

# LIFE-CYCLE-ASSESSMENT METHODOLOGY FOR AUTOMOBILES CO<sub>2</sub>



## Requirements to a Product Carbon Footprint Rulebook from Supplier Perspective

- 1. Quantifying actual CO<sub>2eq</sub> emissions must be the target**, replacing generic data wherever possible. CO<sub>2eq</sub> emissions for individual vehicles and components under specific production conditions and supply relationships are the goal instead of industry averages and approximations.
- 2. A collective approach** is required accumulating the real CO<sub>2eq</sub>-emission contributions along the supply chain. CO<sub>2eq</sub>-emission contributions across different companies requires a **consistent set of rules** for accounting for emissions to allow summation along chains.
- 3. The regulations must therefore be globally applicable and verifiable for companies of all sizes.**
- 4. Suppliers are in a competitive environment.**  
PCF is a performance criterium that will be relevant for awarding contracts in the medium to long term. The CO<sub>2eq</sub>-emission contributions in the supply chain must enable a comparative analysis globally across companies to avoid distortion of competition.
- 5. Reuse of existing networks** like the Catena-X-platform could facilitate and accelerate the implementation.



**Supplier Industry needs a harmonized set of rules  
for the cradle to gate CO<sub>2eq</sub> emissions of automotive components  
to improve CO<sub>2eq</sub> footprint in a competitive environment at affordable cost**

**CLEPA is willing to support actively the GRPE activity  
on LCA CO<sub>2eq</sub> footprint rules for automotive product categories  
initiated by Japan and Korea**