

Raw material input into vehicle production

Dimension - Environment

Associated Key Factor:

Attitudes and implementation of principles relating to sustainable development

Data Source:

Publication

e.g. Schweimer, Georg und Marcel Levin: "Life Cycle Inventory of the Golf AF". Volkswagen AG (also 3 Litre Lupo and Seat Ibiza)

Refer to publisher details at indicator level

The indicator:

Defines the raw material input into vehicle production and at the same time indicates the use of recycled materials in vehicle production.

How is it measured?

The indicator is measured as the percentage of raw materials used in vehicle of the total material used in vehicle production.

What are the disadvantages of the Indicator?

The indicator does not define the type of raw material used in vehicle production. Moreover it is not clear whether monetary values, weight measures or other should be used.

Measuring of this indicator can only be realized at type of vehicle basis. Vehicle production mainly relies on global sourcing strategies, therefore an indicator measuring the raw material input at national level does not make a lot of sense.

An indicator which measures the raw vehicle input by type of car and then relates to the numbers of this car sold by country does seem the better choice. It would give insight on the market integration of environmental sound production in the transport sector.

What is the policy relevance of the indicator?

The indicator is relevant for policies relating to recycling standards for certain products.

The Indicator is relevant for the following pathways of the FORESIGHT FOR TRANSPORT exercise: