CARBON RECYCLE HYDROGEN CARRIER SYSTEM USING NUCLEAR POWER

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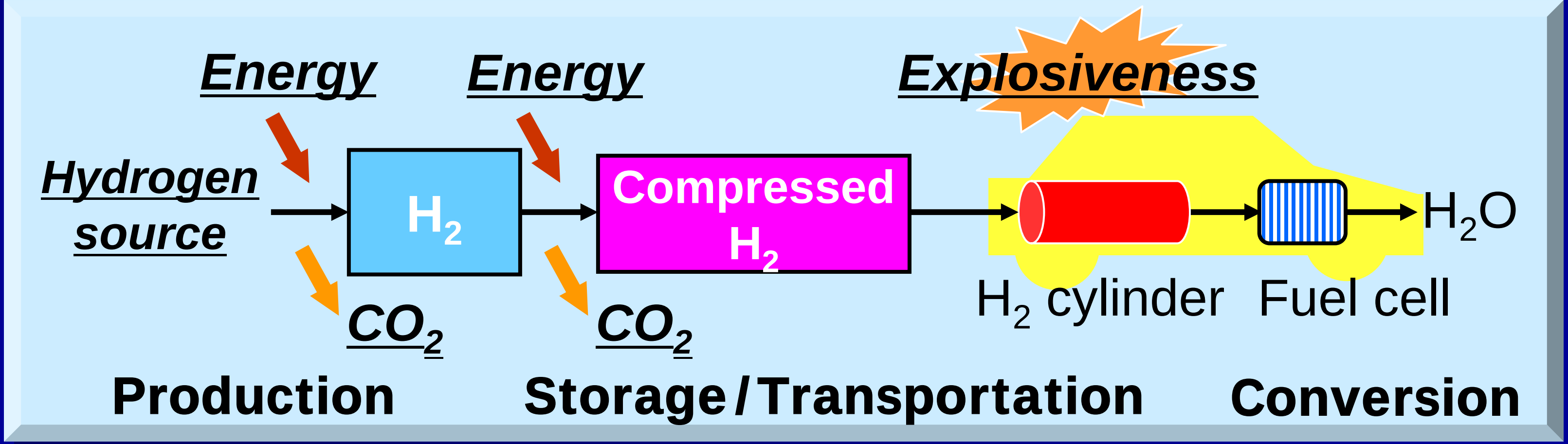
Hydrogen supply for fuel cell vehicles

Hydrogen as an energy carrier

- Hydrogen(H_2) is vital as a non-electricity energy carrier
- H_2 is a promising energy source for vehicles
  - Fuel for fuel cells
  - Liquefaction of tar-sand, crude-oil, coal and bio-mass. Hydro-cracking : $C_nH_m + nH_2$ -> nCH_4
- Issues for H_2 system : Production energy and delivery
  - Consistency from production to use



Carbon recycle hydrogen carrier system

Regenerative Reforming

-Use of chemical absorption-

- Fuel reforming for methane
  - $CH_4+H_2O \leftrightarrow 3H_2 +CO$, $\Delta H^\circ_1=+205.6$ kJ/mol
  - $CO+H_2O \leftrightarrow H_2 +CO_2$, $\Delta H^\circ_2=-41.1$kJ/mol
- CaO carbonation
  - $CaO(s)+CO_2(g)\leftrightarrow CaCO_3(s)$, $\Delta H^\circ_3= -178.3$ kJ/mol
- Regenerative reforming (CO_2 absorption reforming, self-heating)
  - $CaO(s)+CH_4(g)+2H_2O(g)\leftrightarrow 4H_2(g)+CaCO_3(s)$, $\Delta H^\circ_4=-13.3$ kJ/mol

CO_2 zero-emission FC vehicle

- Regenerative reforming
  - CO_2 recoverable, self heating, and simple reforming system
  - thermally regenerative
- CO_2 zero-emission FC vehicle
- Safety H_2 carrier system under low-pressure and high-density

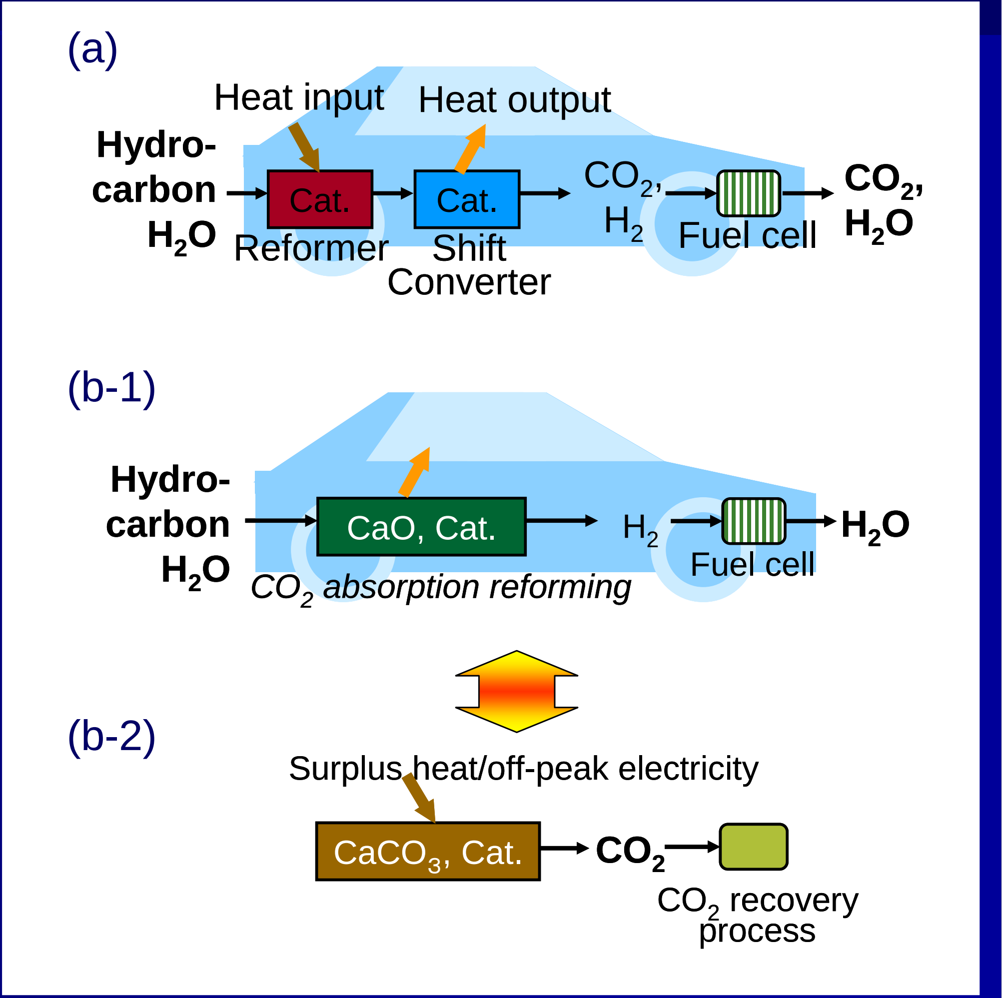
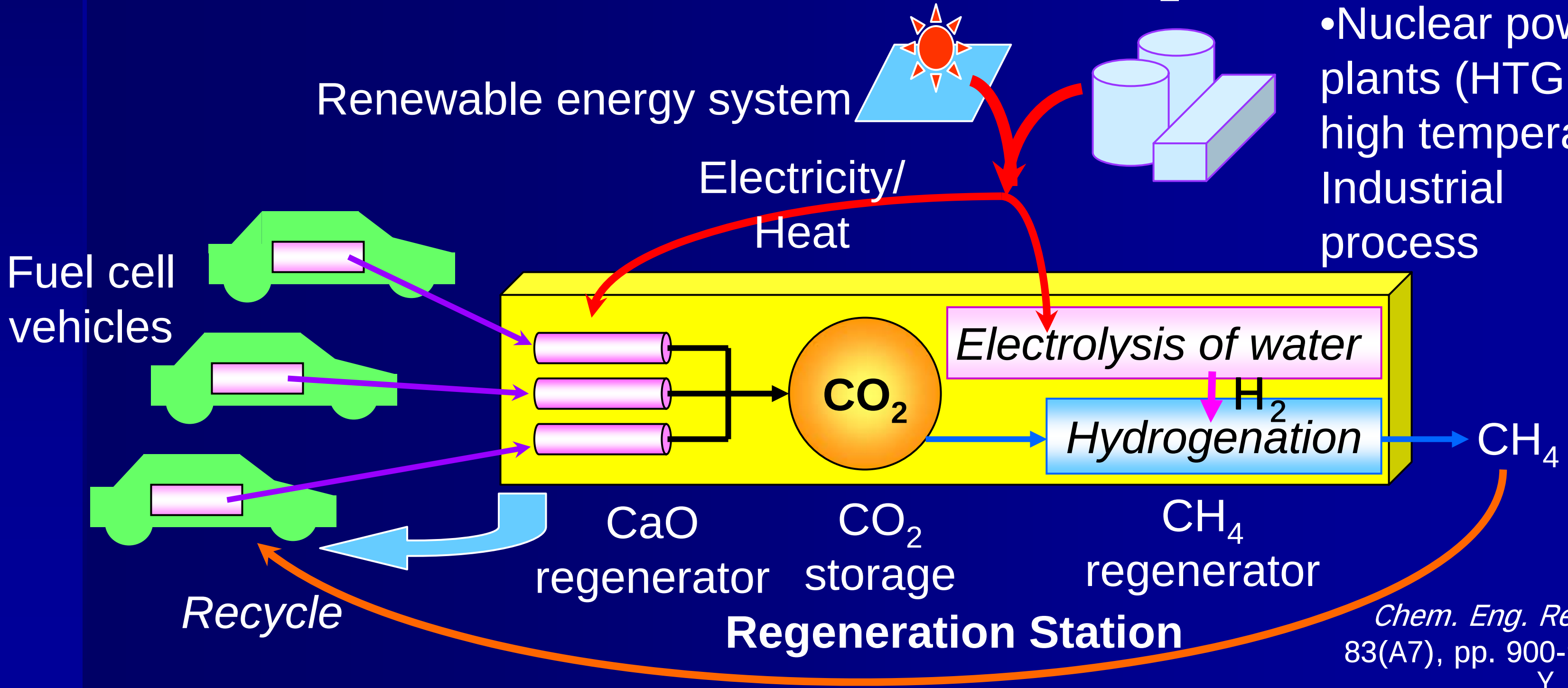


Figure 1. Concept of a zero CO_2 emission FC vehicle using a thermally regenerative reformer; (a) conventional reforming, (b-1,2) proposed thermally regenerative reforming, (b-1) reforming mode, (b-2) regenerating and CO_2 recovering mode

Carbon recycle type nuclear hydrogen carrier system

- $CaO+CH_4+2H_2O$ -> $4H_2+CaCO_3$: CO_2-free barge-mounted reforming
- Use of redundant output at off-peak from NPPs
- Safe, energy-efficient and compact H_2 carrier systems



Renewable energy system

•Nuclear power plants (HTGR), high temperature. Industrial process

Electricity/ Heat

Fuel cell vehicles

CO_2

Electrolysis of water

H_2

Hydrogenation

CH_4

CaO regenerator

CO_2 storage

CH_4 regenerator

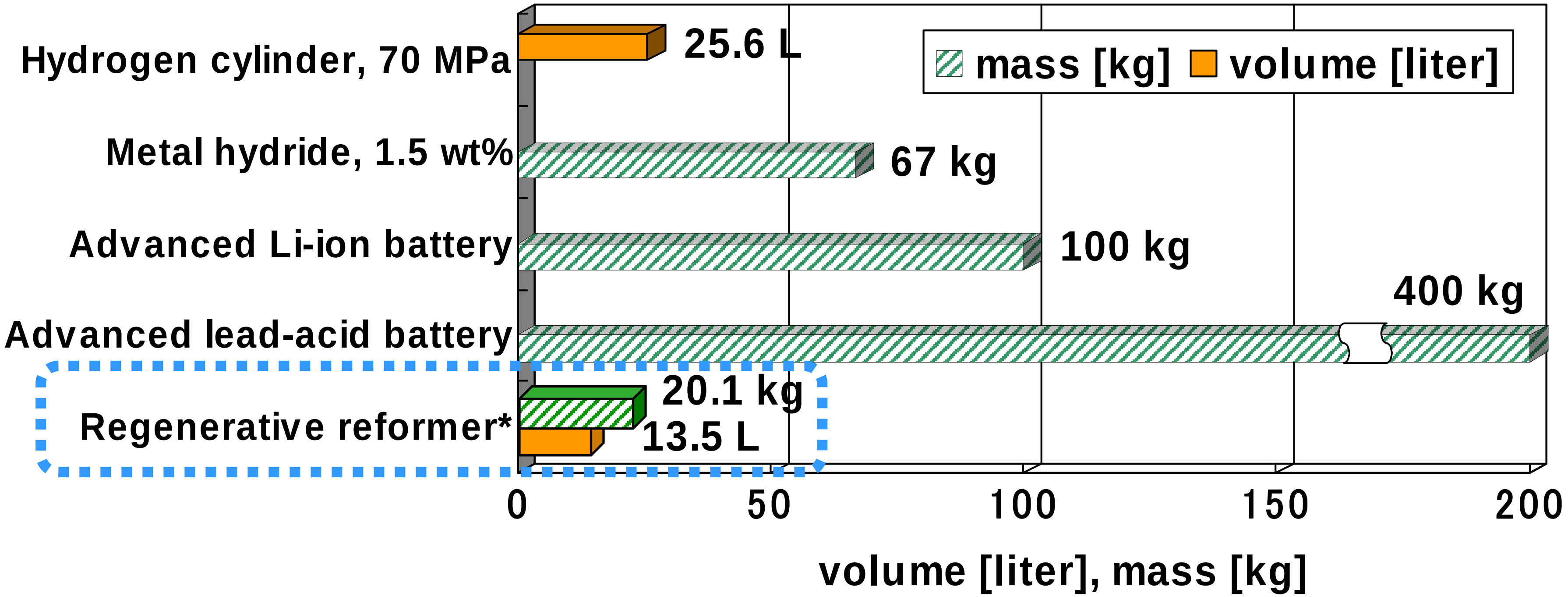
Recycle

Regeneration Station

Y. Kato, *Chem. Eng. Res. Design*, 83(A7), pp. 900-904 (2005)

Comparison between H_2 systems

Table: Scale of energy storage facilities for 100 km mileage, 14.7 kWh, 500 mol-H_2 (= Petroleum of 4 L, 2.8 kg)



(*total reactant amount including CaO, H_2O and liquefied CH_4 assuming under 3.86 MPa and at -88^oC).

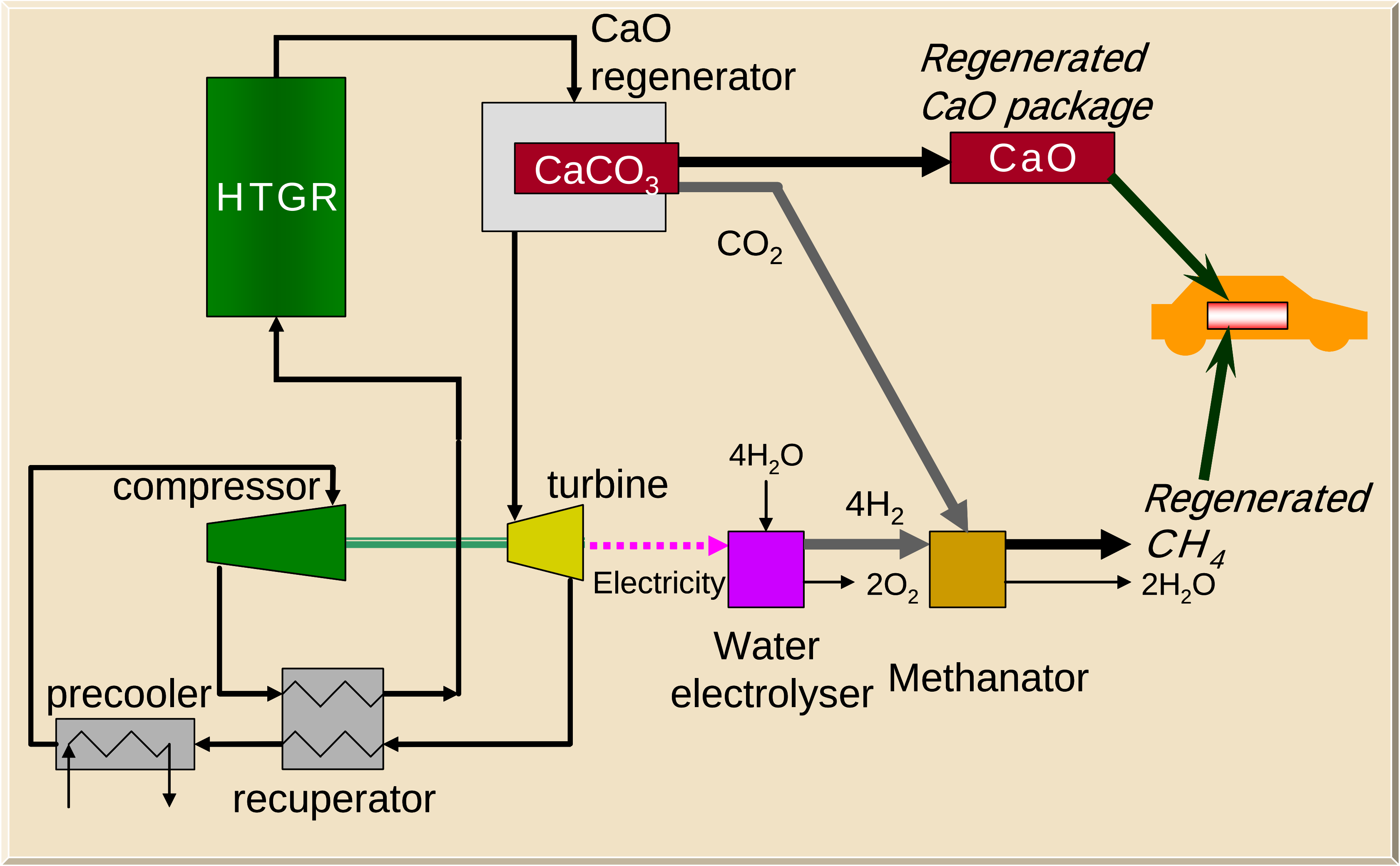
Merits of Carbon recycle type H_2 carrier system

$$CaO(s) + CH_4(g) + 2H_2O(g) \leftrightarrow 4H_2(g) + CaCO_3(s),$$
$$\Delta H°_4 = -13.3\ kJ/mol$$

- CO_2 removing induces the reforming state into non-equilibrium
- Reaction enhancement by non-equilibrium
  - Enhancement of H_2 production yield
  - Reduction of reforming temperature
- Self heating
- CO_2 recoverable
- Elimination of compression work and explosion risk for hydrogen supply

The hydrogen carrier system with HTGR

Combination of the H_2 carrier system and HTGR

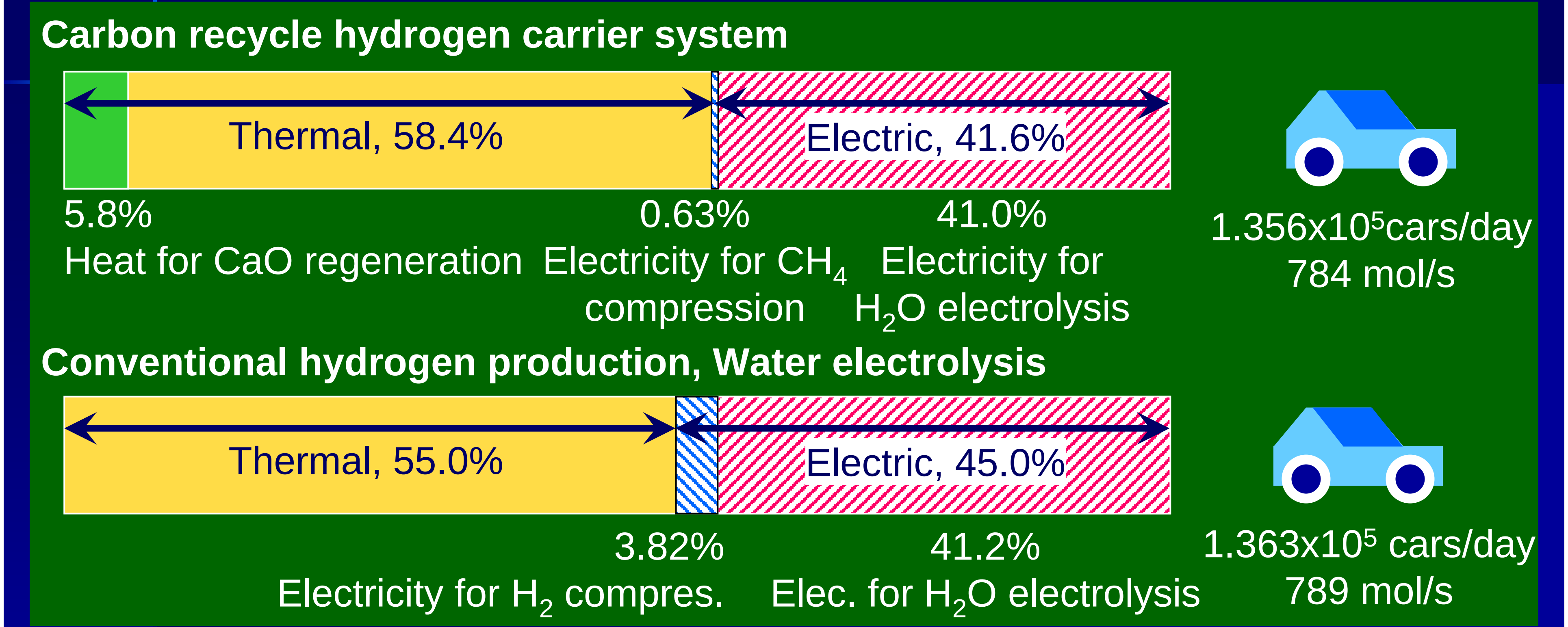


The H_2 carrier vs. H_2O electrolysis (2) HTGR system (GTHTR300)

	Proposed H_2 carrier system	Conventional water electrolysis system
HTGR thermal power[1]	600 MWt	
Outlet coolant temperature from HTGR	850 °C	
HTGR operation duration for hydrogen processes	8 h/day	
Inlet/outlet coolant temperature for CaO	850 / 835 °C	-
Inlet/outlet coolant temperature for gas-turbine	835 / 587 °C	850 / 587 °C
Power input for CaO regeneration	34.8 MWt	-
Plant power input for gas-turbine power	565.2 MWt	600.0 MWt
Gas-turbine power efficiency[2]	44.3 %	45.0 %
Water electrolysis efficiency (□*H* base)[3]	90 %	
Compression pressure	175 bar-CH_4	700 bar-H_2
Power for H2 electrolysis	245.8 MWe	247.1 MWe
Power for compression	3.8 MWe-CH_4	22.9 MWe-H_2
H2 production/equivalent	2.26E+07 H_2-mol equ	2.27E+07 H_2-mol
Number of FC vehicles for 100 km mileage each[4]	4.52E+04 -	4.54E+04 -

Based on GTHTR 300, (Kunitomi et al, JAESJ, 1(4), 352(2002))

Enthalpy balance of the H_2 carrier & H_2O electrolysis systems based on HTGR



Carbon recycle hydrogen carrier system

Conventional hydrogen production, Water electrolysis

Fig. Enthalpy consumption ratio of HTGR output (600 MWt, 8h/day) for both systems

The carrier system : Reduction of compression pressure & work and transportation risk with consisting the same efficiency of conventional H_2 system

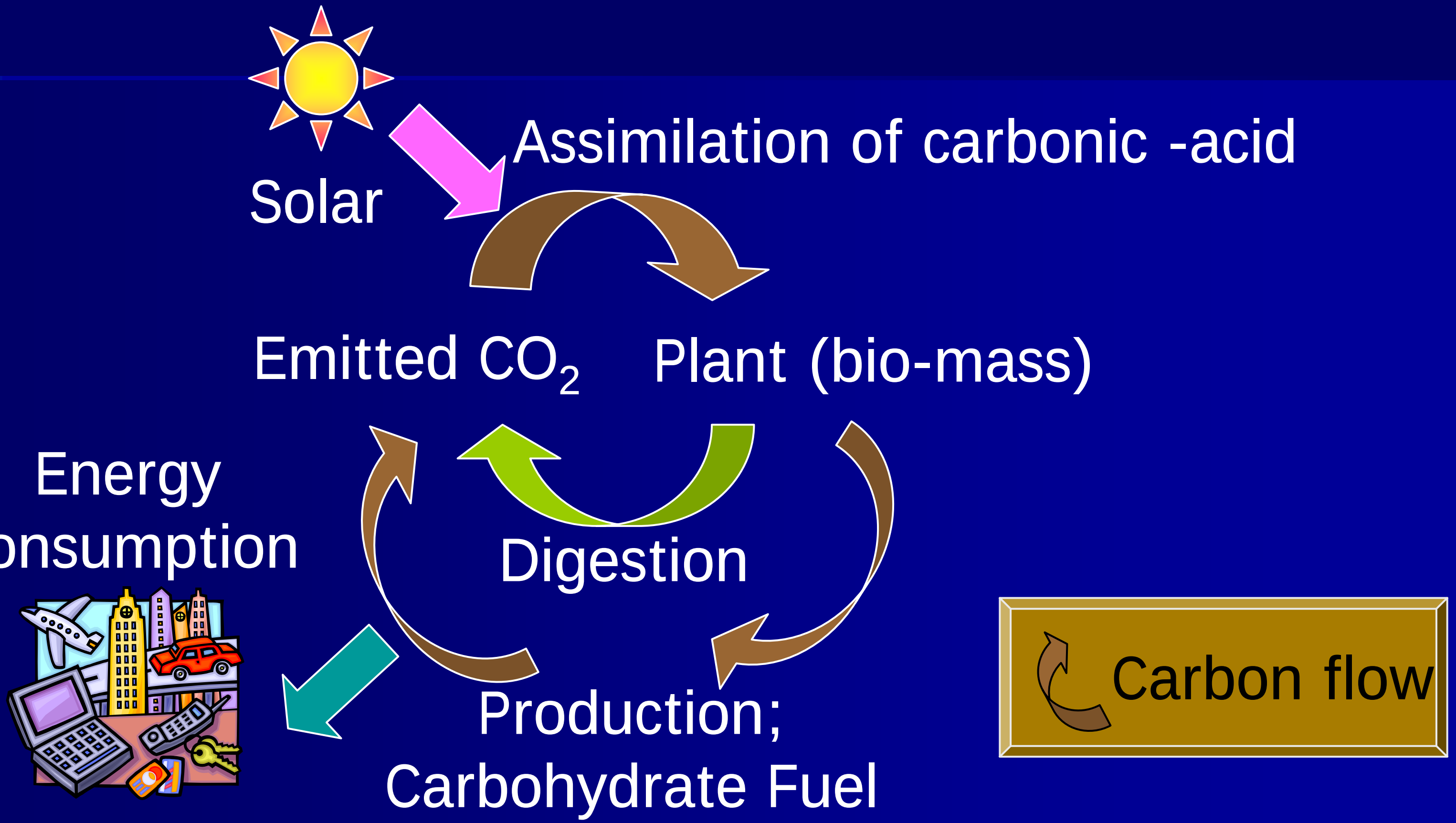
> Safe and compact H_2 carrier system

Application of the regenerative reforming to ethanol and bio-mass

- Fuel reforming for Ethanol
  - **$C_2H_5OH(l) + 3H_2O(l) \rightarrow 6H_2(g) + 2CO_2(g)$**
    $\Delta H^\circ_5 = + 341.7\ kJ/mol$
- CaO carbonation
  - **$CaO(s)+CO_2(g)\leftrightarrow CaCO_3(s)$**,
    $\Delta H^\circ_3 = -178.3\ kJ/mol$
- Regenerative reforming
  (CO_2 absorption reforming, self-heating)
  - **$C_2H_5OH(l) + 3H_2O(l) + 2CaO(s) \rightarrow 6H_2(g) + 2CaCO_3(s)$ $\Delta H^\circ_6 = - 9.13\ kJ/mol$**

Synergy of bio-mass and nuclear for H_2 supply

Carbon neutral energy system



Solar

Assimilation of carbonic -acid

Emitted CO_2

Plant (bio-mass)

Energy consumption

Digestion

Production; Carbohydrate Fuel

Carbon flow

Forests and farms maintain air-borne CO_2 at constant by recycling in the carbon neutral cycle, while converting solar power to energy

Conclusions

- Carbon recycle type H_2 carrier system has possibility to realize efficient H_2 transportation by reduction of storage compression work, storage volume and fuel explosion risk.
- Total energy consumption is similar with conventional H_2O electrolysis system.
- The carrier system have good compatibility with HTGR, and can utilize the top temperature part in the primary loop of HTGR
- Synergistic systems of carbon neutral and nuclear energy systems
- Choice of hydrogen source is limited by numbers of FC vehicles
  - First generation: Synergy of biomass and nuclear for hydrogen economy
  - Next generation: Carbon recycle H_2 carrier system using nuclear power

Thanks!

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