

ENERGY, RESOURCES and NONPROLIFERATION*energy, water, and security . . . enabled by science & technology*

Sunshine to Petrol

Kathryn Clay Visit 1 June 2009

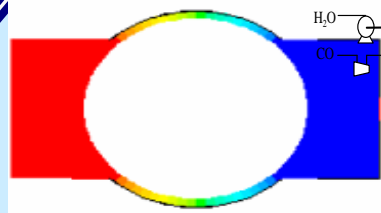
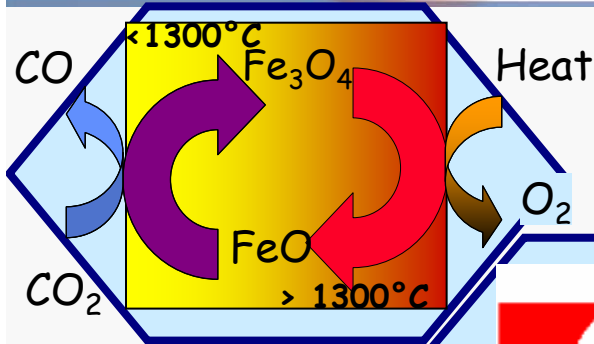
***Ellen B. Stechel
Manager, Emerging
Energy Technologies***

Sandia is a multi-program laboratory operated by Sandia Corporation, a Lockheed Martin Company, for the United States Department of Energy's National Nuclear Security Administration under contract DE-AC04-94AL85000.

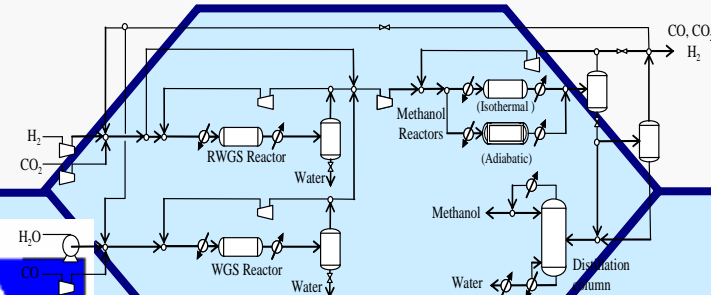


Sandia National Laboratories

We Have Assembled a Multi-Disciplinary Team Necessary for Success

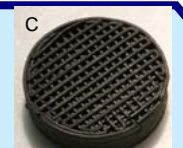


Multi-scale Rxn & Transport Modeling

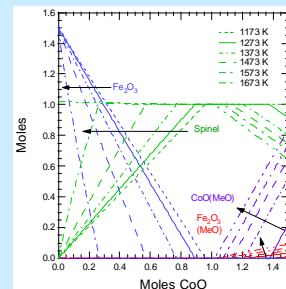


Systems Engineering & Economics

Materials Engineering & Fabrication



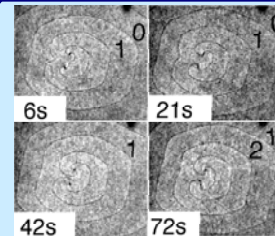
Solar Engineering



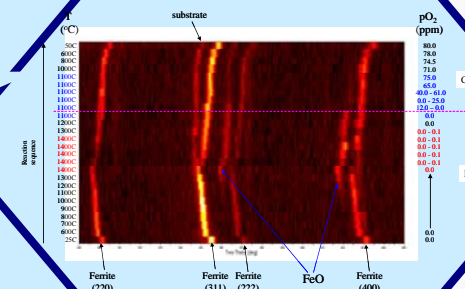
Thermodynamics & Kinetics



Engine Design & Build



Basic Science



Materials Science

Large Investment at Sandia



■ SNL – S2P Team

- James E. Miller, PI
- Richard B. Diver, Task Lead
- Nathan P. Siegel, Task Lead
- Andrea Ambrosini, Task Lead
- Mark D. Allendorf, Task Lead
- Gary L. Kellogg, Task Lead
- Roy E. Hogan, Task Lead
- Daniel Dedrick, Task Lead
- Stephanie Livers
- Eric Coker
- Ivan Ermanoski
- Tony McDaniel
- Ken Chen
- Terry Johnson
- Chad Staiger
- Plus more

SNL-Other

- *Rush D. Robinett*
- *Margie Tatro*
- *Jeff S. Nelson*
- *Justine Johannes*
- *Duane Dimos*
- *Steve Roehrig*
- *Julie Phillips*
- *Les Shepherd*
- *Robert Hwang*
- *Andy McIlroy*
- *Ron Stoltz*
- *Andy Lutz*
- *Adam Simpson*
- *Phil Pohl*

■ University Partners

- *Christos Maravelias, University of Wisconsin*
- *Chris Wolverton, Northwestern University*
- *Darryl James, Texas Tech University*
- *Alan Weimer, University of Colorado*

■ Sponsors

- SNL-LDRD
- DOE-EERE
- DARPA Seedling





Motivation to “Recycle” CO₂



■ Assuring Energy Security

- Decrease the strategic importance of Petroleum and vulnerability to Supply Disruptions
- Diversify Supply and use geographically and domestically available dispersed resources
- Infrastructure Compatible: Fungible, Drop-In Fuels

■ Mitigating Climate Change

- E.g., Reduce GHG emissions, especially CO₂
- Increase uses for and create value from CO₂



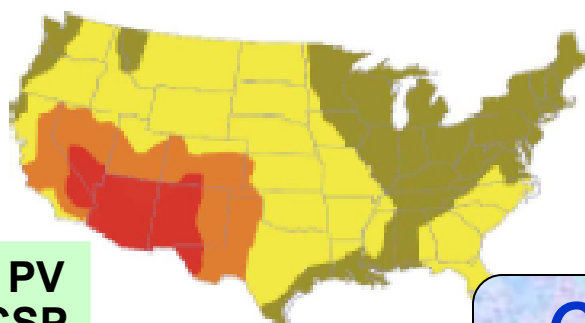
		Climate Change		
		Makes Worse	Neutral	Mitigates
Energy Security	Assures			
	Neutral			
	Makes Worse			

Non-Optional: We must find solutions that address both challenges simultaneously
The scale is large – but not too large

Renewable Energy Sources – No Lack of Resources, So what is the problem?

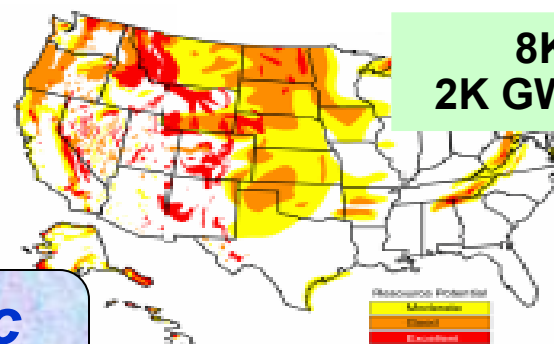


SOLAR ENERGY



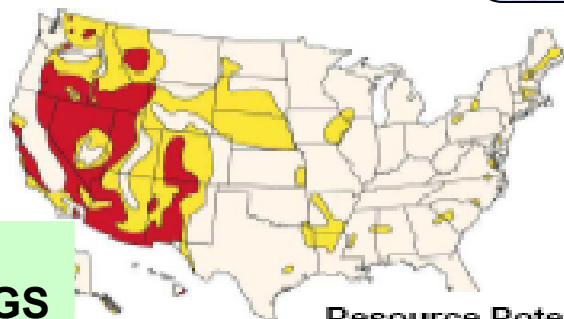
206K GW PV
11K GW CSP

WIND POWER



8K GW
2K GW offshore

GEO THERMAL

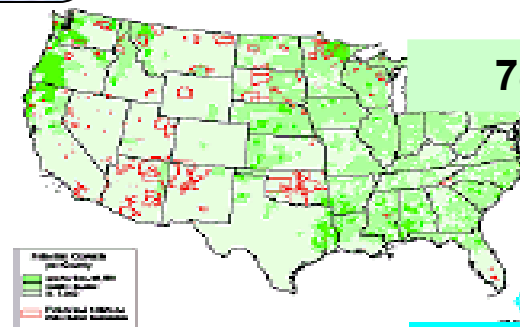


39 GW
520 GW EGS

Resource Potential

*Geographic
Diversity*

BIOMASS



78 GW

NREL

“Stranded” resources not necessarily close to major loads
Alternative to building out transmission lines - Make High Energy Density Fuels
Fuel: Stored Energy that can easily be used whenever & wherever, especially if liquid



Transportation Sector Consumes a Great Deal of Petroleum



Every day the U.S. consumes ~20.7 million barrels of petroleum (2006)
(that's ~10K gallons per second)



Non-transportation



All Substitutes face significant risks, barriers, and uncertainties: one or more from technical, economic, societal, political, regulatory

Over 2/3 (68.3%) of the petroleum consumed in the US is used for transportation
84.1% Highway; 65.2% Light Duty

58% is imported

243M vehicles on the road in the US:

Median age ~8 yrs; cars ~9 yrs

Median Lifetime of 1990 vehicles is ~17yrs

*Transportation Energy Data Book, Edition 27-2008

What are Options for Transportation Energy?



No Silver Bullets

We will likely need all these options and maybe more
It is too soon to constrain the solution space

- Coal to Liquids with Carbon Capture and Storage
- Unconventional Fossil
 - with H₂ upgrading
- Biomass to Liquids
- Bio-alcohols, Bio-diesel
- Algal Crude
- Hydrogen

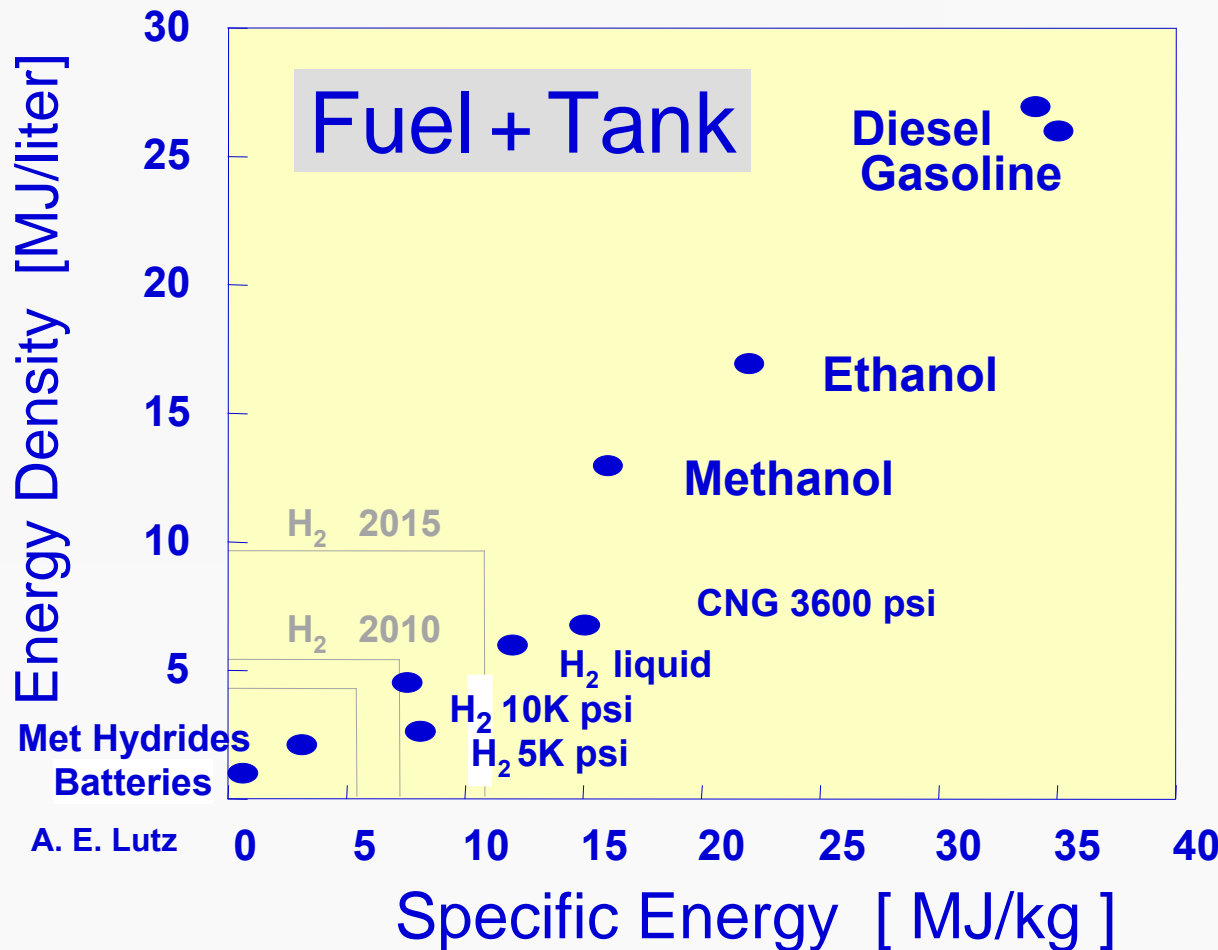
*Partial and Full Electrification
of Personal Vehicles,*

*e.g. Plug-in Electric Hybrids
Battery Electric
Ultra-capacitors*

■ Solar Fuels or Low (Net) Carbon Synthetic Fuels

- ✓ Not really on the radar screen yet, very little attention
- ✓ Non-biological routes, high technical and economic risk
- ✓ Government investment is needed to buy-down risk before we can expect industry or venture capital to “play.”

Liquid Hydrocarbon Fuels: The Gold Standard



- Energy Density
- Infrastructure
- Fueling Rate
- Airplanes
- Heavy Duty Vehicles

Fuel	Energy/ Mass	Energy/ Volume
Gasoline	1	1
Li Ion Battery	0.019	0.035

For the foreseeable future & for transportation fuels, liquid hydrocarbons are the “Gold Standard” will not run out anytime soon, although “peak oil” implies demand might soon exceed supply – makes a fungible alternative very attractive



CO₂ to Fuels "Black Box"



Carbon Neutral Energy

$h\nu$

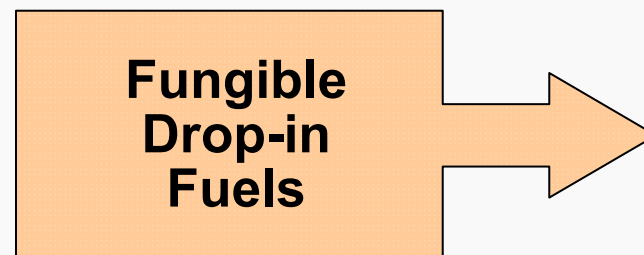
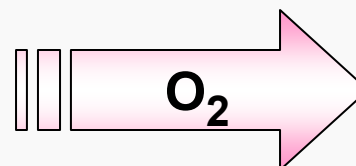
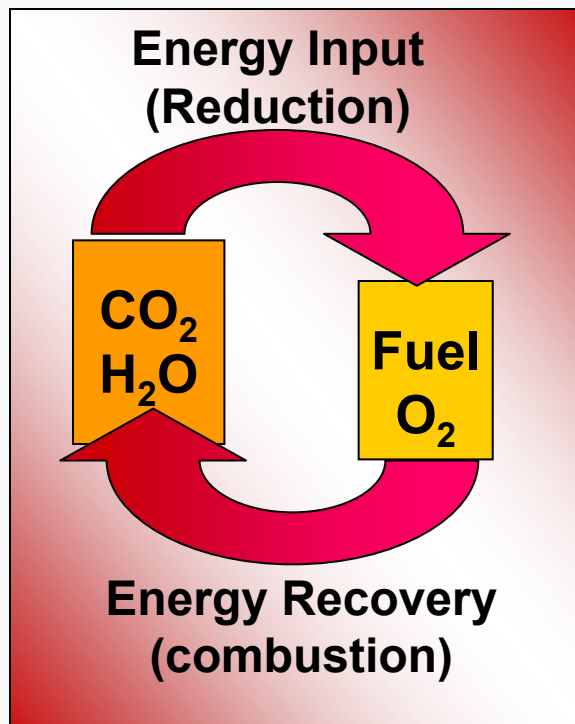
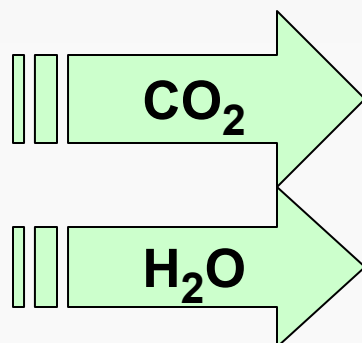
OR

e^-

OR

Heat

Electro-Chemical
Photo-(Electro)-Chemical
Thermo-Chemical
Catalytic
Bio-chemical



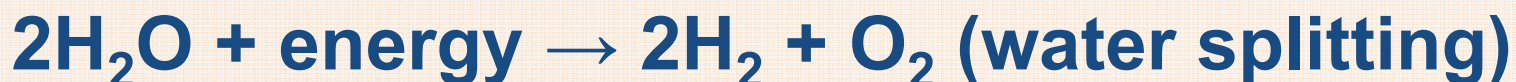
Direct Chemical Routes



Capitalize on decades of Synfuel technology, e.g.



Focus on the critical conversions:

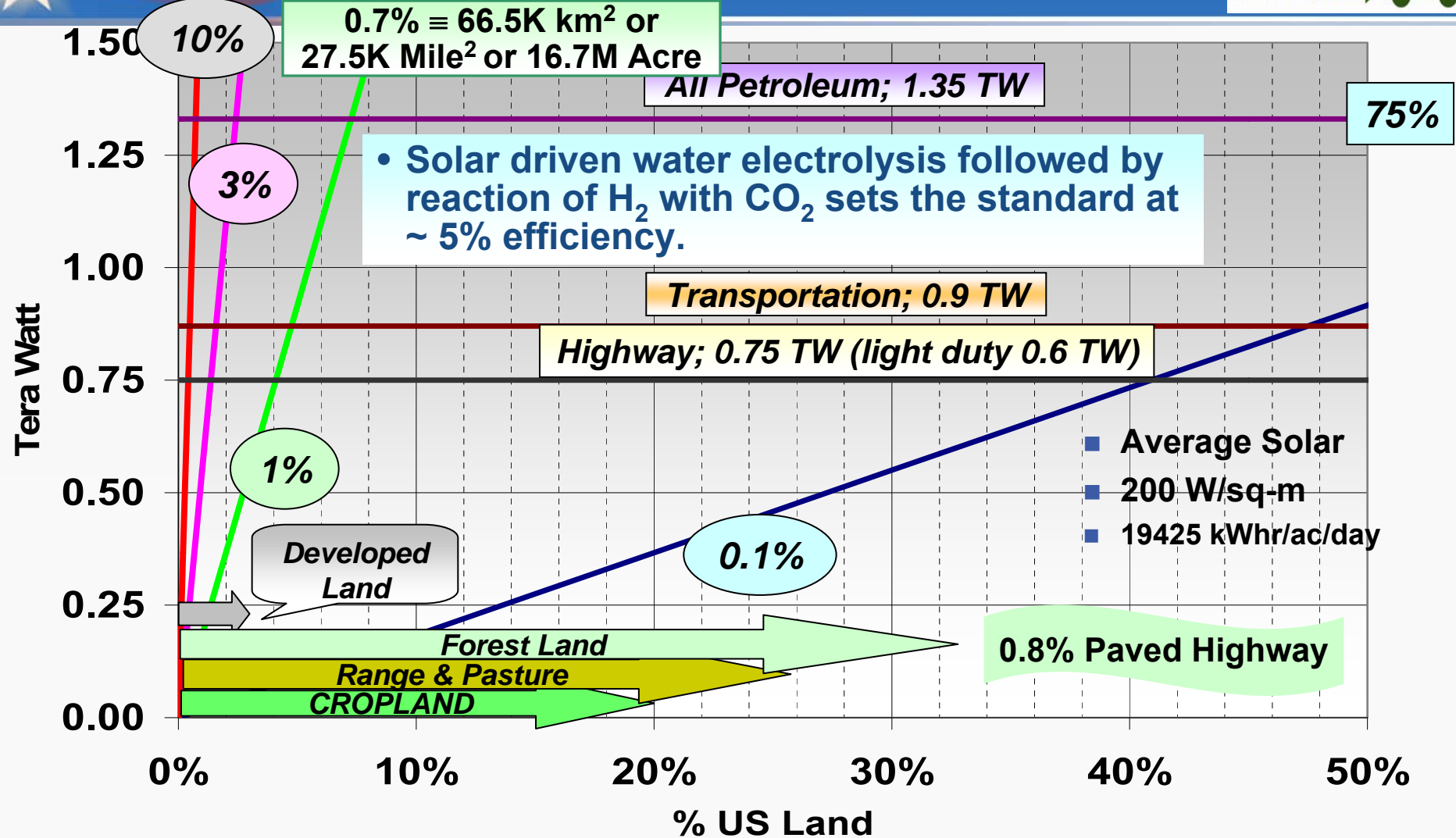


Note that WS and CDS are linked by the Water Gas Shift reaction



Only required to carry out one reaction - WS or CDS

Efficiency Matters: US Land Solar Resource 1832 TW



9.2M km² or 2.3 Giga Acre or 6% of the ~150M km² world-wide

What are Efficiencies of Some Solar Fuels



Average Solar 1.35 TW Petroleum Consumption	HC Produced	Energy Flux	Efficiency	Land	% US
	kG/ac/day	kWhr/ac/ day	%	Giga Acres	%
Petroleum ^[1] Stored Sunlight, Sequestered Carbon	3.3×10^{-3}	0.04	2×10^{-4}	833	368
Corn-based Ethanol ^[2] (Solar only)	3.53	26.25	0.14	1.25	55
Algae Crude ^[3] (Solar only)	52.5	569	2.9	0.057	2.5
Sunshine to Petrol ^[4] (lifecyle target)	155.4	1942	10	0.017	0.7

^[1] JEFFREY S. DUKES, *Climatic Change* 61: 31–44, 2003.

^[2] Based on the 2008 USDA-NASS corn yield of 153.9 Bushel/acre/yr and 2.8 Gallon Ethanol/Bushel

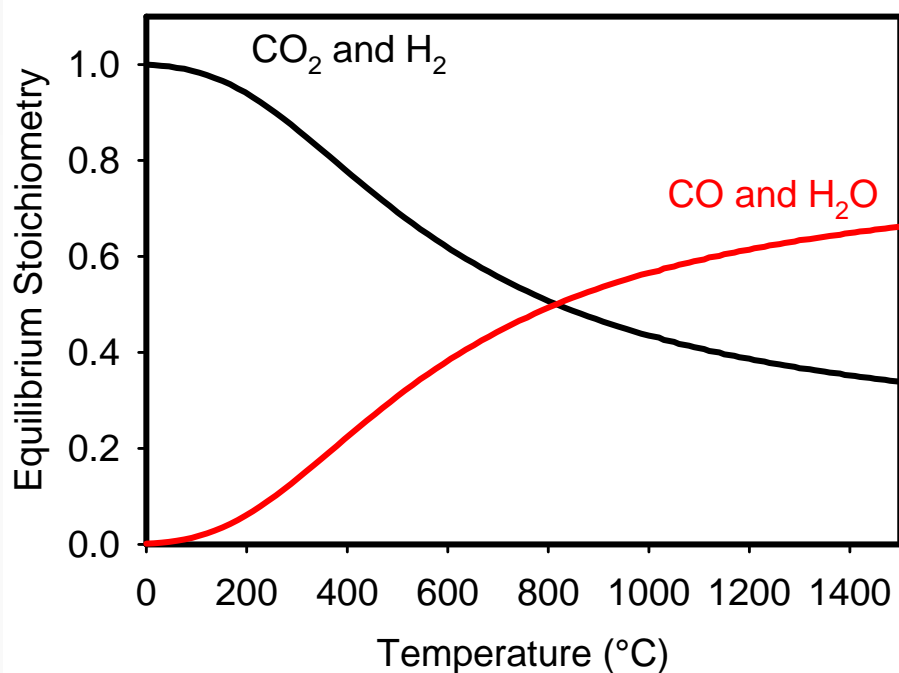
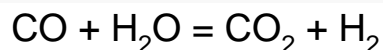
^[3] WEYER, K., “Theoretical Maximum Algal Oil Production,” 2008 Algae Biomass Summit, Seattle, WA

^[4] S2P is a **Target** Efficiency counting all energy inputs

Setting the Standard: The Electrochemical Option

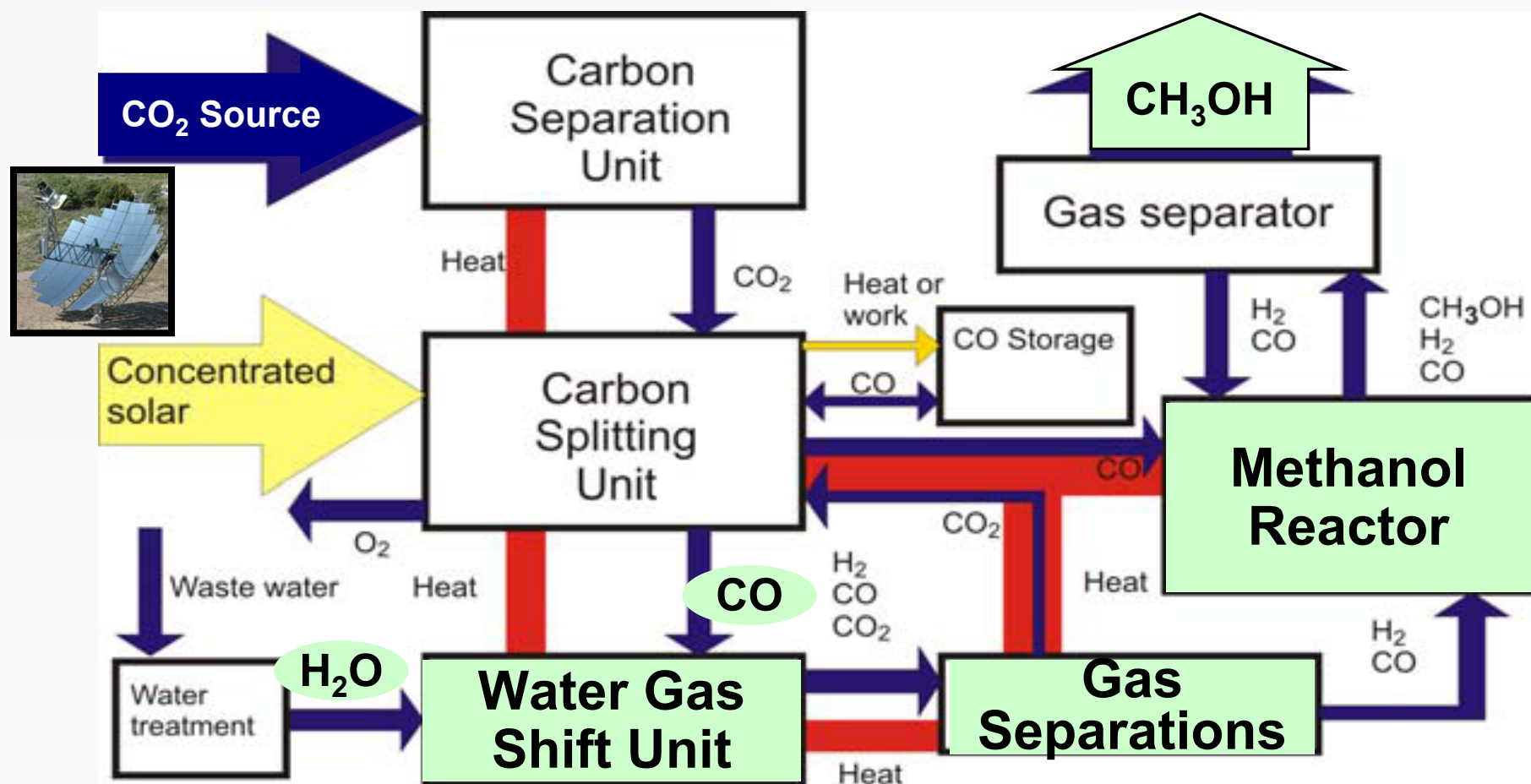


<i>Efficiency</i>	<i>Electrical (%)</i>	<i>H₂ (%)</i>	<i>Elec. to Fuel (%)</i>	<i>Sun to Fuel (%)</i>
PV	10-15	65-75	35-50	3.5-6.5



Limiting factors include photon to electric conversion and thermodynamics (RWGS).

S2P System Concept

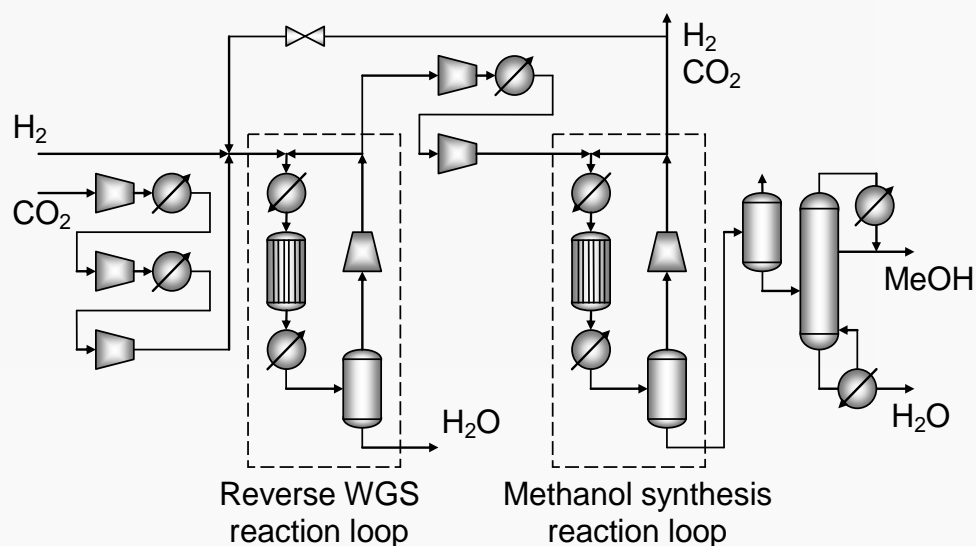


This represents one possible S2P configuration.

Preliminary Results Indicate Significant Benefit for Methanol from CO & H₂O

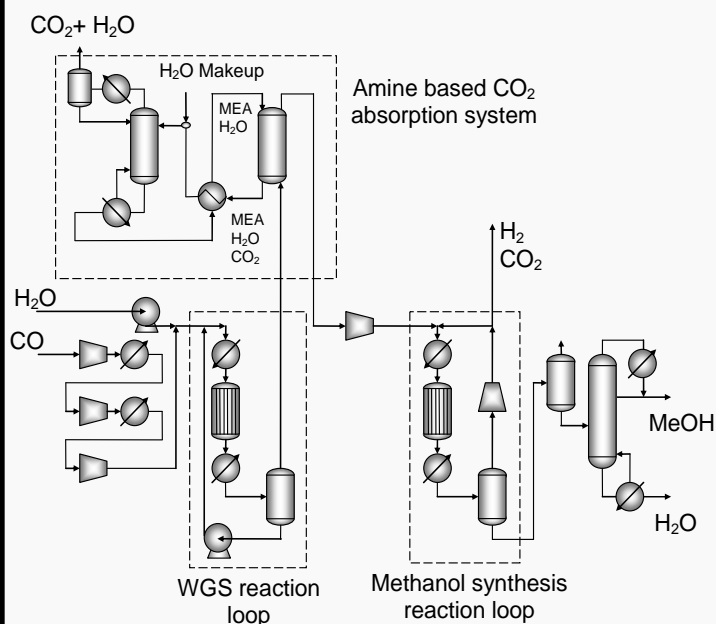


Methanol from H₂ and CO₂



49% energy efficient

Methanol from H₂O and CO



62% energy efficient

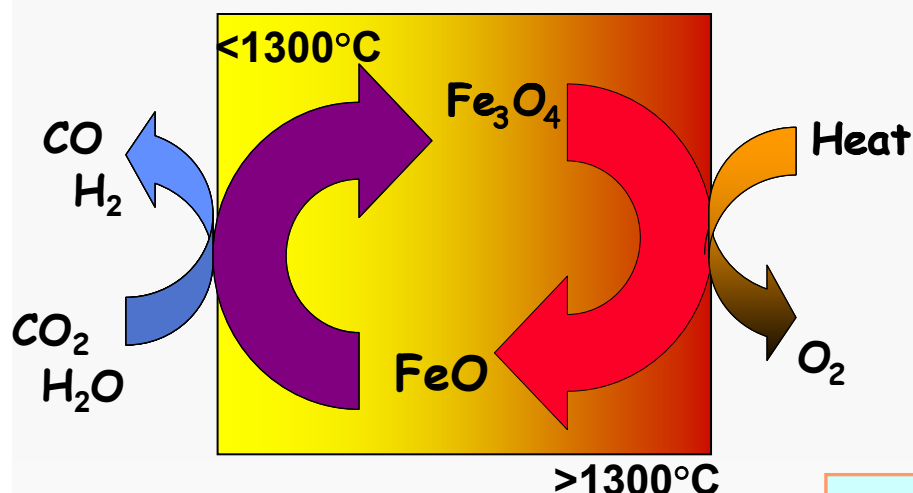
$$\text{Efficiency} = \frac{\text{Methanol}}{\text{Feedstock} + \text{Process}}$$

Henao, Maravelias, Miller and Kemp, to be presented @ FOAPD 2009.

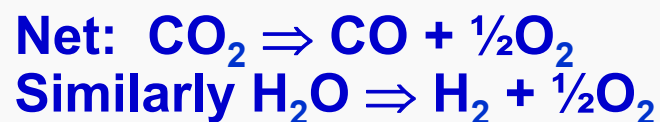
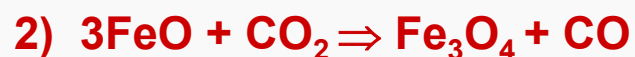
Thermo-Chemical Splitting



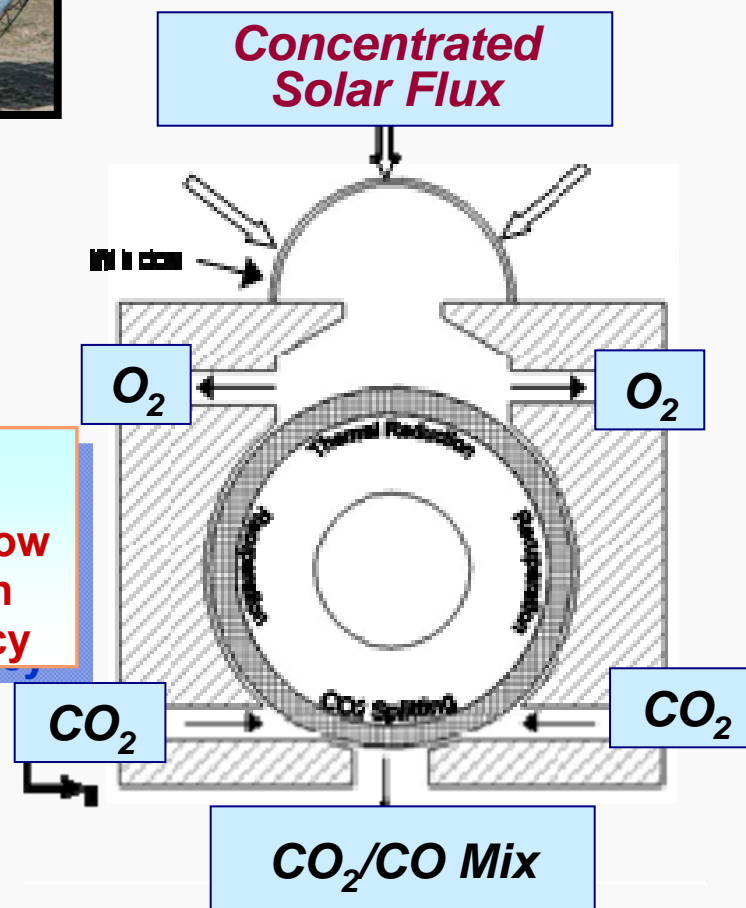
Cross-Section Illustration



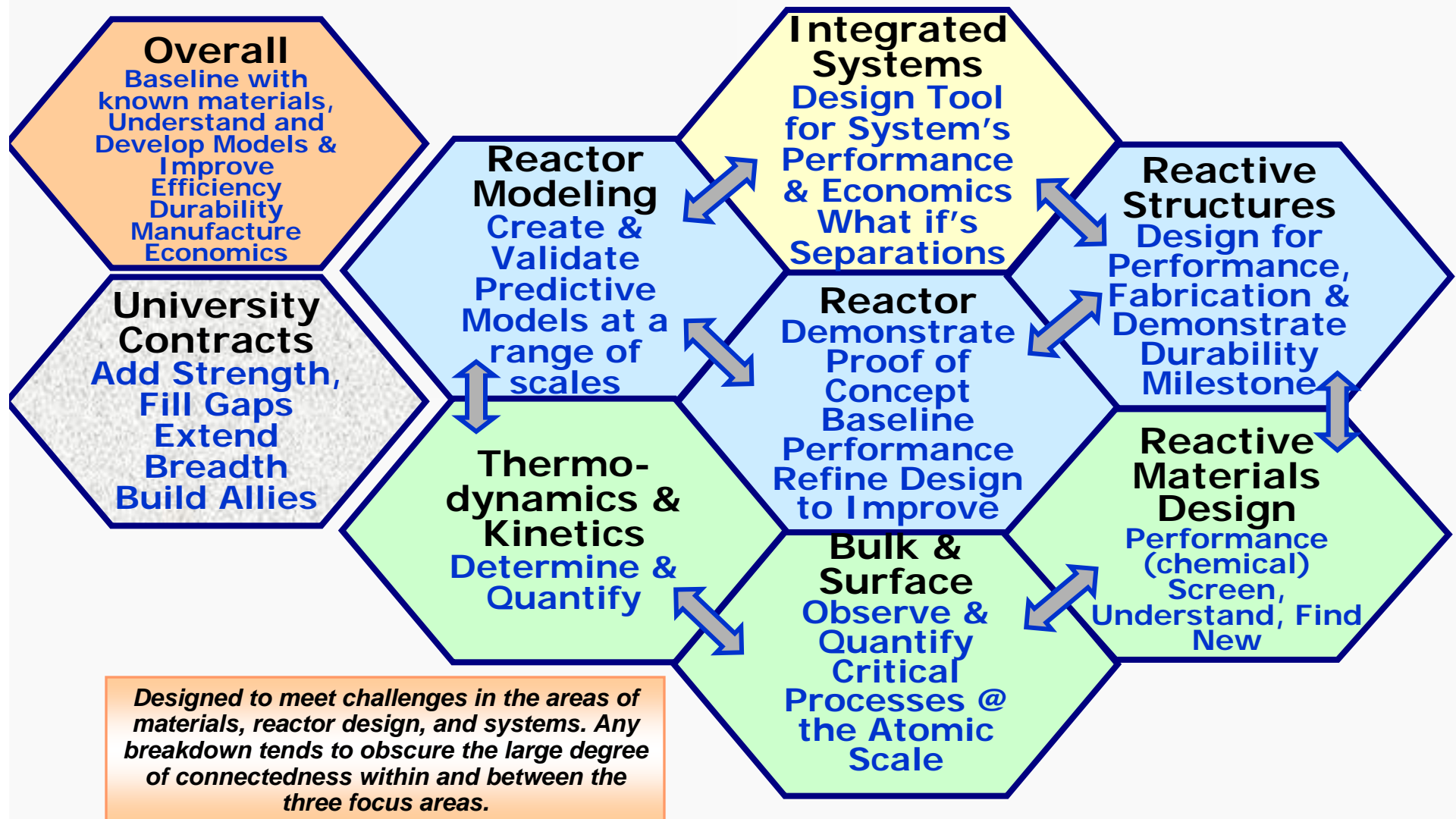
Two step solar-ThermoChemical process based on iron-oxide to split CO_2 (or H_2O):



**Reaction Separation
Continuous Flow
Recuperation
High Efficiency**



Program Structure



Basic Thermodynamics Reveals that Recuperation is Key



Diver, et al - Journal of Solar Energy
Engineering November 2008, Vol. 130

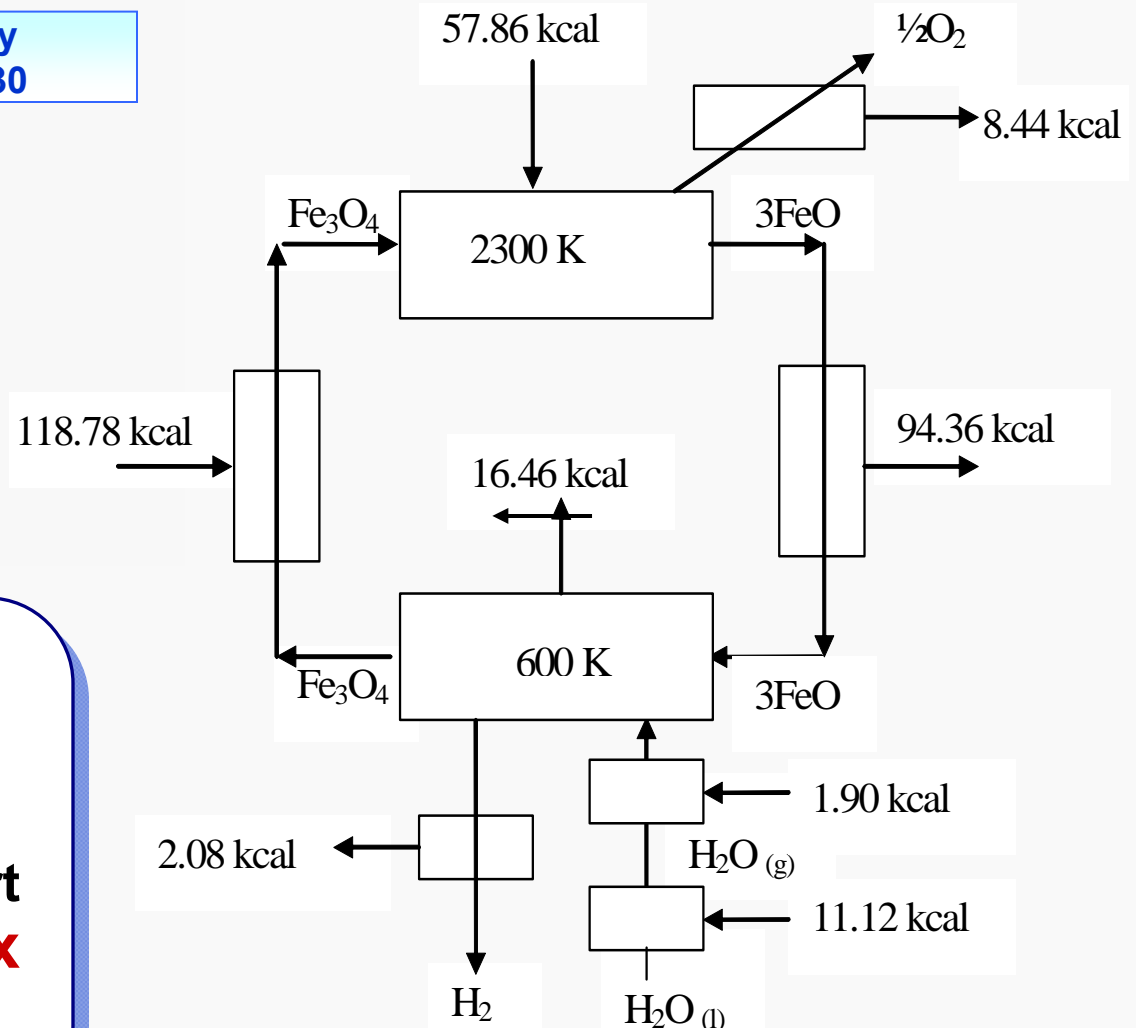
Assumptions

- 100% reaction extent
magnetite to wustite and
reverse
- Pure iron oxide material.
No support such as YSZ

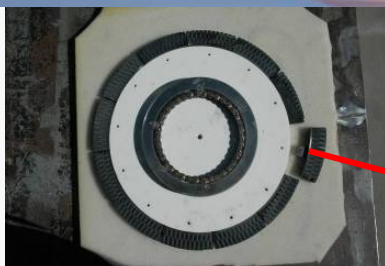
**Without Recuperation
max efficiency = 36%**

**Less if Reaction Extent
<100%**

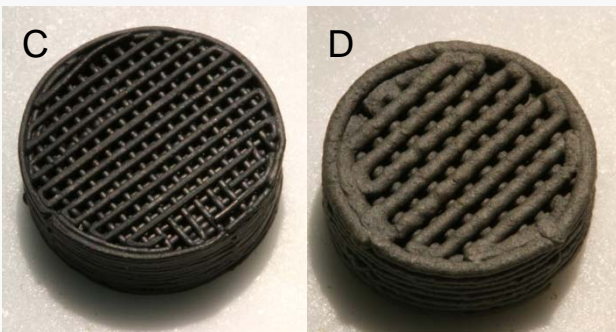
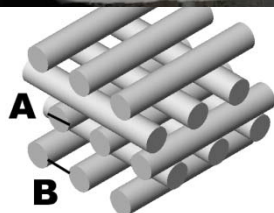
Even less with inert support
**With Recuperation max
efficiency = 76%**



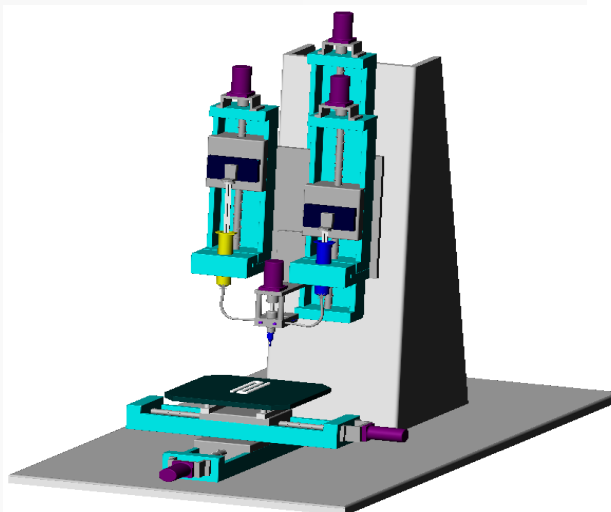
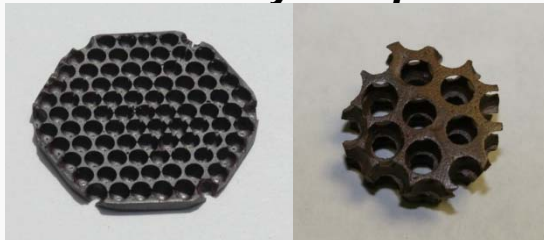
From Powders to Parts



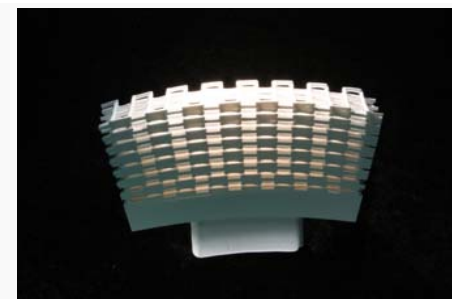
- Direct fabrication of high surface area geometries.
- Avoid degradation via chemical and mechanical mismatch.
- Kodama (Niigata Univ,) Tamaura (Tokyo Institute of Technology) showed the way by mixing powders with Zirconia
- Dense $\text{Co}_{1-x}\text{Fe}_{2+x}\text{O}_4/\text{YSZ}$ (1:3) Monolith



Laboratory test pieces

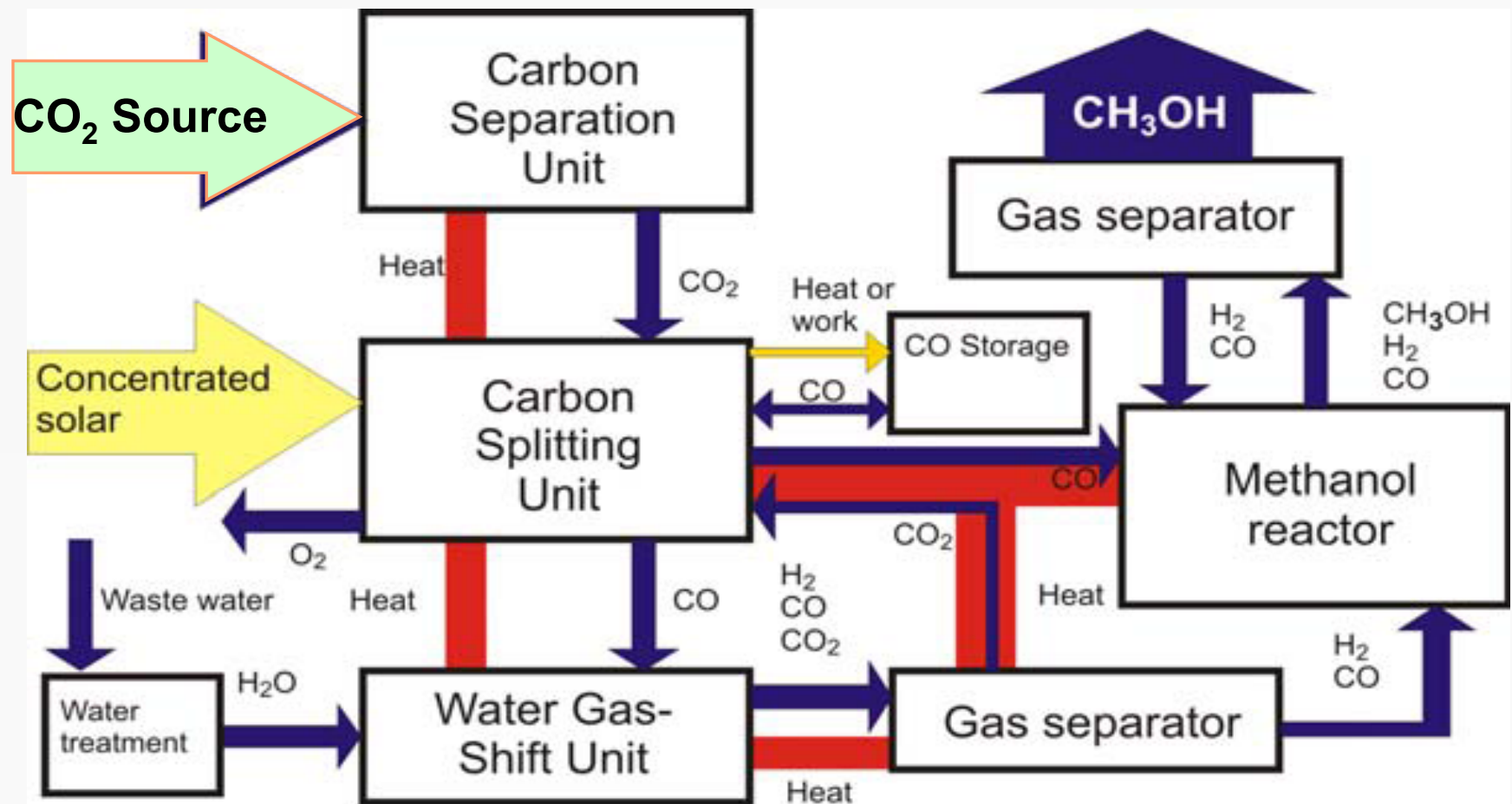


Cesarano, J. III and Calvert, P., "Freeforming Objects with Low-Binder Slurry," US Patent No. 6,027,326.



Open structure provides effective light penetration

S2P System Concept





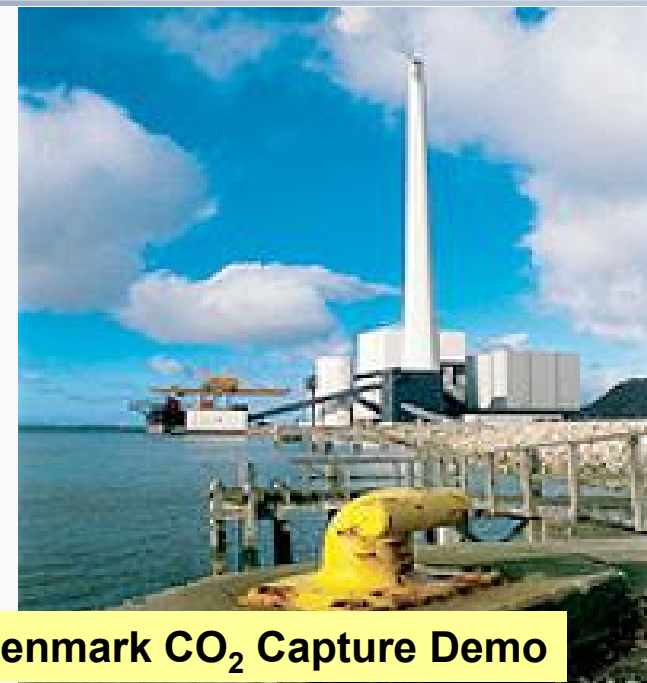
CO₂ Capture from Air



■ Two major possibilities

- √ Capture it at the source (initially)
 - ◆ Most practical for stationary sources, e.g. flue gas
 - ◆ Demonstrations now underway
 - ◆ Fermentation plants, biomass gasification
- √ **Not Necessarily Carbon-Neutral until we can remove it from the atmosphere**
 - ◆ Challenging, but not impossible
 - ◆ Potential to disconnect capture from source
 - ◆ Not yet demonstrated at scale or in field
 - ◆ \$50-75/Tonne CO₂ ~\$0.44-66/gallon

Air Capture is a Hard Problem Outside the Direct Focus of S2P, but **not an obvious cost or energy show-stopper**



Denmark CO₂ Capture Demo



Synthetic Trees Concept, based on Klaus Lackner

A Word About Capture of CO₂ from Air



Capture Effectiveness	Air Flux		Collector Cross-Sectional Area	Equivalent Power	Equivalent Power from Wind
	mph	m/sec	Acres	GWH/ac/da	MWH/ac/da
20%	5	2.2	72242	0.44	0.39
20%	10	4.5	36121	0.89	3.14
50%	5	2.2	28897	1.11	0.39
50%	10	4.5	14448	2.22	3.14

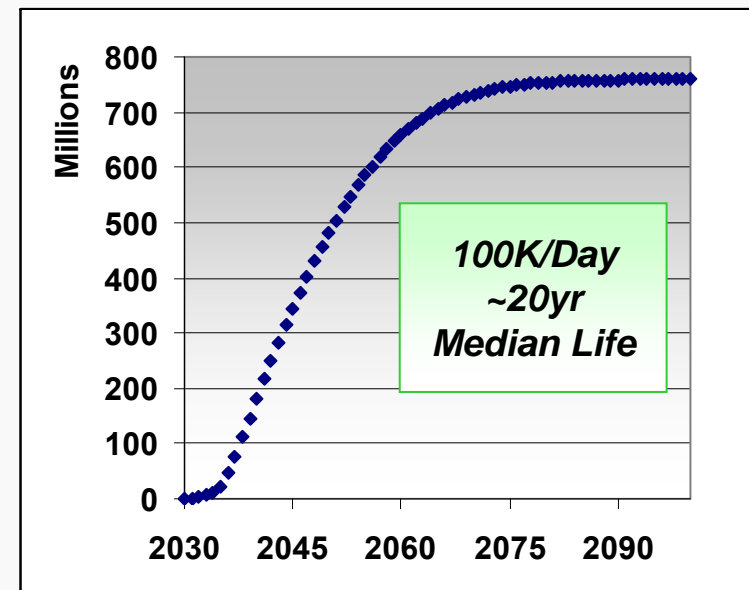
To Capture 3 Gt/year of CO₂ – enough to make 1.35 TW of stored energy in petroleum-like hydrocarbons

Scalability: No Obvious Show-Stoppers Land, CO₂, H₂O, Materials



- All Petroleum 1.35 Tera Watts
- 10% Solar to Fuels – 27.5K Mile²
 - ~750 M Solar Dishes (88 Meter²)
 - Average ~30K/Day from 2030-2100
 - ~100K/Day with Replacement; if ~20yr median lifetime
 - ♦ Comparable to the current capacity to make automobiles in the US (~40K/Day)
 - ♦ 6-20x the number of residential buildings per year
- 3 Giga Tonne CO₂/Year
 - 20% capture from Air, <Air Speed> = 5 mph
 - ~113 Mile² of capture media or ~73M 4 Meter² Units
 - ♦ Average ~32K/Day from 2030-2100 if ~5yr median life
- ~825 Billion Gallons H₂O/Year or 2.26B Gallons/Day or 7.5 Gallon/Capita/Day
 - Average Urban Water Use ~160 Gallon/Capita/Day
 - Total US Consumption ~1360 Gallon/Capita/Day

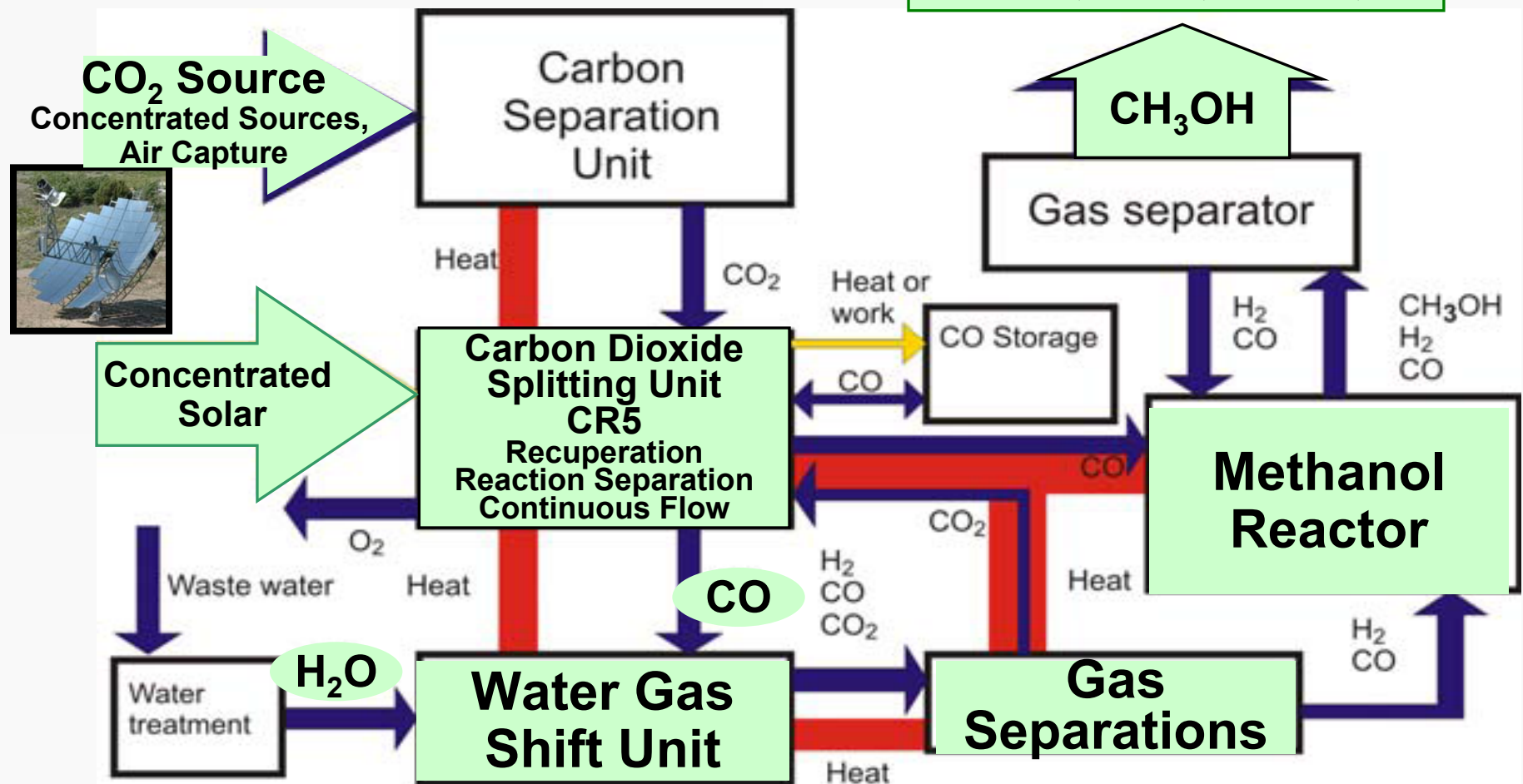
*The Metrics that will Matter
Efficiency, Durability,
Manufacturability,
Economics, and
SCALABILITY*



S2P System Concept



Gasoline, Diesel, Jet Fuel, etc



Challenges in Thermo-Chemical Reduction of CO₂ to CO



- **Extreme environments**
 - High melting temperatures, low cation volatility, resistant to thermal shocking, small volumetric changes with temperature or phase, compatibility with other materials
- **Thermodynamics requires cycling between two temperatures**
 - **Recuperation is critical**
- **Thermodynamics favorable for reduction and oxidation**
 - **At reasonable temperatures that couple with the energy source**
- **Efficient Separations**
- **Activity over 10⁵ cycles without intermediate processing**
- **High Surface areas or Facile Bulk Transport**
- **Fast Kinetics**
- **Cost, Cost, Cost**



Summarize What's to Like About Thermo-Chemistry



- **Thermo-chemistry is a promising alternative to electrolysis**
 - Underexplored, materials science understanding minimal at best
- **Energy management is key (high efficiency, recuperation).**
- **Ferrites Show Promise as the “working fluid”**
 - Thermodynamics, Repeatability, Fabrication reasonable.
 - Reaction Rates could use improvement (Surface).
 - Materials Utilization could be improved (Bulk Transport).
 - Processes are a lot more complex than discussed here.
- **CO₂ splitting has apparent advantages over H₂O in the targeted temperature range.**
 - The targeted temperature range is in the “sweet spot” for coupling to concentrated solar technologies.
- **Wide range of mixed-metal oxides to explore,**
 - Using predictive simulation to find promising leads.
- **It is a worthy challenge and “game-changing” if successful**



Thank-you for your Attention

I Welcome Your Questions