

# ENVIRONMENTAL DECISION MAKING IN SUSTAINABLE CONSUMPTION: ASSESSMENT OF KEY DECISIONS AND CASE STUDIES

Josef.Kaenzig@epfl.ch

Olivier.Jolliet@epfl.ch

Industrial Ecology - Life Cycle Systems,  
Swiss Federal Institute of Technology Lausanne (EPFL)



# Goal & Approach

Extracts from an ongoing study for the Swiss Agency for the Environment, Forests and Landscape (SAEFL):

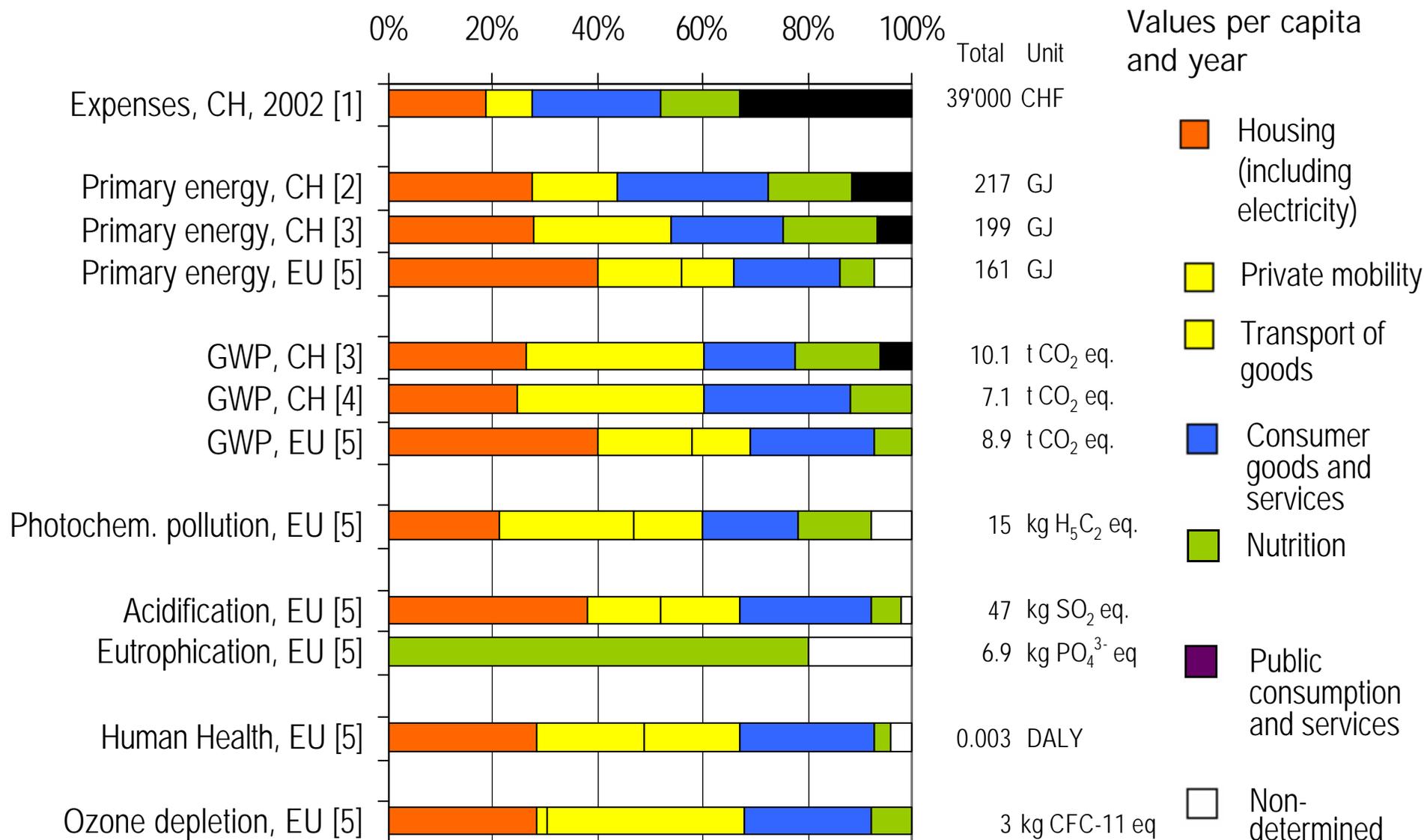
1. Assess **the environmental impact per capita** with life-cycle approaches
2. Analyze and **identify key factors, decisions and actors** in regard to sustainable consumption
3. Elaborate **sustainable consumption patterns** presenting important benefits for the environment

**Functional unit:** Quantity  $Q$  of products needed to fulfill the demand of Swiss consumers per year.

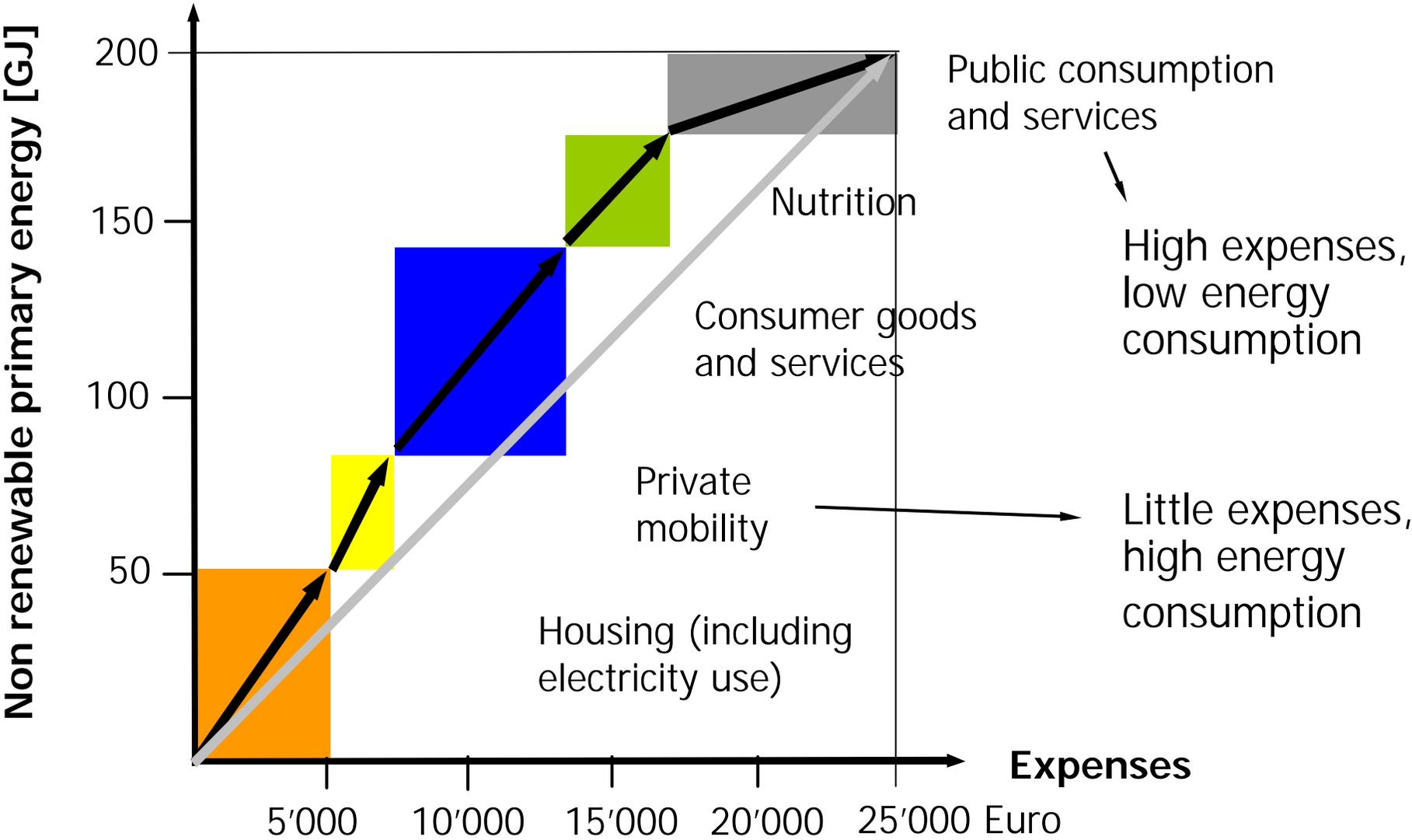
# Consumption domains

Consumption domains	Attribution of particular elements		
LC: Life cycle	Transport of goods and persons	Household appliances	Heating
<b>Housing</b> <ul style="list-style-type: none"> <li>• LC building</li> <li>• Living</li> </ul>	Transport of construction materials and waste	Use stage (electricity, ...)	Private housing
<b>Private mobility</b> <ul style="list-style-type: none"> <li>• LC vehicle</li> <li>• LC infrastructure</li> </ul>	Private mobility (commuting included)		
<b>Consumption goods and services</b> <ul style="list-style-type: none"> <li>• LC other goods</li> </ul>	Up to retail store	Production and end of life	Offices and production plants
<b>Nutrition</b> <ul style="list-style-type: none"> <li>• LC food</li> </ul>	Transport of food and animal feed		
<b>Public consumption and services</b>	Mobility at work		Public buildings

# Comparisons of different studies



# E2 vectors (Energy & Expenses /capita)



# Key factors: Consumer behaviour



„I don't laze  
around - I am  
saving energy ...“

... some truth ...

Consumer's  
behaviour is of  
importance for  
the environmental  
impact!!!

# Key factors, decisions and actors

Domain	Key factors & decisions	Key actors
<b>Housing</b> including electricity  (Use stage!)	<ul style="list-style-type: none"> <li>• Thermal quality (isolation)</li> <li>• Living space (m<sup>2</sup>/capita)</li> <li>• Type of housing</li> <li>• Consumer behaviour (°C, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Builder-owner, Architect</li> <li>• Government (regulation, financial incentives)</li> <li>• Buyer - Consumer</li> </ul>
<b>Private mobility</b>  (Use stage!)	<ul style="list-style-type: none"> <li>• Distances (km)</li> <li>• Mode of transport and occupancy</li> <li>• Motor technology</li> </ul>	<ul style="list-style-type: none"> <li>• Government (regulation, financial incentives)</li> <li>• Buyer - Consumer</li> </ul>
<b>Consumer goods and services</b>  (Whole life cycle)	<ul style="list-style-type: none"> <li>• Energy consumption and material use etc.</li> <li>• Useful time</li> <li>• Eco-design / Label</li> <li>• Recycling rate</li> </ul>	<ul style="list-style-type: none"> <li>• Government (regulation, financial incentives)</li> <li>• Producer</li> <li>• Buyer - Consumer</li> </ul>
<b>Nutrition</b>  (Production!)	<ul style="list-style-type: none"> <li>• Animal or cereal production</li> <li>• Origin, season (greenhouse, air transport etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Government (regulation, financial incentives)</li> <li>• Producer</li> <li>• Buyer - Consumer</li> </ul>
<b>Public consumption and services</b>	<ul style="list-style-type: none"> <li>• Number of employees</li> </ul>	<ul style="list-style-type: none"> <li>• Companies</li> <li>• Government</li> </ul>

# Life Cycle Assessment of a low energy house



House built according to the standard MINERGIE.  
Architect: atelier Pont12, F. Jolliet.

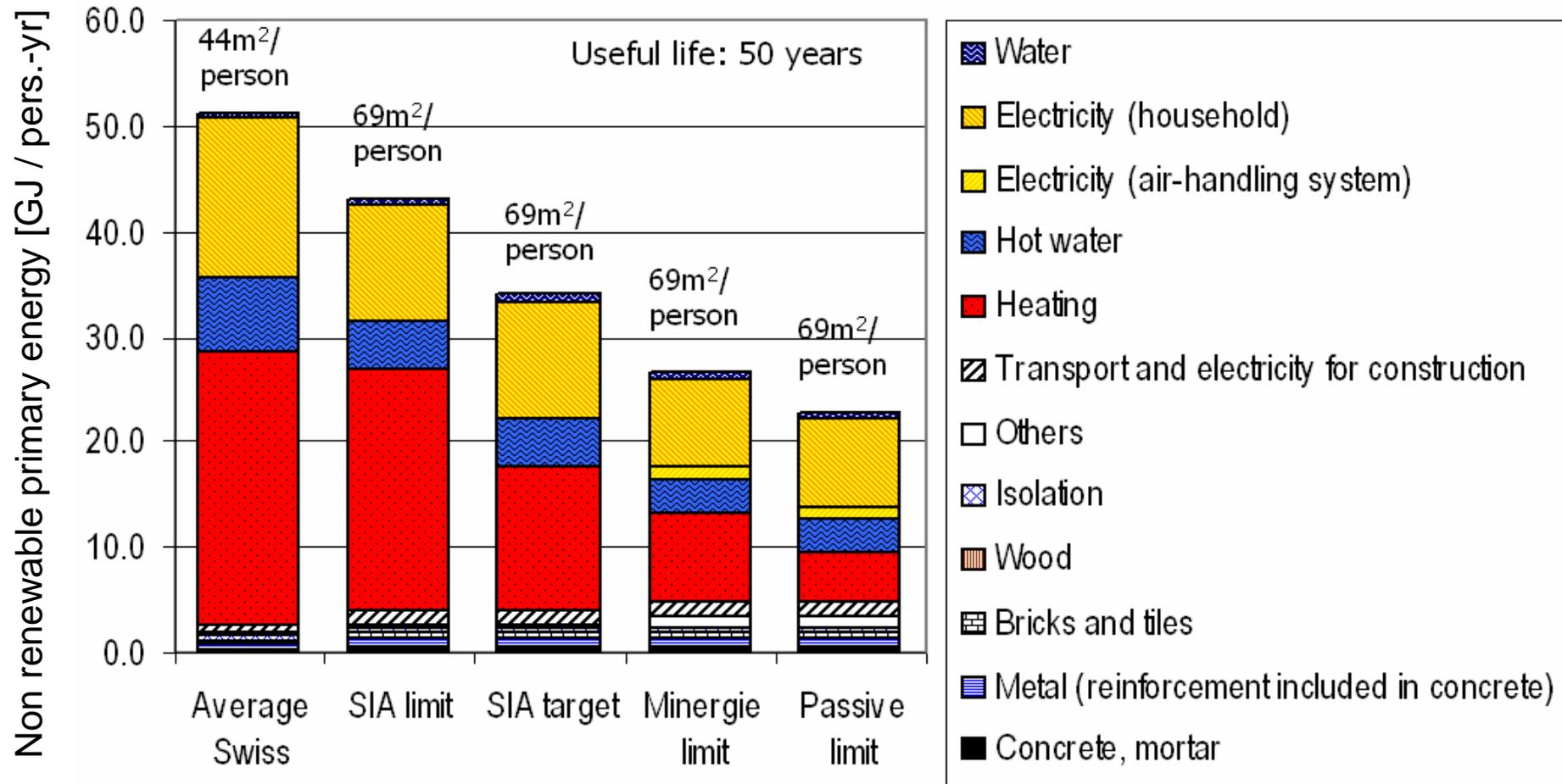
Important environmental benefits.

Problem: ~5% higher capital costs for MINERGIE.

Advantages:

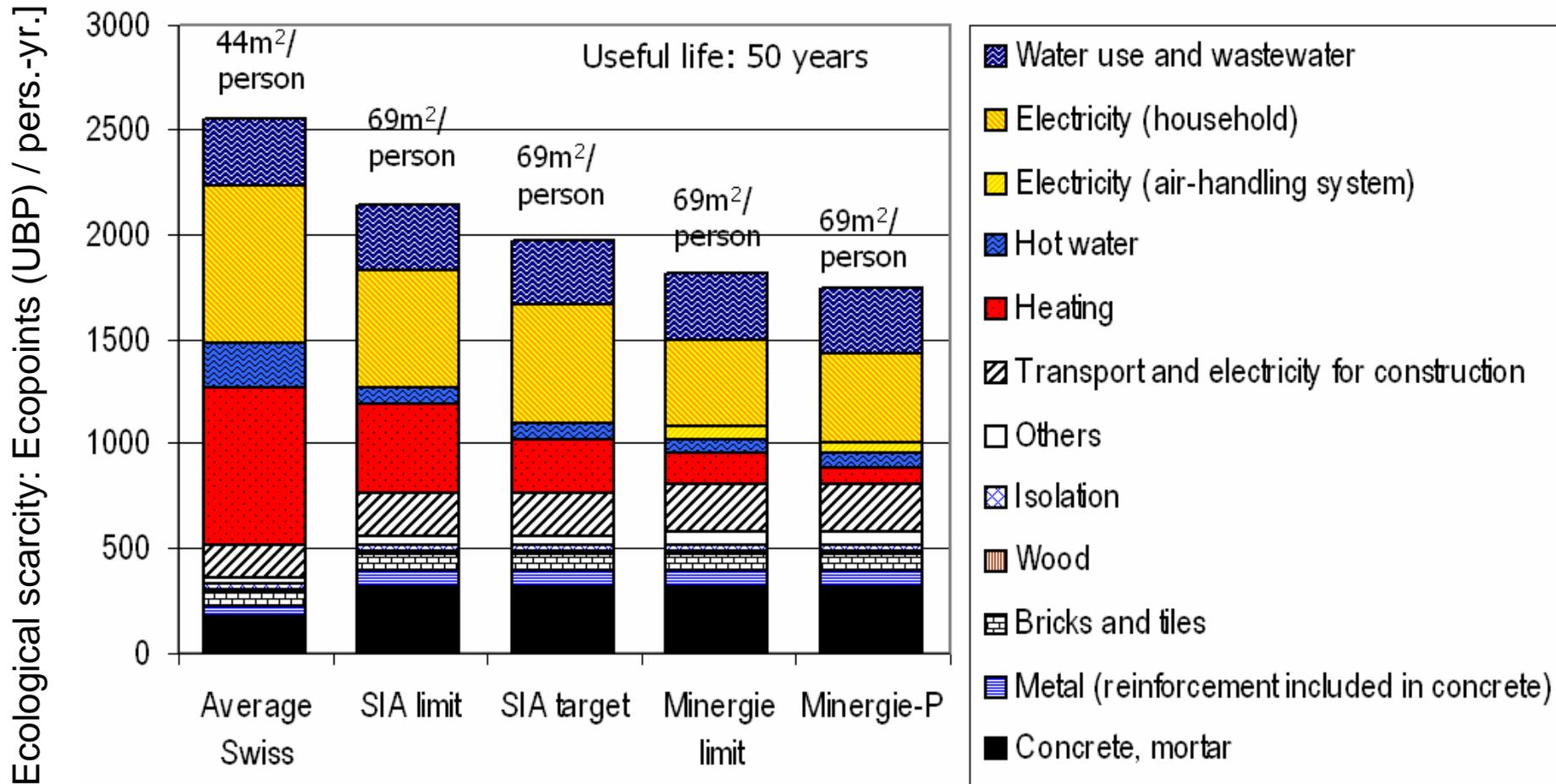
- Energy savings → Less dependent on energy price
- More comfort: Noise protection, no disturbing flows of air etc.
- Isolation: 20 cm
- Double-glazed windows
- Heat recuperation
- Gas heating
- Solar thermal collector for hot water

# Life Cycle Assessment housing: Energy (Average vs. conventional vs. low energy)



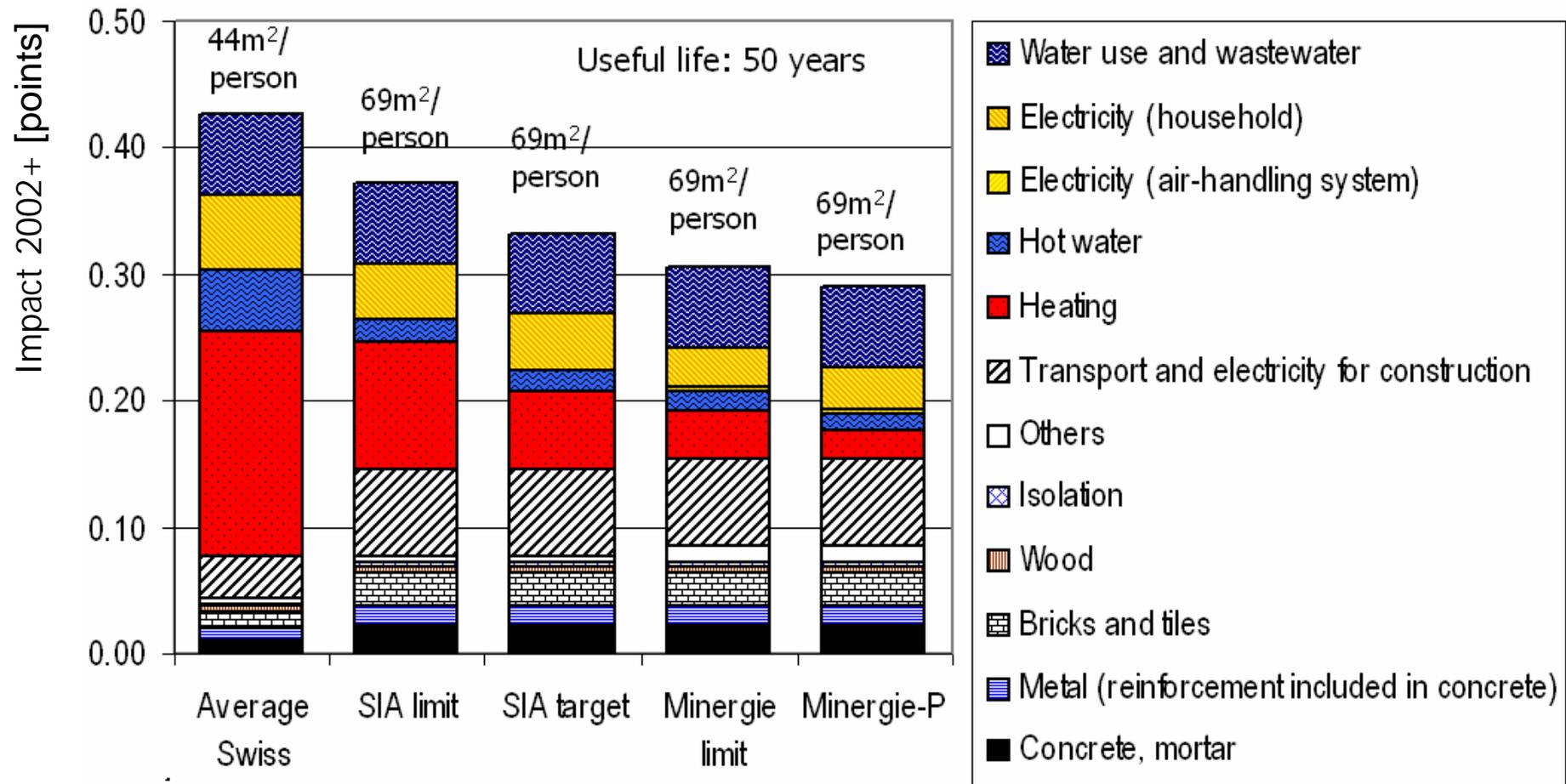
→ Energy use during the use phase is more important than energy use for materials and construction. Materials: No significant differences.

# Life Cycle Assessment housing: Ecological scarcity (Average vs. conventional vs. low energy)



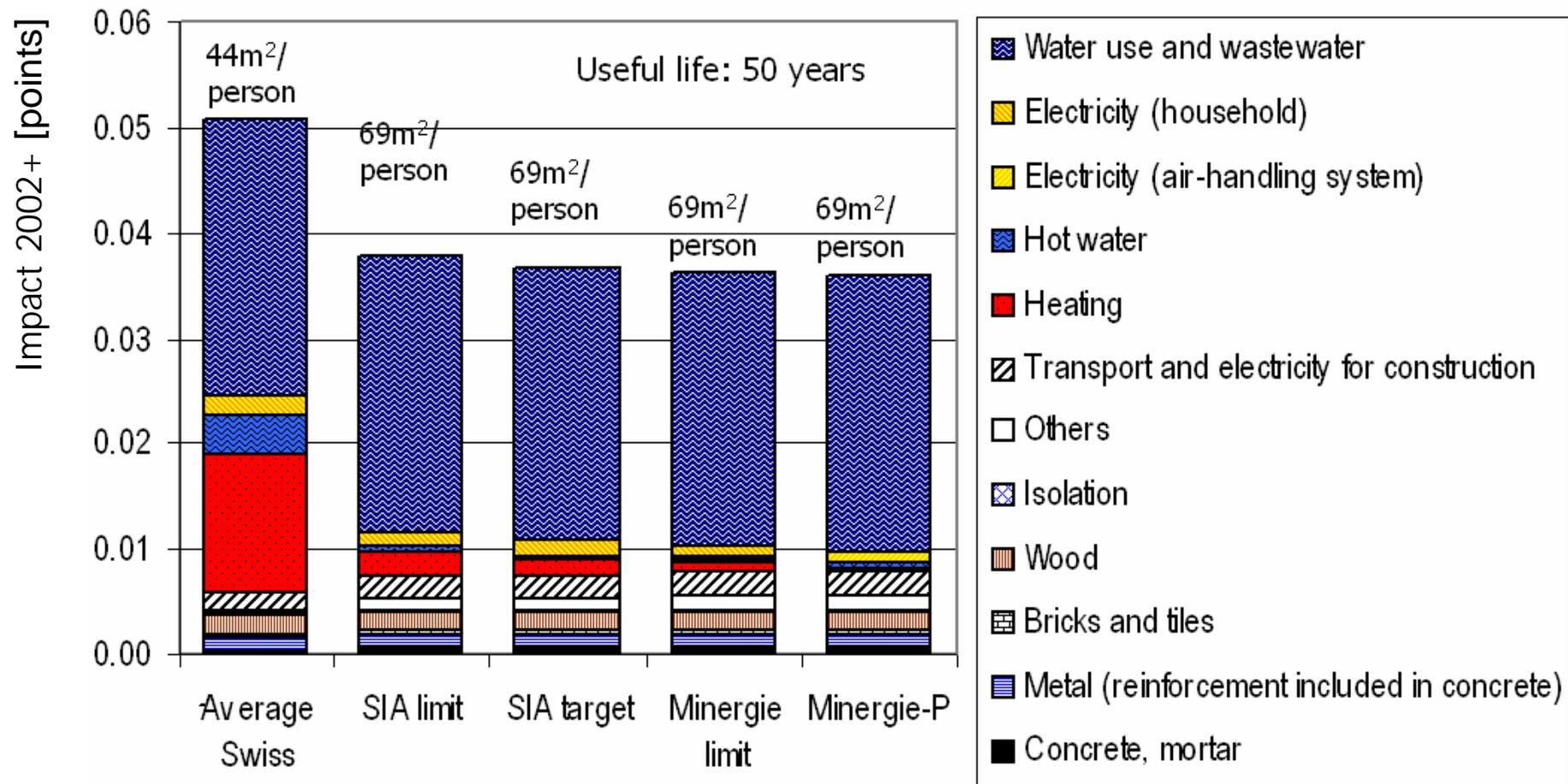
→ Impact due to use stage is much more important than impact due to materials and construction.

# Life Cycle Assessment housing: Human health (Average vs. conventional vs. low energy)



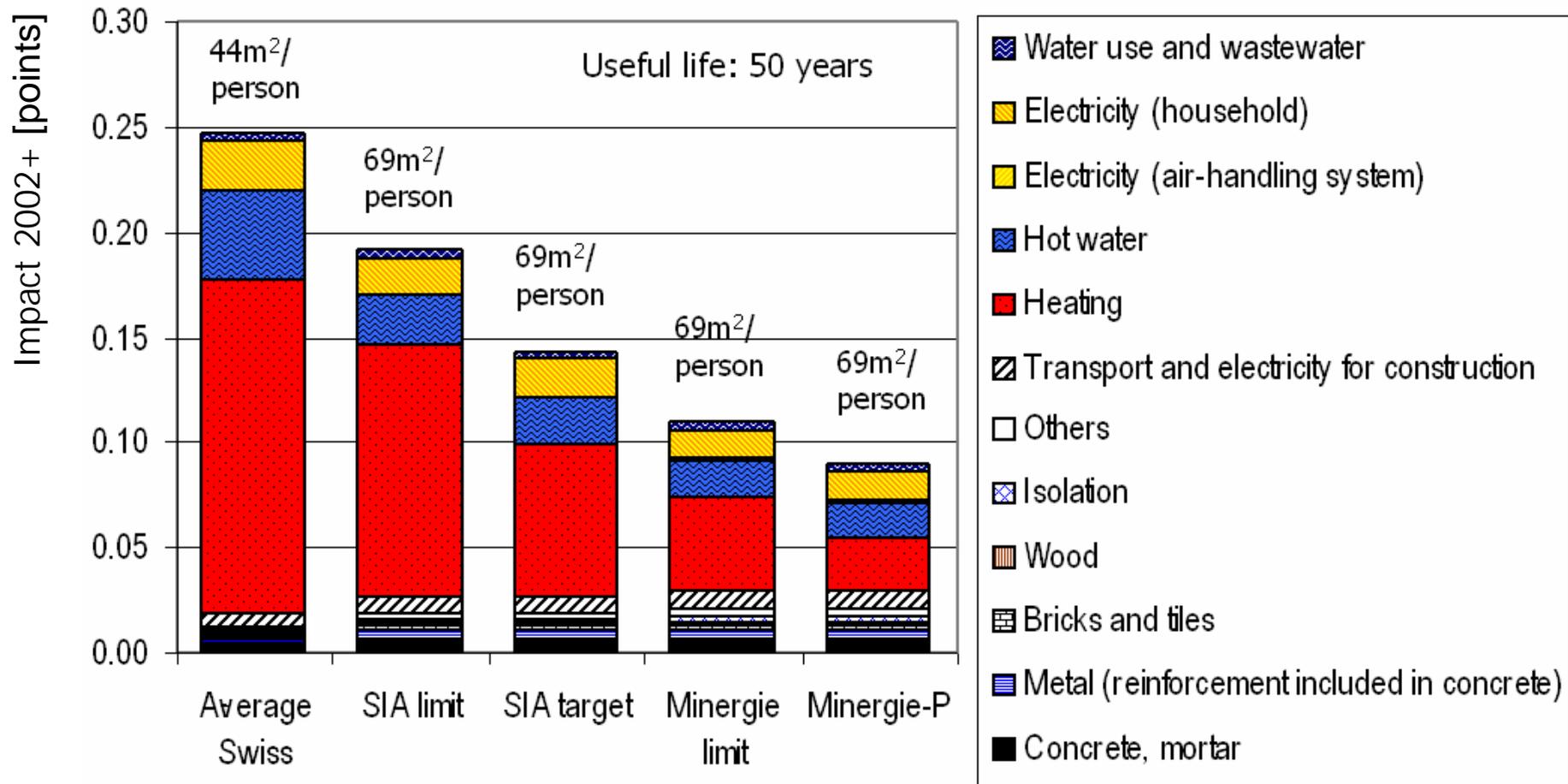
→ The impact of housing on human health is quite important.

# Life Cycle Assessment housing: Ecosystem quality (Average vs. conventional vs. low energy)



- Impact on ecosystem quality rather small.
- Impact due to wastewater dominates.

# Life Cycle Assessment housing: Climate change (Average vs. conventional vs. low energy)



→ The use stage has the most important impact on climate change. The standard MINERGIE reduces the global warming potential of heating by 2!

# Housing: Dissipater and ecologist

<b>Key factors</b>	<b>Dissipater</b>	<b>Ecologist</b>
Heating (room temperature)	21-23°C (24h/24h)	19-20°C day 17°C night
Air condition	> 26-28°C	> 33°C
Quantity of warm water	Bath	Shower
Open windows	Hours	2-3 times a day 5 min.
Boiler (T. of warm water)	80°C	55°C
Valorisation of waste	No sorting	Sorting

→ High potential for improvement ? !

# Private mobility: Characteristics

Example: Passenger car

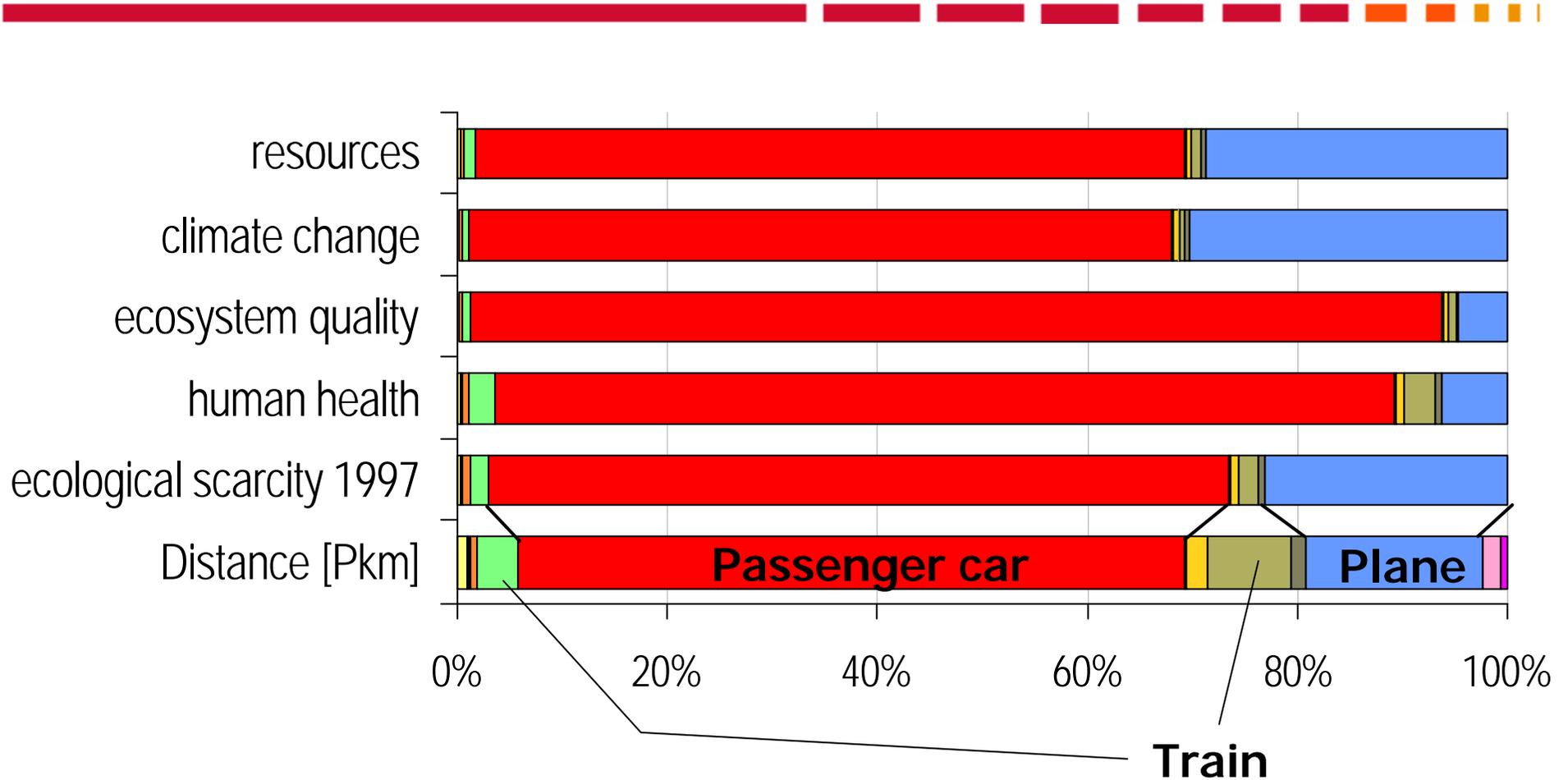
average distance per capita (Switzerland):

~9000 passenger-km/year

Key parameters:

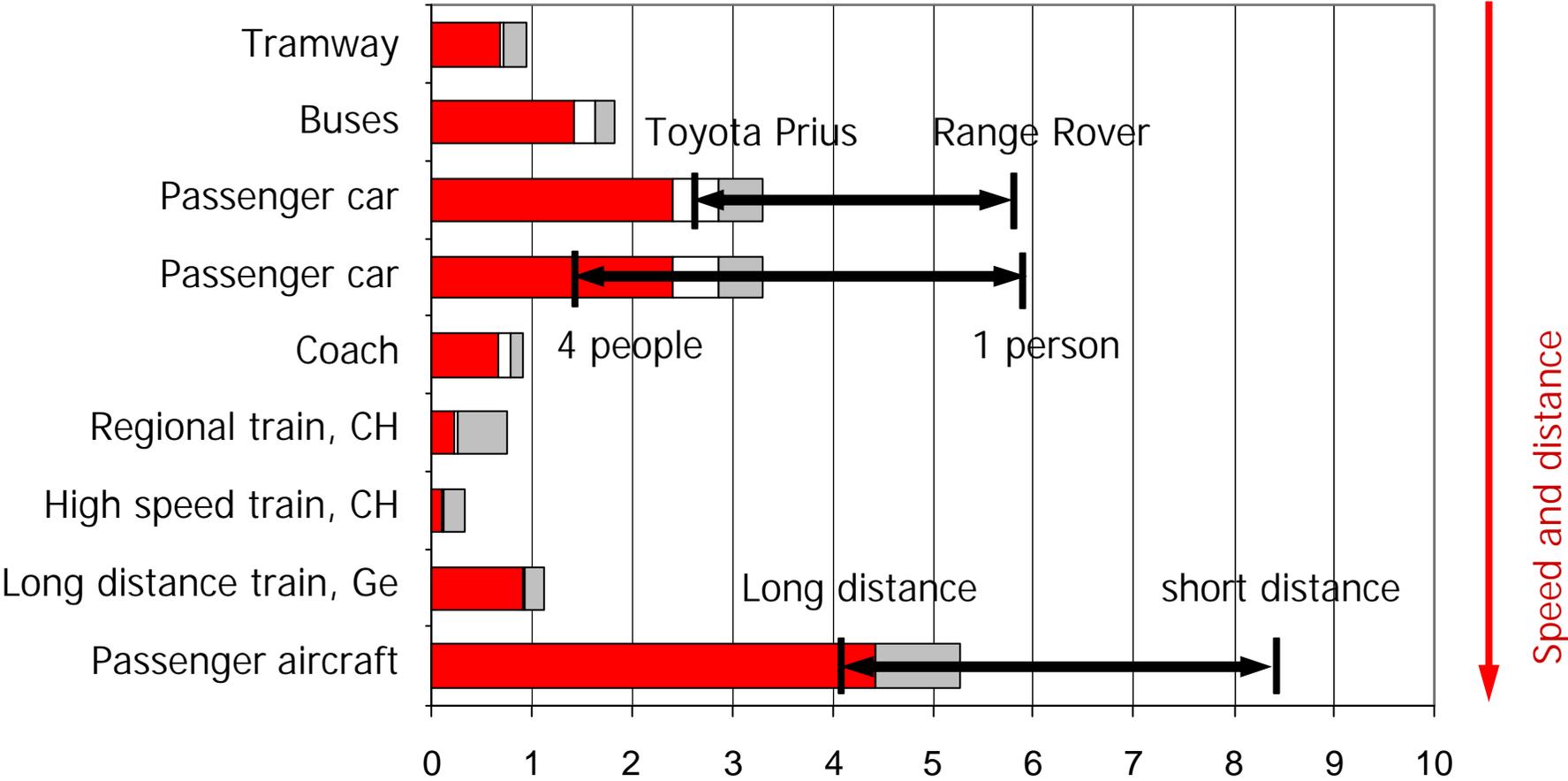
- Distance!
  - Gasoline consumption [litres/100km]
  - Occupancy of the vehicle (e.g. 4 persons per car instead of only one person reduces impact per person almost by a factor 4)
  - Behaviour of the driver (eco-drive => -12% of gasoline)
  - Motor technology
- ➔ **High potential savings that are directly dependent on consumers behaviour.**

# Private mobility: Impact due to total passenger kilometres in Switzerland



- Impact of passenger car use is dominant! (Noise is not included).
- How to reduce impacts of private mobility?

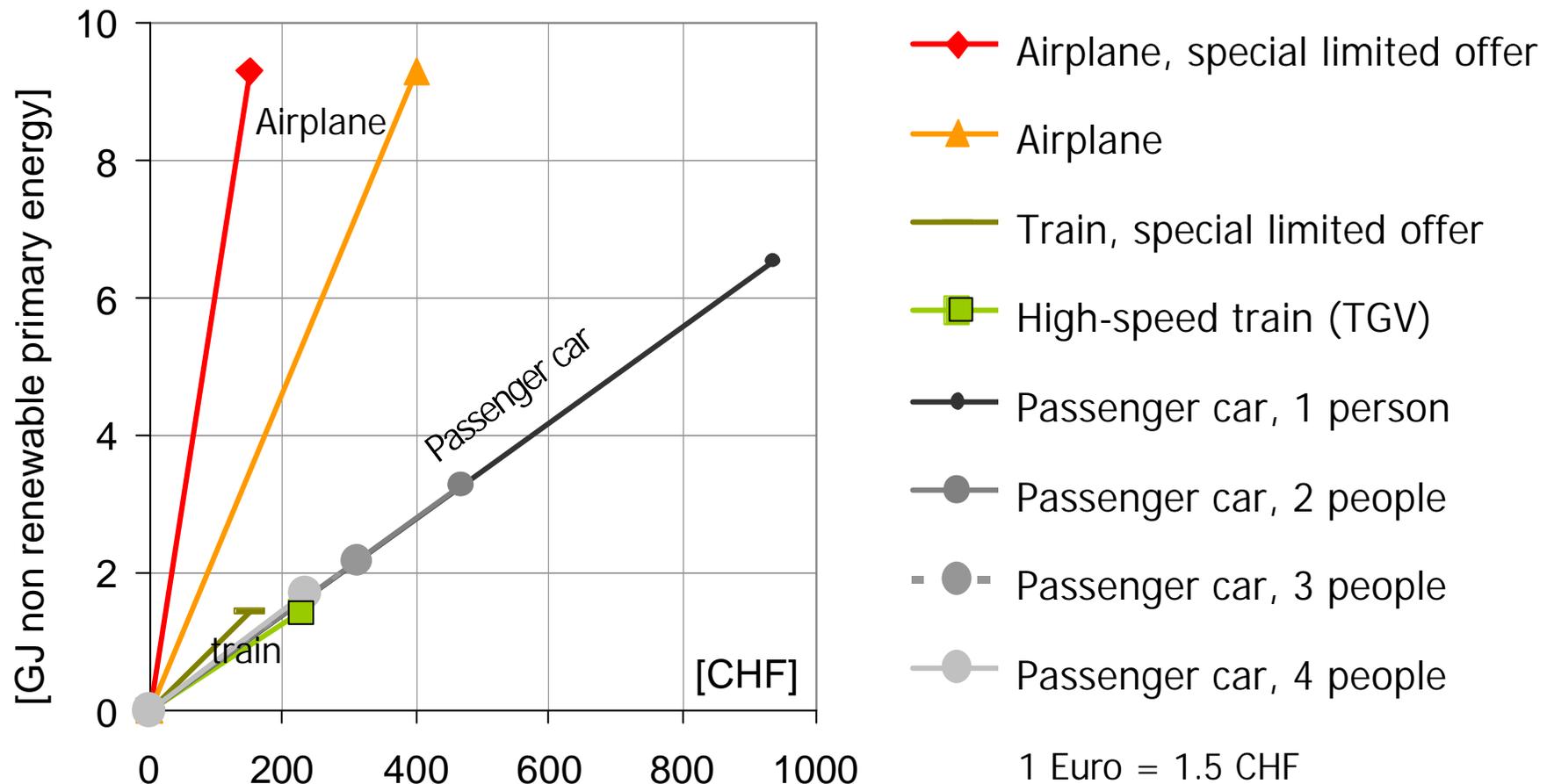
# Private mobility: Impacts of different modes of transport



Based on database ecoinvent 1.1

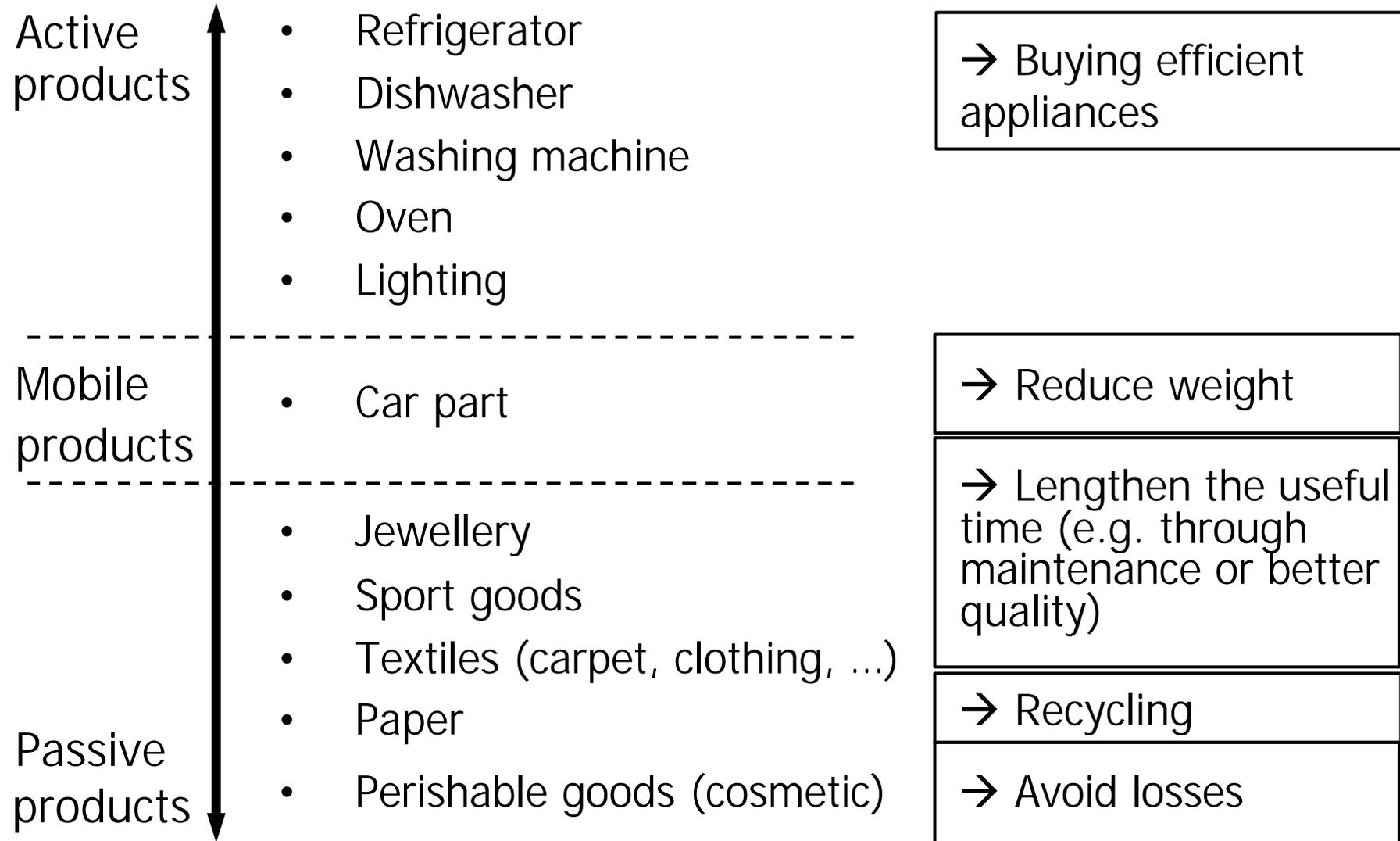
Non renewable primary energy [MJ/passenger-km]

# Private mobility: Week-end in Paris (2\*650 km)

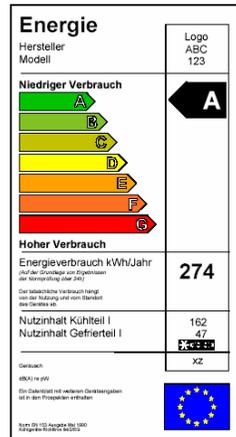


→ Factor of 6 difference between train and airplane as far as non renewable energy consumption is concerned. Occupancy is very important!

# Consumer goods: Characteristics

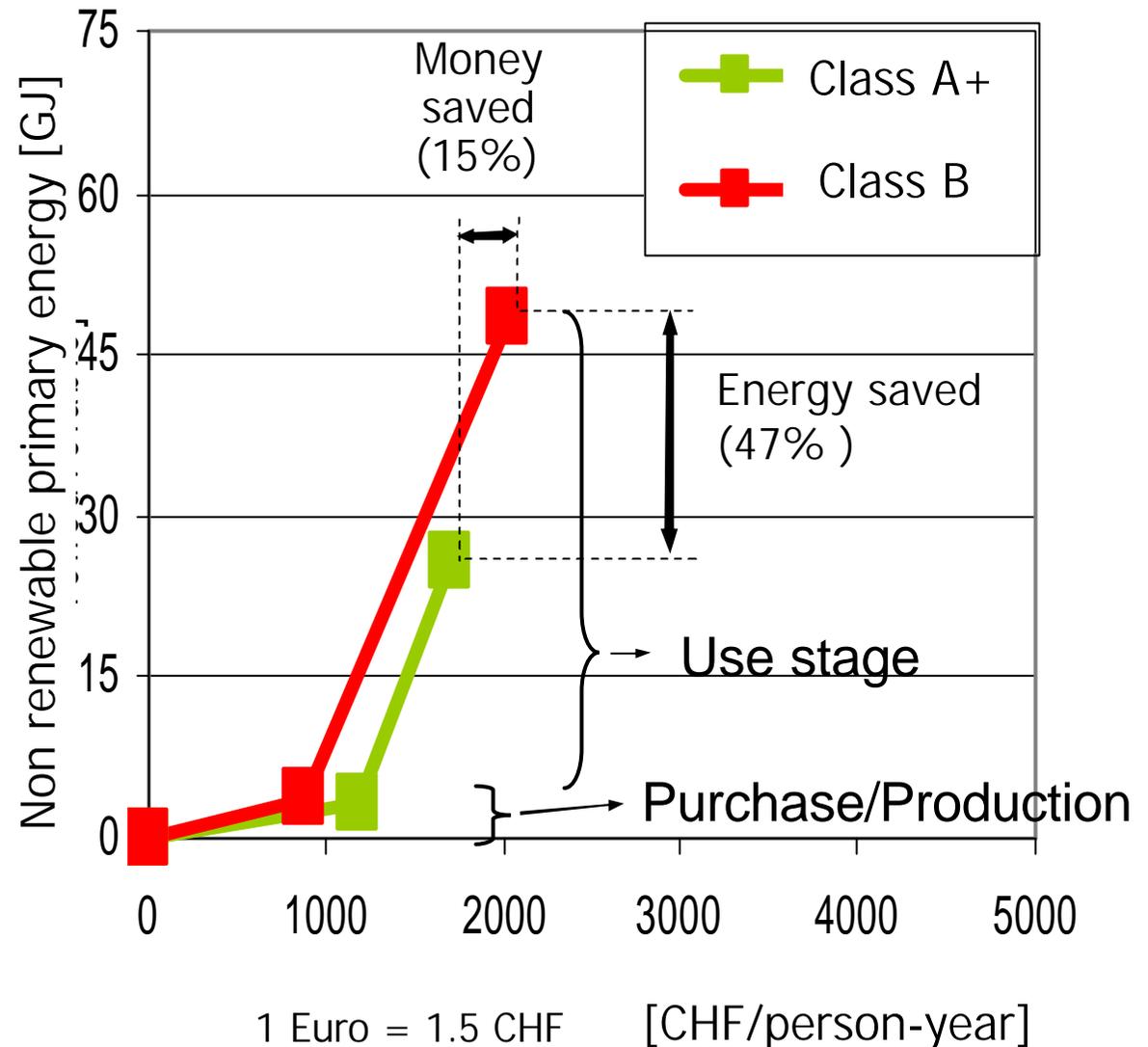


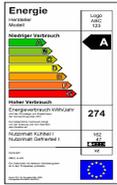
# EU energy labeling: Fridge class A+



Savings with an energy efficient refrigerator (class A+, volume: 230 litres, lifetime: 15 years).

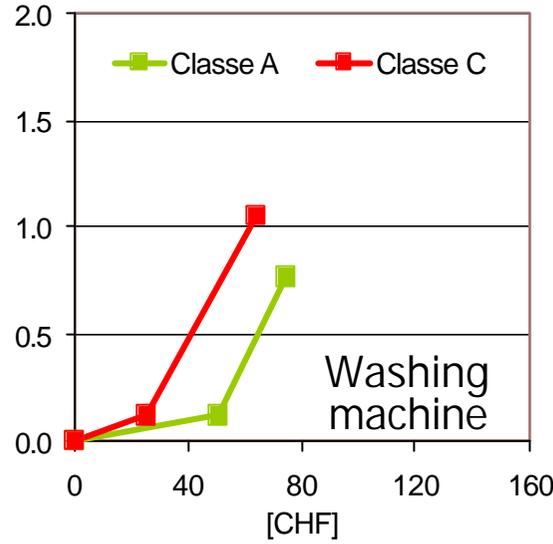
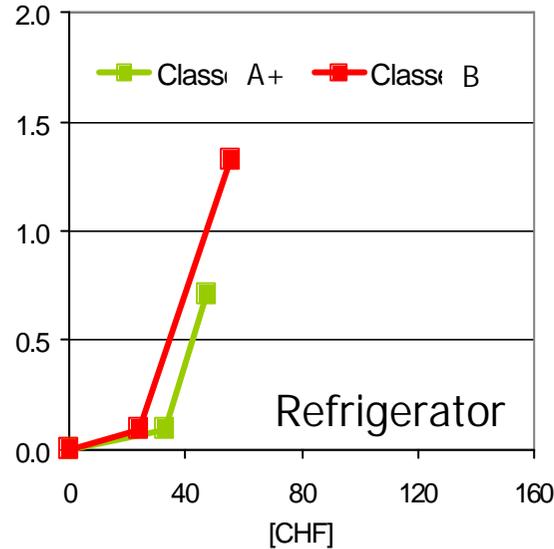
→ Use stage is dominant as far as energy is concerned.



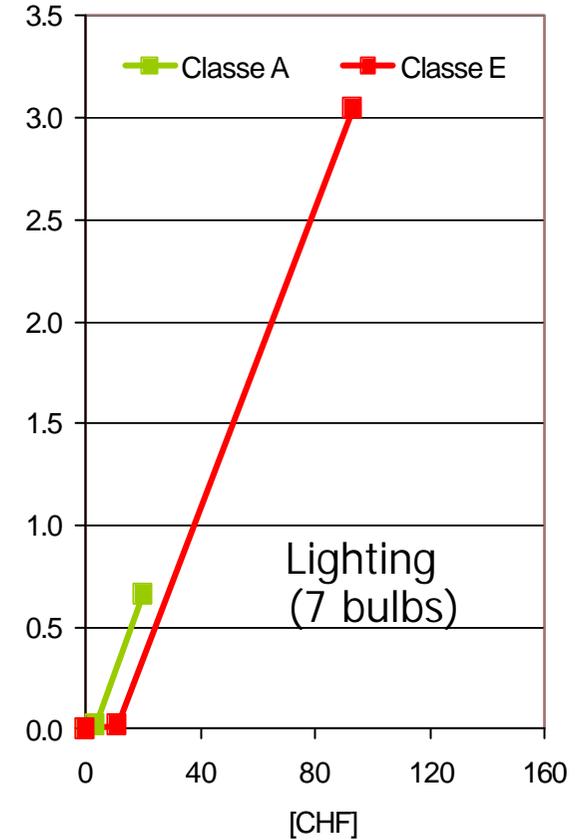
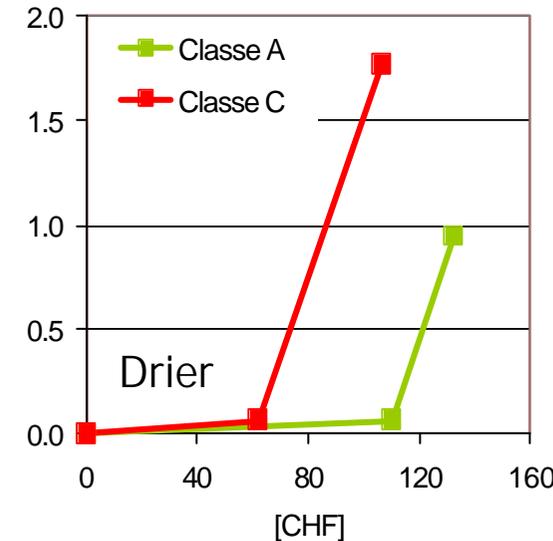
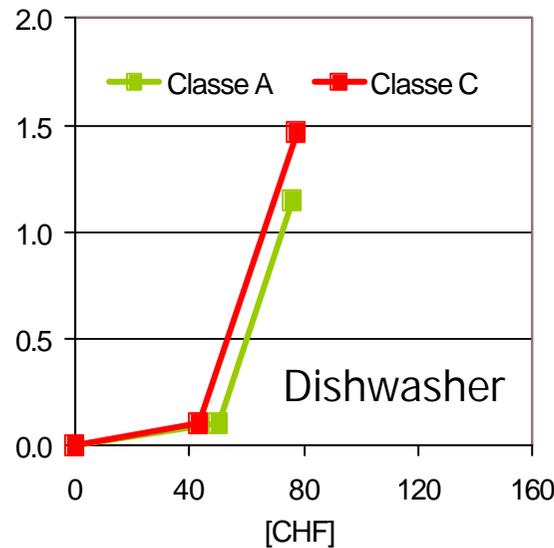


# Efficient household appliances (class A(+))

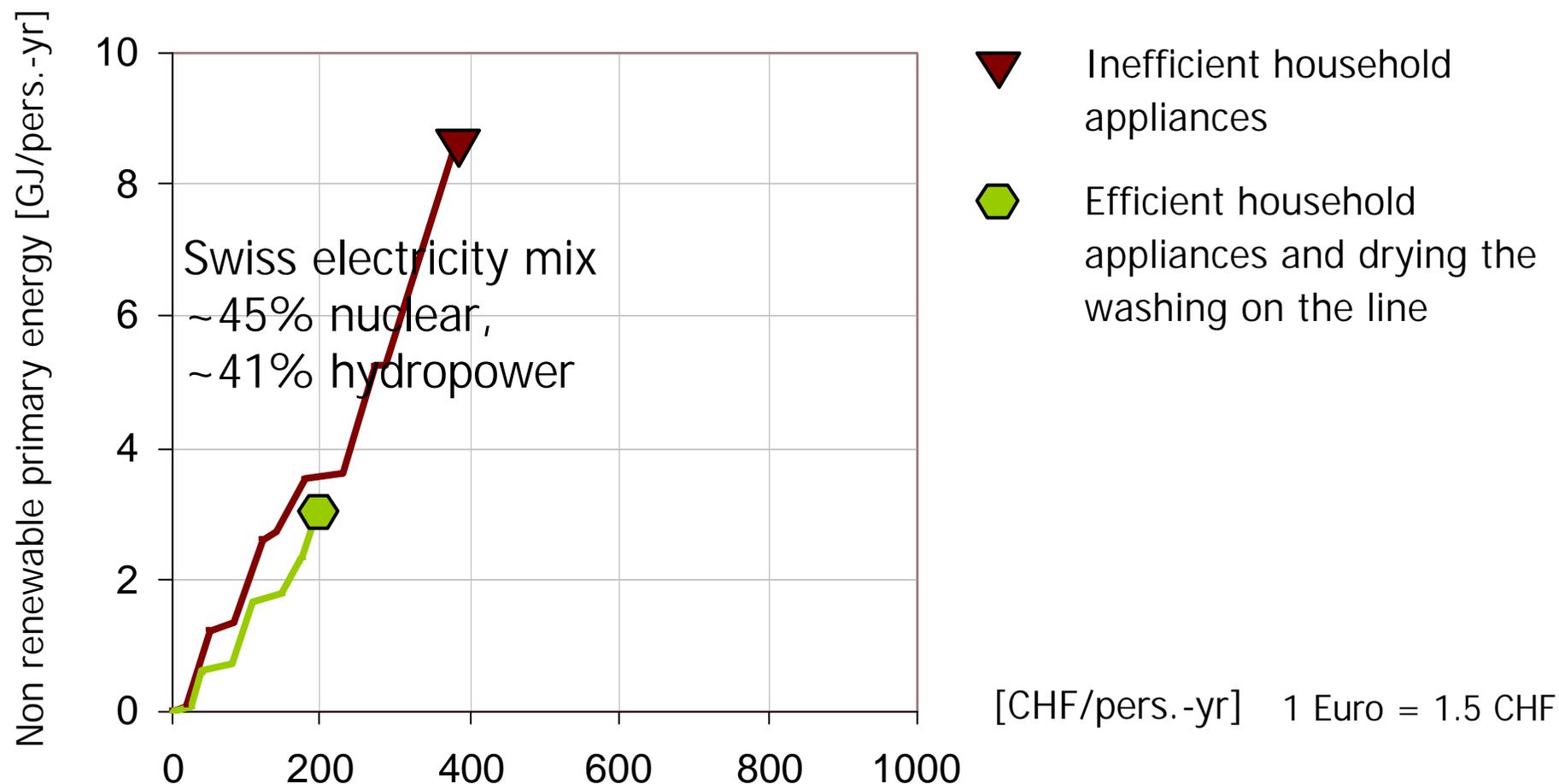
## Energy savings / person-year with efficient household appliances A(+)



1 Euro = 1.5 CHF

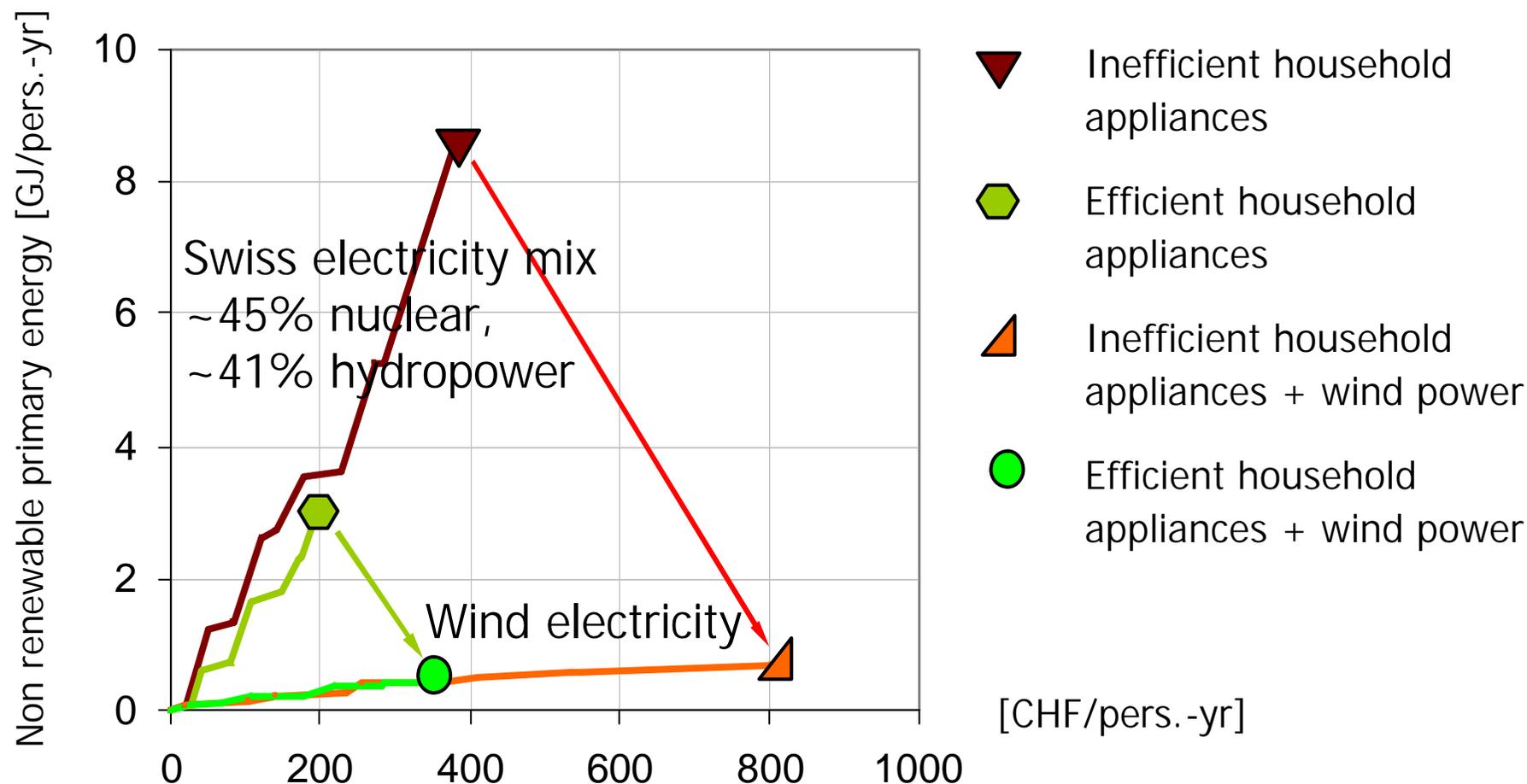


# Cumulated savings with efficient household appliances (class A(+))



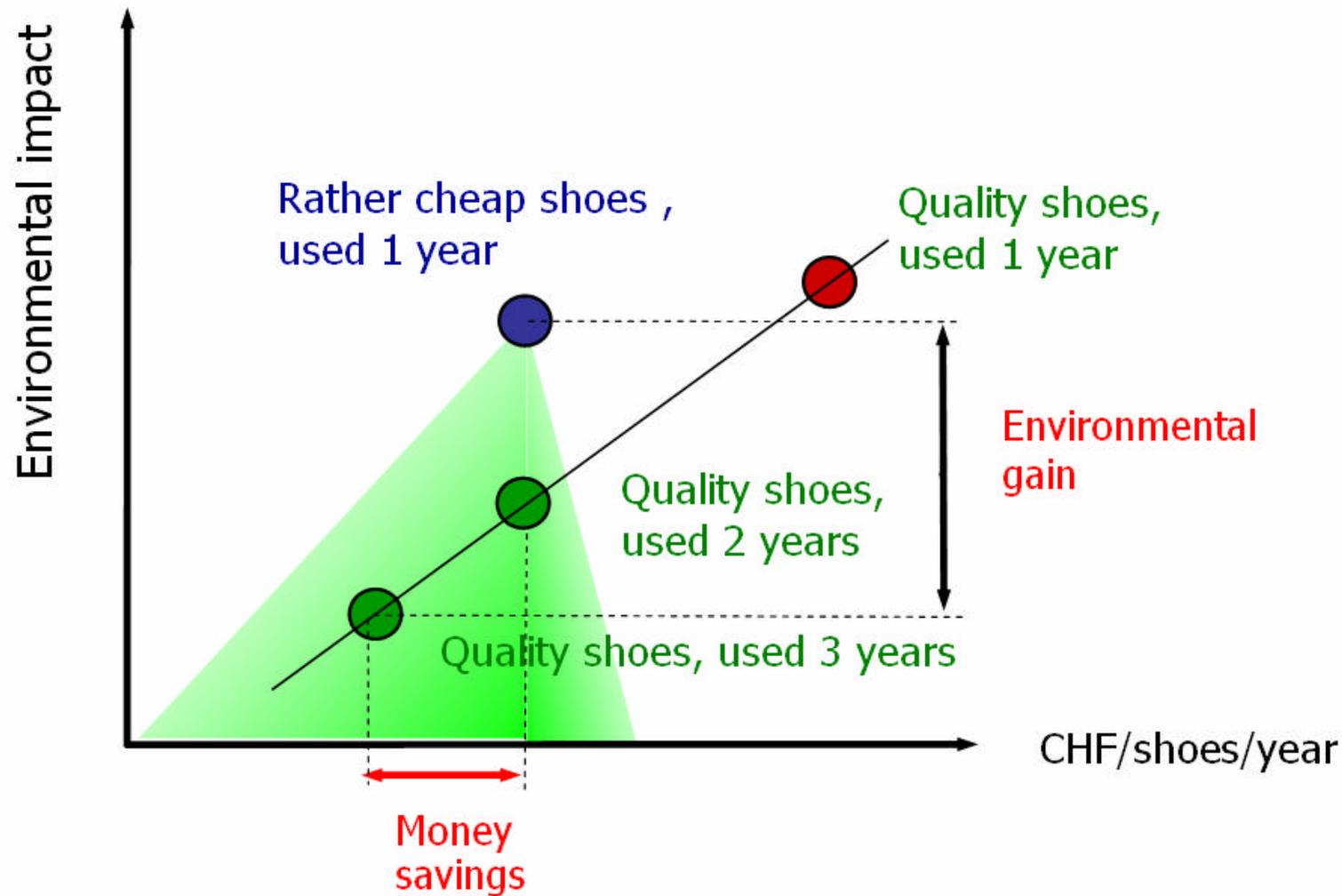
→ Savings: **5.5 GJ** and **180 CHF** per person and year.

# Savings with efficient household appliances and renewable energy



→ Save energy first and then invest in renewable energy!

# Consumer goods: Useful time and costs of shoes



→ The longer a passive product is used, the better.

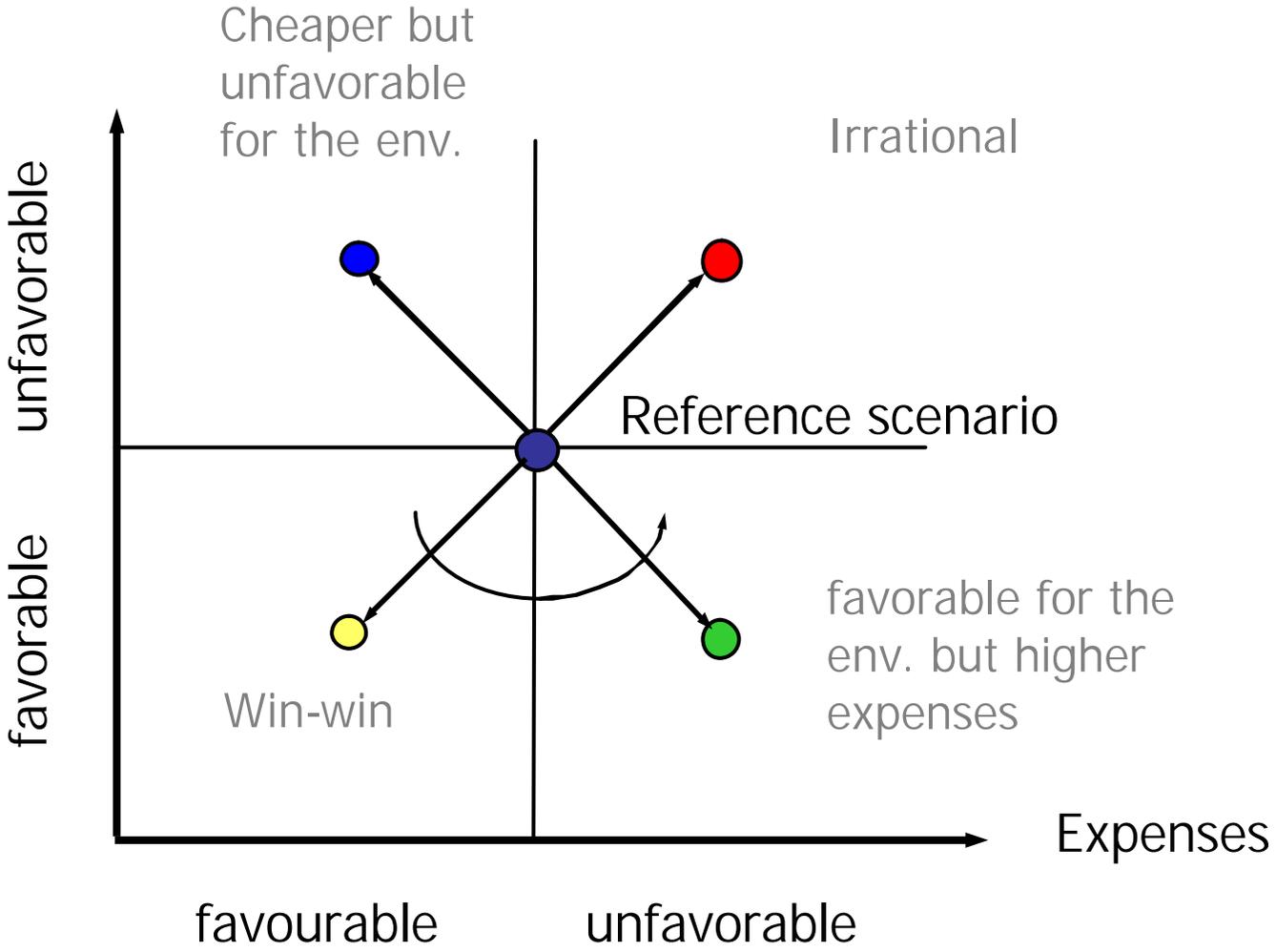
# Nutrition: recommendations

5 recommendations for a more environmental friendly food consumption (adapted from Jungbluth, 1999 et 2004)

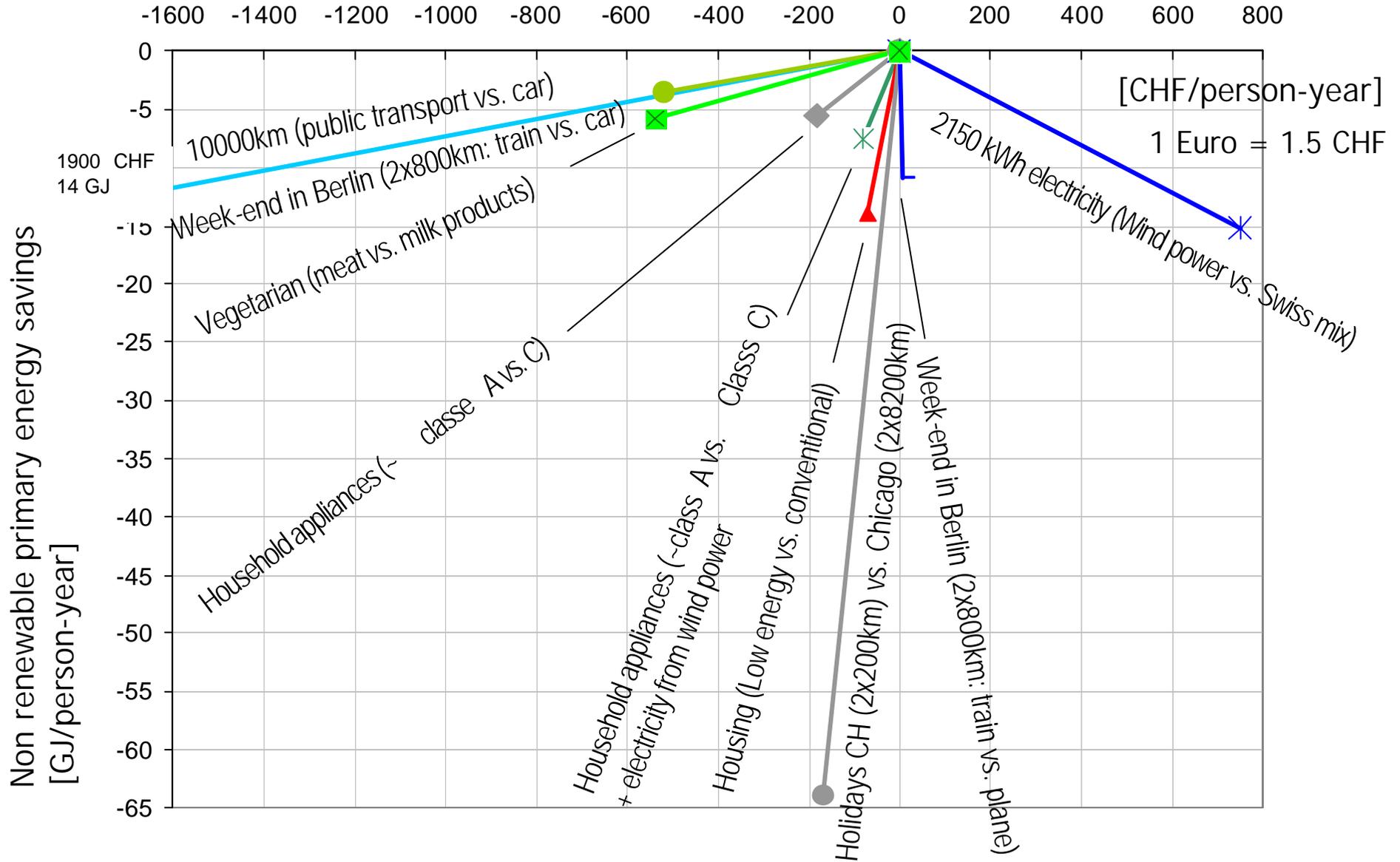
1. **Reduce meat consumption** → less water consumption, less energy consumption, less land use, less photochemical pollution
2. **Avoid food transported by air**, choice of products implying short transport distances
3. Buy **seasonal products** (avoid greenhouses)
4. Buy **regional products**
5. Give a preference for products with **light packaging**

# Comparative analysis with E2 vectors

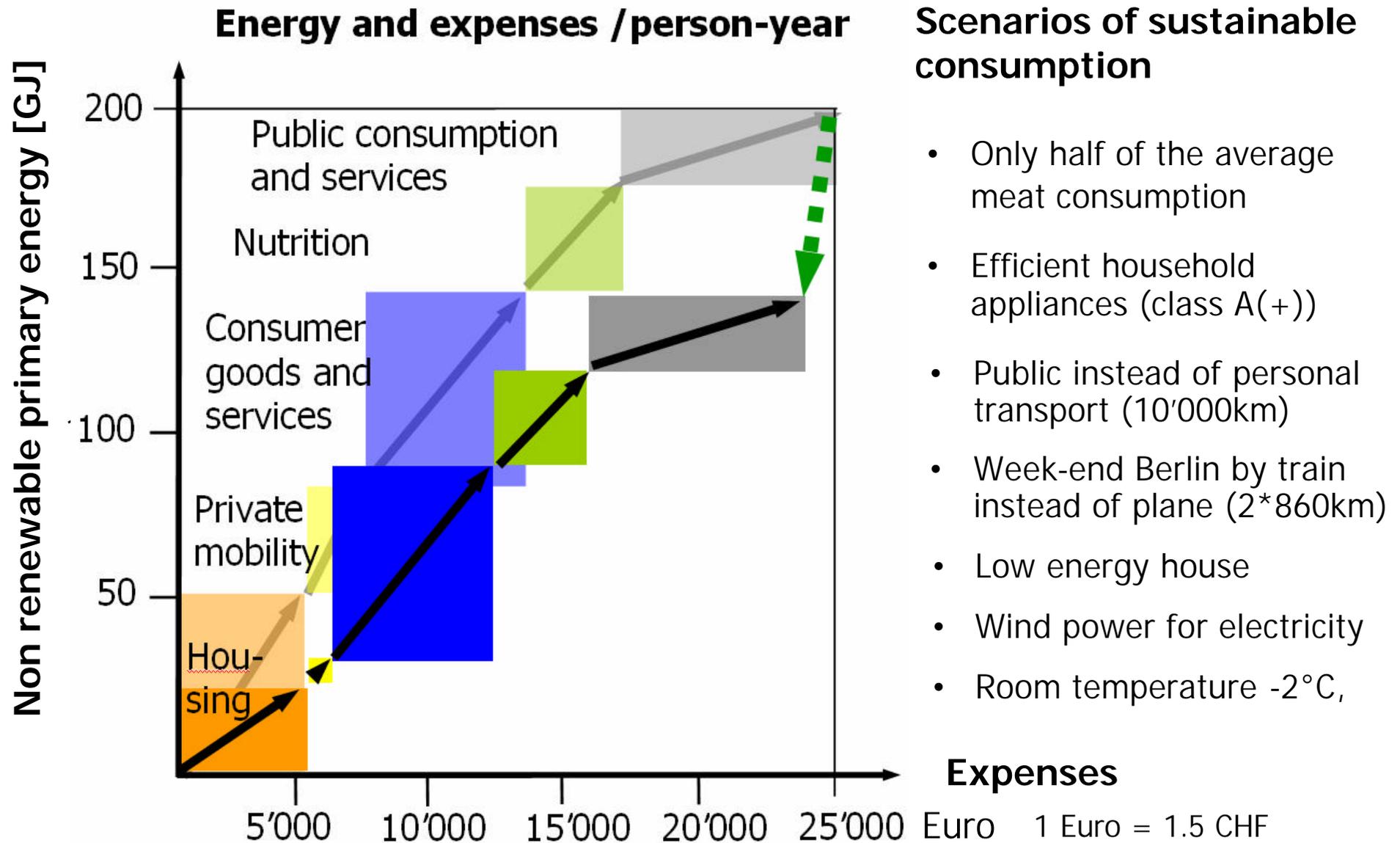
Environe-  
mental  
impact



# Consumer's rose of decision (E2 vectors)



# Synthesis of sustainable consumption patterns



## Scenarios of sustainable consumption

- Only half of the average meat consumption
- Efficient household appliances (class A(+))
- Public instead of personal transport (10'000km)
- Week-end Berlin by train instead of plane (2\*860km)
- Low energy house
- Wind power for electricity
- Room temperature -2°C,

# Conclusions and outlook

- Potential energy savings /person year with proposed scenarios: **-57 GJ** non renew. primary energy (**-28%**).
- High potential for reduction of the environmental impact.
- Money savings (thanks to energy savings e.g.) can be **reinvested in sustainable products** (e.g. low energy house, renewable energy, ...).
- Prioritizing of consumption patterns and alternatives that can make a **significant difference**.
- **Communication** of sustainable consumption alternatives utilizing appealing images and positive terms.