

Novel CCU Technologies, research  
and climate aspects.

**A SAPEA Report**

Marco Mazzotti, ETH Zurich

**ECRA/CEMCAP/CLEANKER Workshop**

Brussels – October 17<sup>th</sup>, 2018

# Acknowledgements



Science Advice for Policy by European Academies

## 10. Working Group members

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<b>Gehrish</b>	Wolf	Euro-CASE	France

<https://www.sapea.info/ccu/>

[https://ec.europa.eu/research/sam/pdf/sam\\_ccu\\_report.pdf](https://ec.europa.eu/research/sam/pdf/sam_ccu_report.pdf)

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#### Coordination Group members

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Professor Rolf-Dieter Heuer, Chair of the Group of Chief Scientific Advisors

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Professor Rolf-Dieter Heuer (Chair)

Professor Carina Keskkitalo

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#### Expert workshop participants

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#### Public engagement events

Organisers, speakers and sponsors at the Amsterdam and Ljubljana public engagement events, particularly Robert Thijssen, Royal Dutch Academy of Sciences/Netherlands Academy of Technology and Innovation (KNAW/ AcTI); Professor Slavko Kaucic, Slovenian Academy of Engineering.

# The questions by the EC

- Under what circumstances CCU for production of fuels, chemicals and materials can deliver climate benefits and what are their total climate mitigation potential in the mid- and long-run?
- How can the climate mitigation potential of CO<sub>2</sub> incorporated in products such as fuels, chemicals and materials be accounted for considering that the CO<sub>2</sub> will remain bound for different periods of time and then may be released in the atmosphere?

# Outline

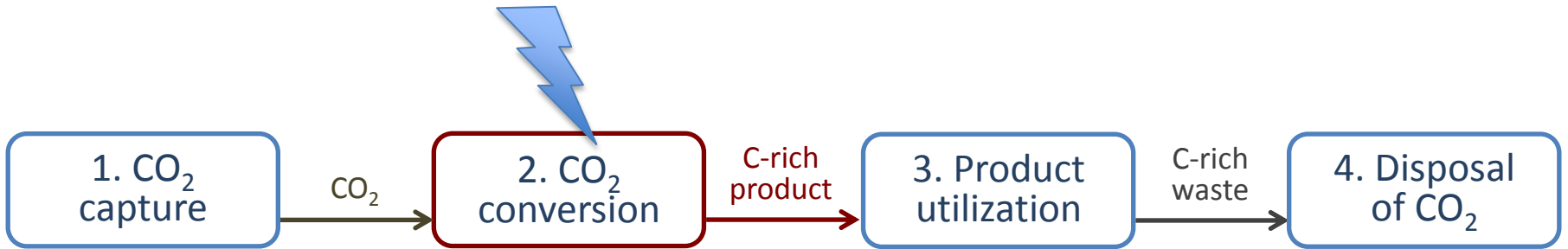
1. The CCU system
2. RES efficiency in delivering energy services
3. Carbon balances of technology chains
4. Innovation needed

# 1. The CCU system

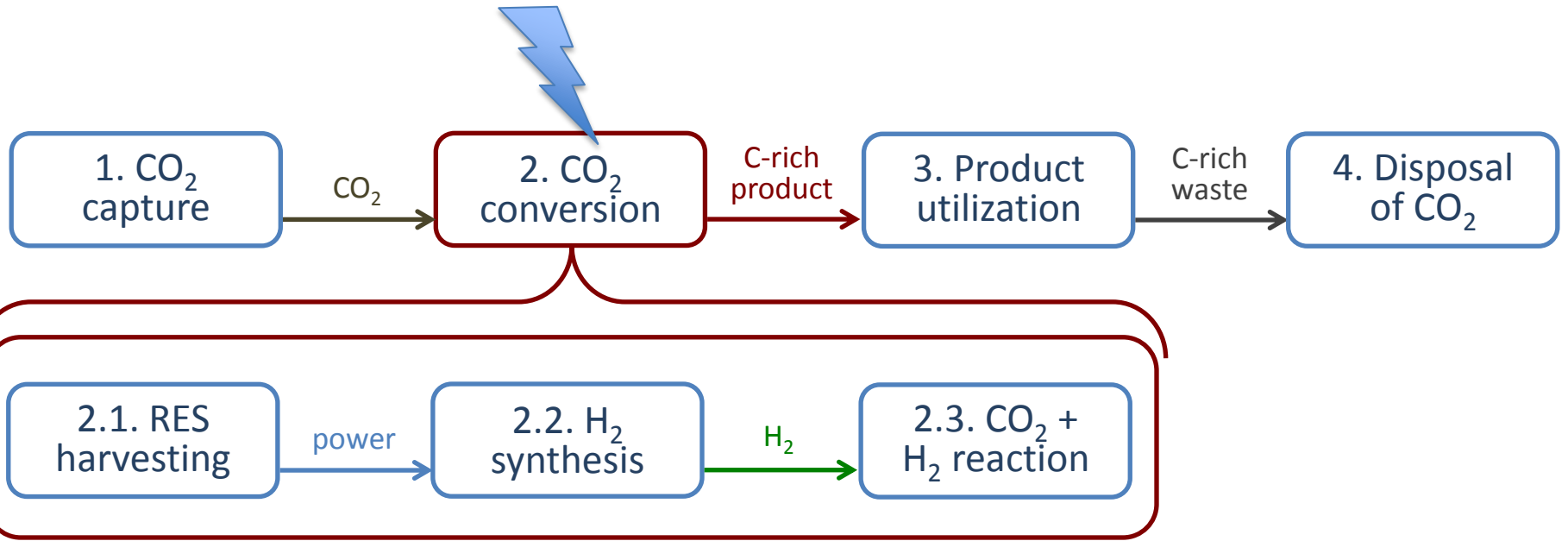
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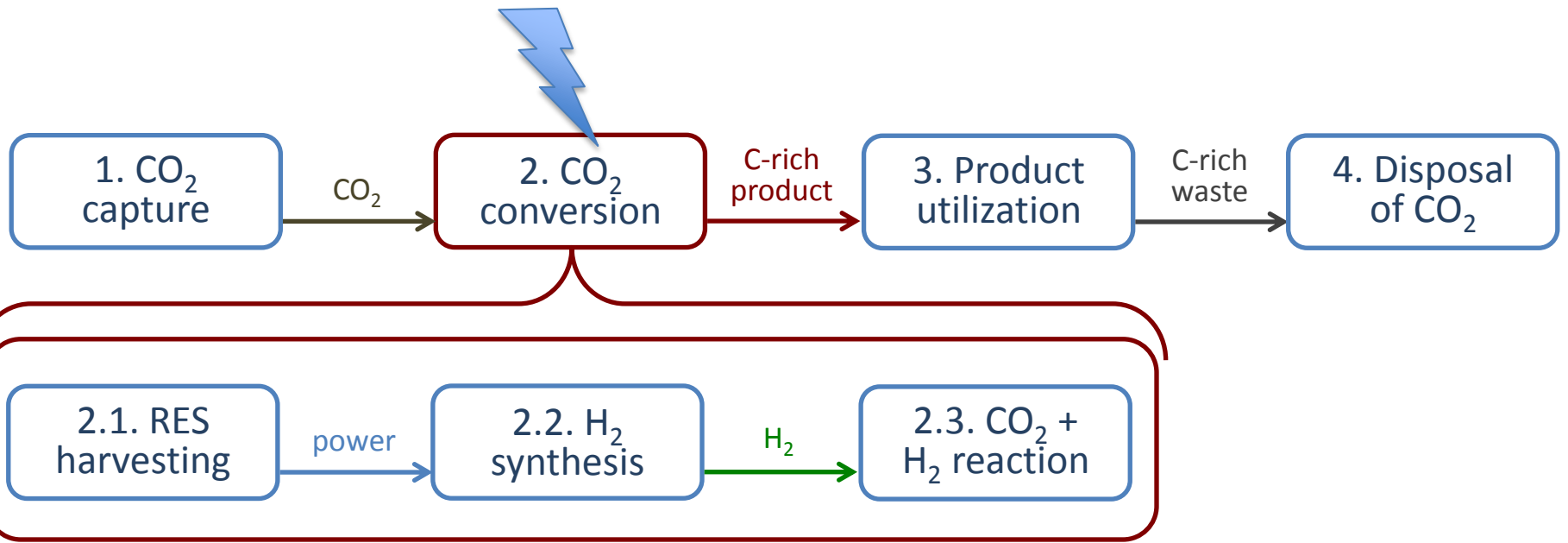


# 1. The CCU system





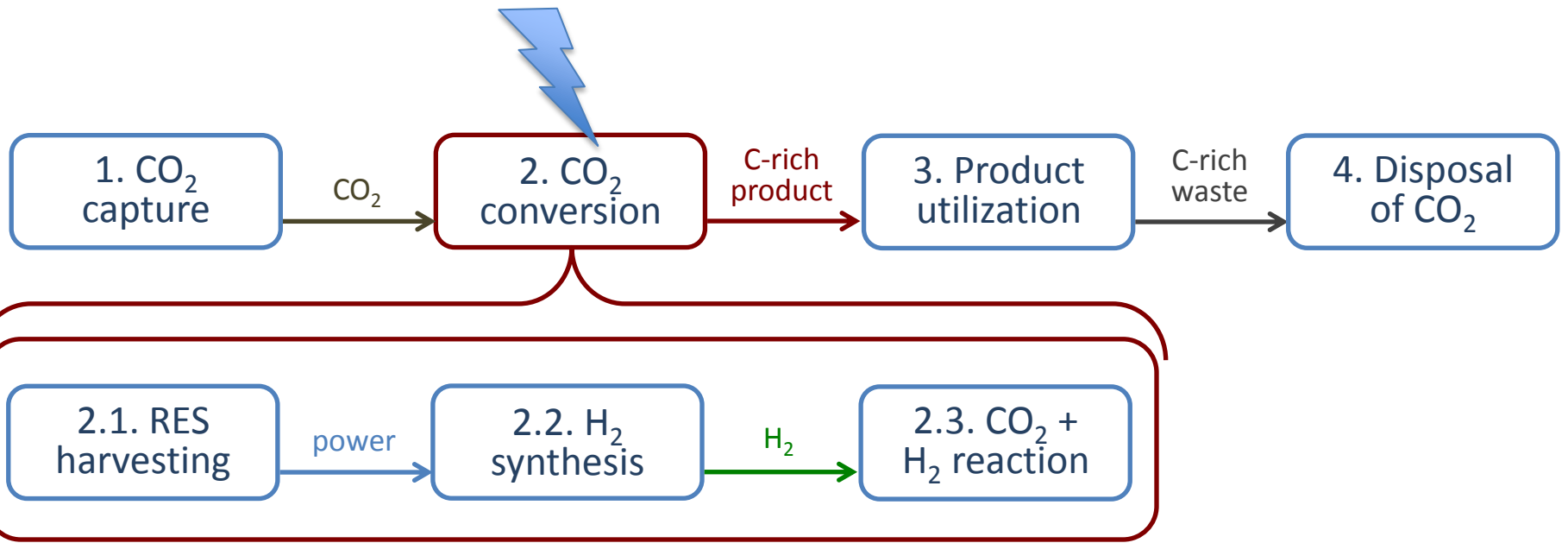
# 1. The CCU system



## CCU POTENTIAL IN EU TO SUPPORT:

- climate change objectives;
- circular economy (O- vs. L-economy);
- energy security and RES deployment;
- evolution of CO<sub>2</sub> capture systems.

# 1. The CCU system



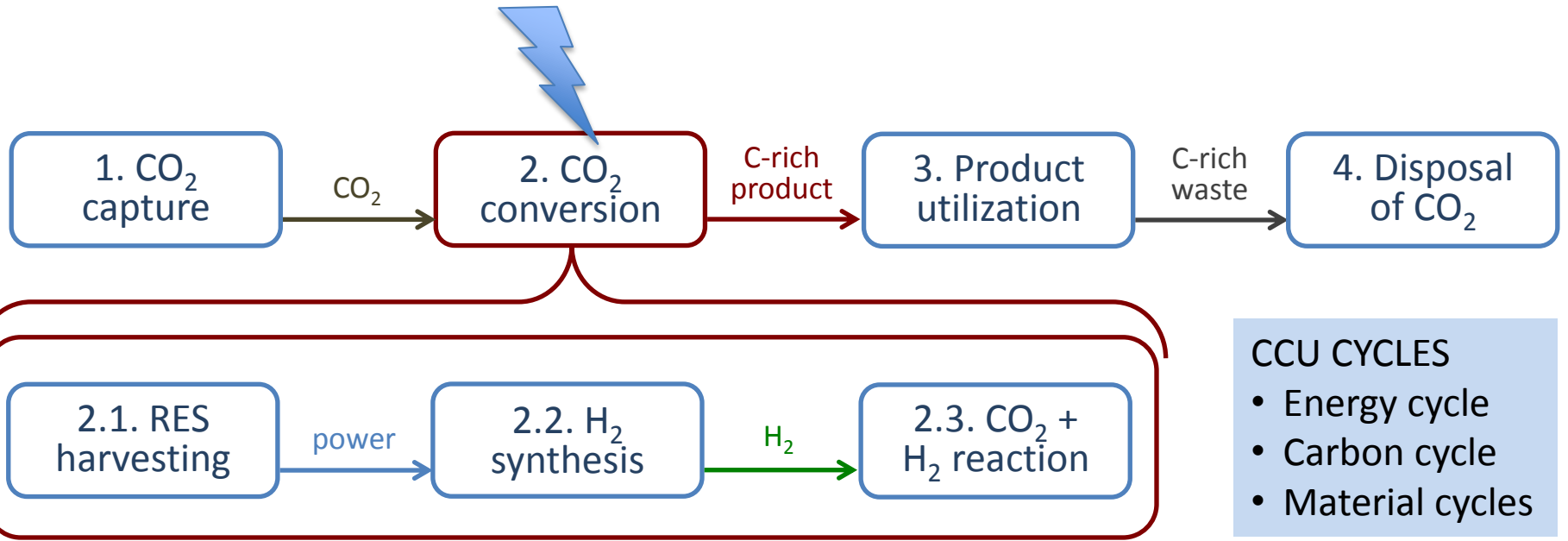
## WG VIEW: SOCIETAL SERVICES

- power generation and distribution;
- fuels (and power) for transport;
- long-term long-range RES storage;
- industrial products and materials.

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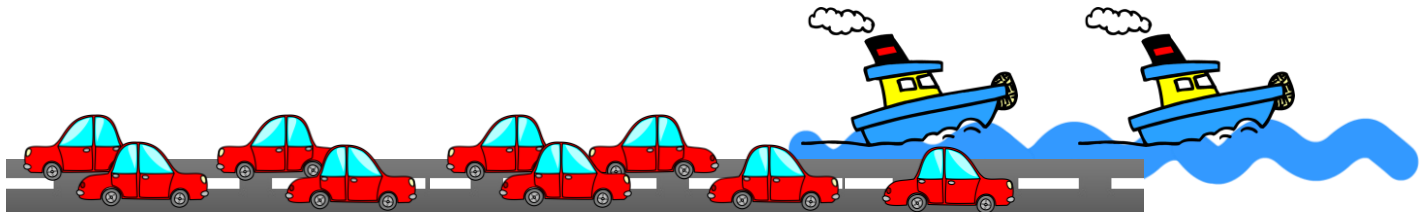
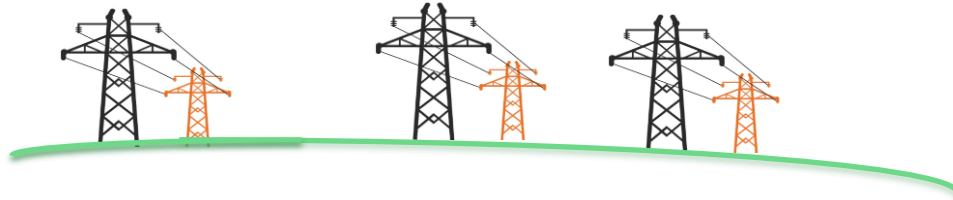
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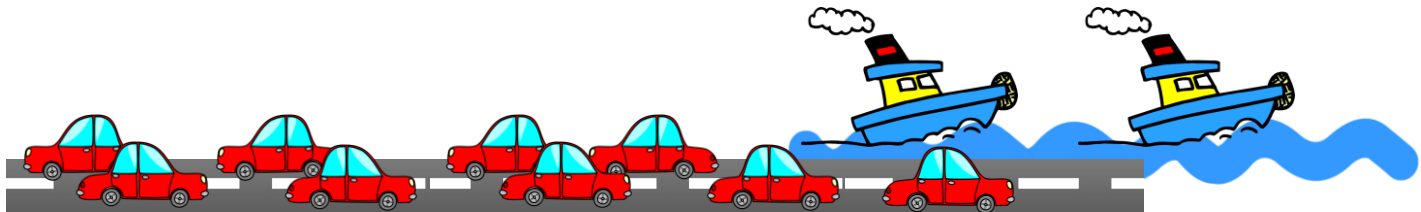
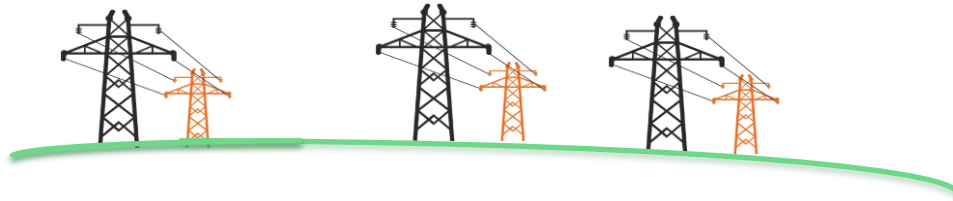
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## 2. RES efficiency in service delivery

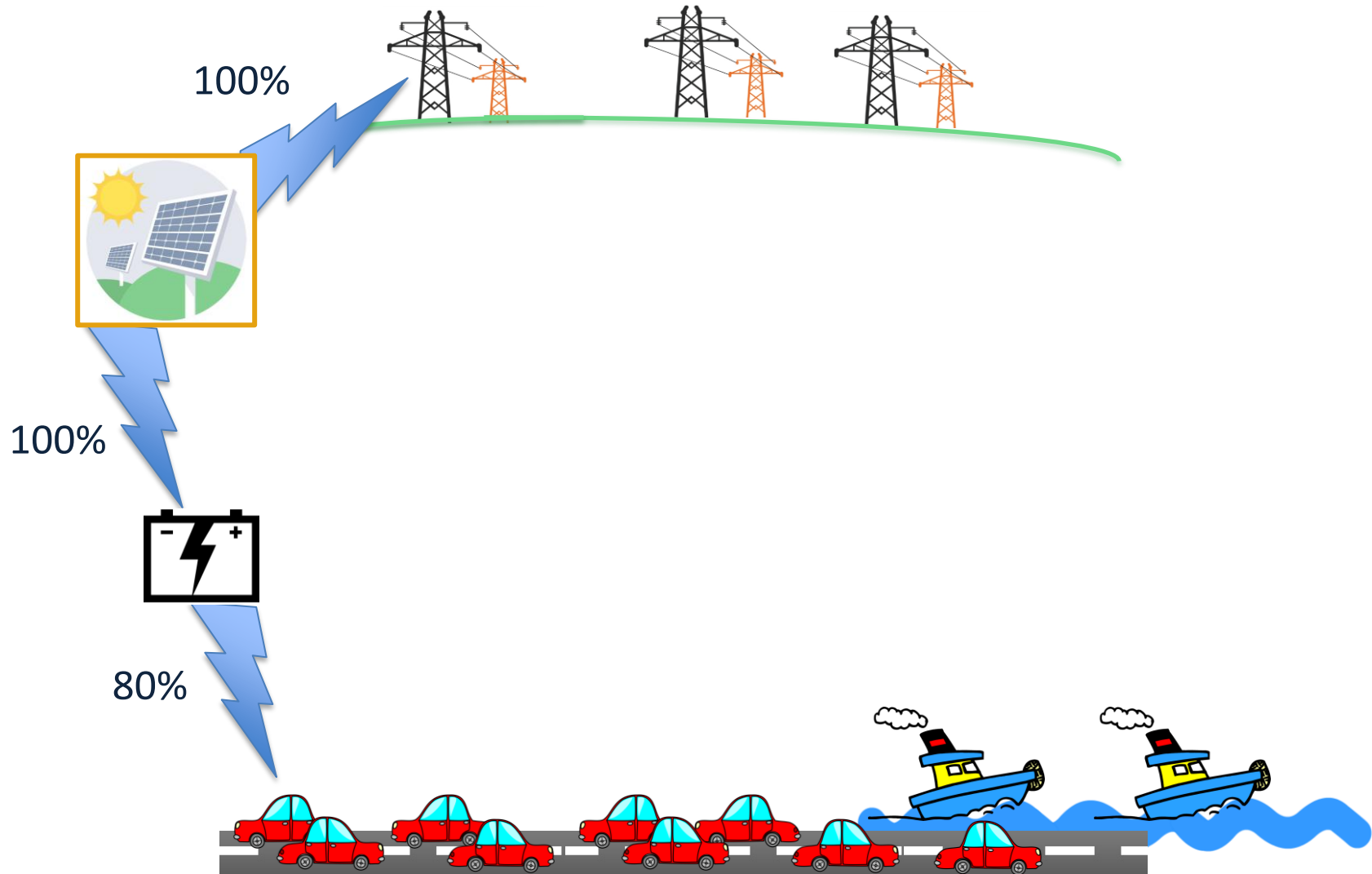
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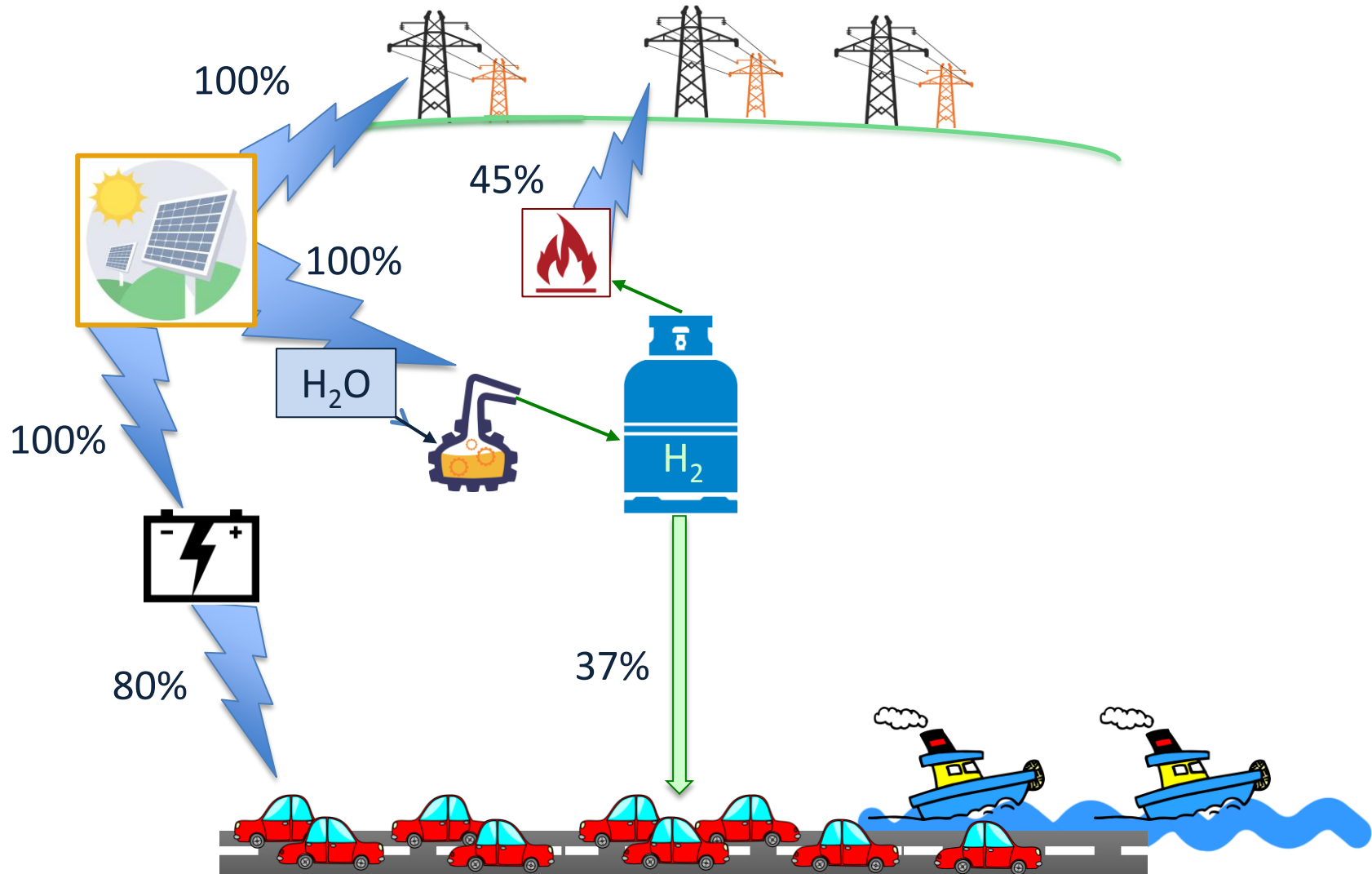
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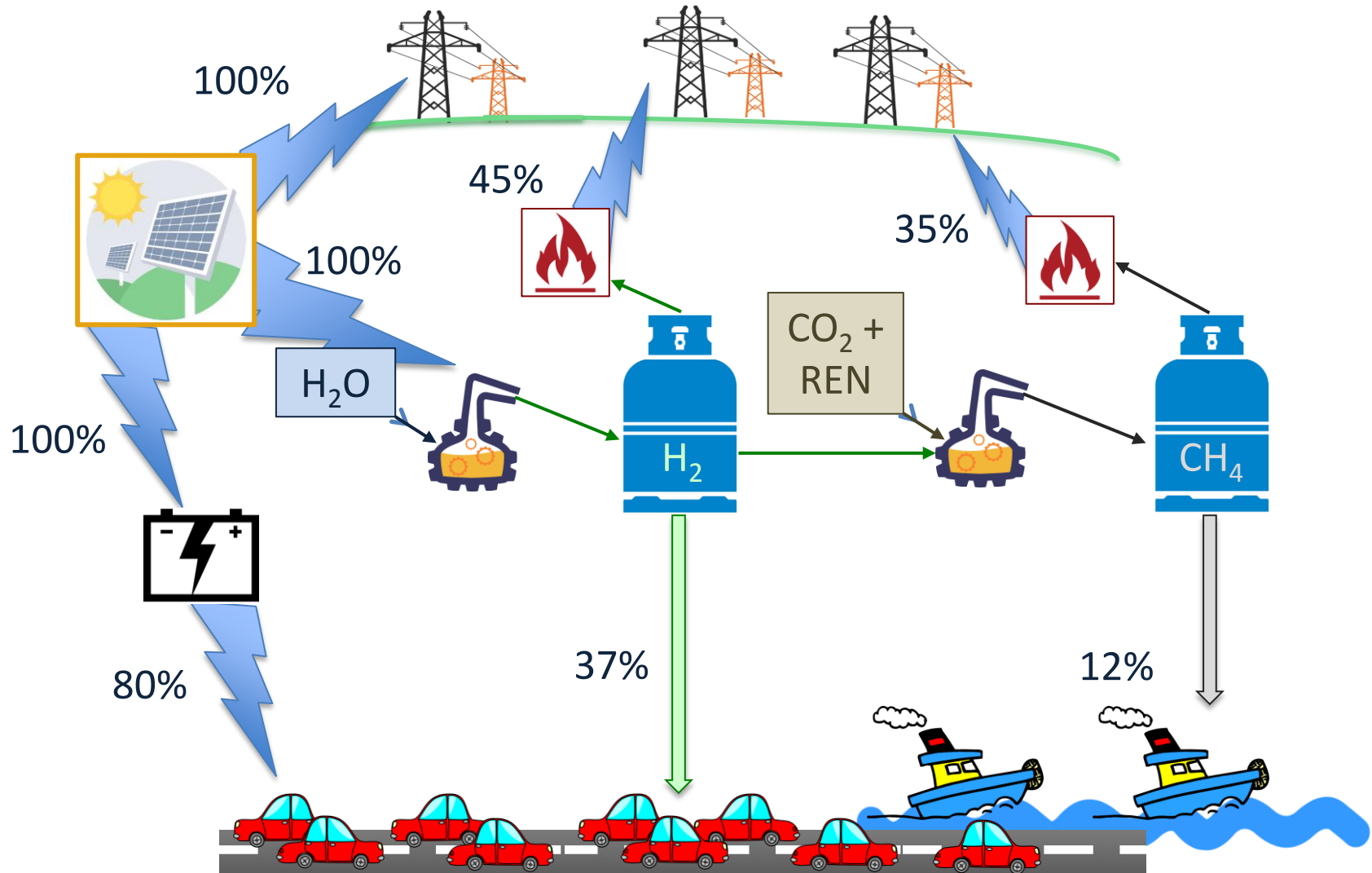


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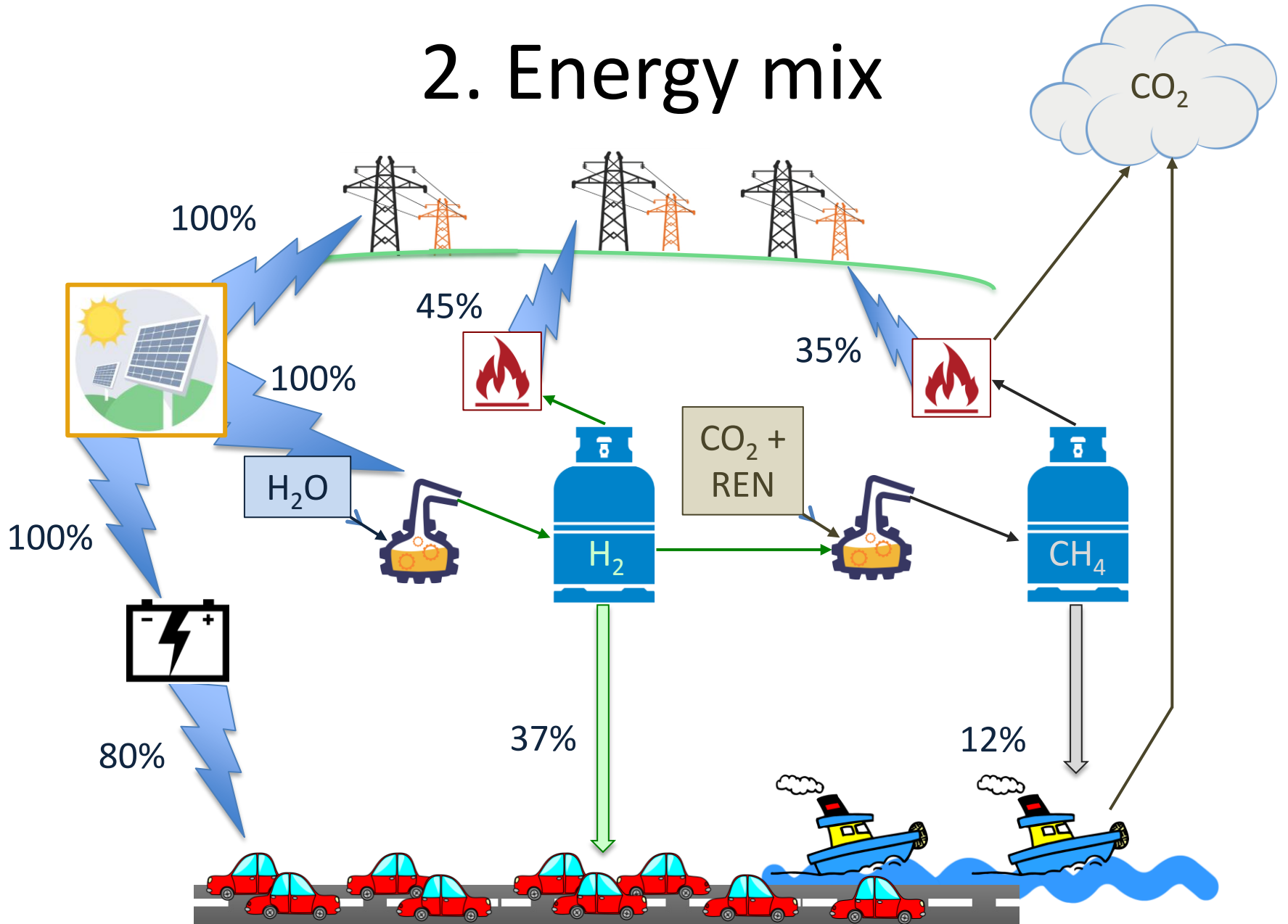




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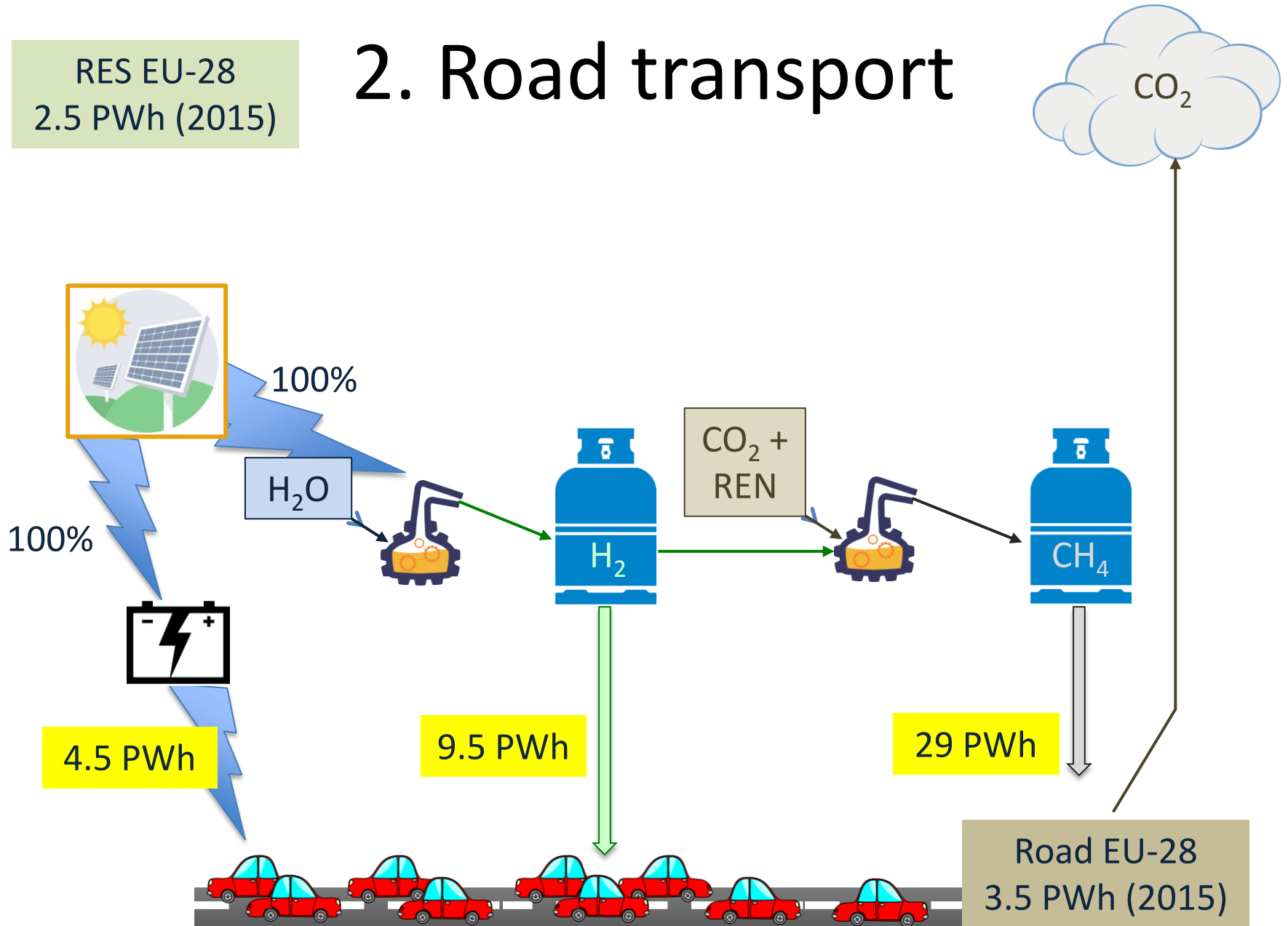


# 2. Energy mix



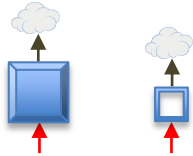
RES EU-28  
2.5 PWh (2015)

## 2. Road transport



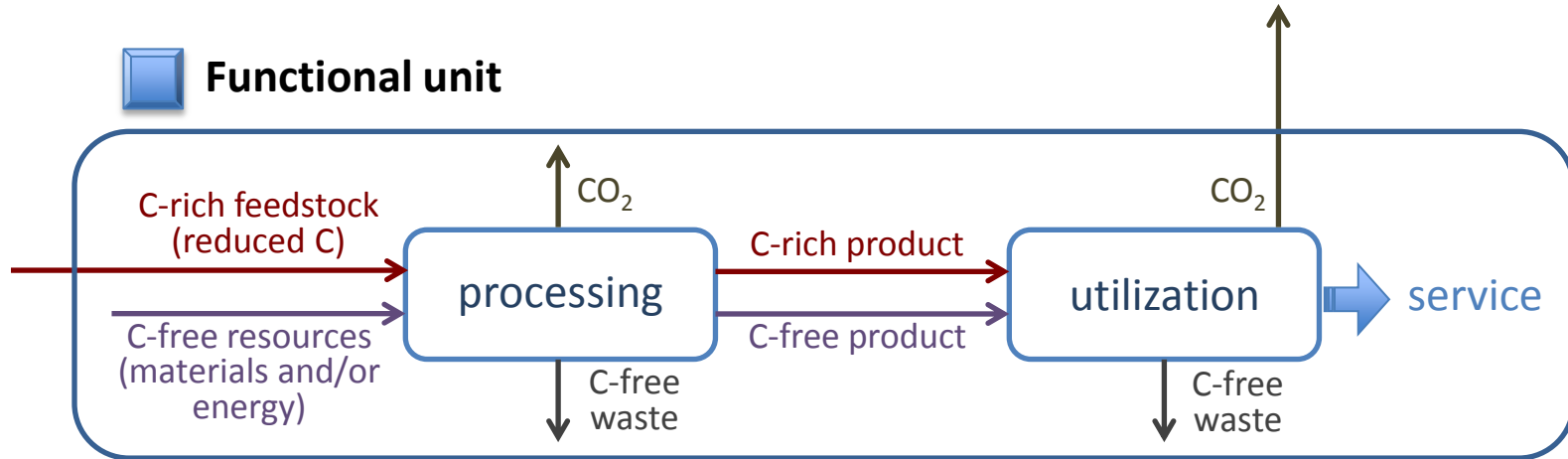
# 3. Carbon balances

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1. L-economy

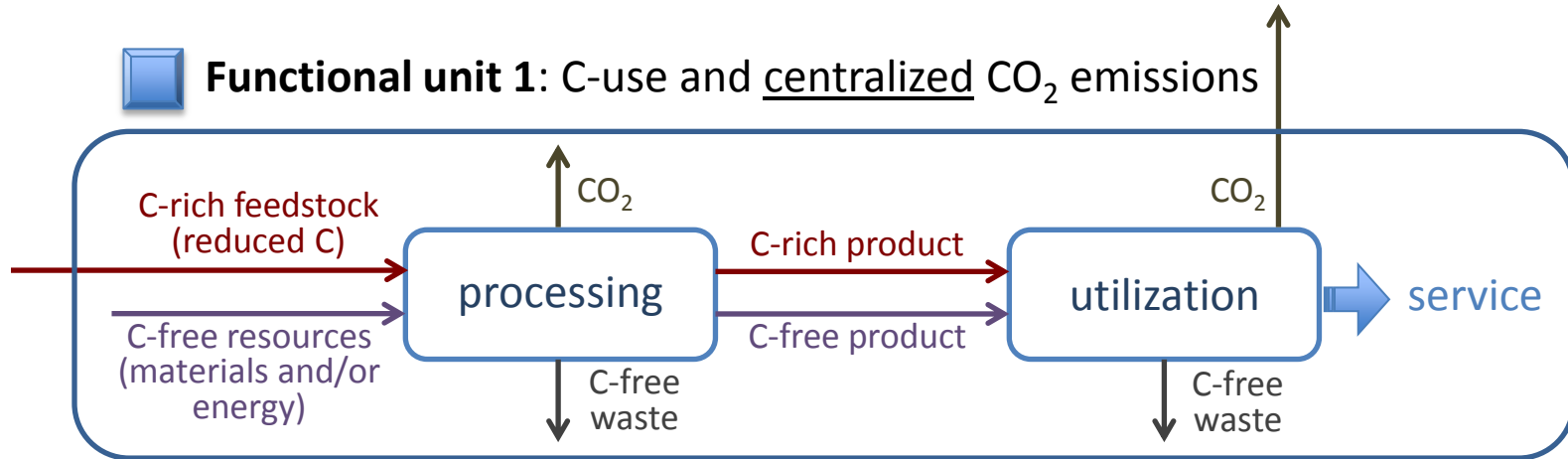
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**Functional unit 1: C-use and centralized CO<sub>2</sub> emissions**



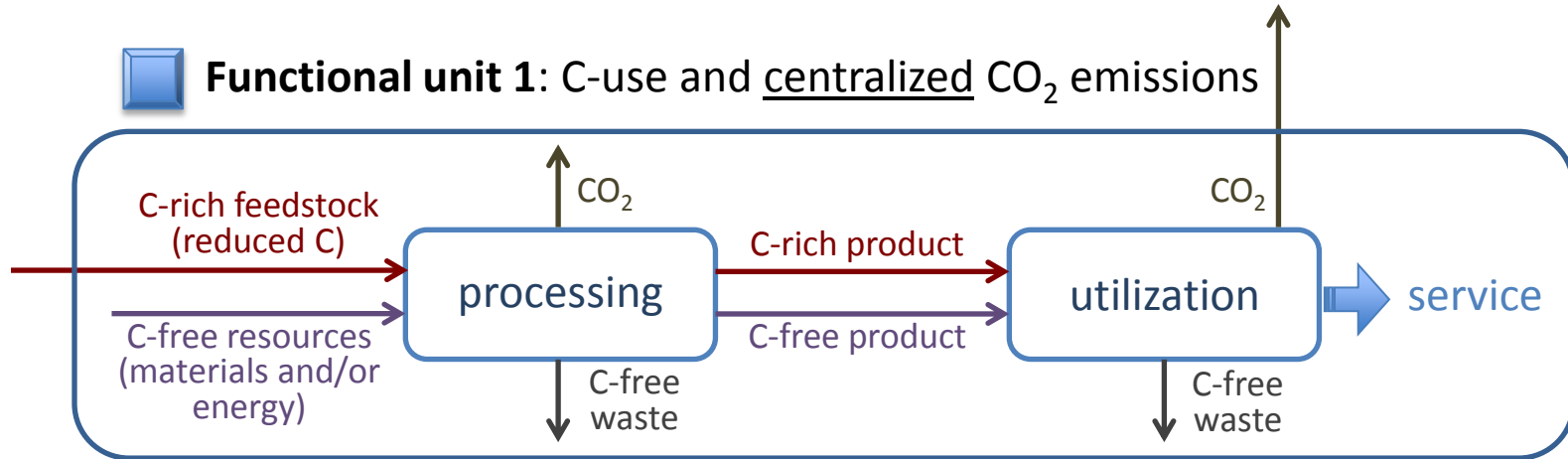
## Functional unit 1: ??



- fossil-fuel-fired power plant
- large scale industrial boiler for heat generation
- chemical plant coupled to incinerator for C-rich waste disposal (polymeric materials)

# 3. Carbon balances

## Functional unit 1: C-use and centralized CO<sub>2</sub> emissions



## Functional unit 2: C-use and distributed CO<sub>2</sub> emissions

### Functional unit 1: [?]

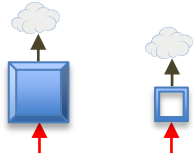
- fossil-fuel-fired power plant
- large scale industrial boiler for heat generation
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### Functional unit 2: [?]

- urea production and use
- fuels (cars, ships, planes) synthesis and use
- chemical plant not-coupled to incinerator, or to incinerator without CO<sub>2</sub> capture



# 3. Carbon balances



1. L-economy

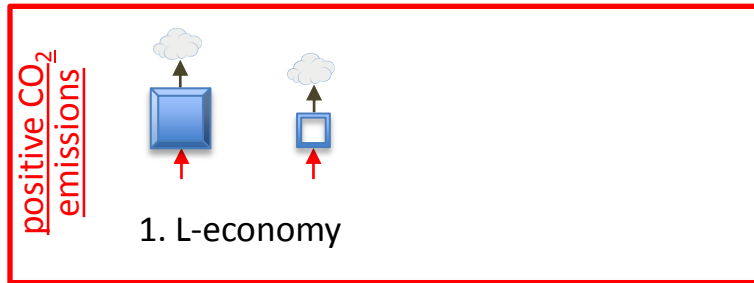


Functional unit 1: point source CO<sub>2</sub> emissions



Functional unit 2: distributed CO<sub>2</sub> emissions

# 3. Carbon balances

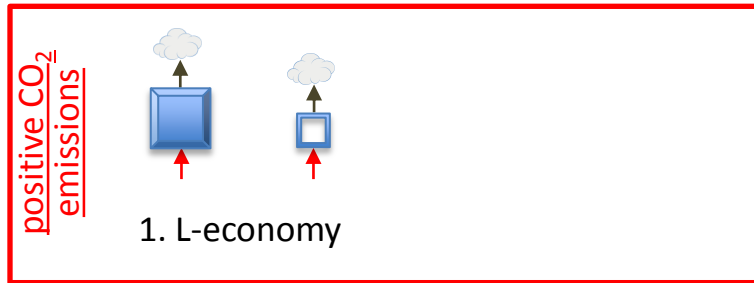


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# 3. Carbon balances



Functional unit 1: point source CO<sub>2</sub> emissions

- Fossil (reduced) carbon
- Oxidized carbon (CO<sub>2</sub>)
- Synthetic (reduced) carbon
- Biogenic (reduced) carbon
- ⚡ Renewable energy source
- ☁ CO<sub>2</sub> in the atmosphere



Functional unit 2: distributed CO<sub>2</sub> emissions



Post-combustion CO<sub>2</sub> capture (PCC)



Direct air capture of CO<sub>2</sub> from the atmosphere (DAC)



Underground CO<sub>2</sub> storage



CO<sub>2</sub> conversion plant, incl. electrolyzer for H<sub>2</sub>

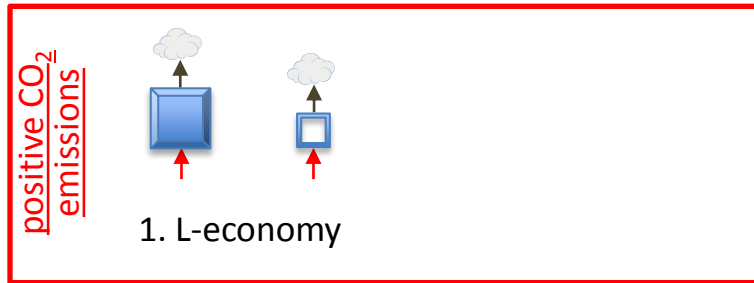


Managed biomass growth



Biomass treatment plant

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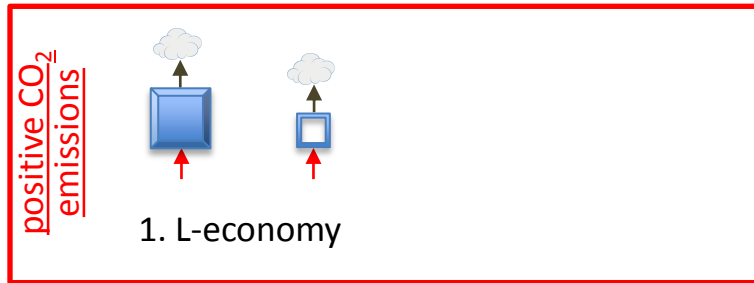


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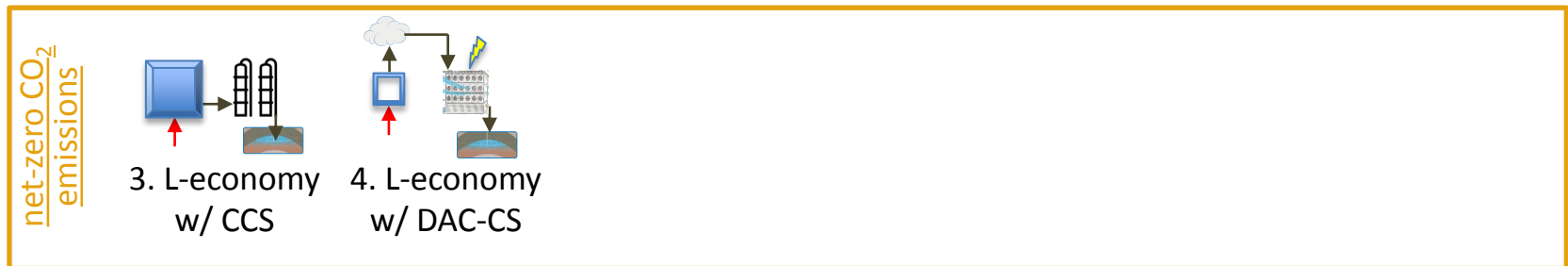
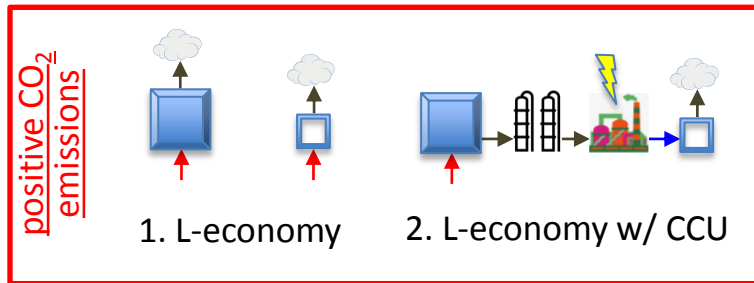


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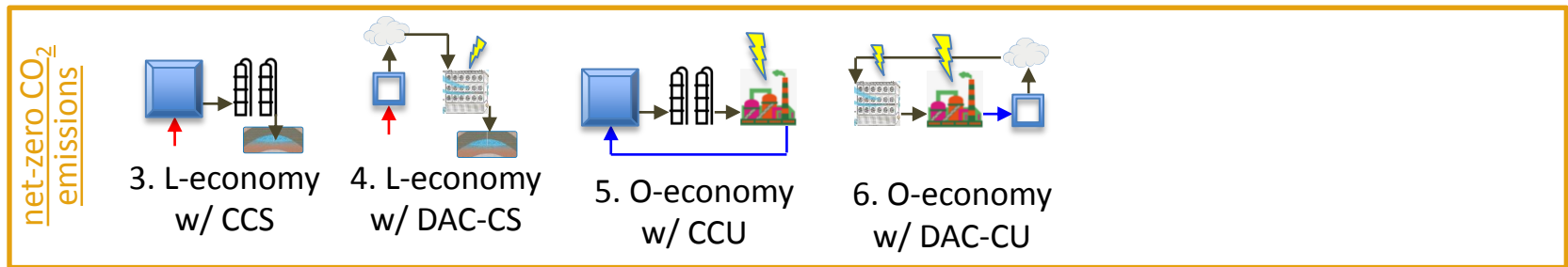
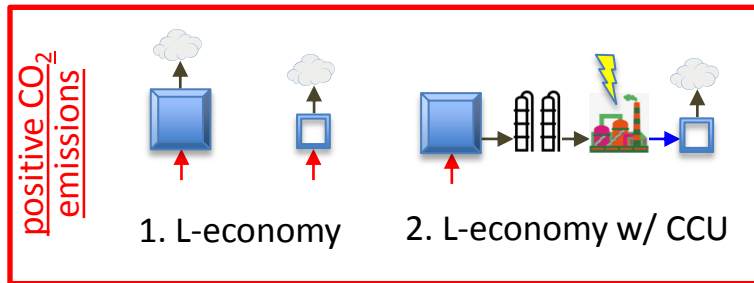


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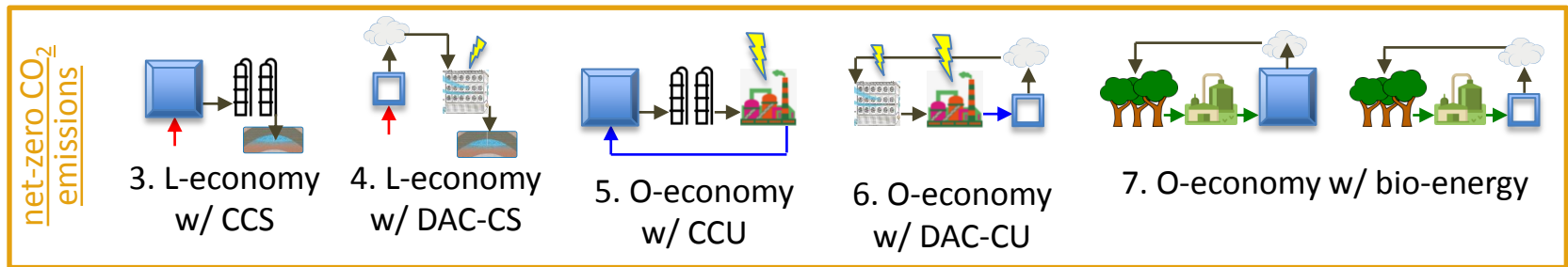
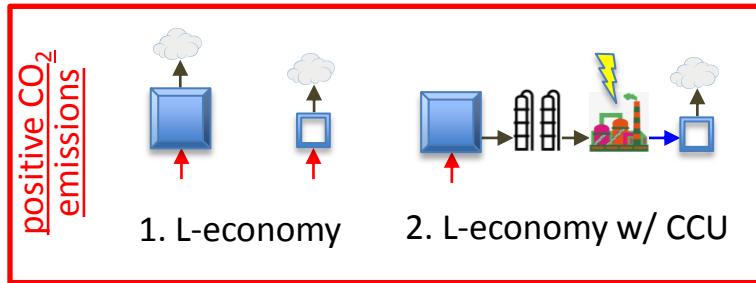


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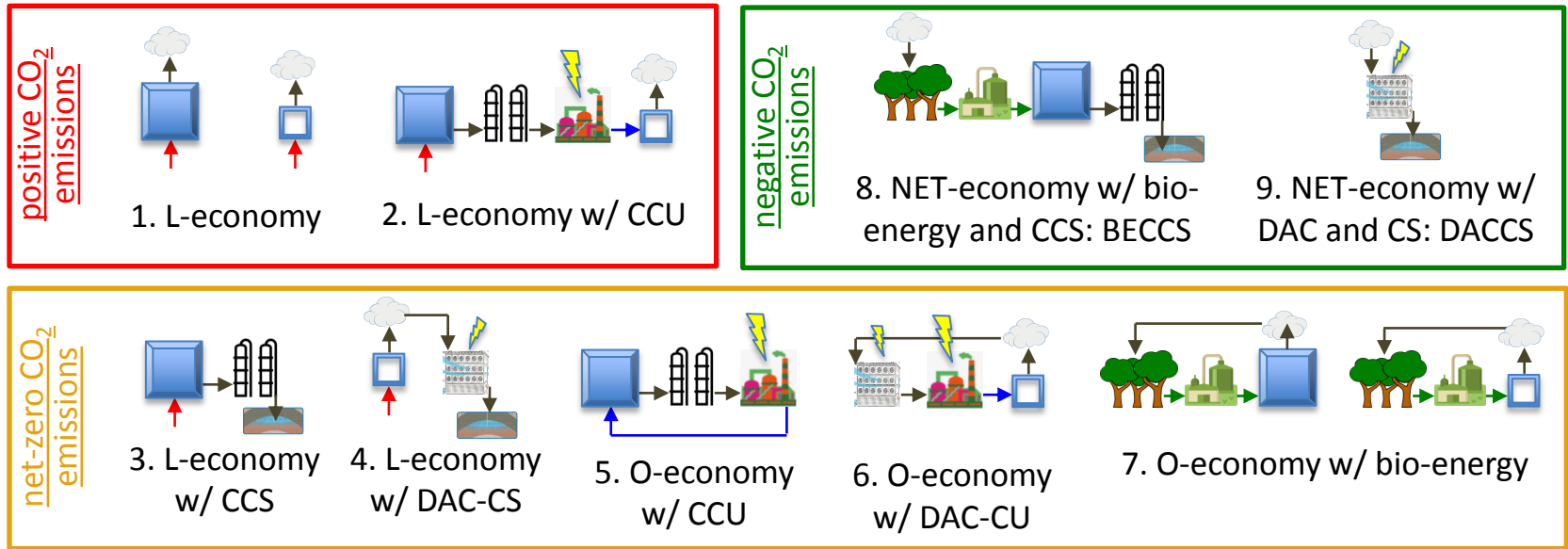
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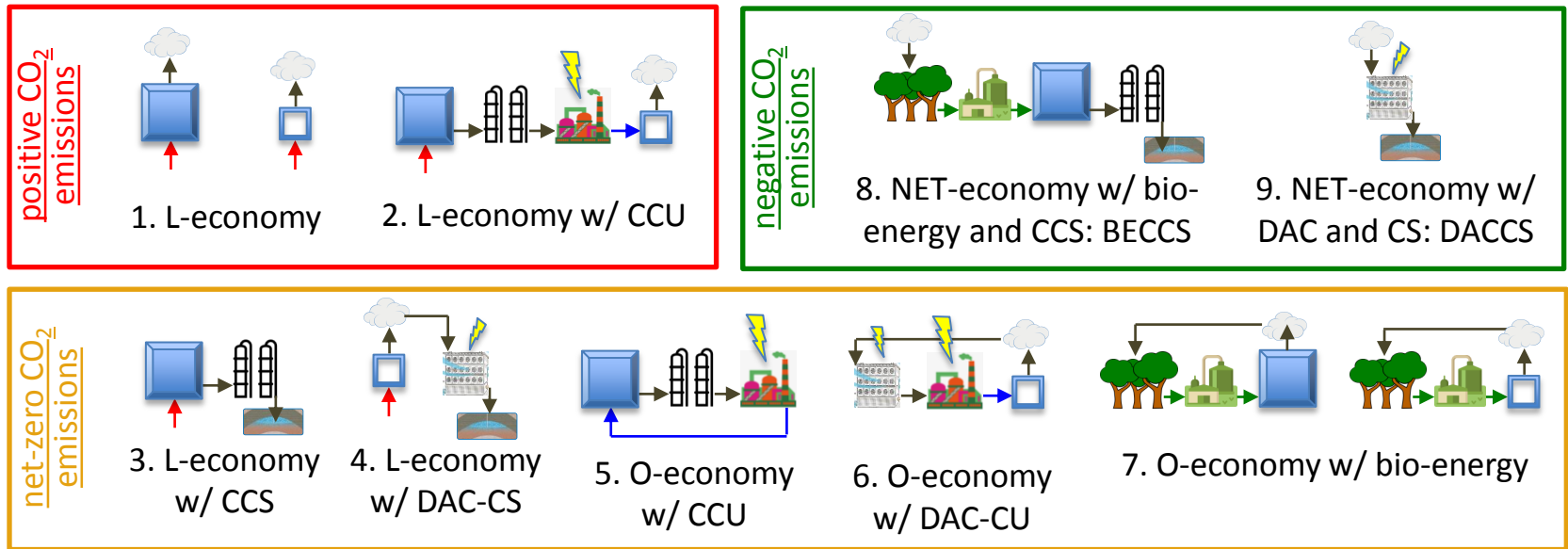


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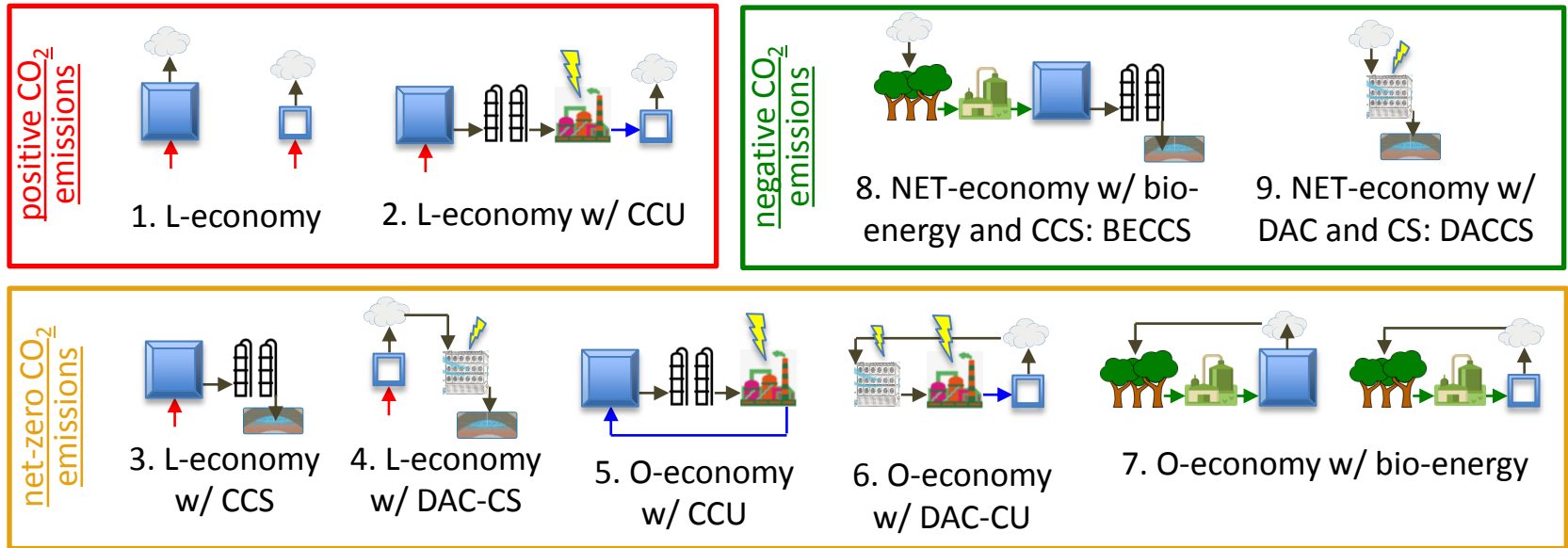
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## A FEW COMMENTS

- C-free RES to be LCA-assessed;
- CCU neither sufficient nor needed for O-economy, while CO<sub>2</sub> capture needed;
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- full LCA needed to allocate CO<sub>2</sub> emissions to stakeholders.

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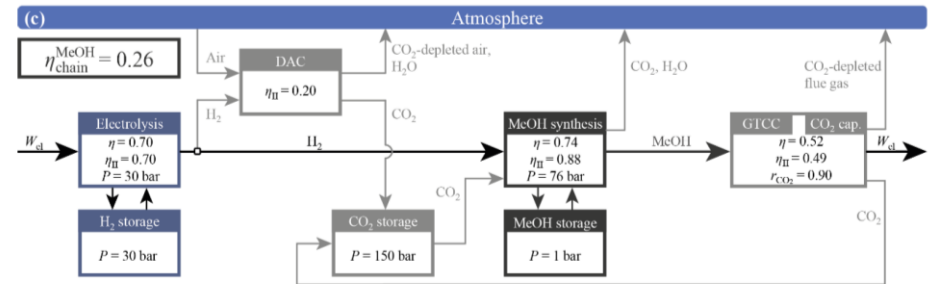
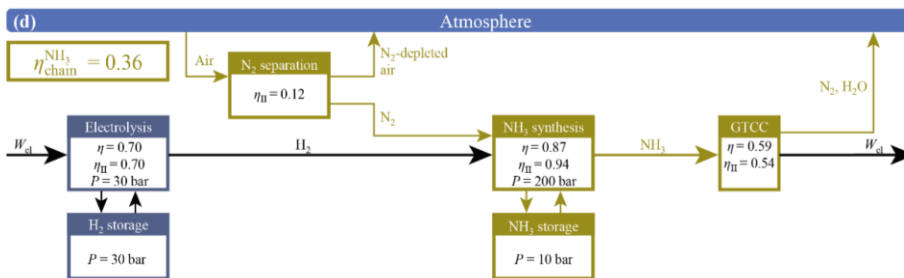
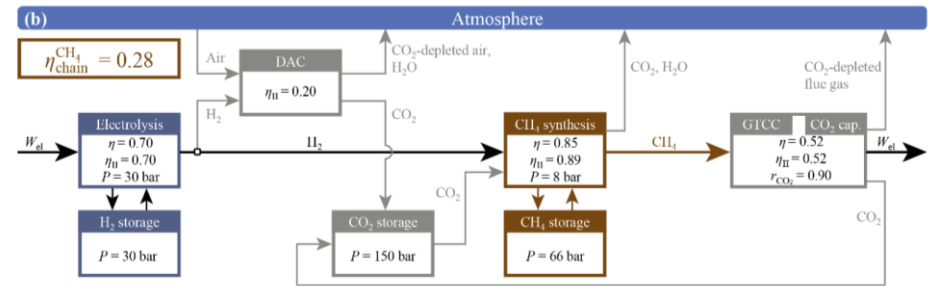
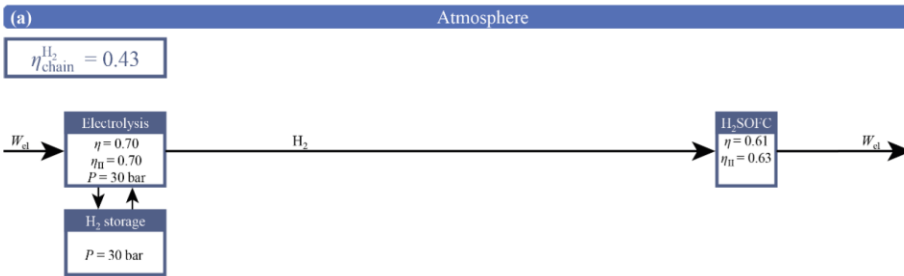
## SIMPLIFIED SYSTEM ANALYSIS

- the whole technology chain, incl. RES, CO<sub>2</sub> source, product, C-waste release;
- Carbon and energy balances around the system boundaries;
- infrastructure and land use needs;
- deployment current and projected scale.

# 4. Innovation needed

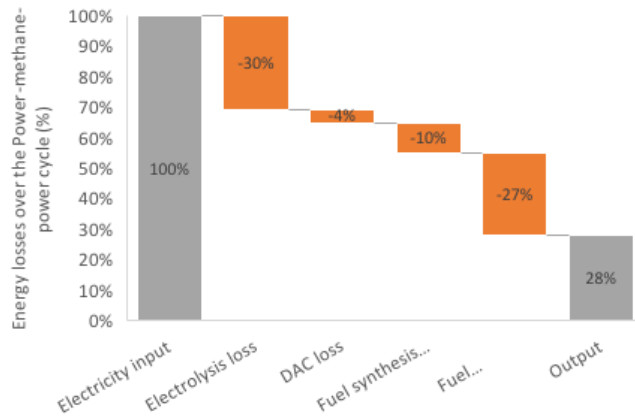
1. *Policy perspective* – Measures, regulations and incentives should examine the energy system, including CCU, in a holistic, integrated, coordinated and transparent manner.
2. *Systemic perspective* – A system approach is required when evaluating the energy system and its CCU sub-systems; progress is needed, in terms both of stakeholder awareness and of consistent definitions of system boundaries and of reference datasets.
3. *Technology perspective* – There are scientific and technical challenges in the areas of:
  1. collection and purification of CO<sub>2</sub> from different sources;
  2. synthesis of green-hydrogen via water splitting powered by RES;
  3. reductive activation catalytic technologies for CO<sub>2</sub> conversion to fuels and chemicals.

# 5. Comparison of net-zero CCU loops to C-free systems

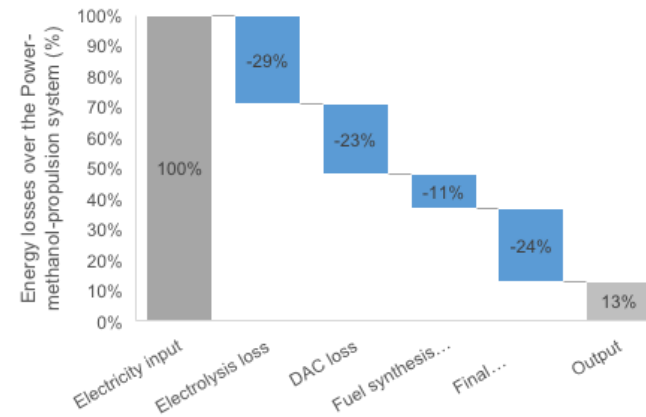


## 5. The efficiency cost of seasonal energy storage

### Power-methane-power

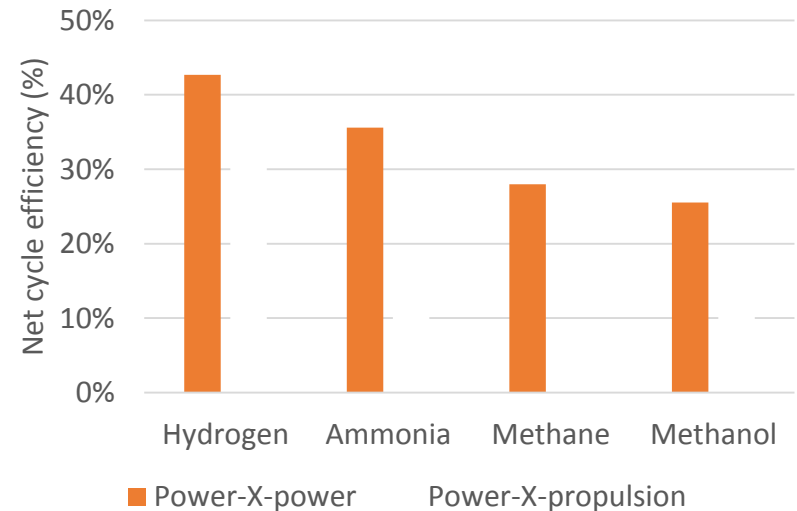


### Power-methanol-propulsion



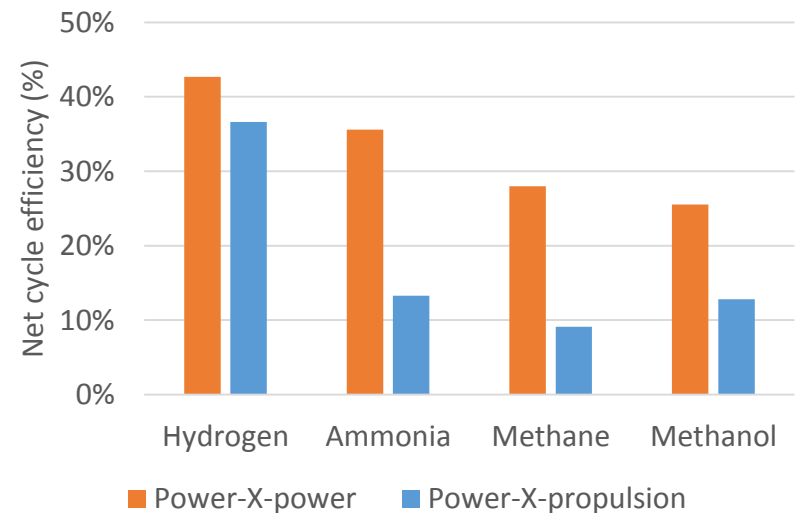
## 5. CCU fuels for power generation and propulsion

- Power-methane-**power**
  - ~30% net cycle efficiency
- Power-ammonia-**power**
  - efficiency > CCU fuels: ~35%



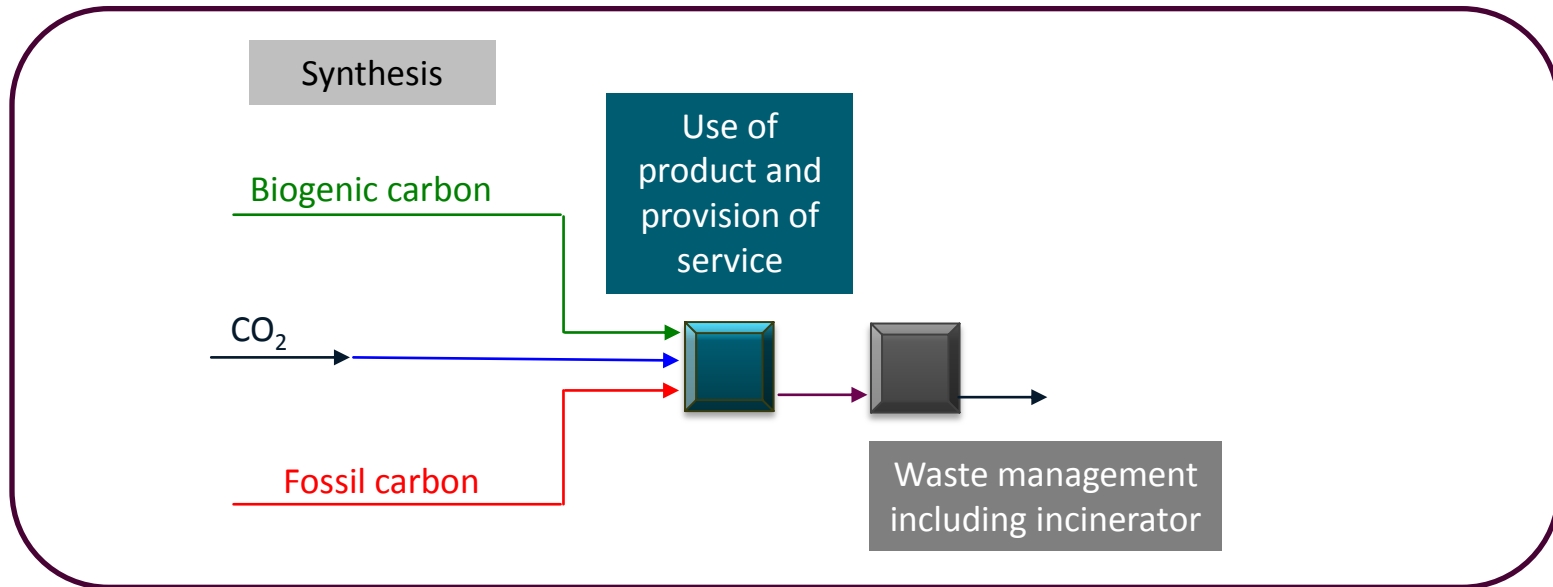
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  - ~30% net cycle efficiency
- Power-ammonia-**power**
  - efficiency > CCU fuels: ~35%
- Power-methanol-**propulsion**
  - ~13% net cycle efficiency
- Power-hydrogen-X
  - Highest efficiencies for power and propulsion
  - Transport fuel of choice!?

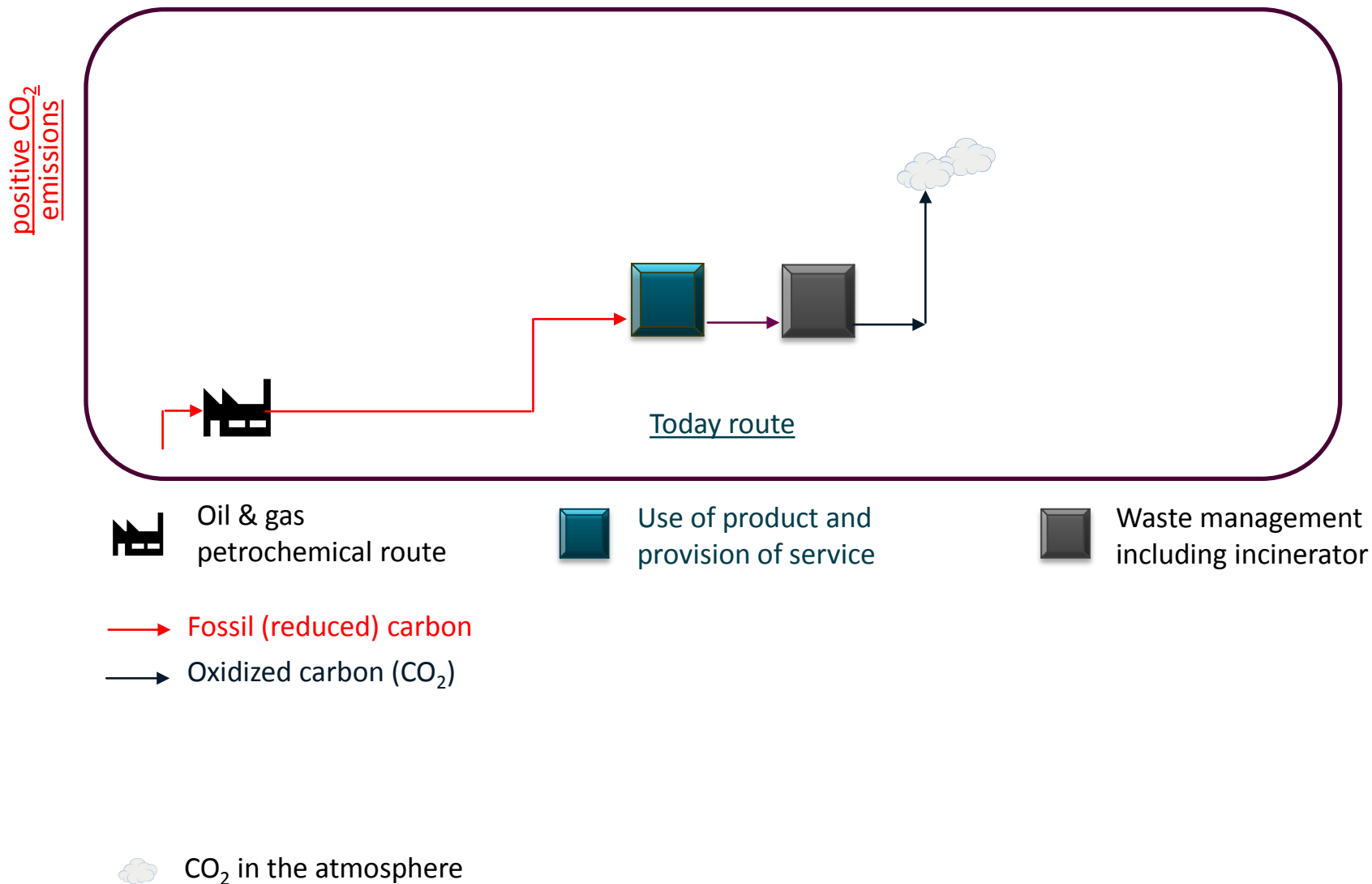




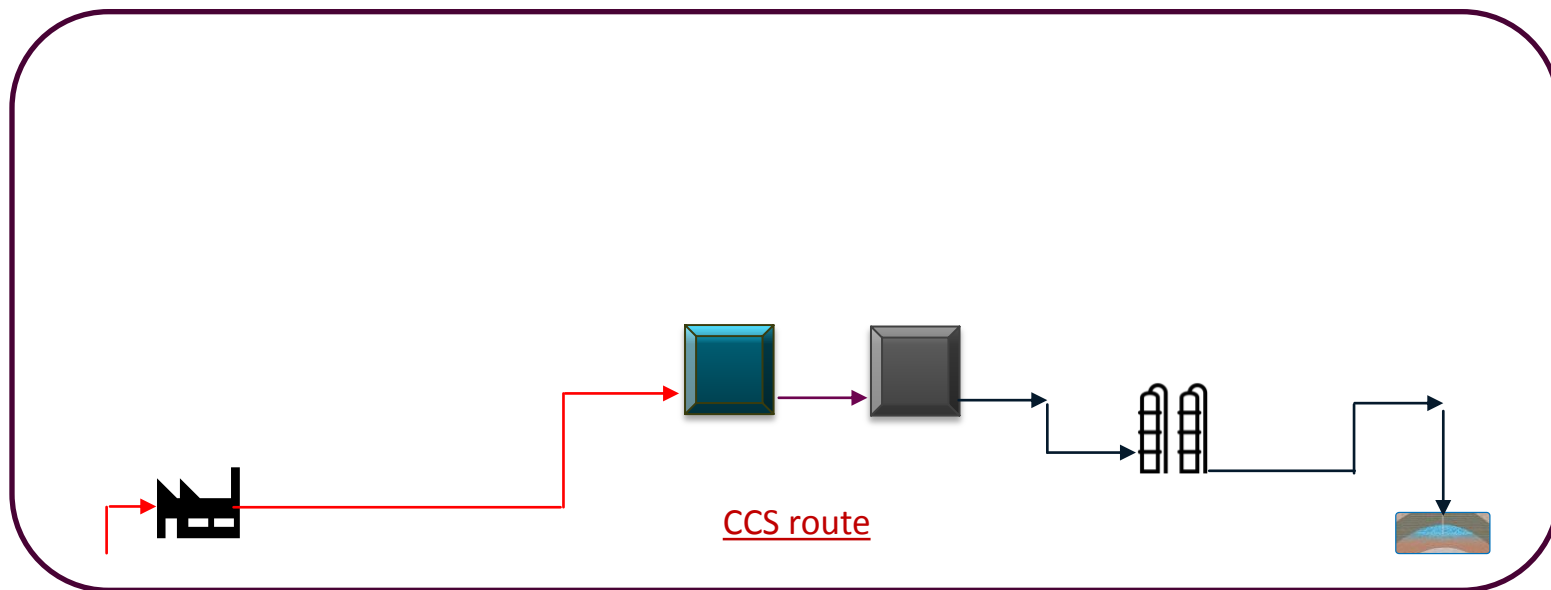
# Chemical products provide services




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# Chemical products in a net-zero-CO<sub>2</sub>-emissions world




 Oil & gas petrochemical route


 Use of product and provision of service

 Waste management including incinerator

 Fossil (reduced) carbon

 Oxidized carbon (CO<sub>2</sub>)

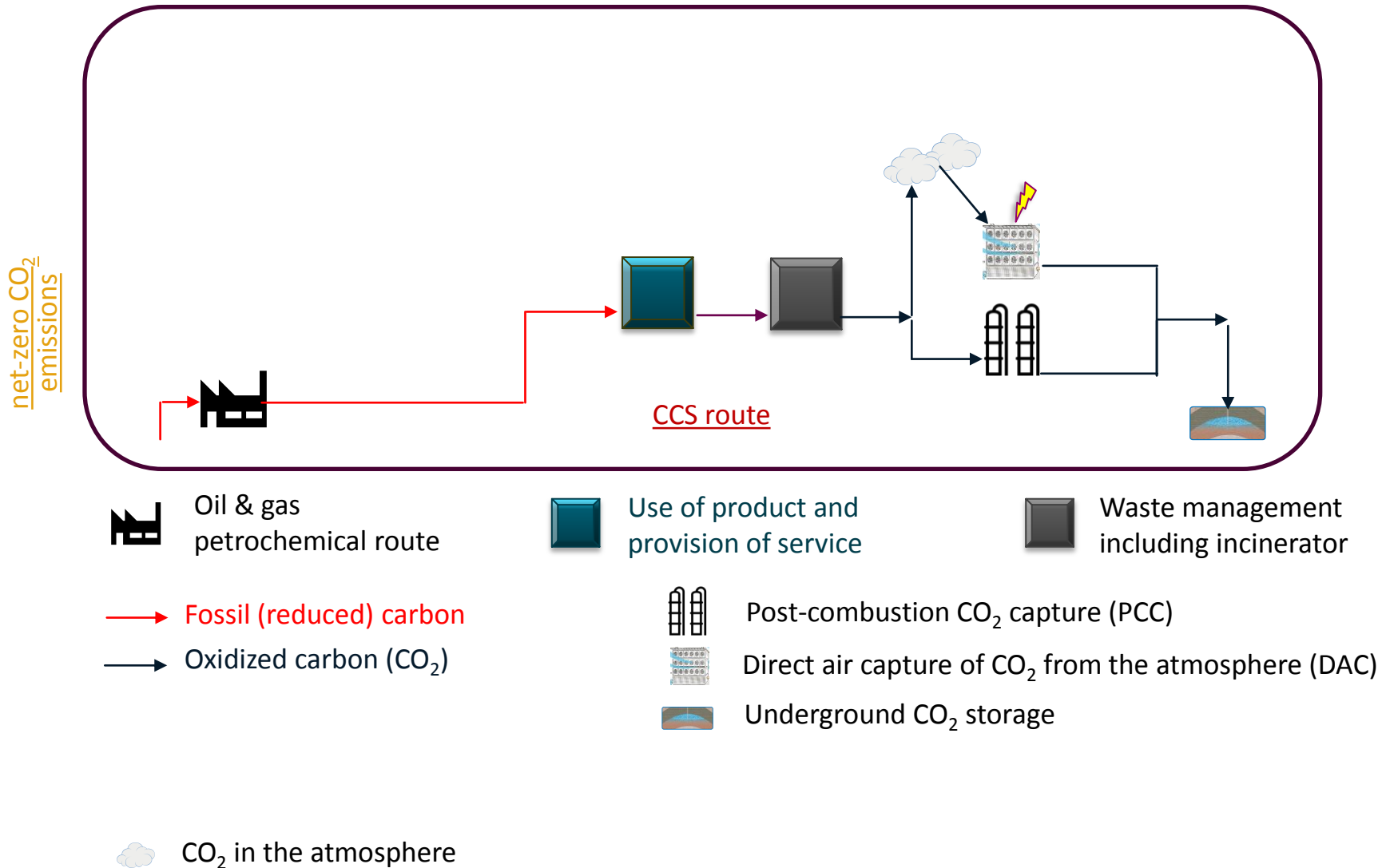
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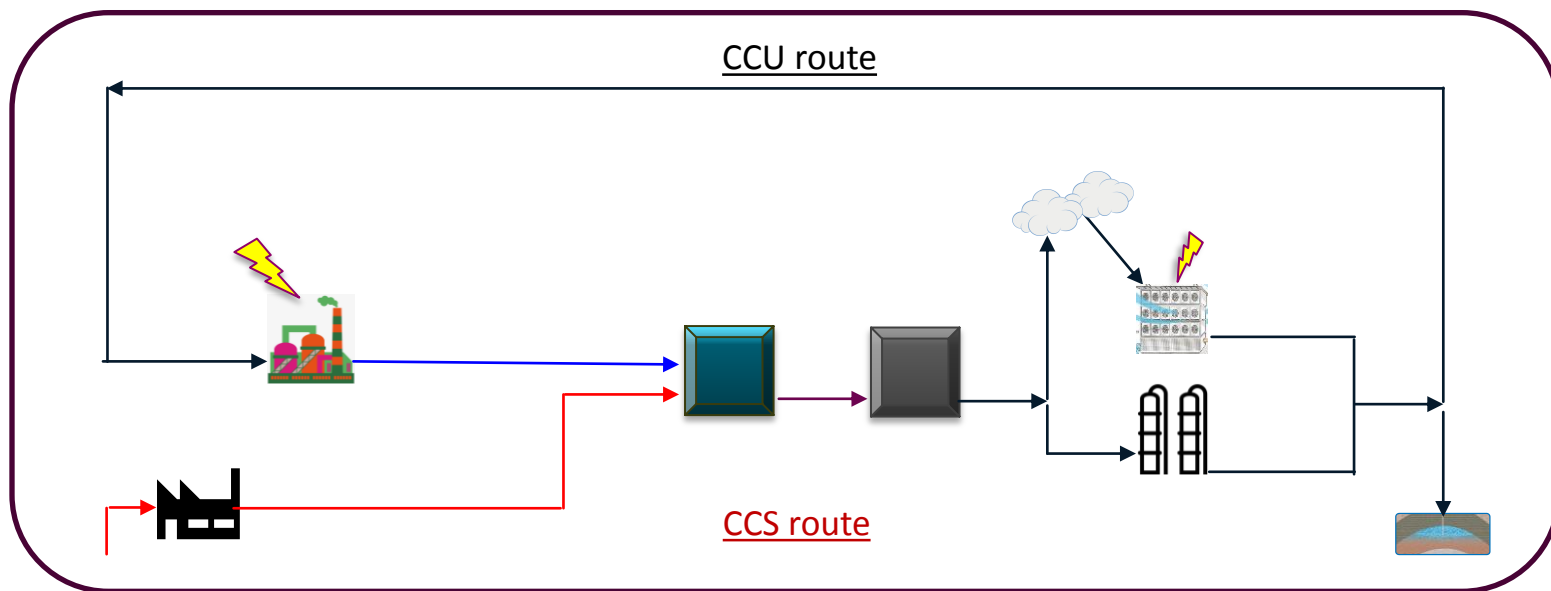
 Underground CO<sub>2</sub> storage


 CO<sub>2</sub> in the atmosphere


# Chemical products in a net-zero-CO<sub>2</sub>-emissions world




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 Oil & gas petrochemical route

 Use of product and provision of service

 Waste management including incinerator

 Fossil (reduced) carbon


 Oxidized carbon (CO<sub>2</sub>)


 Synthetic (reduced) carbon


 Biogenic (reduced) carbon

 Renewable energy source

 CO<sub>2</sub> in the atmosphere

 Post-combustion CO<sub>2</sub> capture (PCC)

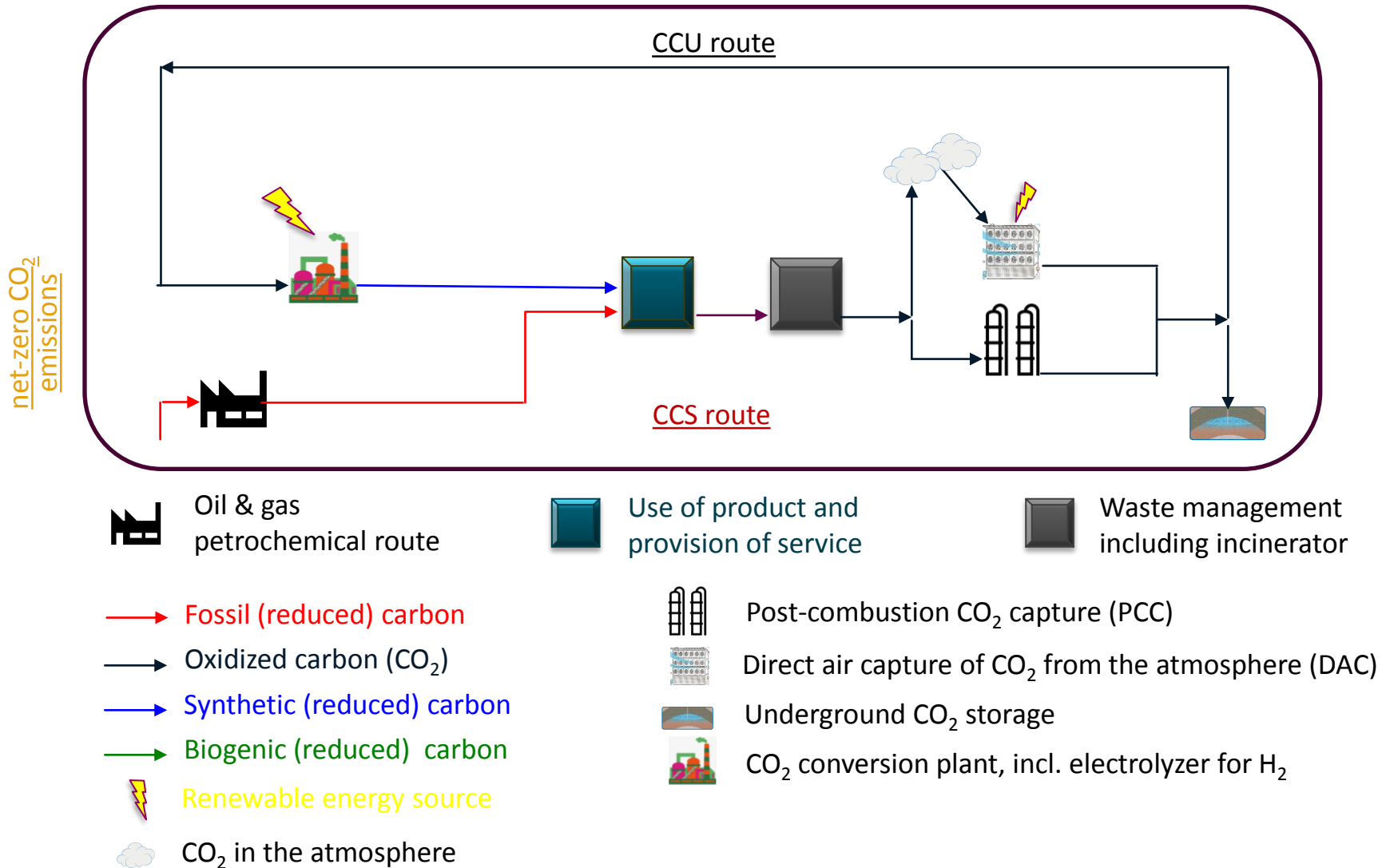
 Direct air capture of CO<sub>2</sub> from the atmosphere (DAC)

 Underground CO<sub>2</sub> storage

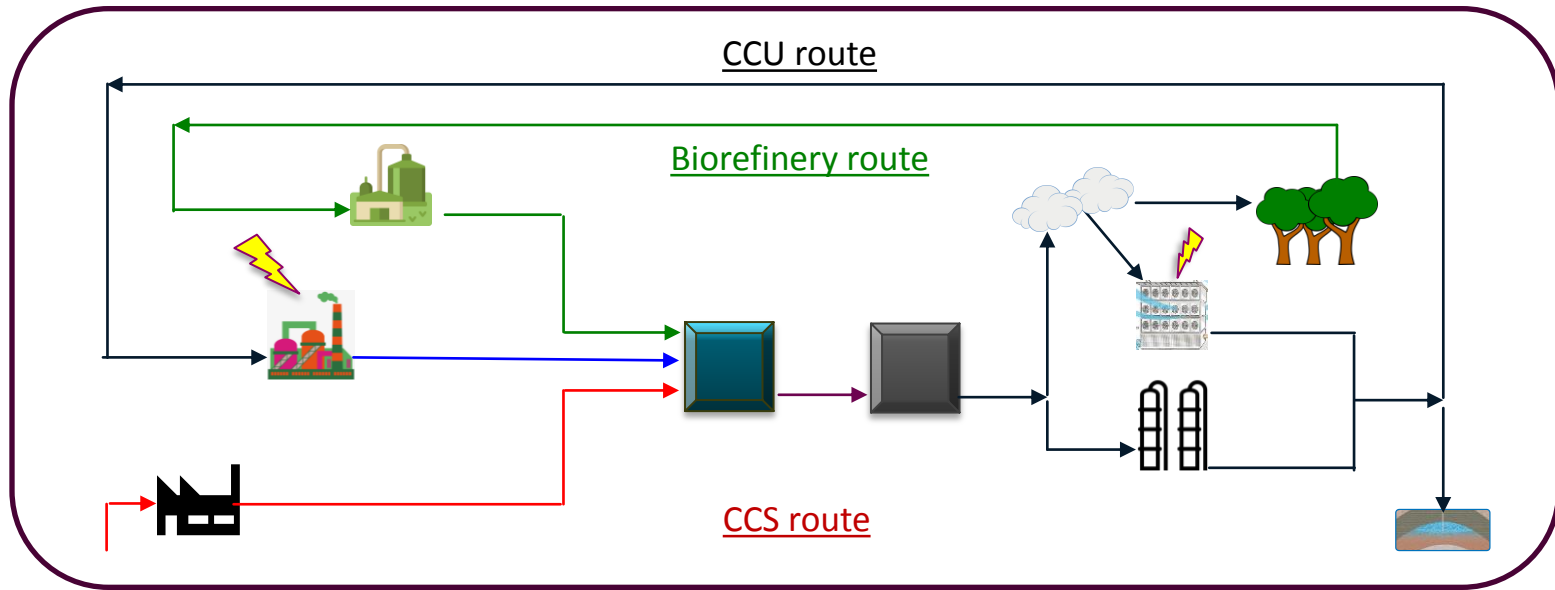
 CO<sub>2</sub> conversion plant, incl. electrolyzer for H<sub>2</sub>




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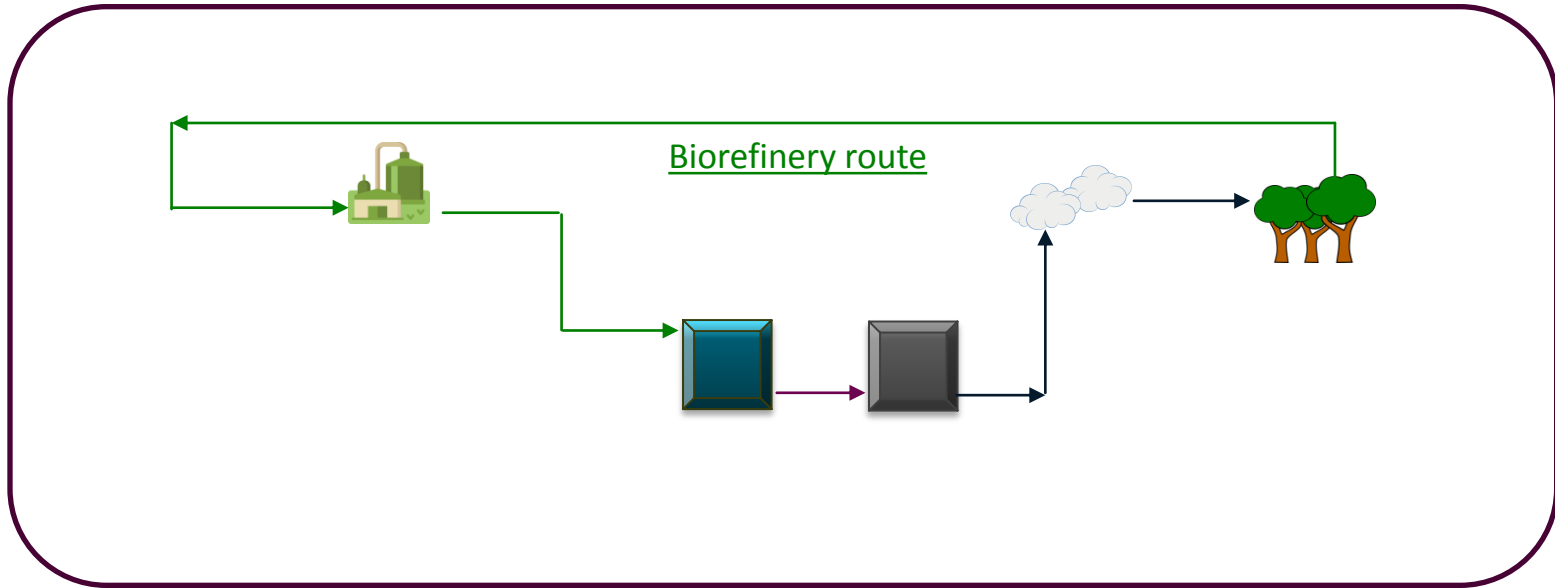
 Managed biomass growth

 Biorefinery



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