A Comparative Analysis of Six Life Cycle Impact Assessment Methodologies

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ABSTRACT
Four life cycle impact (LCIA) methodologies were utilized to quantify the environmental impacts of 10 energy system transportation gases. The inventory assessment results from GREET 1.5a were utilized for the following pollutant: were CO\textsubscript{2}, CH\textsubscript{4}, N\textsubscript{2}O, CO, SO\textsubscript{x}, NO\textsubscript{x}, VOC and PM\textsubscript{10}. Results showed that the greenhouse gases had the highest impact contribution. All LCIA methods agreed that hydrogen is the best fuel. Based on correlation analysis, FRED, EDIP and chemical exergy gave comparable results based on ranking while critical volumes, ecological footprint and LCA-NETS showed lower correlation. Correlation of these provides a means of reconciling the different methodologies for more comprehensive decision support.

I. INTRODUCTION
Life Cycle Assessment is a methodological framework for assessing the environmental impacts of products and processes from cradle to grave [1]. LCA phases include the following: goal and scope definition, inventory assessment, impact assessment and interpretation.

II. METHODOLOGY

2.1 Life Cycle Impact Assessment (LCIA)
Life cycle impact assessment involves the classification of emissions to appropriate impact categories. Impact categories include global warming, depletion of stratospheric ozone, eutrophication, acidification, photo-oxidant formation and many more.

2.2 Methods for LCIA
There are many existing LCIA methodologies, which differ upon the importance weights assigned to the impact categories considered.

The six methodologies utilized are:
2. Ecological Footprint [3] – translate the environmental impact based on the required area for sustaining the process considered. Area includes that needed for raw material extraction, energy provision, physical installations, staff support and waste dissipation in the ecosphere.
3. Environmental Design of Industrial Products (EDIP) [4] – The normalized total impact for category (j), NEP(j), is determined using:

\[ \text{NEP}(j) = \text{EP}(j) \times T \times \text{ER}(j) \]

Where: \( \text{EP}(j) \) is the total impact for category \( j \), \( T \) is the projected service life in years of the product functional unit, \( \text{ER}(j) \) is the actual impact generated by the average person.

4. Chemical Exergy
The general chemical exergy for equation for mixtures is shown in Equation 3 where \( x \) is the mole fraction, \( T \) is the temperature, \( R \) is the gas constant and \( e \) is the exergy value.

\[ e^{ch} = x_i e_i^{ch} + RT x_i \ln x_i \]

III. RESULTS AND DISCUSSION

The results are shown below.

Correlation between methodologies are in Table 1. These results can be used for different life cycle case scenarios for more comprehensive decision support.

IV. CONCLUSION

• The comparative analysis revealed that the three greenhouse gases: CO\textsubscript{2}, N\textsubscript{2}O and CH\textsubscript{4} have the highest contributions in all methods presented among all fuel types.
• Hydrogen is the most environmentally benign fuel while gasoline is the worst fuel according to FRED, EDIP and exergy while critical volumes, ecological footprint and LCA-Nets calculations showed ethanol as the worst fuel.
• The analysis provides a way of comparing the different approaches to impact assessment for better and easier decision-making.
• Moreover, several conditions should be considered in the conduct of LCIA such as data availability, applicability of the method, time- and labor-intensity, simplicity of application and availability of software tools to be able to choose which among these LCIA methods should be used for a specific impact assessment of a product, process or service.

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VI.REFERENCES
