

Based on the definition given in chapter 2.8. and 4.2. regulations and standards are analyzed:

Data from chapter 4.2.1.	regulations and standards, concepts and tools												
	CO ₂ regulations, fuel economy (MAC, CAFE)	Fuel directives	Top runner	Regulated pollutants	Green vehicles (EPA, Australien, China, Sweden)	Noise	Recyclability ISO 22628	End-of-Vehicle-Life and substance restrictions	Interior air quality	LCA / ISO 14040/44	WTW	Vehicle rankings e.g. VCD, Ökotrend	Green manufacturing
Environmental aspects covered: no - partly - yes													
Air emissions:CO ₂													
Air emissions: regulated pollutants													
Air emissions: other GHG													
other pollutants: water (yes/no)													
other pollutants (e.g. waste streams): land (yes/no)													
Use of materials/resources (recycled, renewable, non-renewable)													
Use of energy resources (e.g. fossil fuels)													
Use of water													
Use of land									*				
Recyclability													
Toxics (health effects)									*				
Noise									*				
EMC													
Effects on biodiversity and sustainability									*				

* method currently not suitable

Explanation:

- CO₂ regulations and Top runner are solely aimed at TTW CO₂ emissions (for MAC, also other GHG are included).
- Fuel directive is aiming at all air emissions (but only WTT, not TTW).
- Regulated pollutants are solely aimed at regulated pollutants
- Noise solely aimed at noise
- green manufacturing (**not clear where in document described**), air emissions only regulated for manufacturing part (not for vehicle use part).

Data from chapter 4.2.2.	regulations and standards, concepts and tools												
	CO ₂ regulations, fuel economy (MAC, CAFE)	Fuel directives	Top runner	Regulated pollutants	Green vehicles (EPA, Australien, China, Sweden)	Noise	Recyclability ISO 22628	End-of-Vehicle-Life and substance restrictions	Interior air quality	LCA / ISO 14040/44	WTW	Vehicle rankings e.g. VCD, Ökottrend	Green manufacturing
Data: low/regional - partly - high/worldwide													
Availability of data regional													
Quality of data regional													
Frequency of data updating regional													
Availability of data worldwide													
Quality of data worldwide													
Frequency of data updating worldwide													
System boundaries (to the point, solely): no - partly - yes													
Tailpipe													
Usage of vehicle (incl. evap emission etc.)													
Production (vehicle, spare parts, fuel, other materials)													
Recycling													
Holistic (lifecycle & integrated approach)													
Application: not applied – partly - applied													
For specific vehicles													
A generic vehicle application													
Vehicle model													
current vehicle technology													
future vehicle technology													
other parts/systems (e.g. MAC's, tyres, GSI, TPMS, ...)													
interface: surface, infrastructure													
Evaluation context: no - partly - yes													
global environmentally impacts													
local environmentally impacts													
short term impacts										*			
mid term impacts													
long term impacts													
Effort for application: very high - high - neutral - low - very low													
Time/cost													
Self declaration, independent 3rd party review													
User expertise													
Communication													

* method currently not suitable

Explanation:

- CO2 regulation & regulated pollutants: yellow for quality of data world wide because different test-cycle is used.
- Fuel directive: data readily available in Europe. Rest of the world has basic data available (thus partly)
- Effort for application probably need some more discussion
- Noise: similar as CO2 and regulated pollutants? Data availability unclear for me
- Green manufacturing not clear where in document described