

# Techno-economic Analysis and LCA

DLR's participation in COMSYN

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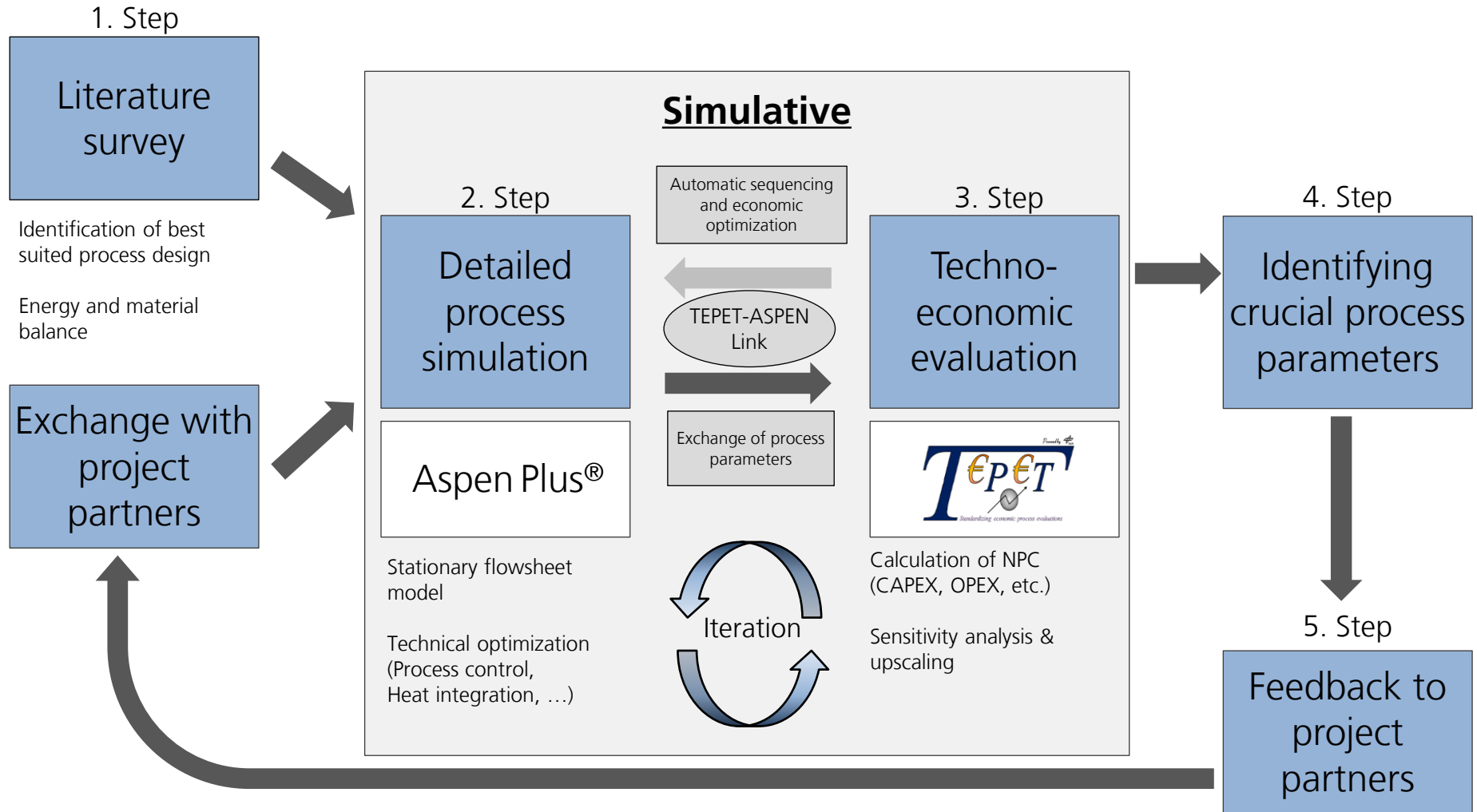
18<sup>th</sup>-19<sup>th</sup> April 2018

Stuttgart/Karlsruhe

Knowledge for Tomorrow

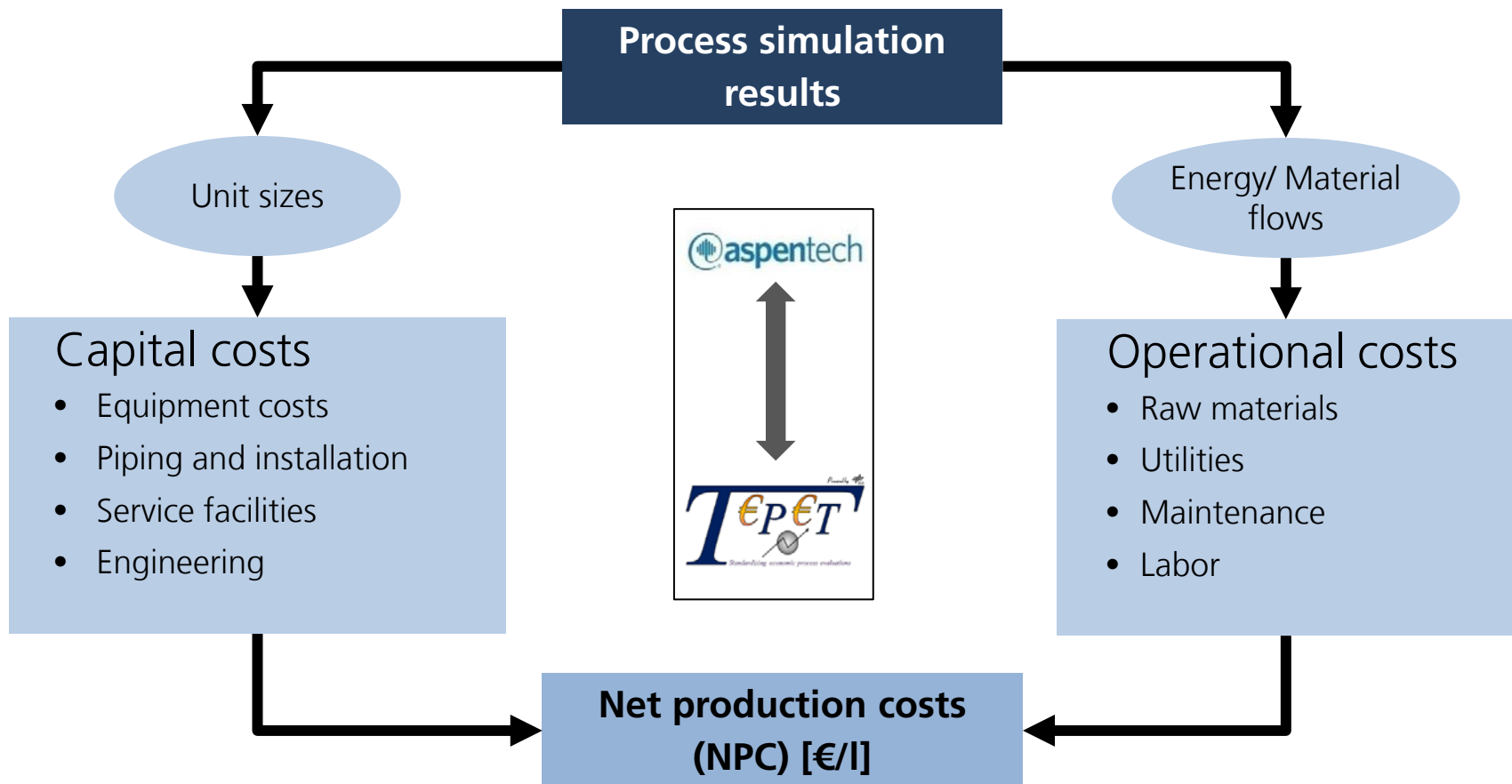


# DLR Methodology



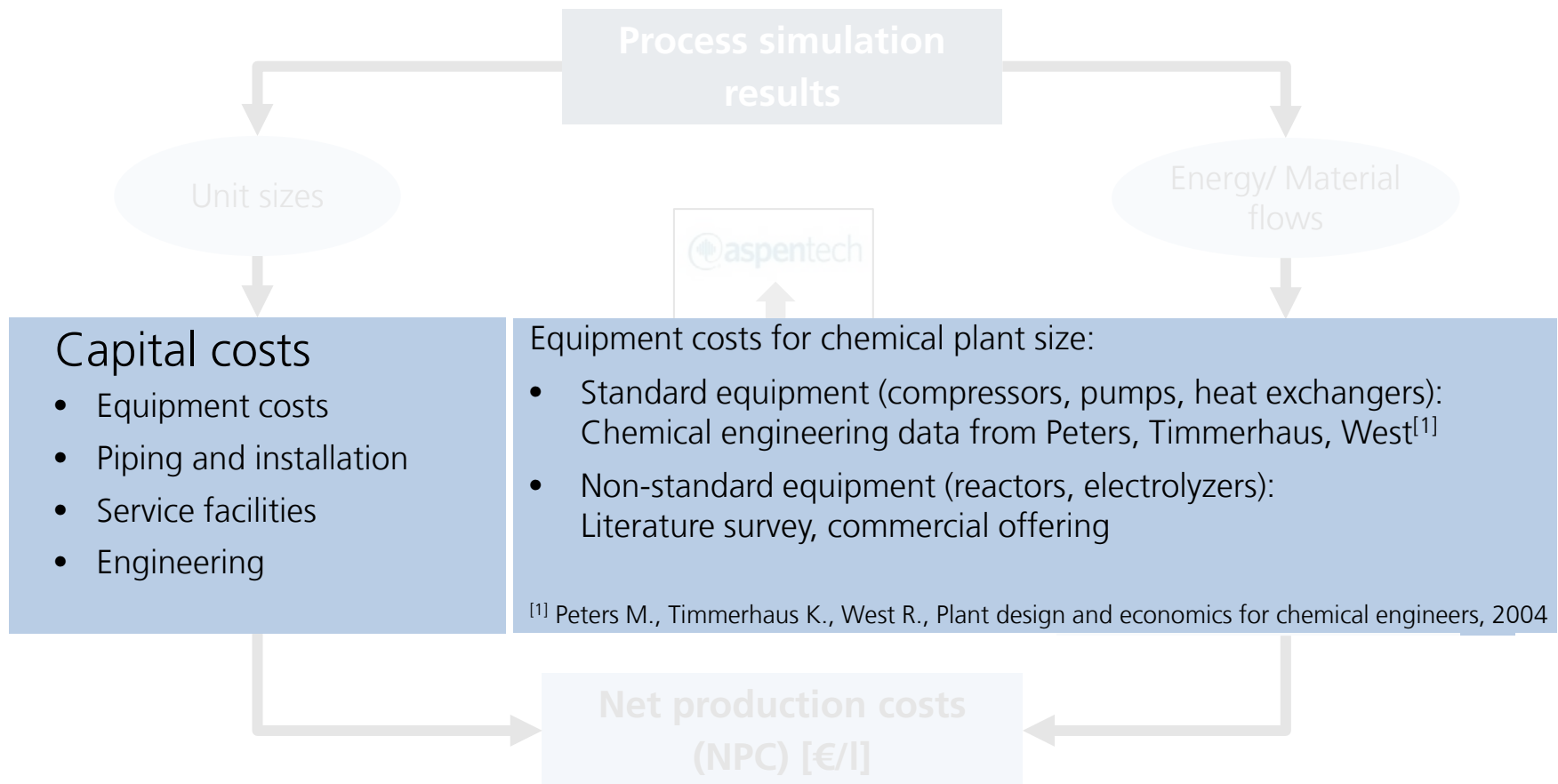
# Economical Analysis: Standardized Method

AACE Recommended Practice Class III + IV (Expected Accuracy:  $\pm 30\%$ )



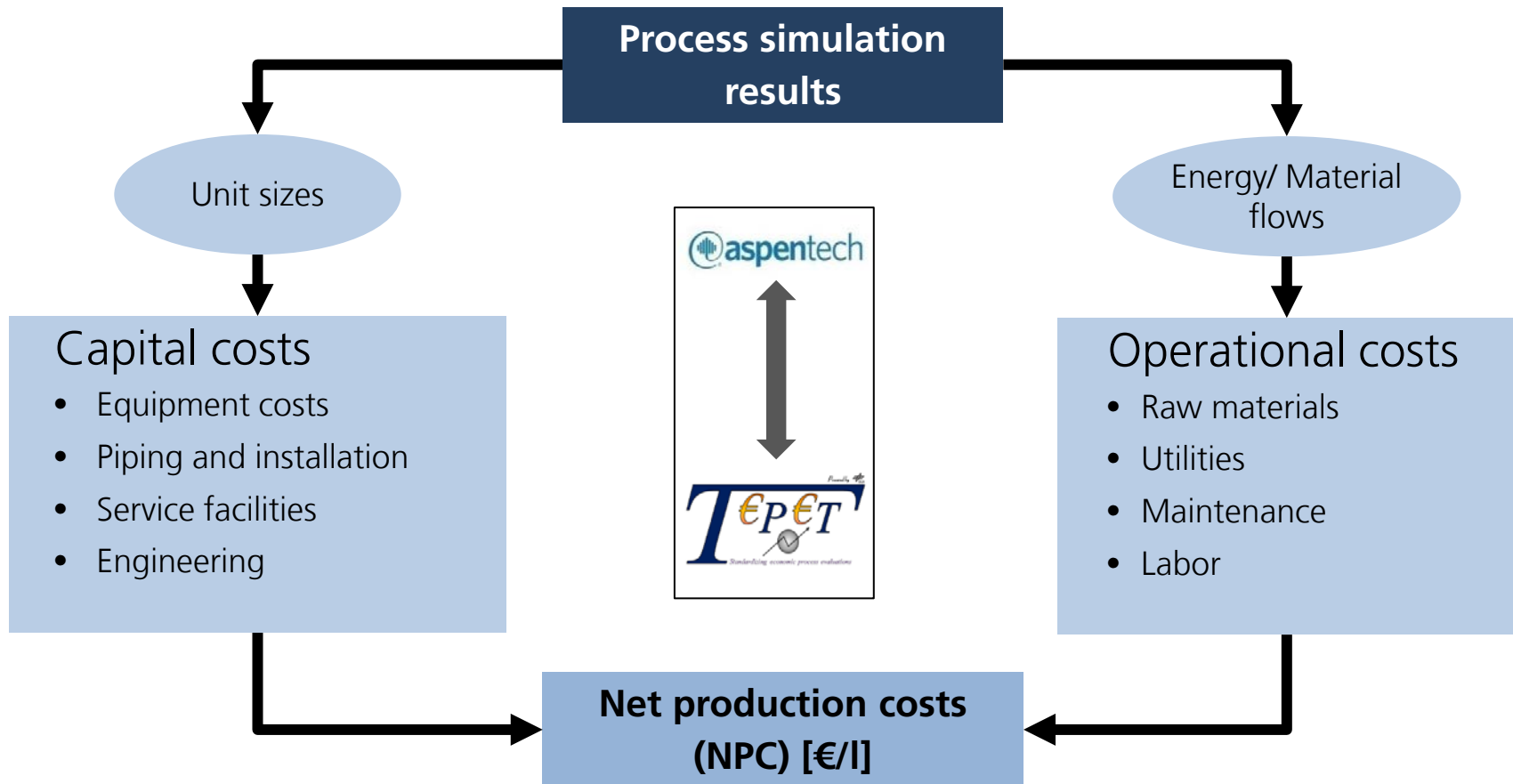
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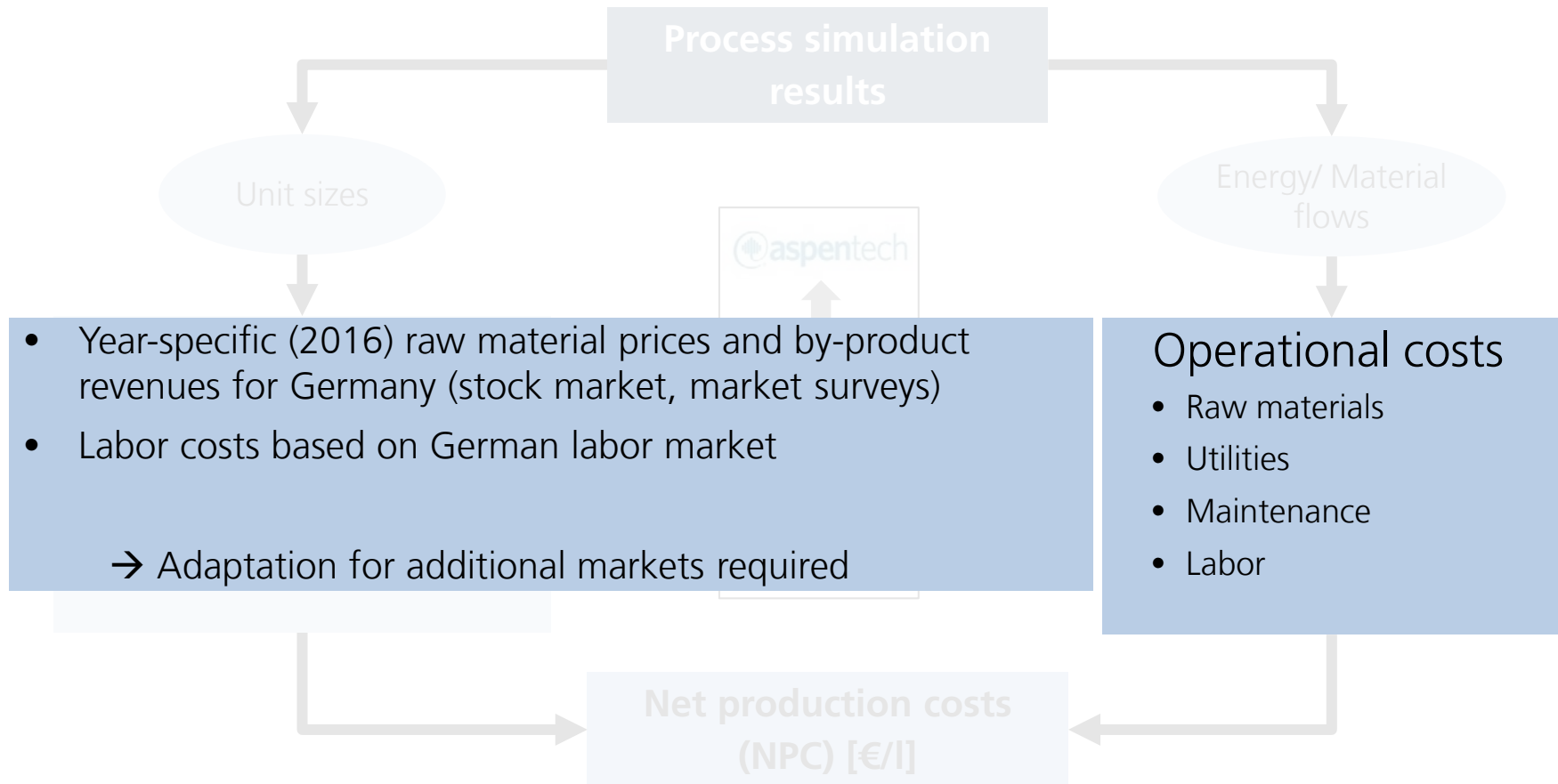
# Economical Analysis: Standardized Method

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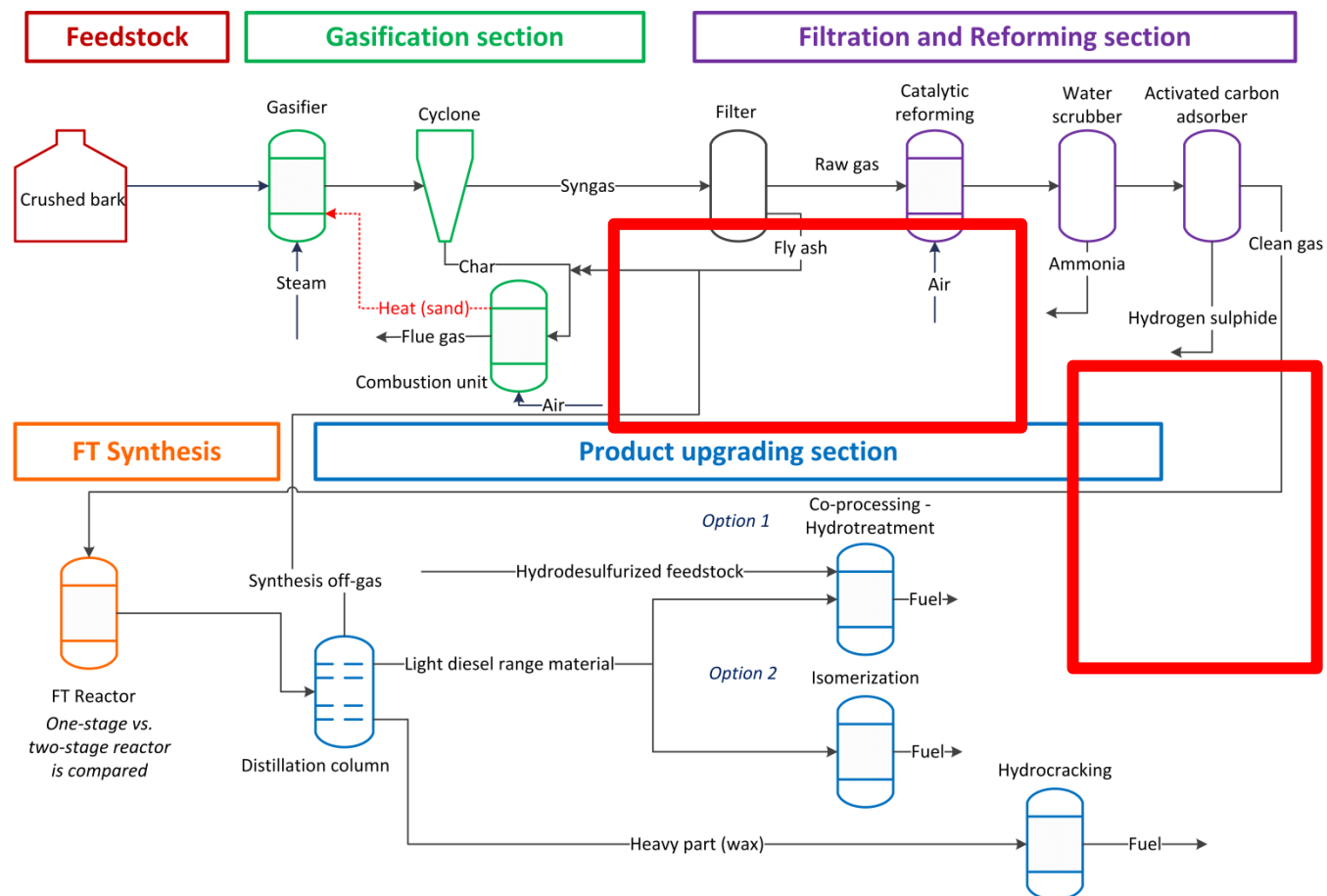


# COMSYN task - process simulation

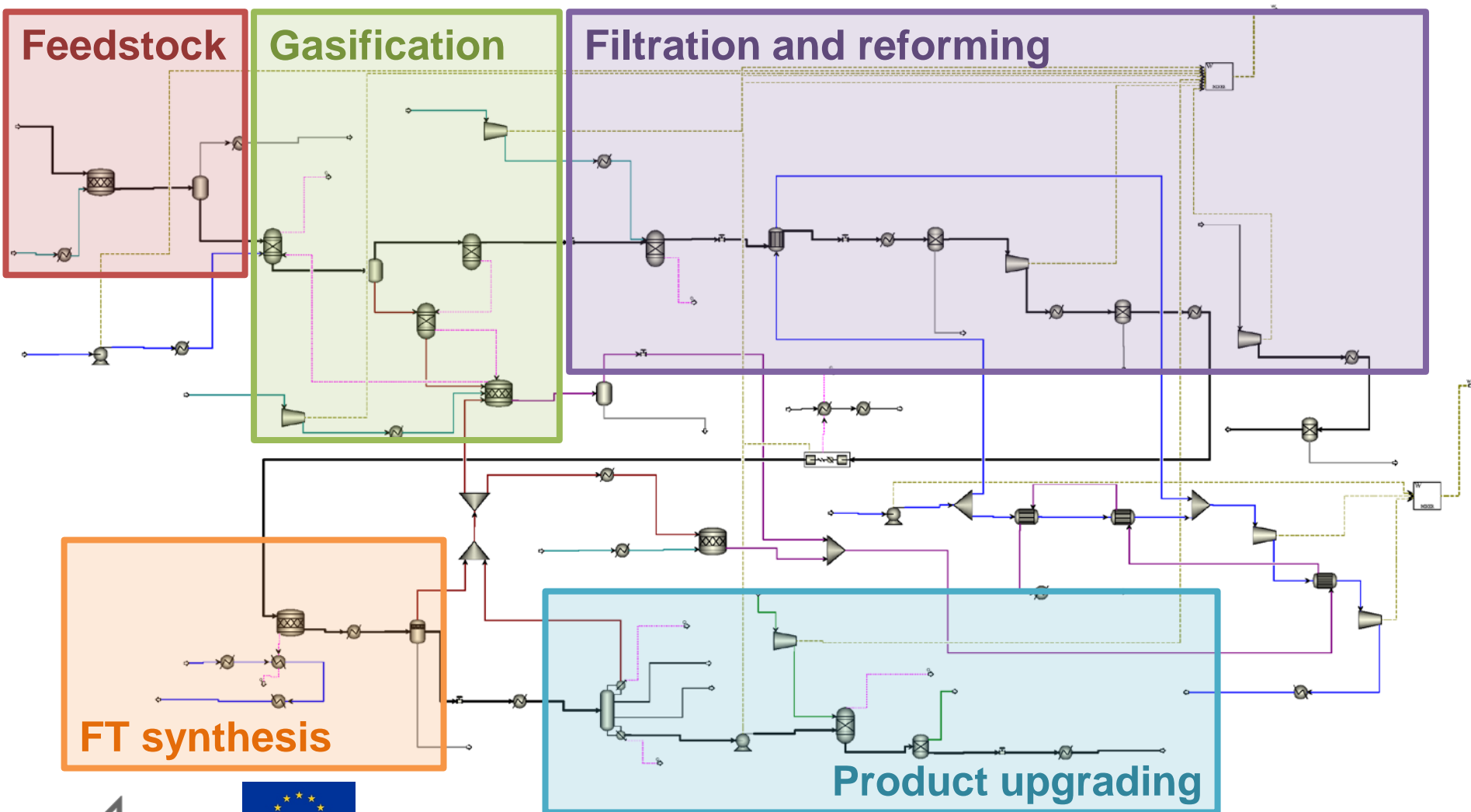
## Flexible flowsheet model

3 example cases for the process improvement:

- 1<sup>st</sup> case  
Base case (see chart)
- 2<sup>nd</sup> case  
CO<sub>2</sub> removal
- 3<sup>rd</sup> case  
Allothermal reforming



# Aspen Plus Simulation – Base Case

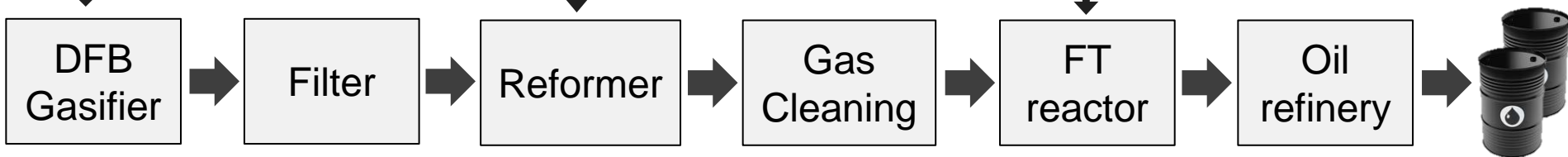




# Simulation results

## Preliminary data

- Dual fluidized gasifier @ 780°C and 1.5 bar
- Autothermal/allothermal Reformer @ 900 °C and 1.3 bar
  - FT reactor @ 230 – 250°C and 20 – 30 bar
    - First results modelled with: chain growth probability ( $\alpha$ ): 0.81  
CO conversion: 75 %



# Simulation results with preliminary data

## Overview

- Input: 20 t/h biomass (98 MW<sub>th</sub>)

	Units	Case 1 Base case	Case 2 CO <sub>2</sub> removal	Case 3 alloth. reformer
Power consumption	MW <sub>e</sub>	<b>9.8</b>	<b>8.1</b>	8.4
FT-product	t/h	2.7	2.7	3.2
(LHV = 44 MJ/kg)	MW <sub>th</sub>	32.7	32.8	39.1
Efficiency (BtL)	%	<b>30.4</b>	30.9	<b>36.8</b>
En. Efficiency	%	76.7	76.8	79.3
Carbon usage	%	21.9	21.9	26.2



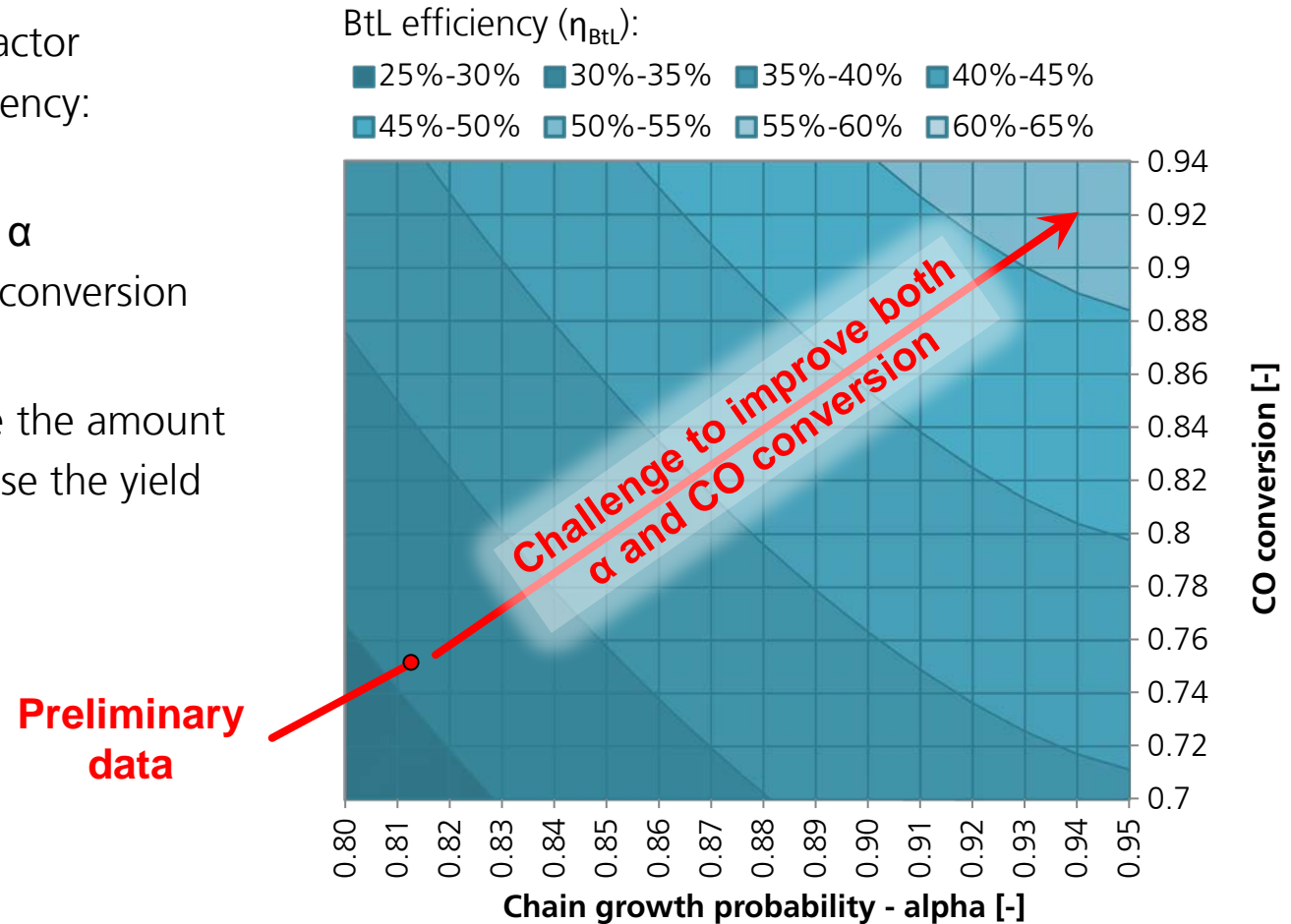
## Case 1 – Base case results:

### Investigating of the impact of the FT operating conditions

Strong impact of FT reactor conditions on BtL efficiency:

- $\eta_{\text{BtL}}$  increases with...
  - ... increasing ASF  $\alpha$
  - ... increasing CO conversion

Both parameter reduce the amount of FT-tailgas and increase the yield of FT-waxes

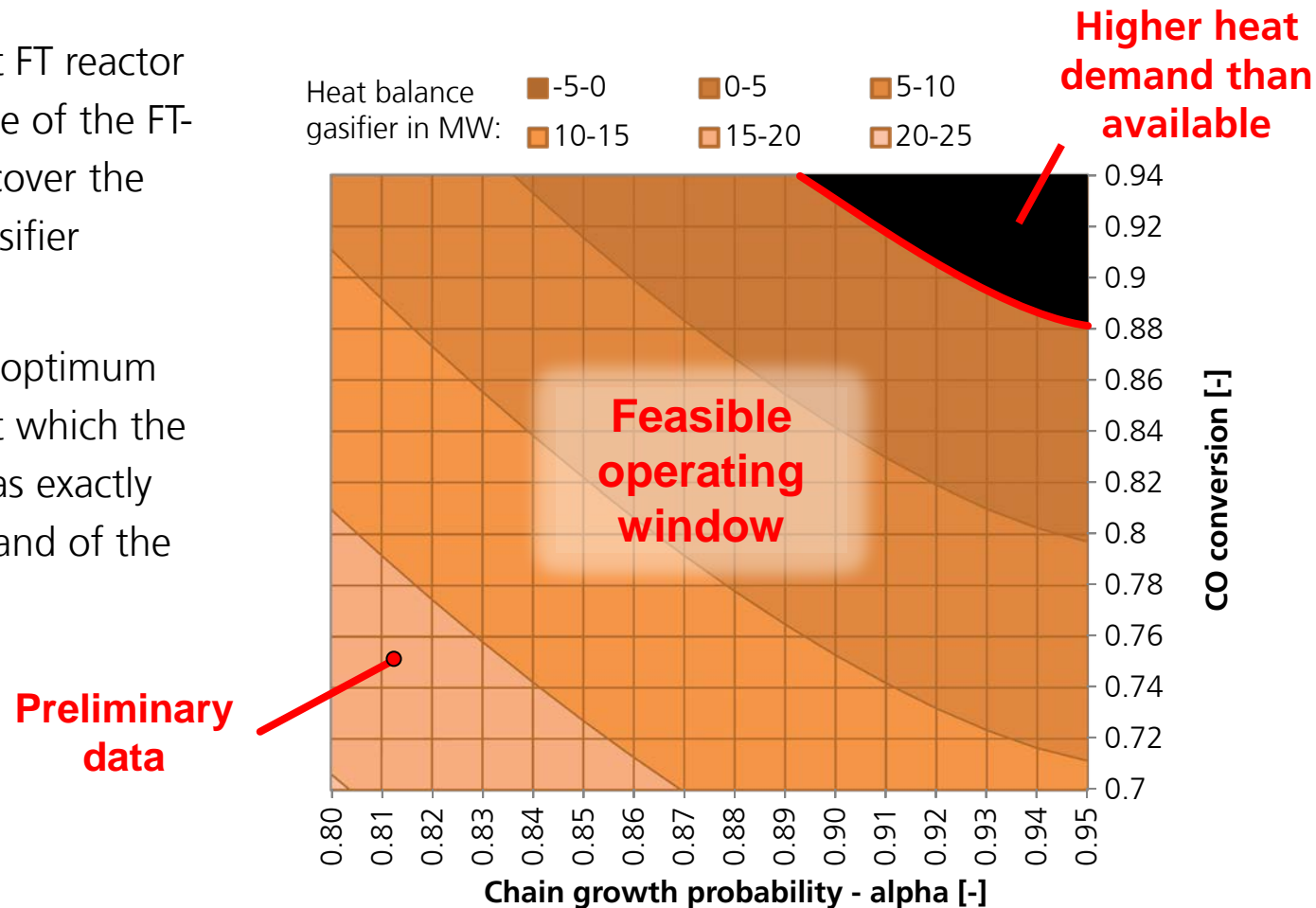


## Case 1 – Base case results:

### Investigating of the impact of the FT operating conditions

Process conditions limit FT reactor optimization since some of the FT-tailgas is necessary to cover the required heat in the gasifier

The red line marks the optimum operating conditions at which the energy flow of FT-tailgas exactly matches the heat demand of the gasifier

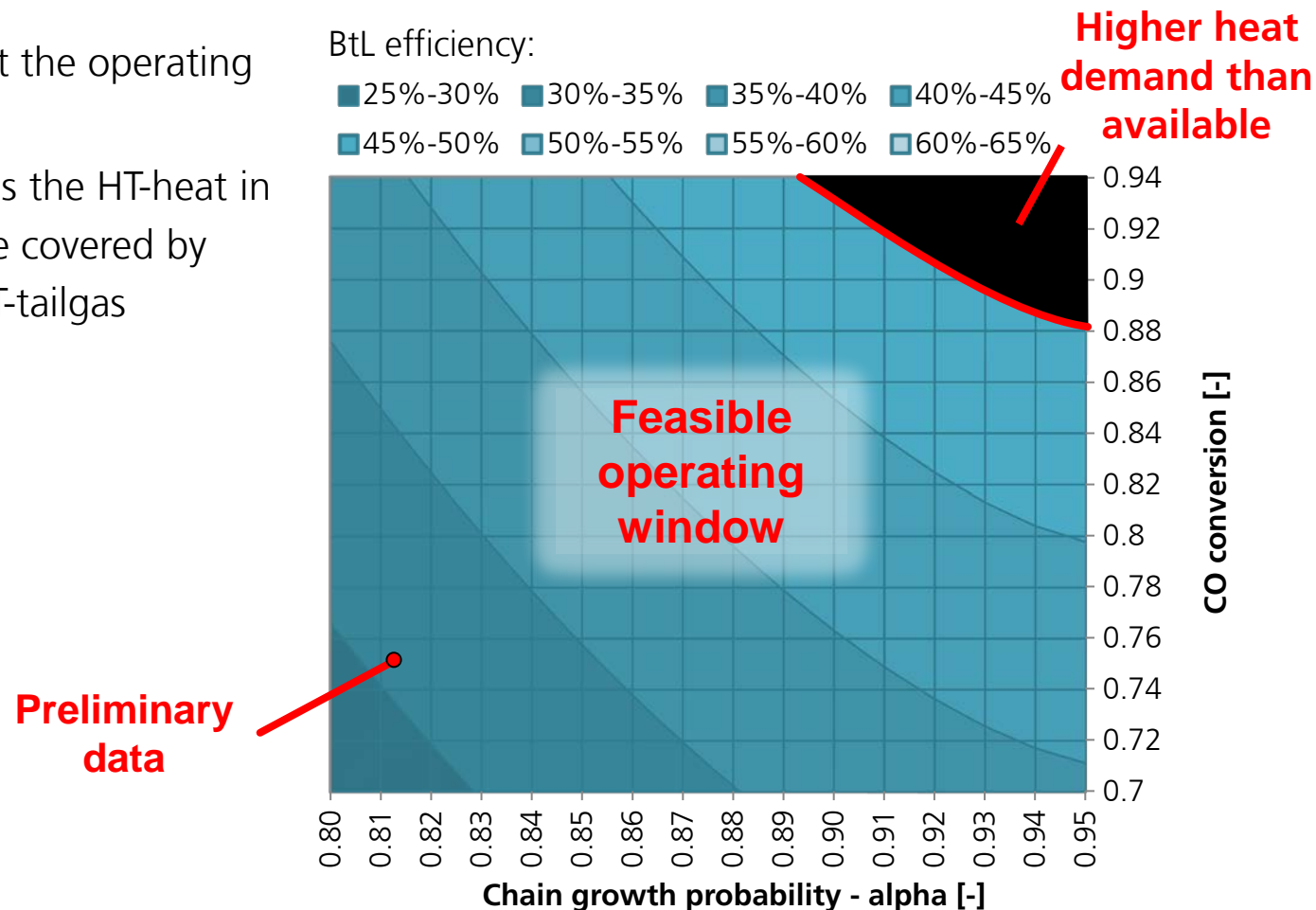


## Case 1 – Base case results:

### Investigating of the impact of the FT operating conditions

System restrictions limit the operating window:

In the COMSYN process the HT-heat in the gasifier needs to be covered by burning some of the FT-tailgas



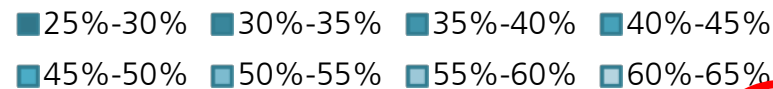
## Case 2 – CO<sub>2</sub> removal:

### Investigating of the impact of the FT operating conditions

Reducing the amount of inerts in the FT-tailgas increases its heating value

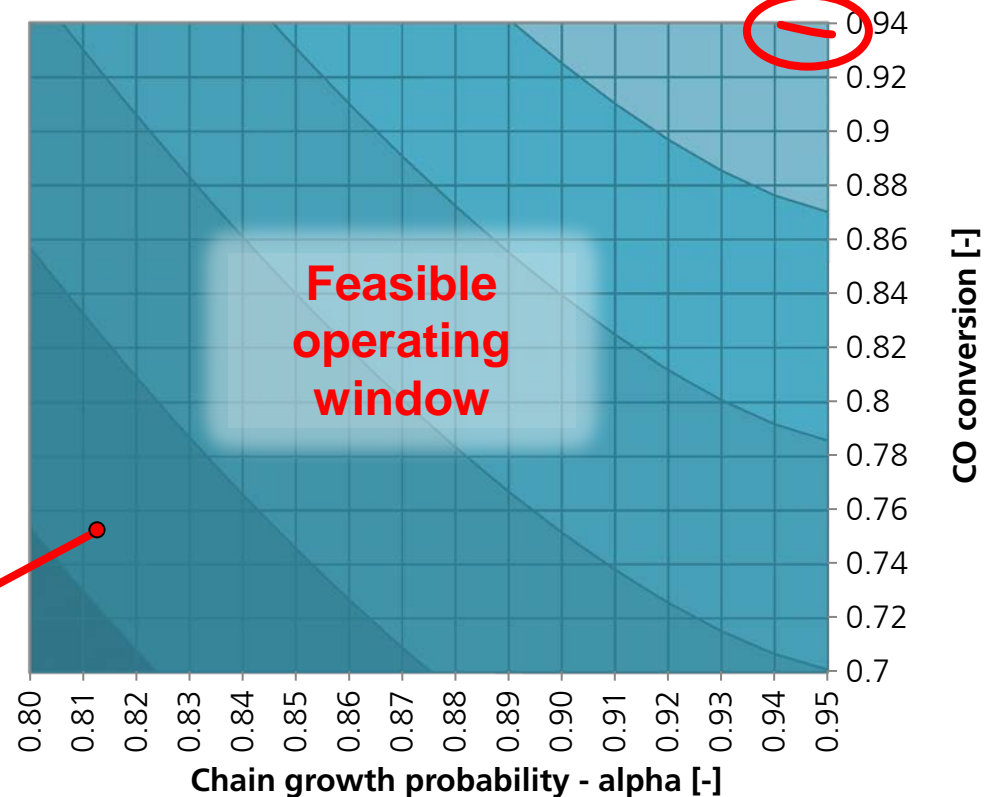
- Lowering the heat demand for the gasifier leads to less excess heat,
- higher efficiencies achievable

BtL efficiency:



Higher heat demand than available

Preliminary data





## Case 3 – allothermal reformer:

Investigating of the impact of the FT operating conditions

Same effect as before:

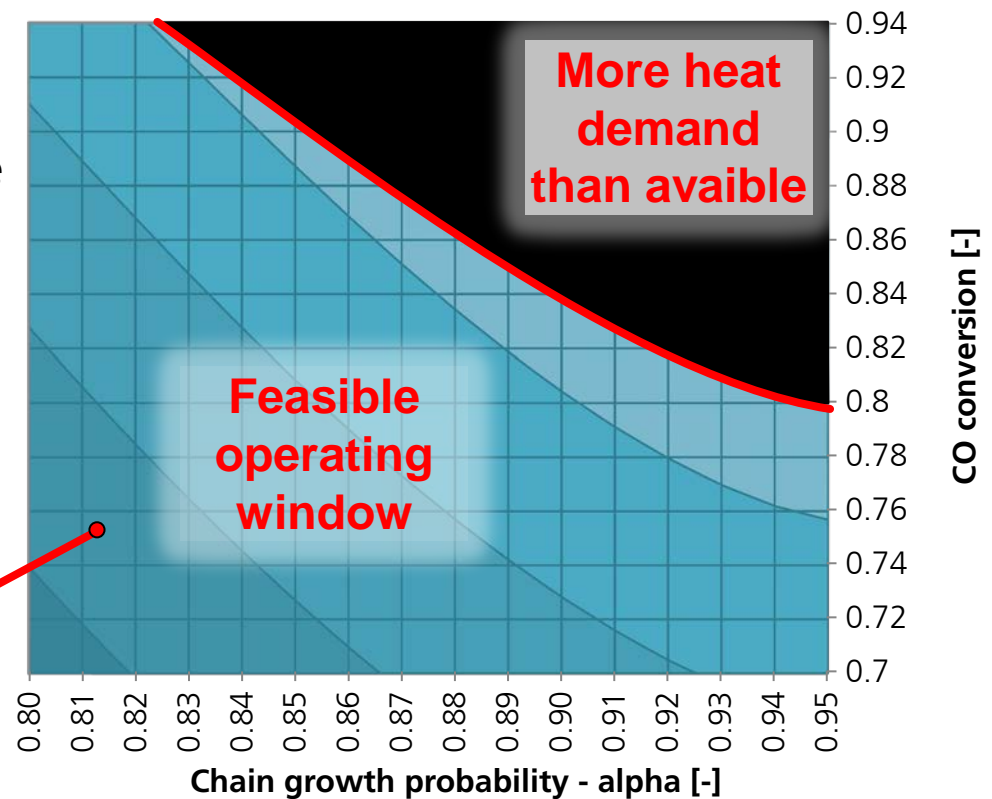
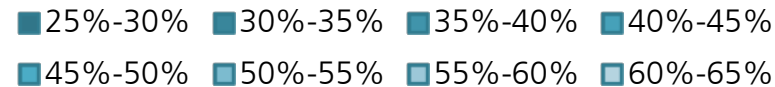
Reducing the amount of inerts in the FT-tailgas increases its heating value

→ Less gas needs to be heated up in the gasifier, which leads to less excess heat, therefore higher efficiencies are achievable

→ Case 3 allows  
very **high BtL efficiencies**  
**at moderate FT performance**

**Preliminary data**

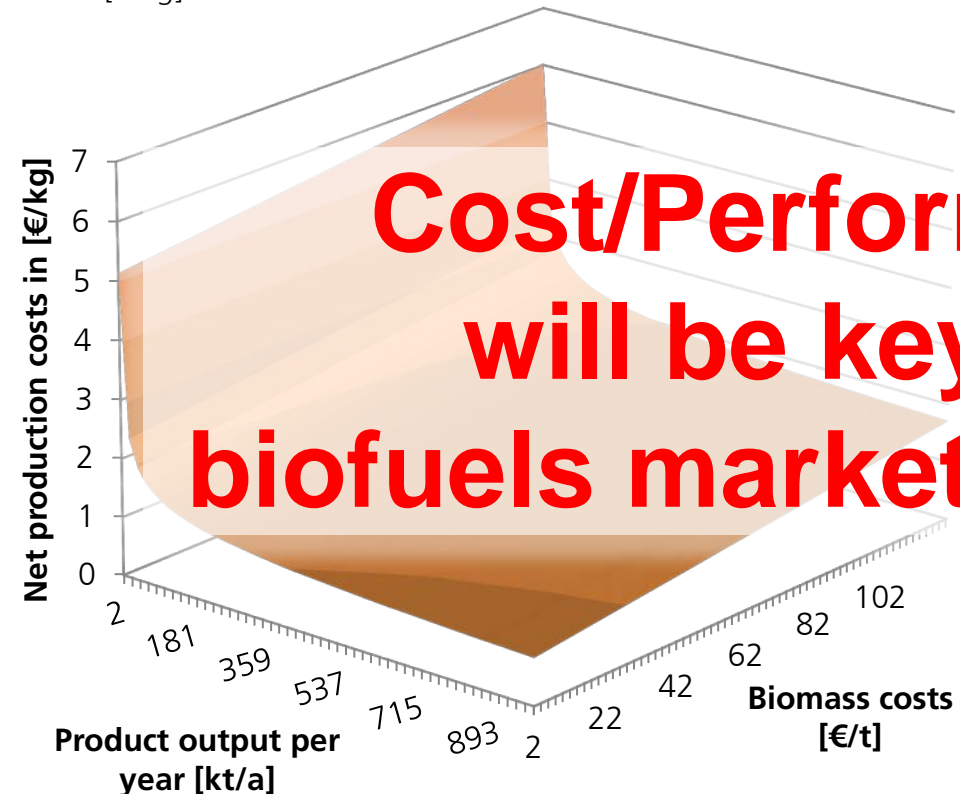
BtL efficiency:



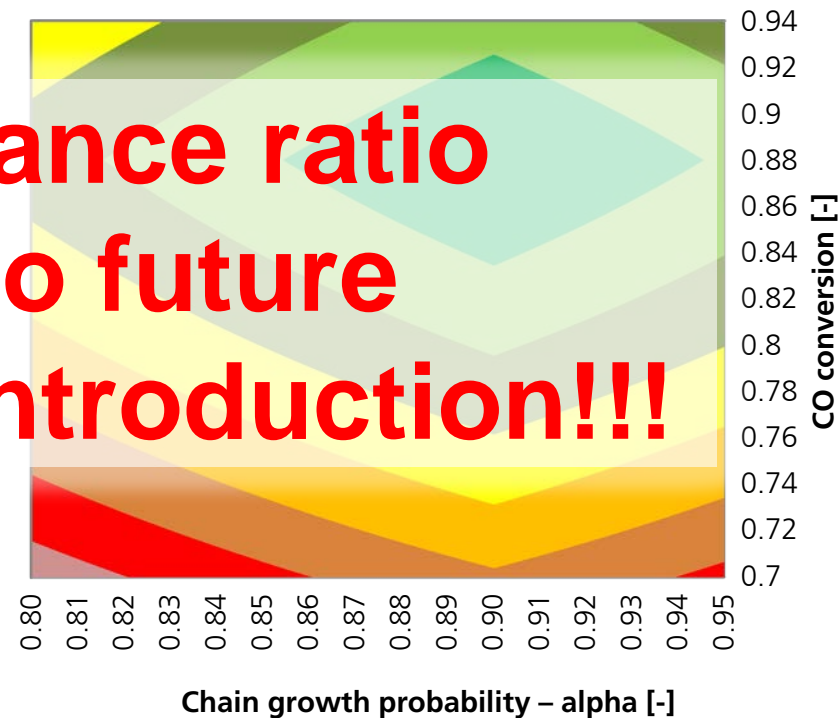
# Outlook 1: Cost estimation

NPC [€/kg]: 0-1 1-2 2-3 3-4 4-5 5-6 6-7

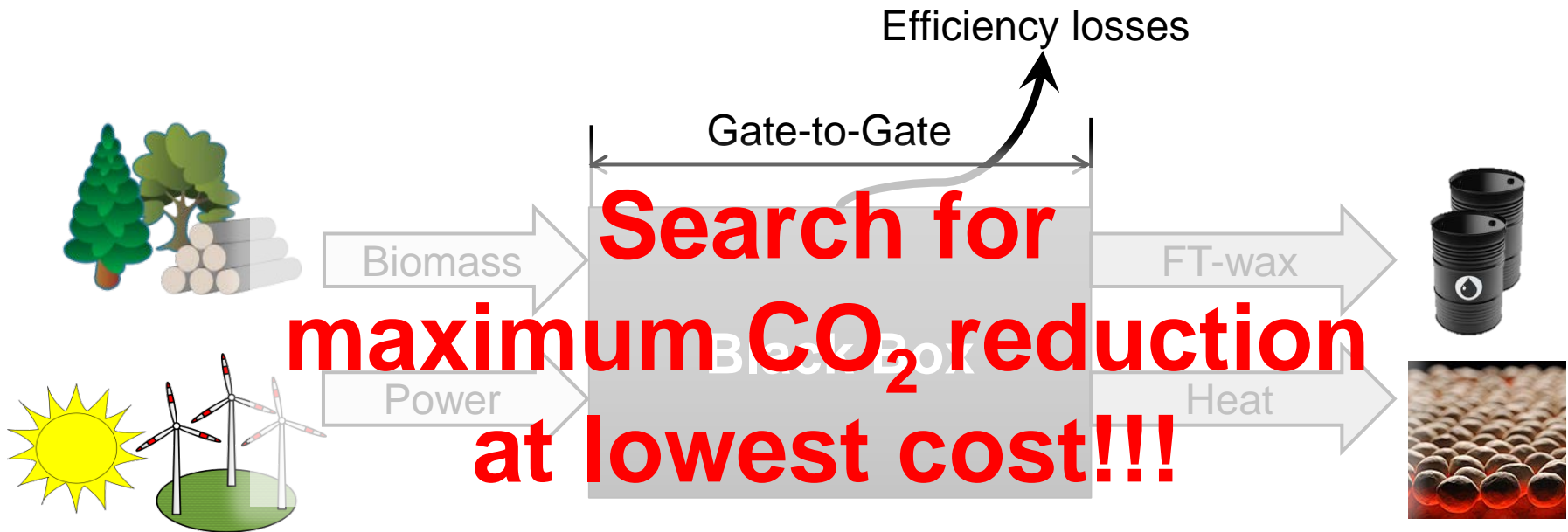
NPC [€/kg]: 1-1.25 1.25-1.5 1.5-1.75  
1.75-2 2-2.25 2.25-2.5  
2.5-2.75 2.75-3



**Cost/Performance ratio  
will be key to future  
biofuels market introduction!!!**



## Outlook 2: Life cycle analysis



- Assigning ecological impact (e.g. CO<sub>2</sub>, CH<sub>4</sub>, NOX,...) to material and energy streams
  - Ecological footprint for products and by-products and comparison between process options
- mitigation potential/costs for e.g. GHG emissions (CO<sub>2</sub>-equivalent), CO<sub>2</sub> emissions (reference?)

$$CO_2 - Abatement\ costs \left[ \frac{\text{€}}{t_{CO_2}} \right] = \frac{\text{Difference in fuel/heat/H}_2\text{ costs}}{CO_2 - emission\ reduction}$$



## Outlook 3: Ongoing Dissemination

- **2<sup>nd</sup> workshop in Czech Republic, 2019**
  - raise your interest to VTT
- **3<sup>rd</sup> workshop in Finland, 2020**
  - TBD
- **COMSYN summer school, 2021**
  - Ph.D. student gathering across Europe



# Thank you for your attention!

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