

# Global Hydrogen Resource Analysis (Hydrogen Implementing Agreement, Task 30A)

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Project ID: AN038

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## Timeline

- Project start date: June 2010
- Project end date: December 2013
- Percent complete: 80%

## Budget

- Total project funding
  - DOE share: \$
- Funding received in FY12: \$XXX
- Funding for FY13: \$XXX

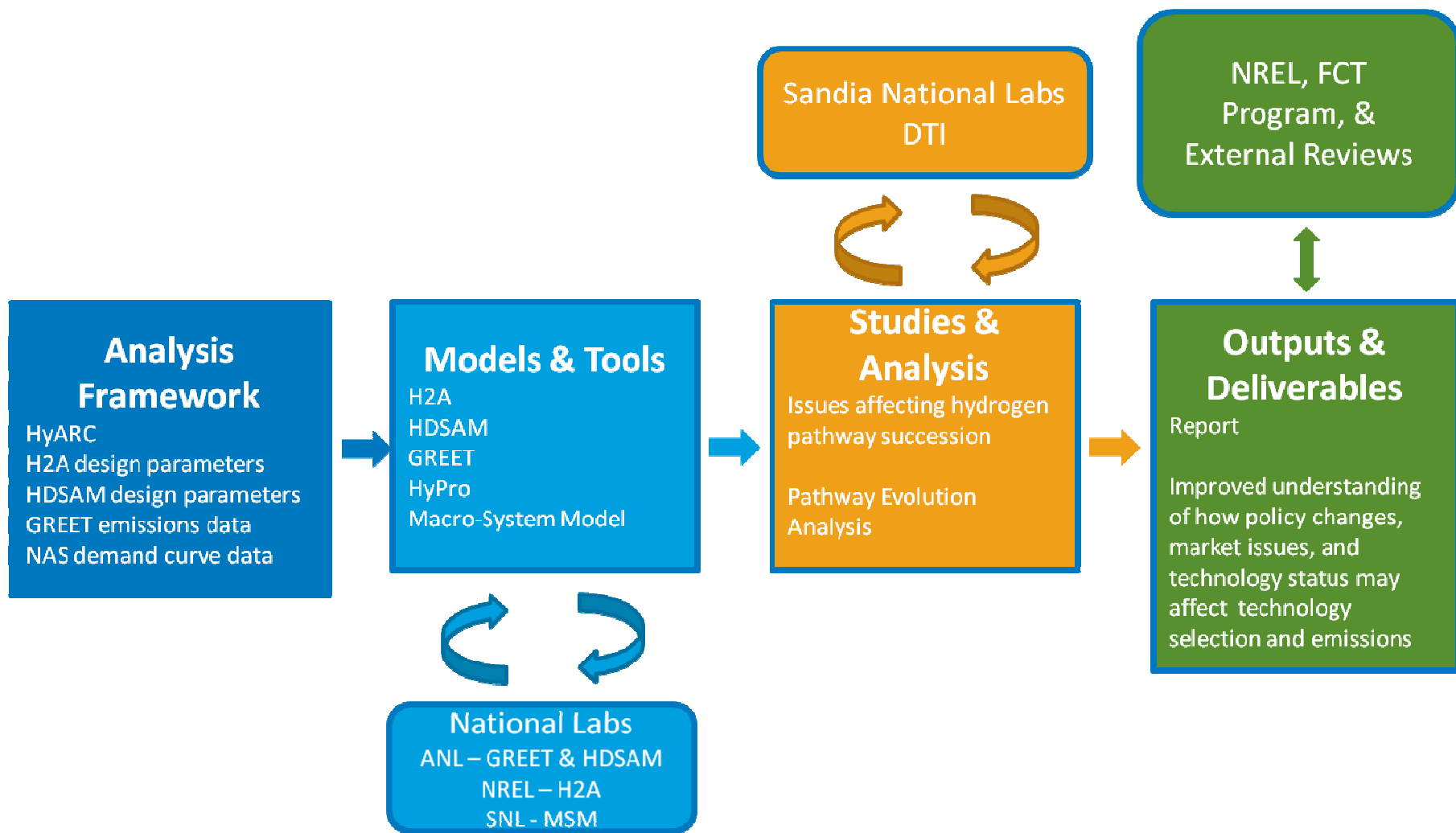
## Barriers

- Barriers addressed
  - Costs of producing and delivering hydrogen.
  - Economic and investment hurdles
  - Understanding of hydrogen production options

## Partners

- Task 30 country experts
- Project lead: T. Drennen

## *Effects of Technology Cost Parameters on Hydrogen Pathway Succession*



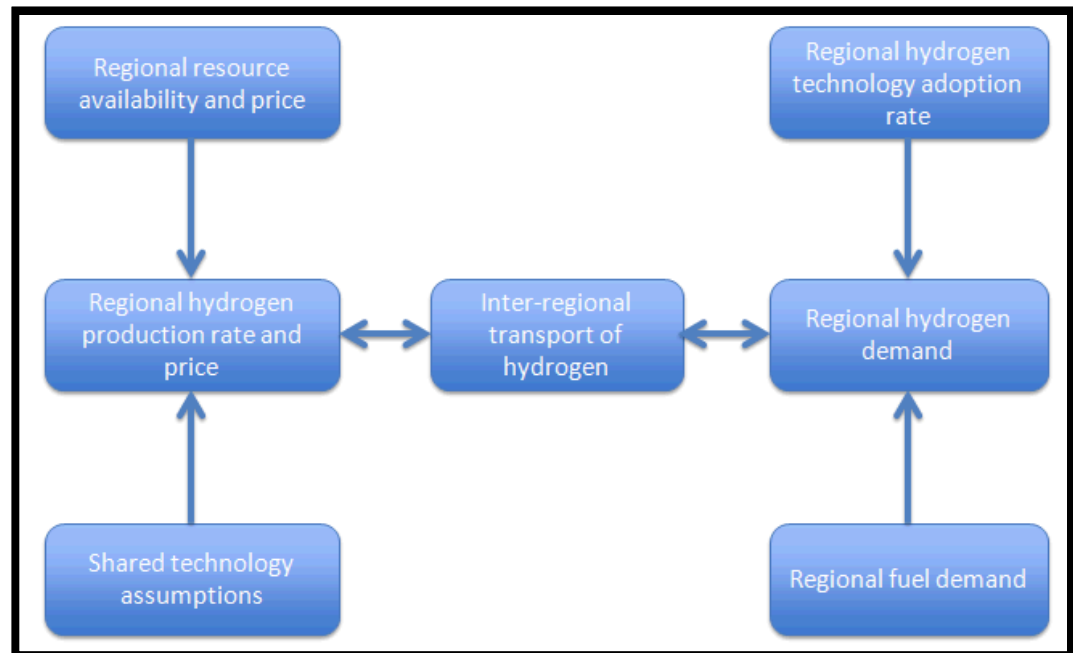
- This project is a subtask of the larger IEA Hydrogen Implementing Agreement **Task 30**. Task 30 overall goal:  
*“Perform comprehensive technical and market analysis of H<sub>2</sub> technologies and resources, supply and demand related to the projected use of H<sub>2</sub> in a low-carbon world.”*
- **Task 30 Structure (subtask leaders)**
  - **Subtask A** (T. Drennen, Sandia National Laboratories, U.S.): Global Hydrogen Resources
  - **Subtask B** (J. Linssen, Research Center Juelich, Germany): Harmonized hydrogen technology database
  - **Subtask C** (K. Espegren, Institute for Energy Technology, Norway): Collaboration with IEA Analytics
- **Participants**
  - France, Germany, Italy, Japan, Norway, Spain, Sweden, United Kingdom, United States
- **Timing**
  - June 2010 through December 2013
  - Expert meetings two times per year in person; regularly scheduled web meetings

The specific objectives of Task 30 Subtask A are:

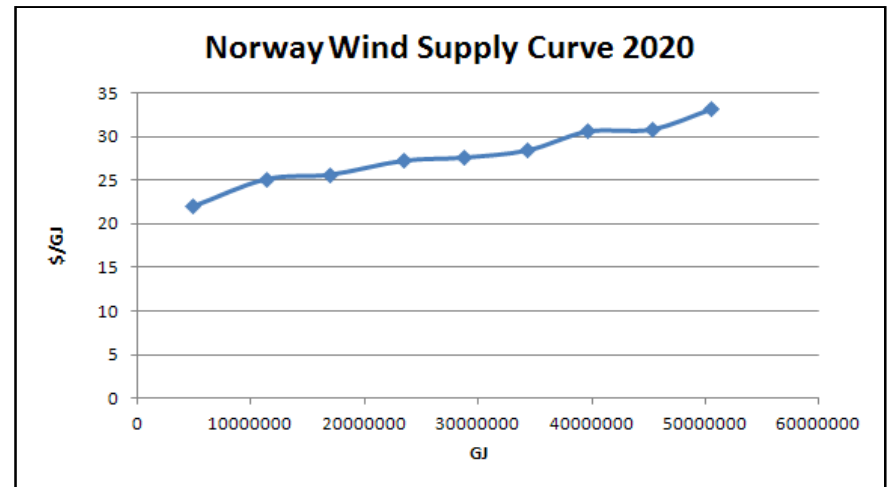
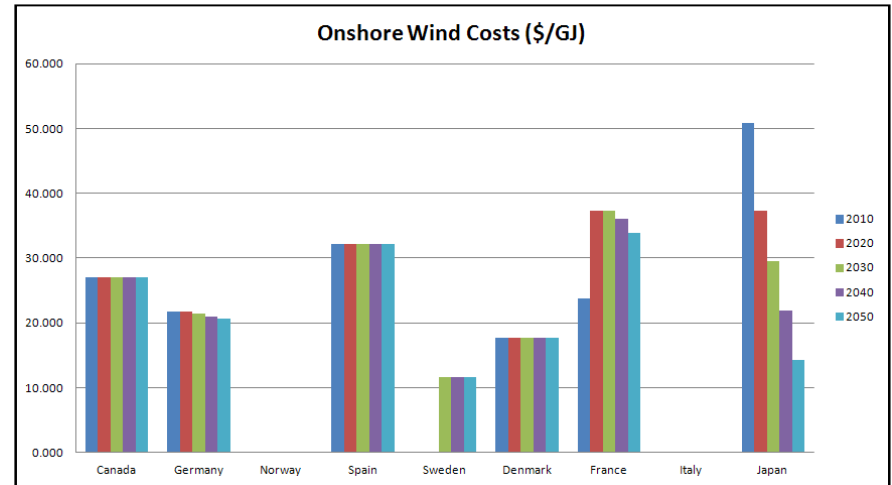
1. To analyze potential hydrogen production and distribution pathways for participating countries
2. To develop a user-friendly pathways analysis tool that allows users the ability to:
  - Understand the resource options and constraints to meeting future hydrogen demand for various fuel cell vehicle market shares; and to
  - Estimate potential petroleum savings and greenhouse gas emission reductions associated with various scenarios.
3. To collaborate with IEA (Paris) analysis processes and support the HIA Executive Committee in the liaison with IEA analysts

- Developed dynamic H<sub>2</sub> pathways analysis tool that:
  - Projects H<sub>2</sub> demand by country specific fuel-cell vehicle scenarios
  - Calculates least-cost pathways for H<sub>2</sub> supply by country, including feedstock, production, distribution (regional and long-distance), and carbon costs leveraging existing H<sub>2</sub> production and distribution models (H<sub>2</sub>A, HDSAM, MSM)
  - Estimates petroleum savings and transport-related GHG emission reductions
  - Compares feedstock use for H<sub>2</sub> production through 2050 with 2010 primary energy consumption

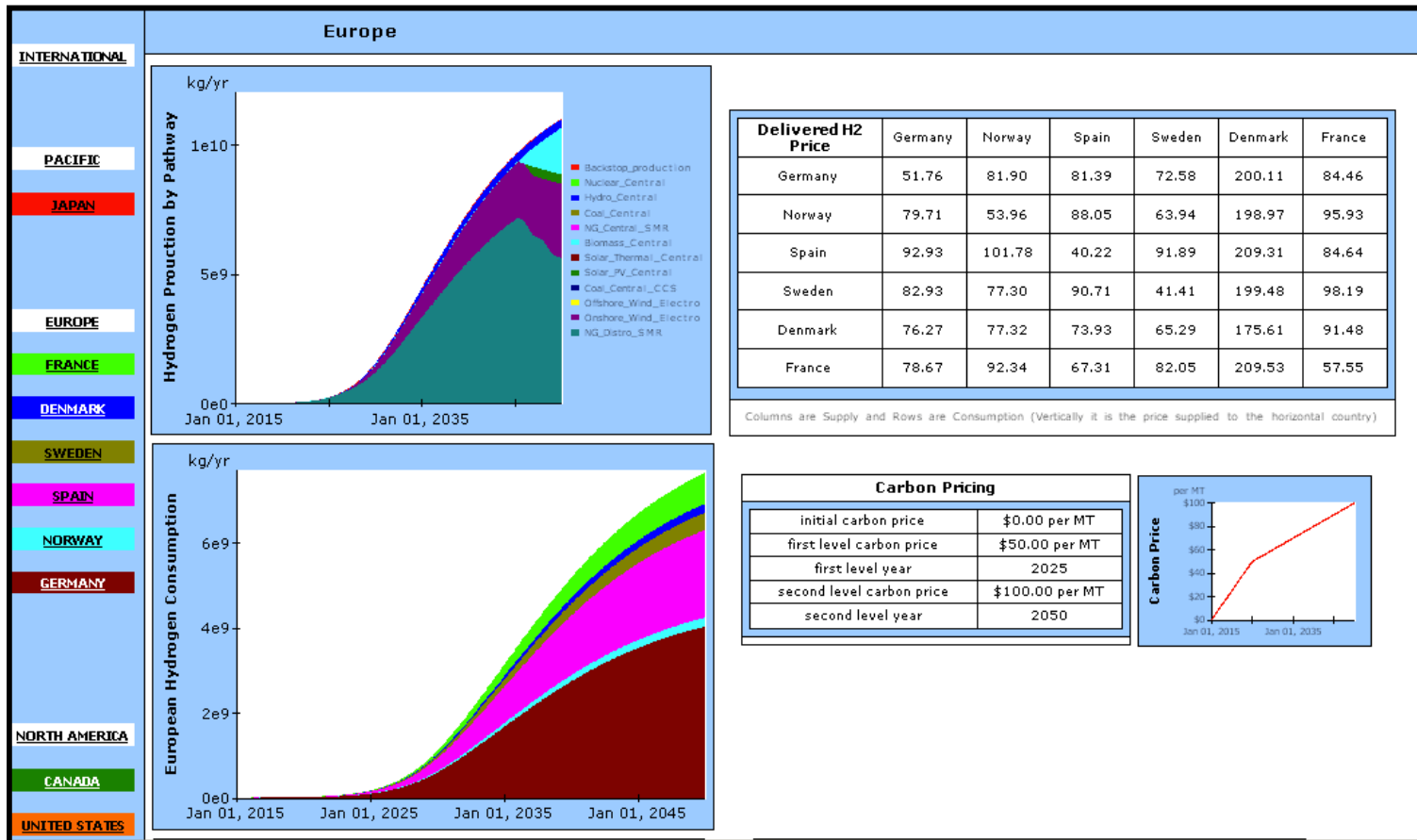
- Data input
  - Country-level data supplied by country experts (Task 30)
  - Where country-level data not available, U.S.-based analysis estimates used.
  - Integration with Task 30B and Task 28 expected by year end



- Required data from participating countries includes:
  - Feedstock availability for H<sub>2</sub> production by type, cost, and quantity from 2010 to 2050
  - H<sub>2</sub> production technology assumptions (efficiencies, cost)
- Iterative process with countries to improve data consistency.
  - Example shown: Self-reported onshore wind costs by country available for H<sub>2</sub> production
  - Some countries (U.S. and Norway) provided supply curves for wind; many countries provided static estimates (not dependent on quantity demanded)

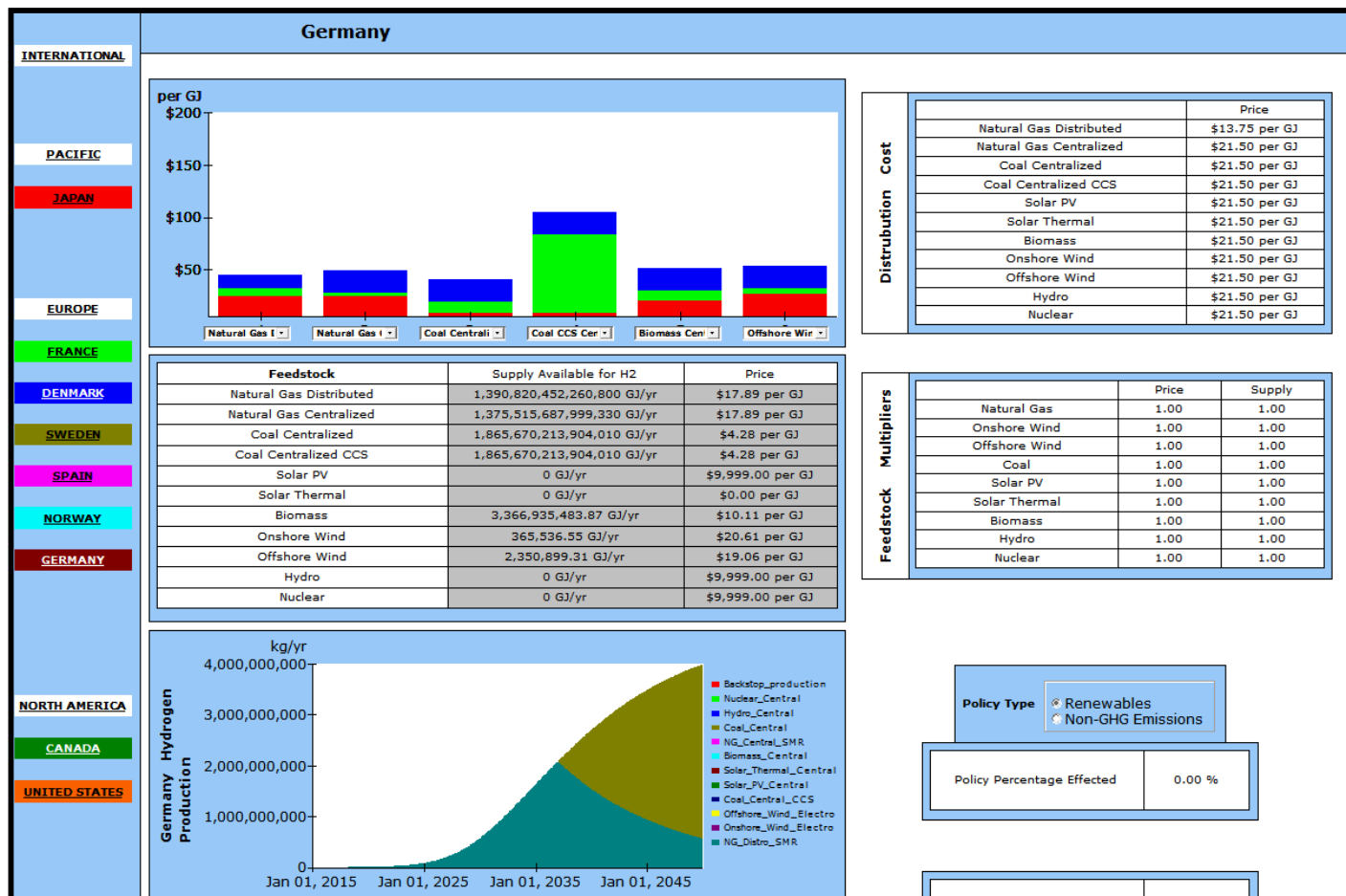


Results summarized by region (Europe, Pacific, North America) and then participating country. Example shown here is for H<sub>2</sub> demand by European country and least-cost pathways.





Germany meets projected H<sub>2</sub> demand for 40% FCEV 2050 market share with natural gas (SMR) and centralized coal.



# Pathways Analysis (Germany w/ \$100 GHG Tax)

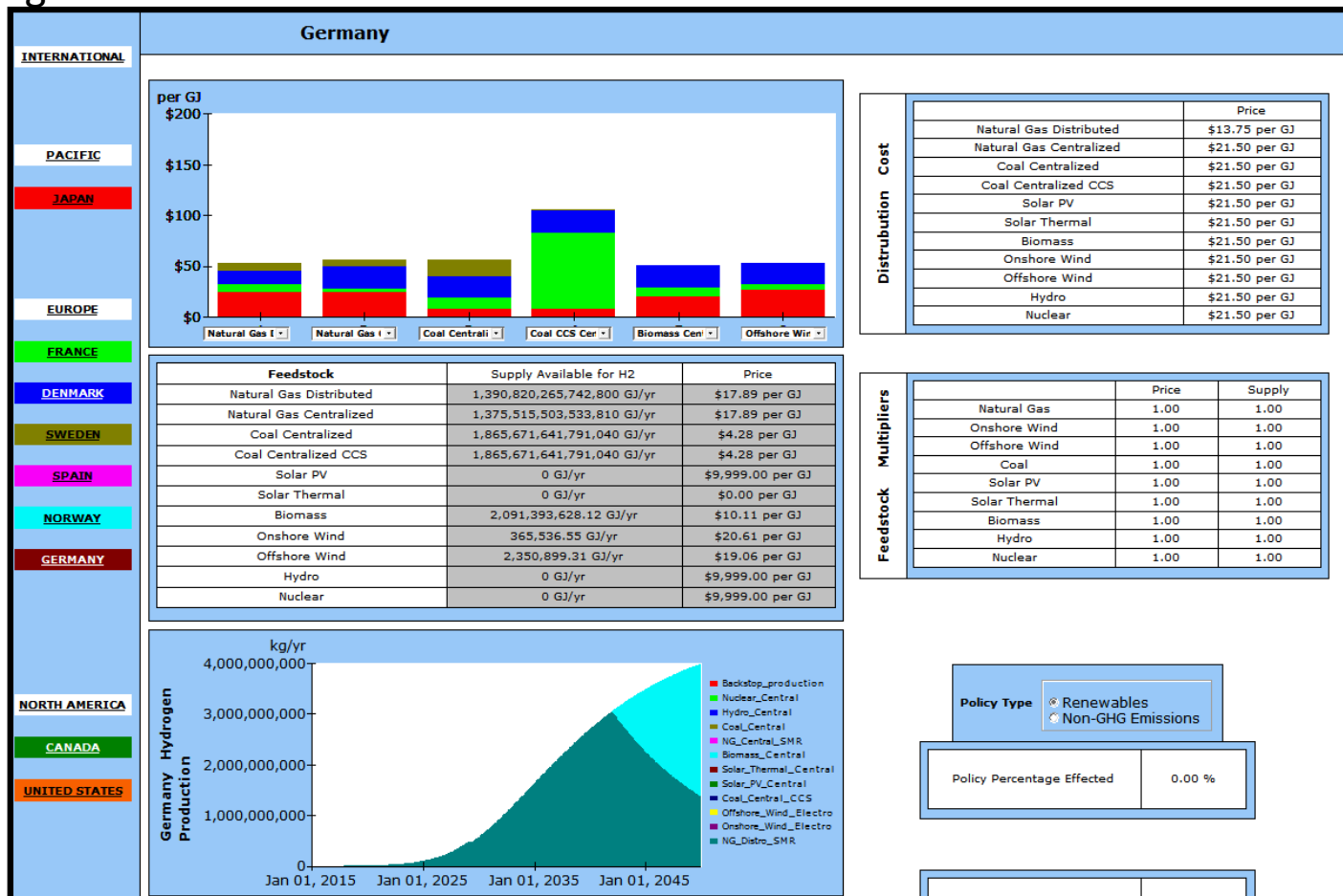


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With \$100 GHG tax, Germany continues to meet demand domestically but H<sub>2</sub> production shifts away from coal to biomass gasification.



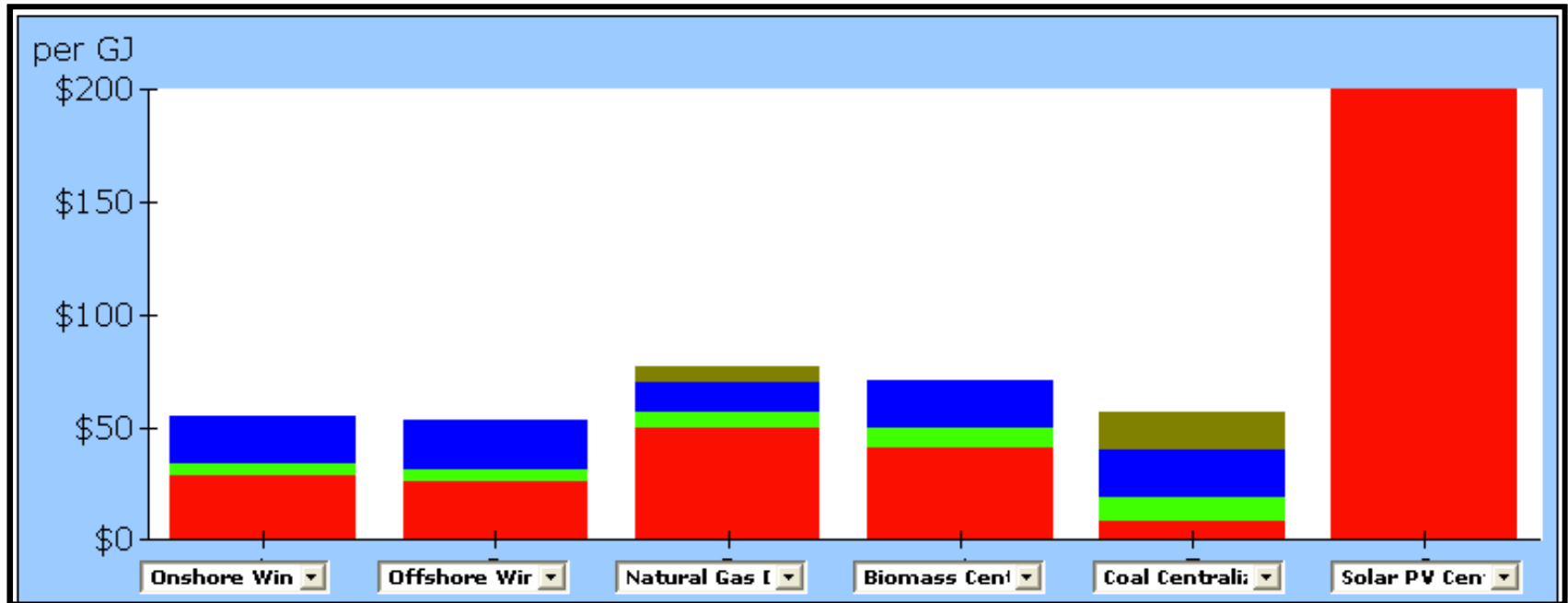
# Cost Analysis with \$100 GHG Tax



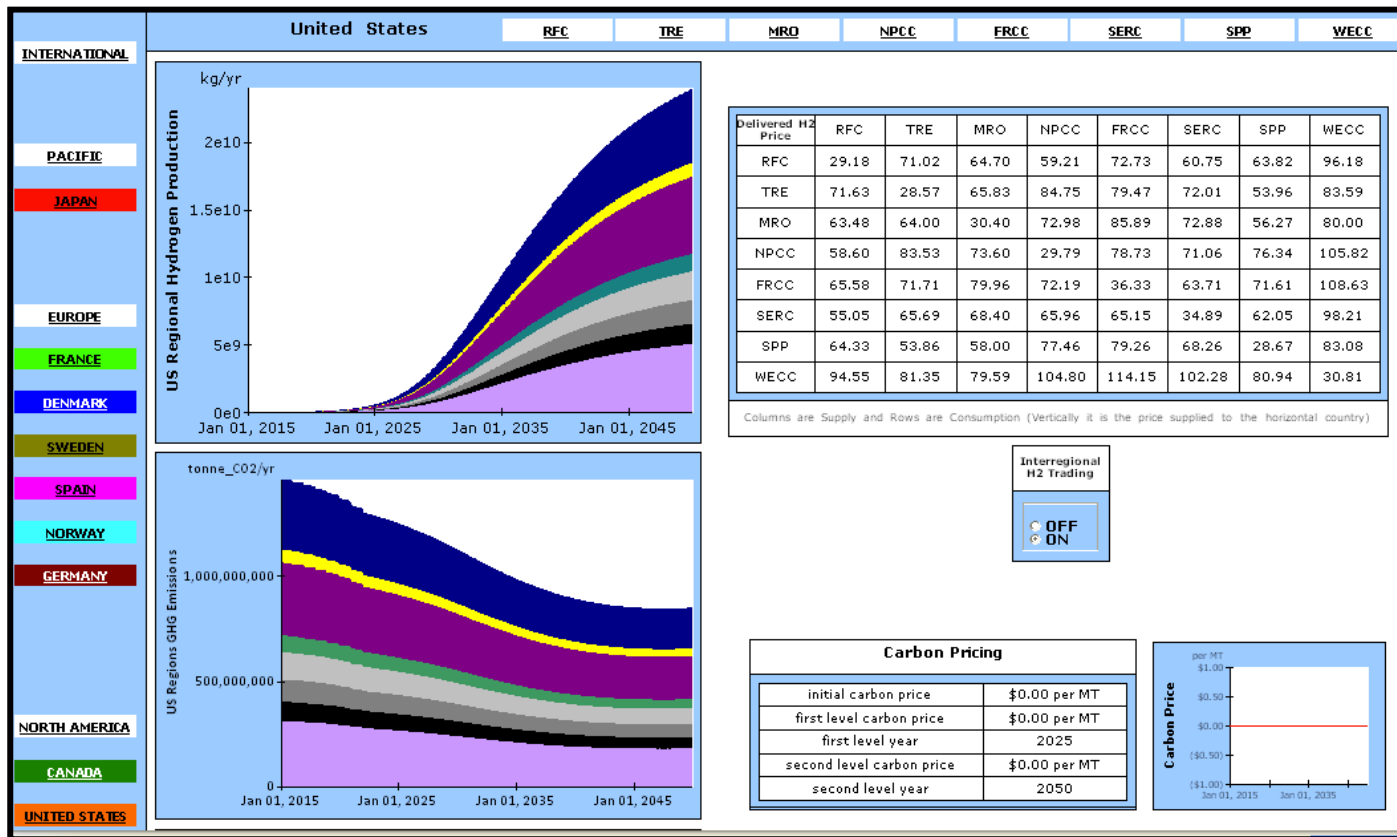
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Country-specific pages show time-dependent hydrogen production and distribution costs, broken down by feedstock (red), conversion (green), distribution (blue), and carbon taxes (brown).



- Results presented at Task 30 workshop (March, 2013)
- Final iteration of comments & data with countries (March 2013)
- Replace all U.S.-supplied production and distribution costs with country or region specific data (June 2013)
  - Production costs: Task 30B (Harmonized hydrogen production database)
  - Delivery costs: Task 28 (Large Scale Hydrogen Delivery Infrastructure)
- Present draft report to DOE program office and Task 30 participants (October, 2013)
- Final report (December 2013)
- Share results and insights with IEA Hydrogen Analysts (Dec 2013)
- Prepare paper for journal publication (December 2013)

- I. Introduction (objectives, participants, process)
- II. Approach (assumptions, data sources, model description)
- III. Country-specific pages (current expectations/policies/goals for FCEV)
- IV. Results (with and without interregional trading, with and without carbon taxes, specific country requirements)
- V. Sensitivity Analysis (vehicle mix, resource mandates/constraints, resource prices)
- VI. Lessons Learned (from the process, from the results)
- VII. Conclusions and Recommendations
- VIII. Appendix 1. Data Sets
- IX. Appendix 2. Results from incomplete data sets
- X. References
- XI. Acronyms, Conversion Factors

- Iterative data collection and pathway analysis a valuable exercise.
  - Several countries have revised data inputs after comparing inputs from other countries and results from analysis tool.
  - Process led to valuable discussion about role of off-peak electricity, integration of renewables, and role of imports of natural gas and other fossil fuels.
- Results show there are a large number of potential pathways for providing hydrogen to fuel significant HFCV fleet: **resource availability is not the limiting factor in hydrogen economy.**
- Country experts agree that the tool facilitates discussion, providing insight about possible pathways, even if tool does not provide the definitive answers.
- Every country has identified multiple options for producing hydrogen domestically.

## Subtask A Participants (each responsible for supplying country-level data and analysis)

- Tom Drennen (Subtask leader, Sandia National Laboratories, U.S.)
- Susan Schoenung (Task 30 Co-Cooperating Agent, Longitude 122 West Inc., U.S.)
- Jochen Linssen (Task 30 Co-Cooperating Agent, Subtask 30b leader, Forschungszentrum Juelich, Germany)
- Kari Espegren (Subtask 30c leader, Institute for Energy Technology, Norway)
- Clemens Trudewind (Forschungszentrum, Germany)
- Alain Le Duigou (CEA, France)
- Marie-Marguerite Quemere (EDF, France)
- Paul Lucchese (CEA, France)
- Maria del Pilar Argumosa (INTA, National Institute for Aerospace Technology, Spain)
- Javier Dufour (IMDEA, Madrid Institute for Advanced Studies, Spain)
- Diego Iribarren (IMDEA, Madrid Institute for Advanced Studies Spain)
- Isamu Yasuda (Tokyo Gas, Japan)
- Bengt Ridell (Grontmij AB, Sweden)
- Marco Brocco (ENEA, National Agency for New Technologies, Italy)
- Rupert Gammon (Institute of Energy and Sustainable Development, UK)

1. The Global Hydrogen Resource Analysis work is a subtask of the IEA Hydrogen Implementing Agreement Task 30 (Global Hydrogen Systems Analysis).
2. Main objective is to analyze potential hydrogen production and distribution pathways for participating countries.
3. Developed a user-friendly pathways tool to help participants understand resource options and constraints to meeting future hydrogen demand for various scenarios. Tool leverages several existing models.
4. Task 30 is scheduled to complete all tasks by December, 2013. Some discussion about extending the task to allow additional analysis, including the addition of more countries.
5. Results show there are a large number of potential pathways for providing hydrogen to fuel significant HFCV fleet: **resource availability is not the limiting factor for a hydrogen economy.**
6. Will continue to inform IEA analysts about key findings.