Life Cycle Assessment
Meraki Daybed by Laurie Wiid

The more elaborate nature of the Meraki Daybed has led to a slightly larger environmental impact than for some of the other Seed to Seat designs. However, the combination of natural materials and skilful craftsmanship contributes to a very strong environmental profile for a high-end bespoke piece likely to remain in use for many years and to rarely, if ever, need replacement.

Soft maple: an abundant hardwood

Over 97% of the mass of the Daybed comprises soft maple, amongst the most abundant of American hardwoods with forest volume of around 1,500 million cubic meters, 11% of the total U.S. hardwood resource. Every year, the volume of soft maple in U.S. forests grows by 36 million cubic meters, of which only 15 million is harvested. This means the volume standing in U.S. hardwood forests increases by 21 million cubic meters per year. It takes less than one quarter of a second for forest growth to replace the soft maple used to manufacture the Daybed.

The soft maple frame is complemented by the cork padding, another natural sustainable material with a low carbon footprint.

At 173 kg CO_2 eq., the carbon footprint of the Daybed is the same as driving 1116 km in a typical South African car and equal to the carbon emissions of the

Replacement time of harvested timber	Carbon footprint (Kg of CO_2 equivalent)	Equivalent distance in a family car (Km)	Equivalent carbon footprint for average South African
0.24 seconds	173 Kg	1116 Km	7 days

average South African over a 7 day period. Emissions of 302 kg CO_2 eq. during all processes to produce and transport the soft maple from the U.S., to supply the cork and other materials, and to manufacture in South Africa, are offset by 111 kg CO_2 eq. stored in the finished Daybed and another 18 kg CO_2 eq. due to burning of wood and cork offcuts at the factory in South Africa.

Material efficiency

Material efficiency is quite high for a high-end bespoke furniture product, with nearly half of the wood supplied ending up in the finished piece, a benefit of incorporating flat boards into the design which are close to the standard dimensions available. Efficient use of material reduces environmental impacts associated with bulk transport of lumber to the factory and with waste disposal. It also maximises the carbon storage potential of the furniture item.

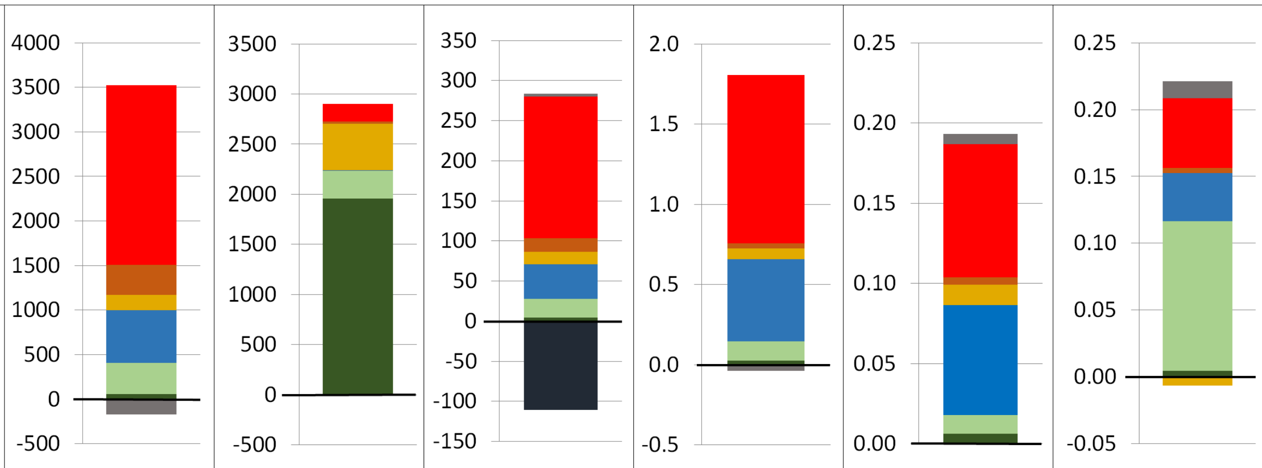
Impact of electricity usage in South Africa

With low impacts at other life cycle stages, manufacturing in South Africa accounts for a large share of the overall environmental impact. Impacts at this stage are mainly due to use of a CNC machine and extractor fan both powered by electricity from the South African national grid which has 95% dependency on heavy coal. Strategies to increase the share of renewables (such as solar energy) in the supply of electricity during manufacturing would significantly mitigate environmental impact.

FIGURE 1: CRADLE TO FACTORY GATE ENVIRONMENTAL IMPACT

Impact category	Primary energy demand (non-renewable)	Primary energy demand (renewable)	Global Warming Potential	Acidification Potential	Eutrophication Potential	Photochemical Ozone Creation Potential
Unit	MJ	MJ	kg CO2-Equiv.	kg SO2-Equiv.	kg Phosphate-Equiv.	kg Ethene-Equiv.
Total	3350	2891	172.97	1.76	0.19	0.21

Data by process steps



Key: Hardwood forestry; Hardwood processing; Hardwood transport; Fixings & furnishing; Glues & coatings; Manufacturing; Process waste; Biogenic carbon

Impact Category	Unit		Hardwood forestry	Hardwood processing	Hardwood transport	Fixings & furnishing	Glues & coatings	Manu-facturing	Process waste	Biogenic carbon	Total
Primary energy demand (non-renewable)	[MJ]	PED (NR)	56.06	350.69	590.67	174.65	335.88	2014.16	-172.40	0.00	3349.71
Primary energy demand (renewable)	[MJ]	PED (R)	1955.85	276.34	7.40	466.47	20.59	172.15	-8.00	0.00	2890.81
Global Warming Potential (ex. biogenic carbon)	[kg CO2-Equiv.]	GWP	4.13	23.99	42.54	15.79	16.76	177.21	3.47	-110.92	172.97
Acidification Potential	[kg SO2-Equiv.]	AP	0.0249	0.1190	0.5144	0.0665	0.0303	1.0496	-0.0399	0.0000	1.7649
Eutrophication Potential	[kg Phosphate-Equiv.]	EP	0.0063	0.0118	0.0683	0.0127	0.0046	0.0832	0.0064	0.0000	0.1933
Photochemical Ozone Creation Potential	[kg Ethene-Equiv.]	POCP	0.0045	0.1120	0.0361	-0.0067	0.0038	0.0523	0.0126	0.0000	0.2147

Table 1: LCA Key Facts			
Seat to Seat Designer: Laurie Wiid			
Functional Unit: 1 recliner			
American hardwood delivered to factory gate			
Hardwood species: Soft maple			
Quantity		m3	0.138
		kg	96.91
Replacement time (1)		seconds	0.24
Carbon footprint	Emissions	$kg\ CO_2$ eq	70.65
	Wood carbon store		-153.80
	Total		-83.14
Wood balance			
Wood delivered to factory		kg	116.6
Wood in product			69.9
Waste wood			46.7
Wood material efficiency		%	60
Completed Seed to Seat prototype for display at 100% Design 2017			
Quantity in product	Hardwood	kg	69.9
	Other material		2.1
	Total		72.0
Sawdust(2)		kg	4.7
Waste to incinerator(2)	Quantity	kg	14.0
	Energy generated	MJ	109.3
Waste to land fill(2)	Quantity	kg	28.0
	Energy generated	MJ	13.6
Carbon footprint	Emissions	$kg\ CO_2$ eq	302.3
	Biogenic carbon		-110.9
	Waste offset (3)		-18.5
	Total footprint		173.0
	Equivalent drive (4)	km	1116

(1) The time required for new growth in the U.S. hardwood forest to replace the wood harvested for the design.
(2) For wood waste, assumed that 10% is saw dust emitted to the air or otherwise lost to the local environment, 30% is incinerated for energy production and 60% is sent for landfill.
(3) The offset due to production of energy from incineration of wood offcuts and (a much smaller amount) from landfill gas which replaces for use of fossil fuels.
(4) Estimate of equivalent driving distance based on 155g CO_2/km average emissions of cars sold in South Africa from Journal of Energy in Southern Africa, Vol.27 No.4 Nov 2016

Table 2: Environmental Impact Categories
Primary Energy Demand from Resources
Use of fossil fuels in mega-joules. The impact category has limited application on its own because it does not differentiate between energy sources (e.g. oil or coal). Nor does it represent "embodied energy". However it is an important driver of other environmental impacts including global warming, acidification, eutrophication, and resource depletion.
Primary Energy Demand from Renewables
Use of energy derived from renewable raw materials in mega-joules.
Global Warming Potential
Often termed "carbon footprint". Expressed in kg of carbon dioxide equivalent. The sum of the warming potential of all gases emitted (including CO2, methane and water vapour) which influence the energy balance of the atmosphere leading to increased average temperatures.
Acidification Potential
Potential for acidification of soil and damage to plant health resulting from emissions to air, water and land of acidifying compounds such as sulphur dioxide (SO2) and nitrogen oxides (NOX). Expressed in kg of sulphur dioxide equivalent.
Eutrophication Potential
Nutrient enrichment of water by release of phosphorous or nitrogen compounds (such as fertilisers) and organic matter (e.g. in effluents). This causes excess growth of plant matter and depletion of oxygen levels in rivers, lakes and seas. Expressed in kg of phosphate equivalent.
Photochemical Ozone Creation Potential
Often referred to as "photochemical smog". Increased levels of ozone at ground level arise through the reaction of volatile organic compounds, for example ethene, with oxygen compounds or oxides of nitrogen in air and under the influence of sunlight. The problem afflicts modern cities and impacts human health and reduces vegetative production. Expressed in kg of kg ethene equivalent.

WHAT IS LCA?

Life-cycle environmental assessment (LCA) involves the collection and evaluation of quantitative data on all the inputs and outputs of material, energy and waste flows associated with a product over its entire life cycle so that the environmental impacts can be determined. LCA quantifies environmental effects against a range of impact categories. LCA may also provide qualitative assessment of other environmental impacts, such as on biodiversity and land-use, that are less easy to quantify.

WHAT IS INCLUDED IN THE LCA?

The LCA of the Seed to Seat designs covers all processes from extraction of wood and other raw materials, transport of these materials to processing location, all processing steps (notably sawing and kilning in the case of wood), transport of processed products to the factory in South Africa, and manufacture of the finished design. Due to lack of information on durability, maintenance and disposal at end-of-life, the LCA is not a full "cradle-to-grave" assessment, and instead determines the environmental impact of the design when delivered to the customer.

WHO PREPARED THE LCA?

The LCA is commissioned by the American Hardwood Export Council (AHEC) and prepared by Rupert Oliver, Director of Forest Industries Intelligence Ltd, a U.K. based consultant with over 25 years experience of sustainability issues in the forest products sector.

HOW IS THE LCA CARRIED OUT?

The LCA draws on a two-year study, commissioned by AHEC and undertaken by PE International (now Thinkstep), to assess environmental impacts linked to delivery of U.S hardwood into world markets[a]. This involved independent assessment of hardwood forestry practices and a survey of the hundreds of U.S. companies engaged in the processing and export of hardwood products. Information from the LCA of U.S. hardwoods is combined with the latest U.S. government forest inventory data[b] and data gathered during manufacturing in South Africa. It is also combined with Thinkstep's existing life-cycle inventory database which covers an expanding range of non-wood materials and products.

WHAT ASSUMPTIONS ARE MADE?

In any LCA there will be data gaps and various assumptions have to be made. The analysis errs on the side of caution and aims to over-estimate rather than to under-estimate environmental impact, for example:

- U.S. hardwood is assumed to be delivered to South Africa by a relatively long route: by truck from central harvest point to an East Coast port in the U.S. and by container ship to South Africa. For delivery to Cape Town, wood is assumed to be landed at Cape Town and an additional 100 km is allowed to the factory gate. For delivery to Johannesburg, wood is assumed to be landed at Durban and then transported by truck for 650 km to Johannesburg.
- Due to lack of detailed LCA data on non-wood materials sourced in South Africa (such as steel screws, glues, and coatings), data is used for the closest surrogates available in the Thinkstep database and transport in each case is assumed to be from typical countries of origin for each product.
- Due to lack of detailed data on waste utilisation during manufacturing, it is assumed that 60% of wood waste is sent for landfill and 40% is incinerated for energy production.
- Sulphur content of marine fuels is assumed to be 2.7% compared to estimated international average of 2.4%.

HOW DOES THIS BEING A PROTOTYPE, NOT A PRODUCTION MODEL, AFFECT ENVIRONMENTAL IMPACT?

The environmental impacts of prototypes tend to be high per unit of production due to trial and error during fabrication. When producing finished designs at scale, manufacturers are able to adjust material procurement and production techniques to significantly increase efficiency and reduce waste.

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a. The Thinkstep LCA study of U.S. sawn hardwood is available at http://www.forestindustries.info/images/Final_LCA_Lumber_report.pdf

b. Latest U.S. forest inventory data is drawn from the U.S. Forest Service Forest Inventory and Analysis (FIA) database at http://apps.fs.fed.us/fia/fido/index.html (last accessed in January 2016 and using 2014 data for most U.S. states)

Seed to Seat

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