Alternative fuels and the hydrogen possibilities

Alastair Rennie
Chair, UKHA
Project Director, Renewables, AMEC
Presentation overview

- Who we are
- Alternatives to oil
- Options for H2 for transport

"Towards a Sustainable Automotive Industry: Meeting the Fuel and Engine Technology Challenge“

Automotive World conference on Tuesday 29th January 2008

The Institution of Mechanical Engineers, One Birdcage Walk, London
Who is AMEC?

- FTSE 100 company
- Core businesses:
  - Power
  - Energy Delivery
- 2006 aggregate revenues of £3.2bn and pre-tax profit of £64.7m.
- 16,000 employees worldwide
- AMEC’s vision is to be a leading supplier of high value consultancy, engineering and project management services to defined market segments within the world’s energy and industrial process industries
- Renewables and clean energy interests include wind, marine energy, biomass, biofuels, CHP and carbon capture & storage
Who is the UKHA?

- Formed in May 2006
- Diverse Membership
- Industry association whose mission is to foster the development and use of hydrogen technologies and to promote the use of hydrogen as an energy carrier in the United Kingdom
- Key activities
  - Policy
  - Regulations and Standards
  - Education
  - Collaboration
  - Desire to lead effort to develop UK hydrogen roadmap/commercialisation plan

Air Products & Chemicals
AMEC
BOC / Linde
Bryte Energy
Cenex
The Centre for Process Innovation
E.ON UK
Glamorgan University
H2 Logic
ITM Power
Johnson-Matthey
Logan Energy
MMI
Newcastle University
Renew Tees Valley
S&TFC RAL
Voller Energy
Wind Hydrogen
Alternatives to oil

- Gas to liquids
- Coal to liquids
- Biomass
  - Energy crops - food issues and GHG benefits
  - Cellulose breakdown and non food crops, including algae
  - Pyrolysis and gasification
- Electricity
  - Battery cost, clean use but GHG source issues
  - Range extension by fossil fuels, solar and hydrogen
- Hydrogen
  - Distribution & storage issues, clean use but GHG source issues
  - Prime driver or range extender, ICE or fuel cell equipment
UKHA Commitment

- Defining hydrogen's role in a low carbon economy
- Providing a focal point of authoritative advice to government
- Advocating hydrogen and answering concerns
- Formulate consensus from the shared interests of stakeholders
- Guidance on R&D priorities
- Sharing information and promoting knowledge transfer
- Best practise
- Influencing EU policies
- Represent and promote UK hydrogen industry internationally

*Current foci are on H2 Standards and H2 fact sheets as well as UK Government policy*
UK Drivers to Hydrogen

- Climate Change
- Energy Diversity
- Energy Efficiency
- Security of Supply
- Sustainability
Recent UK developments

- R&D Commercialisation
- FC & low carbon Knowledge Transfer Network
- Transport CENEX
- Stationary: Low Carbon Buildings Programme
- Private sector investment
- RDAs
- FC & H₂ DEMO
UK Hydrogen Sites

Key Areas

Teesside
Existing hydrogen infrastructure and storage

Midlands
Hydrogen production and academic research

London
Political will, transport focus

South Wales
Existing infrastructure and Academic excellence

Shetland (PURE) wind-hydrogen – fuel cell

St. Andrews University

Fife hydrogen powered office

Future H2 from wind site

Dalry (BOC)

Future heavy oil refinery (Sonhoe)

Wilton (Air Products)

Wind-hydrogen- fuel cell (Yorkshire Forward)

St. Helens (Ineos)

University of Birmingham

University of Glamorgan

Margam

Runcorn

CREST, Loughborough

Cambridge (Green Hydrogen)

Hornchurch (CUTE bus refuelling station)
Opportunities – micro generation

- Cross over thinking between distributed generation and local H2 generation, for example by Honda and Plug Power


- The car integrated into the home electricity supply
  - An H2 powered car can refill from a public filling point, or at home, say at night supply rates.
  - The car can act as the store for H2 and either use the H2 for transport or power the home with H2 or peak electricity as in other proposals for distributed stationary power.
UK firm ITM Power is developing a low cost 10kW electrolyser for refuelling hydrogen cars, at home, with renewable hydrogen. The electrolyser can also make carbon free hydrogen for application in zero carbon housing developments.

ITM’s electrolyser is due to start field trials and production during 2008.
Opportunities

- Consumer preferences are evolving
- Use multiple delivery routes to get the right cost
- Policy makers probably over-estimate the cost of action
- We don’t need a “hydrogen economy” in order for hydrogen and fuel cells to make a significant contribution to sustainable energy
The role of Hydrogen

- This is the century that we must tackle Climate Change and still meet the energy needs of the UK economy
- Low carbon and sustainable energy solutions are required
- The UKHA believes that hydrogen can play an essential role in achieving sustainable supply options and a low carbon future
Thank you for your attention

Alastair.Rennie@amec.com
07889 486 827
www.amec.com
You can join

The United Kingdom Hydrogen Association

GIBC, Unit 7
Mulgrave Terrace
Gateshead
Tyne & Wear
NE8 1AN

Tel. +44(0)191 490 9442
Fax. +44(0)191 490 9441
Email info@ukha.org
web site: www.ukha.org