korea	114.2.4		2028	Other	For clarification, Is this 10% for the whole life cycle including the use phase or only for material/part/vehicle production?
JAPAN	3.2.9. 183.2.10.		1018 ~1435	Methodological approach	Japan general comments : collaboration between SG3 and SG5 is necessary. Some of text (description) need to move 4. Annex due to its precise description
JAPAN	193.2.11.		1436	Methodological approach	applicable methodology should be clearly reported. In case of "mass balance method", need to set the criteria to avoid the misuses (i.e. double-count, greenwashing). keep watching the progress in ISO
JAPAN	234.2.1.3.		1852	Methodological approach	Since there is still no discussion on how to determine hotspots. More discussion is necessary.
JAPAN	4.2.1.3. 244.2.1.4.		1856 1904	Methodological approach	Reliable secondary data are available from sources other than government authorities and should not be unnecessarily limited.
JAPAN	254.2.3.		1934	Methodological approach	need to distinguish between cases where parts are produced in-house and those where they are produced externally
JAPAN	264.2.3.		1951	Methodological approach	inconsistent with 3.2.4. i.e. packaging
JAPAN	274.2.4.		1973	Other	common description related to all process needs to be moved to section 3.2.6. In this section, the specific primary and secondary data to be collected should be listed

Focus on SG3 drafting

Organization	Comment number	Section	Line	Type of comments	Comment
RICARDO	63.2.8.1		927	Methodological approach	(1)The text here as it reads, and also based on the introductory text in lines 903-905, implies that a market-based approach should be used for all lifecycle stages - i.e. including the use stage and EoL stage by default, which is totally inappropriate and unrealistic, since they are in the future and except in very specific exceptional circumstances, in no way could a market-base mix by guaranteed or expected. I would recommend that the text is amended to make clear the market-based approach is only appropriate for the production stage (i.e. covered by SG2 and SG3). (2) As also discussed in TranSensus LCA a purely market-based approach is close to impossible - market mixes for all aspects of production stage. In reality a partial/hybrid approach is feasible (and typically applied), where market based electricity mix is applied where known/available only for certain parts of the production stage (typically manufacturing and assembly of key components and the vehicle itself).
EU JRC	63.2.9.1		1049	Wording	A.B.: ISO 14040:2006 definition for waste: 'substances or objects which the holder intends or is required to dispose of'
EU JRC	73.2.9.1		1068	Wording	A.B.: ISO 14040:2006 definition for co-product: "any of two or more products coming from the same unit process or product system"
EU JRC	83.2.9.2		1108	Methodological approach	A.B.: the multiple output allocation procedure does not comply with ISO 14044:2006 standards!! In ISO 14044: 1. Avoid allocation 2. physical relationships allocation 3. other relationships => economic allocation comes last
EU JRC	93.2.9.2		1134	Methodological approach	A.B.: system expansion and substitution are 2 different things. System expansion is avoiding allocation. Substitution is already an allocation.

Focus on SG4 drafting

Organization	Comment number	SG targeted by the comment	Section	Line	Type of comments	Comment
ICCT	12SG4		4.3.1	2131	Wording	To my understanding, already this paragraph needs to justify why the age at the point of recycling is the ideal type of statistics to be considered.
ICCT	13SG4		4.3.2	2211	Wording	Does this figure 4.3.2-1 need to be shown again at this point? It is already presented in section 3.2.4. At this point, the use phase-specific figure 4.3.2-2 should suffice.
ICCT	14SG4		4.3.2	2211	Methodological approach	This comment was not addressed in the first review: For the use phase "fluorocarbon emissions" are mentioned, but neither carbon dioxide, nor N2O or methane, nor other (unburned) hydrocarbon GHG species. Could these be added?
ICCT	15SG4		4.3.2	2211	Methodological approach	This comment was not addressed in the first review: In addition to what is depicted in the scheme, also the emissions of the leakage of climate active species from the vehicles (e.g. methane leakage from CNG cars) and the formation of non-CO2 GHG gasses (e.g. N2O) during the fuel combustion should be covered in the emissions of the usage phase.
ICCT	16SG4		4.3.2	2211	Methodological approach	This comment was not addressed in the first review: Given that the "fuel production/electricity generation" emissions make up a large share of the emissions, typically as much as the vehicle production emission for ICE vehicles, and potentially even more for electric vehicles, the level of granularity of just a one "fuel production/electricity generation" box compared to the complex presentation of the other components of the life-cycle assessment does not match. This could be more explicit, i.e., display the scope of emissions covered: (fossil) fuel extraction, processing, transport, ... or coal mining, transport, electricity generation.... or land use change emissions of growing biofuel feedstock, fuel processing, ... and cover points such as methane leakage, transmission and distribution losses in the electric grid, etc.
JAPAN	8SG4		3.2.3.	430	Methodological approach	propose to modify "unit" and "reference flow" under SG4 discussion. Japan is happy to discuss this section including other comments made by other member
RICARDO	8SG4		4.3.3	2338-2349	Methodological approach	<p>The formula/methodology outlined is broadly correct, but not necessarily obviously applicable to vehicles with more than one mode of operation which can have a variable share - i.e. PHEVs. I would like to propose a clarification for dual-mode vehicles, which will hopefully make this clearer. This would be ADDITIONAL text to follow the definition of the main formula.</p> <p>Alternatively, if want to make explicit for PHEVs and link to a defined Utility Factor (UF), then the wording can be amended accordingly, e.g. if Mode 1 = Electricity and Mode 2 = Petrol or Diesel, then M1% = UF and M2% = (1-UF)</p>

Focus on SG5 drafting

Organization	Comment number	SG targeted by the comment	Section	Line	Type of comments	Comment
ICCT		9SG6	3.2.8		883Wording	There's a missing reference to the later part of the document.
ICCT		10SG6	4.1.5		1813Wording	To my understanding, this is defined already in section 3.2.8.
ICCT		11SG6	4.2.5		2066Wording	To my understanding, this is defined already in section 3.2.8.
ICCT		17SG6	4.3.5		2606Wording	It should be clarified that the practioner needs to consider the expected development of the electricity mix. This is not optional.
ICCT		18SG6	4.3.5		2606Methodological approach	This section also needs to provide guidance for the modelling of the expected future changes of the fuel mix.
ICCT		19SG6	4.3.5		2983Wording	It should be clarified that the practioner needs to consider the expected development of the electricity mix. This is not optional.
JAPAN		17SG6	3.2.8.		901Methodological approach ~1016	follow SG6 decision Japan does NOT support SG3 to develop the text of this section
RICARDO		3SG6	3.2.8	773-789	Methodological approach	The approach to fuel modelling does not capture explicitly the impacts of electricity generation infrastructure from electricity modelling - i.e. for RFNBOs (e.g. hydrogen and e-fuels), which has been previously discussed and agreed.
RICARDO		4SG6	3.2.8		882Wording	The accounting for future changes in energy mix is a mantatory requirement, not optional, i.e. 'shall' (at least for electricity).
RICARDO		5SG6	3.2.8		886Wording	The accounting for future changes in energy mix is also not only relevant for prospective LCA, but also retrospective product LCA, since the use phase is almost always mostly or completely in the future still for these studies. Amending the wording would help avoid potential confusion on this point.
RICARDO		7SG6	4.4.5		2984Wording	As for earlier comment in 3.2.8: Accounting for changes in mix is a mandatory requirement, not optional/ a recommendation so should use the word 'shall'.
RICARDO		9SG6	4.3.5		2606Wording	The accounting for future changes in energy mix is a mantatory requirement, not optional, i.e. 'shall' (at least for electricity).
RICARDO		10SG6	4.3.5		2606Methodological approach	Additional guidance is needed also for the modelling of the expected fuel mix changes, especially with reference to hydrogen.
RICARDO		11SG6	4.3.5		2983Wording	The accounting for future changes in energy mix is a mantatory requirement, not optional, i.e. 'shall' (at least for electricity).
		3SG6	4.1.5	2893	Methodological approach	Not only "Dynamic" but also "Static" should be specified following ToR recommendation, "It shall also strike a balance between the accuracy and the workload". Becasue most of sencodary data related to the disposal and recycling are based on current Energy emmision factor.
SG5 Leading Team EU JRC		4SG6	3.2.8		820Wording	Not clear where these 1,2 or 3 condistions are listed

Focus on SG6 drafting

Organization	Comment number	SG targeted by the comment	Section	Line	Type of comments	Comment
ICCT		6SG1, SG6	3.2.4	502	Wording	The last draft version of SG6's contribution that found an agreement in the subgroup contained a proposed wording for this. This proposed wording should not be lost and can be added here in squarebrackets.
ICCT		9SG6	3.2.8	883	Wording	There's a missing reference to the later part of the document.
ICCT		10SG6	4.1.5	1813	Wording	To my understanding, this is defined already in section 3.2.8.
ICCT		11SG6	4.2.5	2066	Wording	To my understanding, this is defined already in section 3.2.8.
ICCT		17SG6	4.3.5	2606	Wording	It should be clarified that the practioner needs to consider the expected development of the electricity mix. This is not optional.
ICCT		18SG6	4.3.5	2606	Methodological approach	This section also needs to provide guidance for the modelling of the expected future changes of the fuel mix.
ICCT		19SG6	4.3.5	2983	Wording	It should be clarified that the practioner needs to consider the expected development of the electricity mix. This is not optional.
JAPAN		17SG6	3.2.8.	901-1016	Methodological approach	follow SG6 decision Japan does NOT support SG3 to develop the text of this section
RICARDO		3SG6	3.2.8	773-789	Methodological approach	The approach to fuel modelling does not capture explicitly the impacts of electricity generation infrastructure from electricity modelling - i.e. for RFNBOs (e.g. hydrogen and e-fuels), which has been previously discussed and agreed.
RICARDO		4SG6	3.2.8	882	Wording	The accounting for future changes in energy mix is a mantatory requirement, not optional, i.e. 'shall' (at least for electricity).
RICARDO		5SG6	3.2.8	886	Wording	The accounting for future changes in energy mix is also not only relevant for prospective LCA, but also retrospective product LCA, since the use phase is almost always mostly or completely in the future still for these studies. Amending the wording would help avoid potential confusion on this point.
RICARDO		7SG6	4.4.5	2984	Wording	As for earlier comment in 3.2.8: Accounting for changes in mix is a mandatory requirement, not optional/ a recommendation so should use the word 'shall'.
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RICARDO		10SG6	4.3.5	2606	Methodological approach	Additional guidance is needed also for the modelling of the expected fuel mix changes, especially with reference to hydrogen.
RICARDO		11SG6	4.3.5	2983	Wording	The accounting for future changes in energy mix is a mantatory requirement, not optional, i.e. 'shall' (at least for electricity).
SG5 Leading Team		3SG6	4.1.5	2893	Methodological approach	Not only "Dynamic" but also "Static" should be specified following ToR recommendation, "It shall also strike a balance between the accuracy and the workload". Becasue most of sencodary data related to the disposal and recycling are based on current Energy emmission factor.
EU JRC		4SG6	3.2.8	820	Wording	Not clear where these 1,2 or 3 conditions are listed
EU JRC		5SG1 SG6	3.2.9	880	Methodological approach	Shall we distinguish between Energy mix and Fuel mix scenarios? I guess higher priority should be given to Energy mix modelling due to the constant electrification trend while lower priority (considering static approach as one option) should be given to Fuel mix modelling due to the less relevant role fuels have in the future

Focus on SG7 drafting

Organization	Comment number	SG targeted by the comment	Section	Line	Type of comments	Comment
EU JRC	2	SG7	3.2.3	449	Wording	Make it a bulleted list please
EU JRC	10	SG7	4.3.2	2148	Other	Indeed the big figured was removed.
EU JRC	11	SG7	4.3.3.1	2294	Other	Still draft mode (proposal)
EU JRC	12	SG7	4.3.3.2	2303	Other	Still draft mode (proposal)



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Thank you

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