

Meeting minutes
35th 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/spaces/trans/pages/360415395/SG4+-+35th+Meeting>

Time		Agenda Item	Lead	Working Paper	Purpose or Target
12:00 ~ 12:05	1	Welcome and introduction	Chair	NA	Introduction
~ 12:30	2	Draft PHEV Methodology - Ricardo	Ricardo	A-LCA-SG4-35-02	Agreement
~ 13:00	3	Green NCAP approach to PHEVs	JRC	A-LCA-SG4-35-04	Presentation
~ 13:25	4	The EU approach to PHEVs	Green NCAP	A-LCA-SG4-35-03	Presentation
~ 13:30	5	Any other business & Closing	Chair	-	Closing

Agenda item 1: Welcome and introduction

The Chairs welcomed the participants to the 35th SG4 meeting and provided some overview of the main topics for today's meeting. The chair stressed the importance of finalizing the PHEVs approach by the end of the month.

Agenda item 2: Draft PHEV Methodology - Ricardo

Nikolas Hill (Ricardo) presented a few slides summarizing the methodology for PHEVs that reflects the current draft. He highlighted the proposal's similarity and differences with the counter-proposal from OICA. He also discussed utility factors and the incorporation of reduced ranges into the current methodology. He indicated alignment with existing protocols and discussed the adoption of utility factors across different regions, mentioning the preferences of contracting parties in the EU, China, and the US.

More info and a detailed description plus numerical examples can be found in the document on the wiki page. The Excel file for calculation can be accessed from the previous SG4 meeting page ([here](#)).

See document(s): A-LCA-SG4-35-02

Agenda item 3: Green NCAP approach to PHEVs

Alba Garbi (Applus IDIADA– Green NCAP) addressed the reliance on OBFCM data due

to its inconsistencies and unreliability. She introduced their proprietary methodology (available on their [website](#)) that utilises electricity consumption data instead, and discussed the benefits of charge depleting consumption discretisation. Following the same principle as EU OBFCM data, Green NCAP focused on their database. The gap between RW and TA CO₂ and/or energy consumption values is based on the total consumption of each vehicle and averaged by the European fleet. The novelty, considering Green NCAP fleet with the use of the database, is the calculation of the gap for different driving conditions and segmented by vehicle speed since it is based on time-resolved data with vehicle speed and consumption for each of the events driven on the road.

More info and a detailed description plus numerical examples can be found in the document on the wiki page.

See document(s): A-LCA-SG4-35-04

Agenda item 4: The EU approach to PHEVs

Alessandro Tansini (JRC) presented the EU approach to plug-in hybrids, touching on OBFCM data usage. He emphasised discrepancies and proposed alternative methods using real world factors (EDS) rather than UF official curves and the consequent definition of CD and CS mode consumptions to be adopted in the calculation flow. The approach highlighted the importance of understanding real-world performance and consumption factors, the need to use the Equivalent All Electric Range (EAER) and the definition of Pure Electric driving compared to CD mode for PHEVs.

More info and a detailed description plus numerical examples can be found in the document on the wiki page.

See document(s): A-LCA-SG4-35-03

Agenda item 5: Any other business & Closing

The meeting concluded with discussions emphasising the need for flexibility for contracting parties to adopt preferred methodologies. Preferences for utility factors were reiterated by US EPA (via email) and Japan. The importance of accounting methodologies with data OEMs have access to was underscored. The parties agreed to continue discussions and evaluations, optimistic about reaching a conclusion in the forthcoming meeting, scheduled for February 12, 2026.



















Key Action Points:

1. Review and revise the current PHEV assessment methodologies for greater alignment with EU standards, acknowledging jurisdiction-specific requirements.
2. Integrate utility factor consideration into assessments to more accurately reflect real-world application and performance.
3. Explore the use of real-world data and alternative metrics to enhance understanding of PHEV efficiency and consumer usage patterns.

4. Discuss and close the other open points within SG4.

Meeting Adjourned: 2:00 PM CET.

ANNEXES**Participants list:**

	DI PIERRO Giuseppe (JRC-ISPRA)	...
AT	Adrián Belda Torres (esterno)	
AG	Alba Garbi (esterno)	
AC	Alberto Castagnini (esterno)	
AD	Aleksandar Damyanov (esterno)	
FL	Filippo Lachina (C) (non verificato)	
GB	George Bedenian / Sr. En... (esterno)	
RG	Gijlswijk, R.N. (René) van (esterno)	
NH	Hill, Nikolas (esterno)	
JD	Joachim Demuyndt (esterno)	
NI	Nick ICHIKAWA_NT... (non verificato)	
N	NOZAKI/JAMA (non verificato)	
MR	Rauch, Martin (non verificato)	
	TANSINI Alessandro (JRC-ISPRA)	
TS	Tetsuya SUZUKI (JP... (non verificato)	
TS	Tetsuya SUZUKI / 鈴木 徹也 (non v...	
TS	TRIPATHY Samarendra (non verific... Organizzatore	
TK	Tsuyama Kohei (津山 晃平、≡ R D...	