Reviewing comparative life cycle assessments for battery electric vs. internal combustion engine vehicles for passenger cars

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FCN | Future Energy Consumer Needs and Behavior
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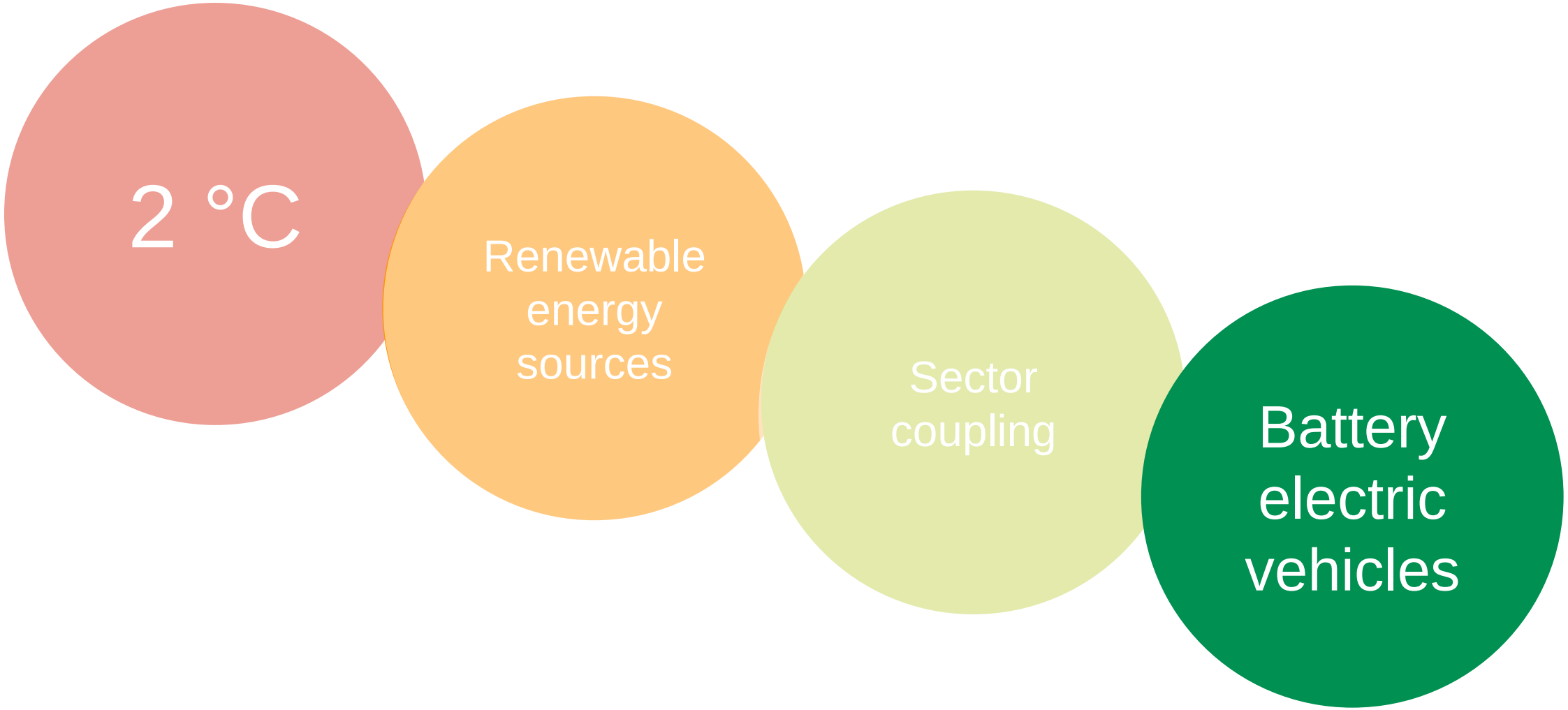
Climate targets require new solutions for sustainable energy systems



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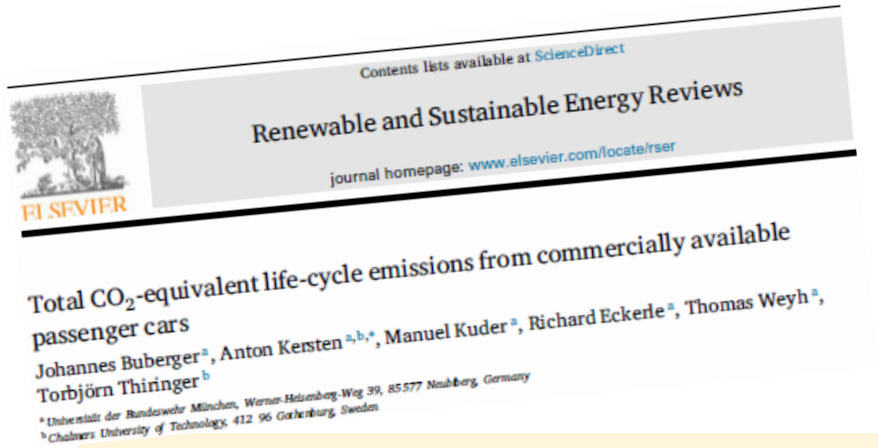
Variety of Life Cycle Assessment (LCA) studies for battery electric vehicles (BEV) in comparison with internal combustion engine vehicles (ICEV)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journal homepage: www.elsevier.com/locate/rser

ELSEVIER

Total CO_2-equivalent life-cycle emissions from commercially available passenger cars

Johannes Buberger [a], Anton Kersten [a,b,*], Manuel Kuder [a], Richard Eckerle [a], Thomas Weyh [a], Torbjörn Thiringer [b]

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"It can be seen that the CO_2-emissions of the electric motor are […] a good quarter higher in the unfavorable case [than those of the diesel engine]."
– (translated from German), Buchal, Karl & Sinn, 2019

"increasing electrification led to increasing benefits versus conventional liquid"
– Hill et al. 2020

Due to the high ecological backpack in battery production, there is a requirement to significantly reduce this backpack in the future.
– (translated from German) Wietschel et al., 2022

Research questions

I. What **findings** do recent **comparative LCA** studies for **BEV** and **ICEV** have?

II. What are the **main drivers** for **differences**?

Aim of the work

I. Identification of **reasons** for **differing results**

II. Provision of **guidelines** for LCA interpretation

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Four step methodology to identify main environmental impact drivers

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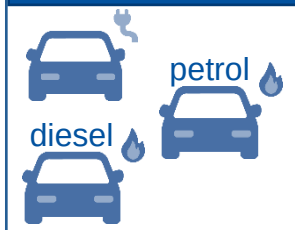
I. Meta study of recent Life Cycle Assessment studies with focus on Germany

Raw Materials → Production → Distribution → Use → Recycling

II. Identifying parameters and assumptions that lead to different results

- Car classes
- Total mileage over the entire lifecycle
- Specific consumption
- Electricity mix used for charging
- Share of urban driving

III. Dynamic Life Cycle Assessment with identified parameters



- Battery electric vehicle (BEV)
- Internal combustion engine vehicle petrol (ICEV_p)
- Internal combustion engine vehicle diesel (ICEV_d)
- Fuel cell electric vehicle (FCEV)
- Plug-in hybrid electric vehicles (PHEV)

- Small car
- Compact car
- Family car
- Executive car

IV. Sensitivity analysis for identified parameters

10% variation of parameters

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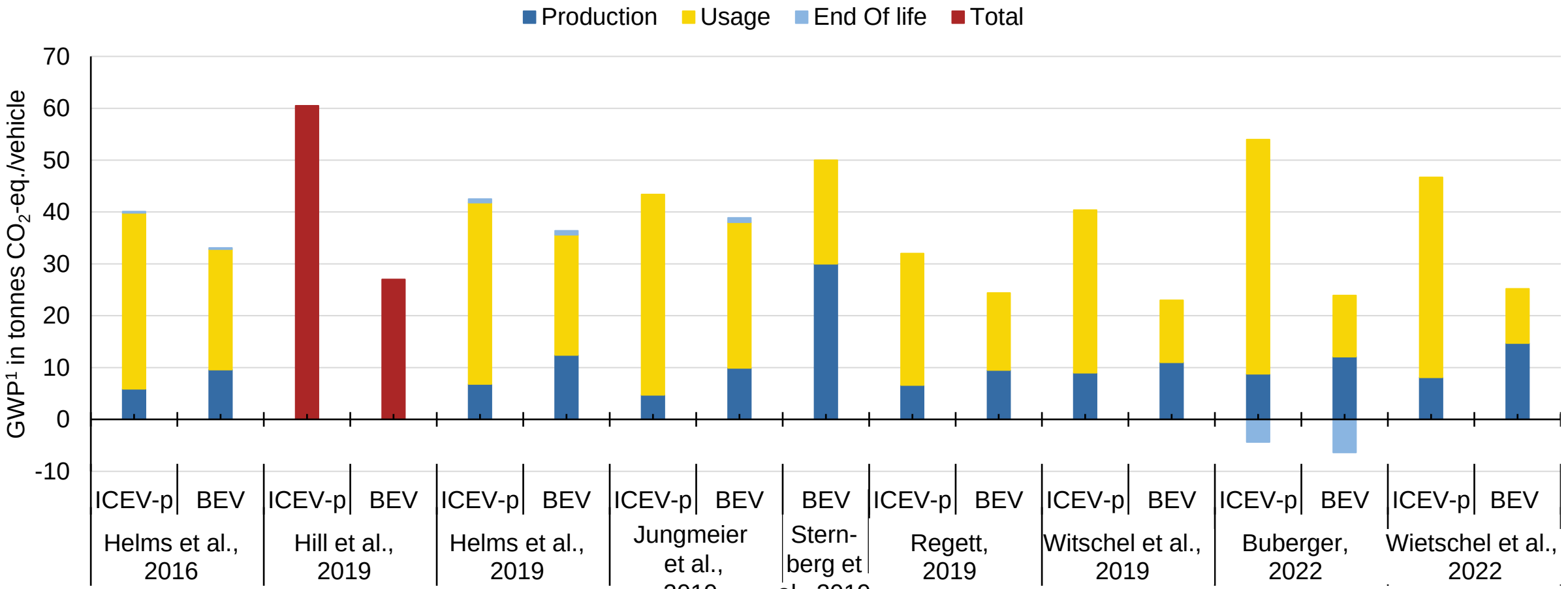
Broad range of resulting footprints for BEVs with conventional cars in literature



[1]Global warming potential

Higher impact of production of BEVs is offset by the lower carbon emissions during the use phase

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Parameter based Life Cycle Assessment in a Jupyter Notebook

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Parameters

1.1 Definition of goal and scope

In the first phase, you define the goal and scope of your LC
per year and how high the share of urban driving is.

- Lifespan
- Mileage
- Share of urban driving

What share is driven in urban areas? The rest is allocated to

Share of urban driving [%]

- Consumption

Life cycle inventory

1.2 Life cycle inventory

In the second phase, the life cycle inventory (LCI) with all relevant processes
with all the in- and output flows has already been conducted. You only have t
use and the end of life stage of the observed life cycle.

Production stage | Use stage | End of life stage

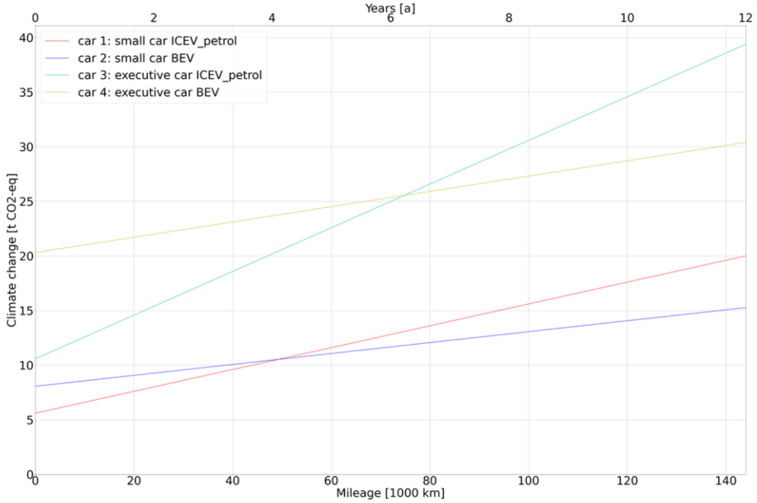
Electricity generation

How is the electricity for the production processes of the batteries, fuel c

Electricity used for production:

- Status quo
- From renewable energy sources
- Fossil fuel based

Results



Possibility to calculate own LCA **with different parameters** and compare them

Environmental break-even points between BEV and ICEV depend on parameter choice

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Sensitivity analysis of parameters (+10%) in use phase and average deviation GWP compared to reference scenario

Parameter for sensitivity analysis (+10%)	Parameter variation	Average deviation of GWP compared to the reference scenario		
		BEV	ICEV-p petrol	ICEV-d diesel
Mileage	↑	~+5.2%	~+7.5%	~+7.0%
Consumption	↑	~+5.2%	~+7.5%	~+7.0%
GWP of electricity mix for charging	↑	~+5.2%	0%	0%
Share of urban driving	↑	~ -1,6%	~+2.0%	~ +2.8%

Conclusion	Break-even point with ICEV
BEV	
Bigger impact on ICEV than BEV	**equal[1]**
Bigger impact on ICEV than BEV	**earlier**
Only impact for BEV	**later**
Environmental benefits for BEV and disadvantages for ICEV	**earlier**

[1]The break-even point is reached at the same mileage, yet the GWP increases at a higher rate with continued driving distance for the ICEV (due to the higher impact of the operation phase).

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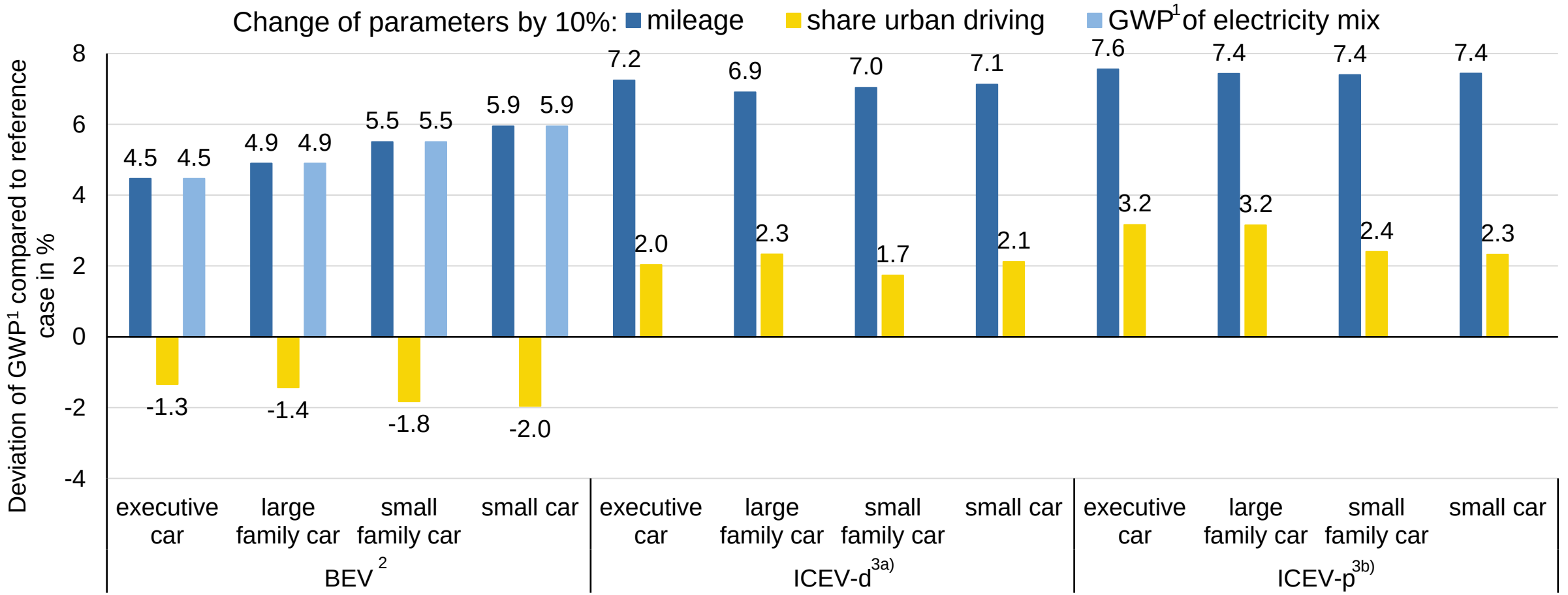
Sensitivity analysis of 10% shows deviation of GWP for different car classes



[1]Global warming potential, 2 Battery electric vehicle, 3 Internal combustion engine vehicle: a) diesel, b) petrol

Variations of use phase parameters for smaller BEVs **are more sensitive** on **total GWP**

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Guidelines for LCA interpretation and further research in current projects

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Conclusions

- Choice of parameters can strongly change result of LCA studies
- Guidelines for LCA interpretation:
  - Due to the **energy-intensive battery production**, BEV show a comparatively **higher footprint at the production-phase**, that can be compensated during the operation phase
  - The **higher the specific consumption** in the use phase per technology, the **shorter the ecological payback time** of BEVs
  - The **higher the share of trips in urban traffic**, the **lower the impact of BEVs** and the **higher the impact of ICEV**
  - Since the **GWP of the electricity mix** is decisive for the impact of battery production and the operation phase of the BEV, **future developments** need consideration through a **prospective LCA-approach**

Further research

- Environmental impact of different **charging use cases** in BMWK project unIT-e²
- Environmental impact of **DC infrastructure** in BMWK project IDEAL

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Thank you for your attention!