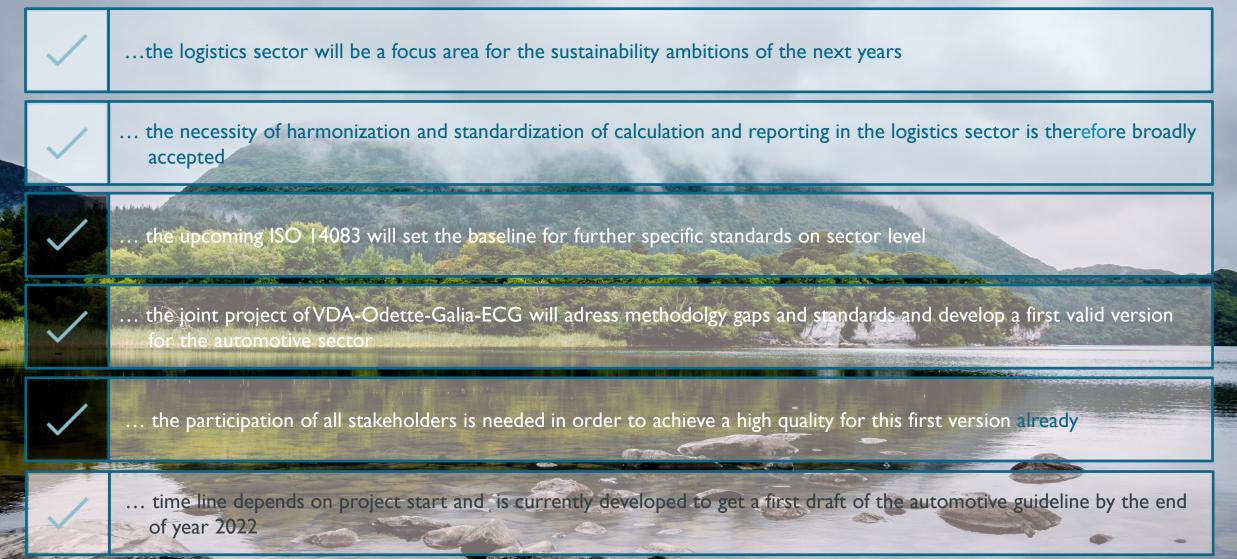
Joint project - Automotive supply chain CO2e-emission calculation and reporting guideline

ODETTE VDA ECG 13/05/22 Verband der Automobilindustrie

VDA

Takeaways ...





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The logistics sector will be a focus area for the sustainability ambitions of the next years

- Long time the release of sustainability reports was optional – this has changed already.
- These sustainability reports will be essential documentation for the future climate neutral Europe until 2050
- Logistics will be in full scope as we are a sector with poor performance until now
- Regulations are under current discussion and will come- one way or the other. (Fitfor55 package of the EU – emission goal 55 % until 2030)



* Corporate Social Responsibiliy

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VD

The necessity of harmonization and standardization of calculation and reporting in the logistics sector is therefore broadly accepted VDA

Verification companies are already requesting

 that emissions calculations shall be based on real transport data. Estimates and planning figures should be avoided where possible.

The data on which calculations are made have to be of high quality and accuracy which can be retraced accordingly. Examples of interest groups and standards already existing:

 GLEGUE
 Working group

 VOOR
 Verband der

 Automobilindustrie

Project Kick-off on 07. April 2022:

More than 60 participants More than 30 companies and associations, amongst them nine OEMs: Verband der

Automobilindustrie

The upcoming ISO 14083 will set the baseline for further specific standards on sector level



"Quantification and reporting of greenhouse gas emissions arising from operations of transport chains"

Based on different standards and frameworks:





Principles:

The process owner (most likely the LSP) is responsible for the emission calculation, methodological approach and result.

Calculations must be detailed on an appropriate level and quality to be used by customers for their **emission life cycle reporting obligations.** Therefore, a basic reporting scheme has been developed.

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The level of detail and quality requirements will increase over time.

Therefore, there have to be on-top guidelines, definitions amongst partners and technical values which should be provided by this project group. They cannot be static but will be subject to changes due to future regulation, science know-how etc. (e.g. secondary data based emission calculation is currently acceptable but have to be developed to primary data based calculation)

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The participation of all stakeholders is needed in order to achieve a high quality for this first guideline version already (current idea) VDA Verband der Automobilindustrie

OEMs and supplier (shippers) have to define requirements on basic reporting needs

LSPs

have to develop a first assessment on methodology gaps for their service portfolio and bring up first solution drafts

D

Decide on which requirements and methodology gaps should be developed and a clear task for the next step teams

Project team

Specific working groups of OEMs and shippers

work on requirements and definition of agreements.Secondly, work on resolving methodolgy gaps by agreeing on conventions

LSP

Main responsibility:

- Safe-guard the interests of LSP, especially regarding complexity and data accuracy
- Engage in the method analysis and be expert where needed as a specialist for transport mode/ process
- Willing to compromize and provide solutions

Shipper (OEM/Supplier)

Main responsibility:

- Safe-guard the interests of shipper, especially regarding reporting needs of company
- Define requirements regarding LSP reports (level of detail, process model, borders etc.)
- Be expert where needed as a specialist for processes
- Willing to compromize and provide solutions

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Time line is currently developed to get a first draft of the automotive guideline by the end of year 2022



