**Pre-seminar Peer Group Review**

Group 1 realizes that several elements could be omitted, in their case, since the processes inside the slaughterhouse are under a certain standard established by the EU. Therefore, the process is likely to be similar. This attribute remains the same between meat producing in Ireland and Sweden and therefore were excluded from the study.

Unlike other meat LCA that oversimplified the meat process, what group 1 presented was a more robust meat production that stems from feedstock production, supply and cattle raising to the distribution chain. Therefore, the study is much more coherent to the actual condition.

One of the major difficulties that were discussed during the pre-seminar session were related to the transport of the Ireland meat and the feed that were used in both types of meat. Finding the supply chain flow has become a hindrance due to the unavailable information of the latter. Unclear means and routes that transportation process has become a source of uncertainty. However, if no other solution could be provided, perhaps one should look at the case based on the economical standings of the transportation. Since transportation route is most likely submitted under the economic cost, it is possible that the transportation element is based on the cheapest means and routes. If possible routes and attributed means could be listed, and cost calculation could be performed, then it is a robust argument to identify the cheapest route as the transportation element of the LCA.

Feed has also become one of the concerns of the meat LCA study. There are many varieties of feed that were used, and the data itself is difficult to obtain. In this case, assumptions should be given based on the availability of information available. Also, defining the clear boundaries should also be in place to avoid excessive analysis on the feed source.

Based on the remarkable performance of other groups during the seminar, there are several things that we took from their ideas and method. First, a clear definition of the retail distribution is important to be included as the transportation element. In this case, we need to define clear route where the soybean is sold after it arrived in the harbor. This also includes the possible prepackaging of the soybean.

Second, during the seminar we perceived the urgency to track back the fertilizer and insecticide unit in the soybean system. The use of fertilizer and insecticide in the soybean farming process is possibly one of the significant impacts that the overall process has to the environment.

Third, a clear definition of the functional unit should be defined once more per product. There is still an ambiguity which functional unit should be used, as in between the amount of proteins per time or amount of product per time. This should also be reflected in the Simapro model that is still being developed further.

Lastly, we also thought it would be good to focus on selective environmental factors that are most significant for our project and discuss it in detail.