



Environmental Limits and Decision Making

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MCDA

- Monetise LCA impacts and add to LCCA result
 - Select lowest cost
- Treat LCCA and LCA results as continuous variables and co-optimise using Pareto surface
 - Select option within financial budget with lowest LCA impacts



MCDA

- Monetise LCA impacts and add to LCCA result
 - e.g. Carbon tax but market mechanism does not work
 - Estimates of financial implications of climate change are far greater than fiscal penalties
 - Discount rate should double cost every decade
 - How to monetise other global, regional, local impacts?



MCDA

- Treat LCCA and LCA results as continuous variables and co-optimise using Pareto surface
 - How to decide what level of (normalised / weighted) LCA impact is sustainable?



Environmental Limits



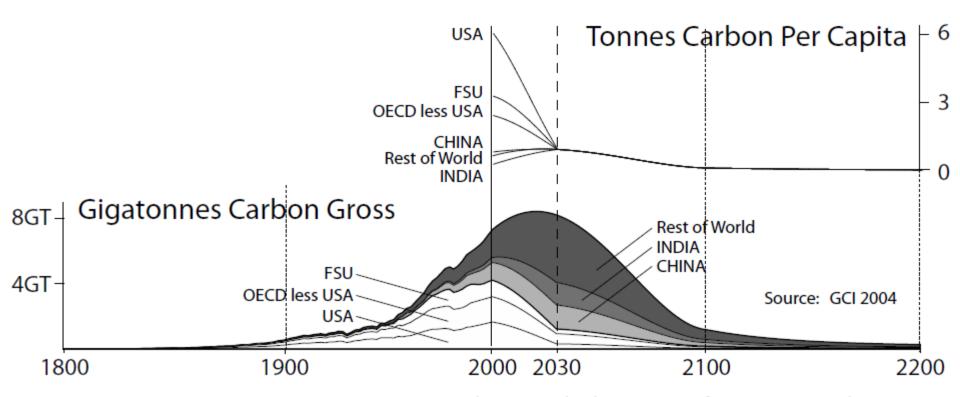
Sustainability requires us to live within environmental limits

- Impact on budget of meeting targets for LCA impact
 - Environmental limits are due to the laws of physics not those of economics
 - But some have spatial and temporal variability



Contraction and Convergence





This example shows rates of C&C negotiated as regions. This example is for a 450ppmv Contraction Budget, Converging by 2030.



Contraction and Convergence



What fraction of our 'one-tonne lives' should be spent on roads?

Perhaps start with a 80% reduction strategy



EcoFootprint

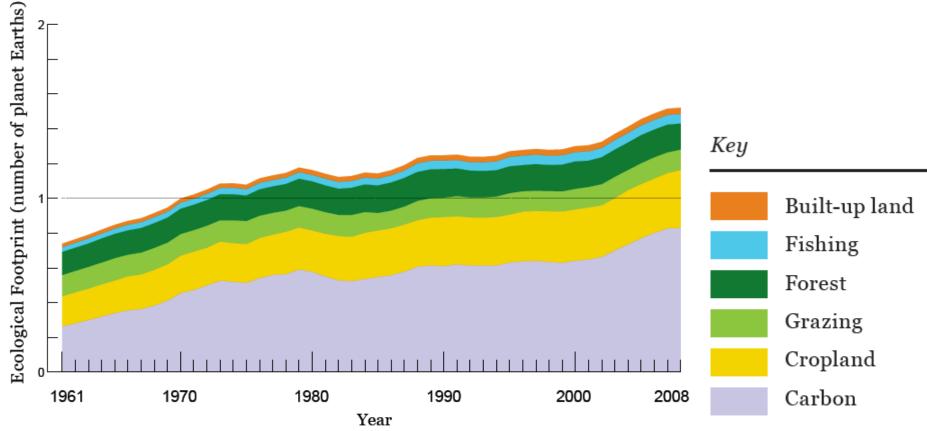


Figure 3: Global Ecological Footprint by component, 1961-2008 The largest component of the Ecological Footprint is the carbon footprint (55%) (Global Footprint Network, 2011).



Other Impacts



Resources are a global and regional impact

 At a global scale resources other than limestone and asphalt binder are important

Local impacts

- May be controlled by regulation
- And are spatially sensitive



Ways Forward?



- Monetisation based on realistic costs (e.g. Stern Report (UK) for climate change) and future increasing costs (e.g. of climate change adaptation)
- 2. Carbon reduction strategy
- 3. Pavement Ecofootprint
- 4. Broader sustainability policy (including Responsible Sourcing)
- 5. Dynamic (temporal and spatial) pavement LCA methods to analyse results







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