



STORHY
SP Evaluation

Environmental Assessment of onboard Hydrogen Storage

Workshop 3: Storage Technologies and their Impact on Hydrogen Infrastructure

StorHy Final Event, Paris, 3rd June 2008

**Wolfgang Jenseit
Wiebke Zimmer
Doris Schüler
Öko-Institute e.V.
Germany**



Investigation on:

-Solid state storage

-Liquid hydrogen storage

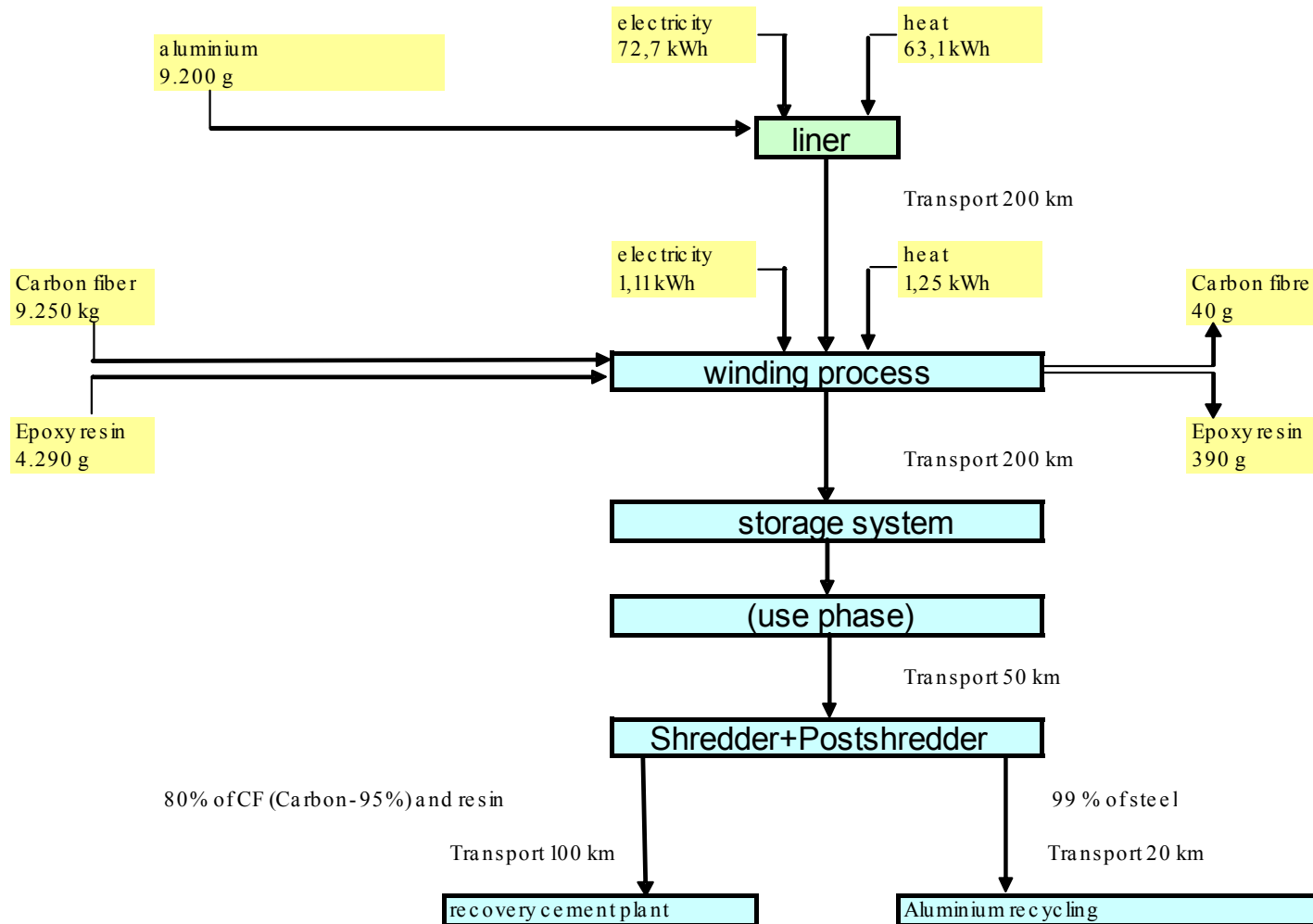
(steel, CFK cylinder & freeform)

-C-H₂-cylinder

** type III 350 bars C-H₂ vessel*

** type III 700 bars C-H₂ vessel*

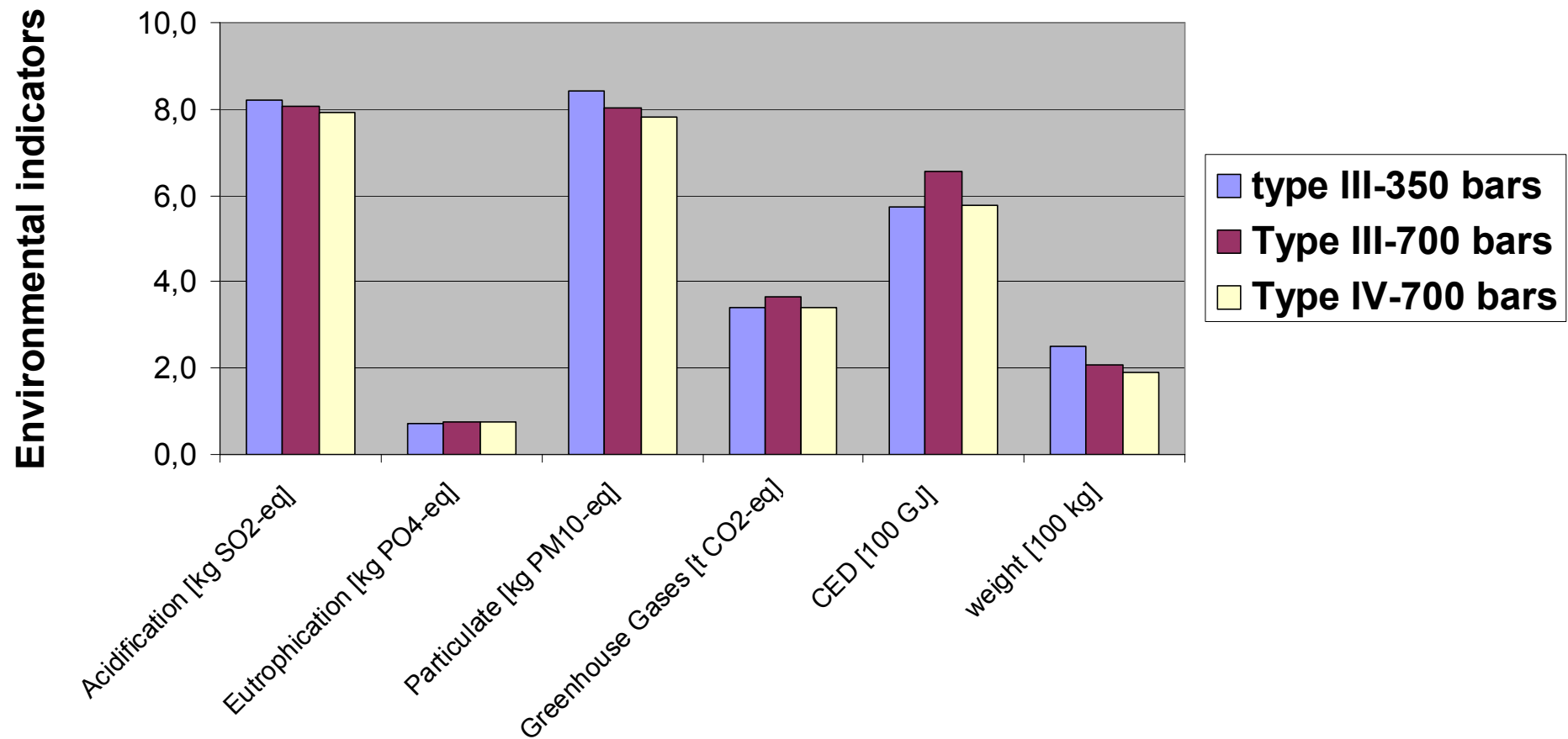
** type IV 700 bars C-H₂ vessel*



Flow sheet type III 350 bars C-H2 vessel



Environmental indicator for a 10 kg H₂ CHG storage





Overlook CED by material

typical automobile average

CED MJ/kg

80-100

LH₂ CFK cylinder

190

C-H₂ CHG type IV

310



Conclusion I:

- vessels are produced from materials which carry a high environmental burden
- recycling for these materials (aluminium, stainless steel, CF) are important to reduce overall burden
- normalized for hydrogen capacity, type III 350 bar vessel is performing equal despite higher weight. Materials with lower environmental burden are used.

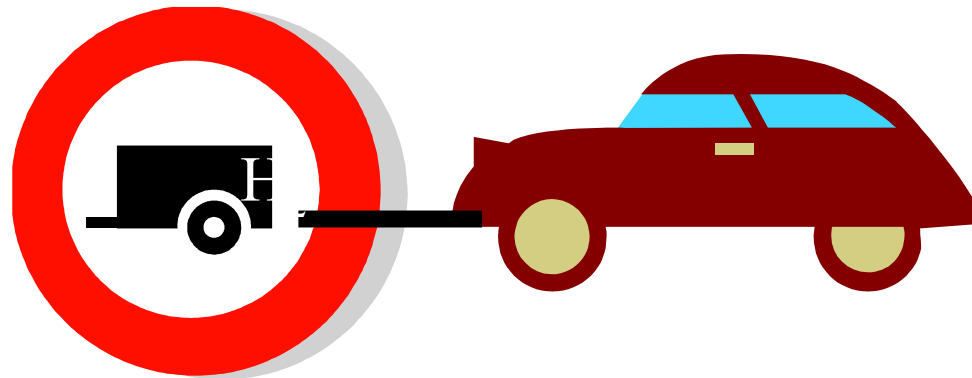


Automobile Energy Storage of 1200 MJ

Energy	Tank	Fuel	Total
Gasoline	6 kg	28 kg	34 kg
LH ₂ -CFK	70 kg	10 kg	80 kg
CH ₂	188 kg	10 kg	198 kg



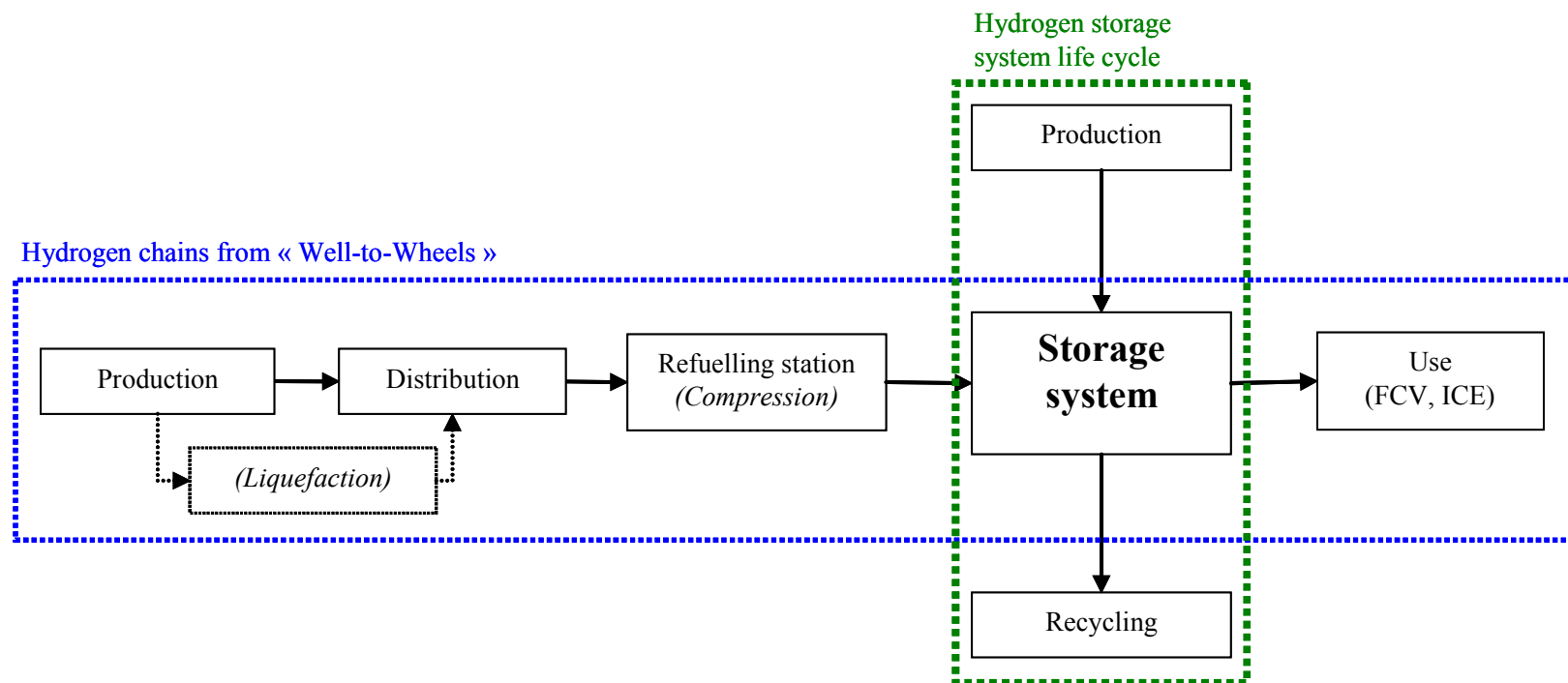
STORHY
SP Evaluation

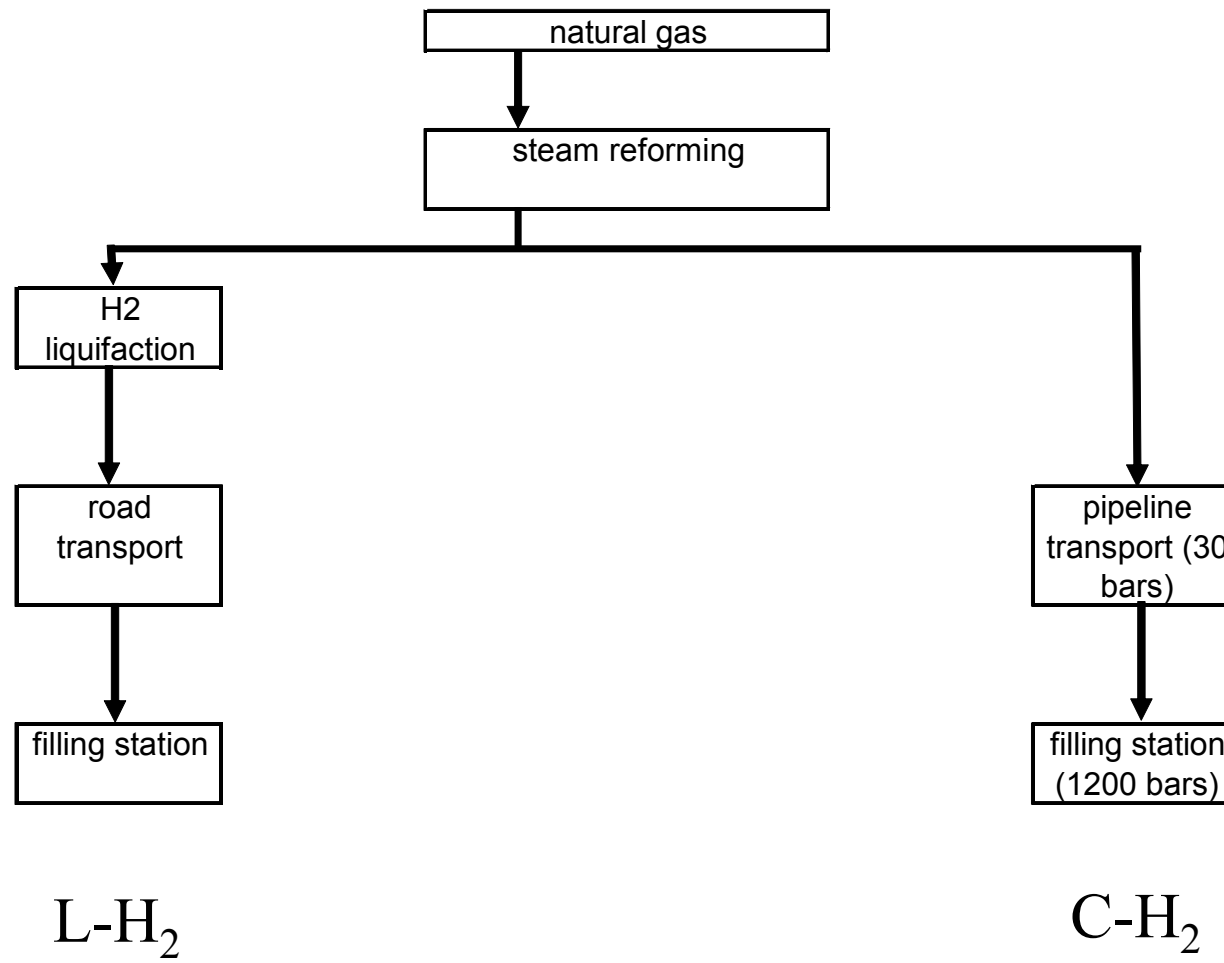


Additional weight \longrightarrow additional energy consumption

0,2-0,35 liter gasoline / (100 km * 100kg)

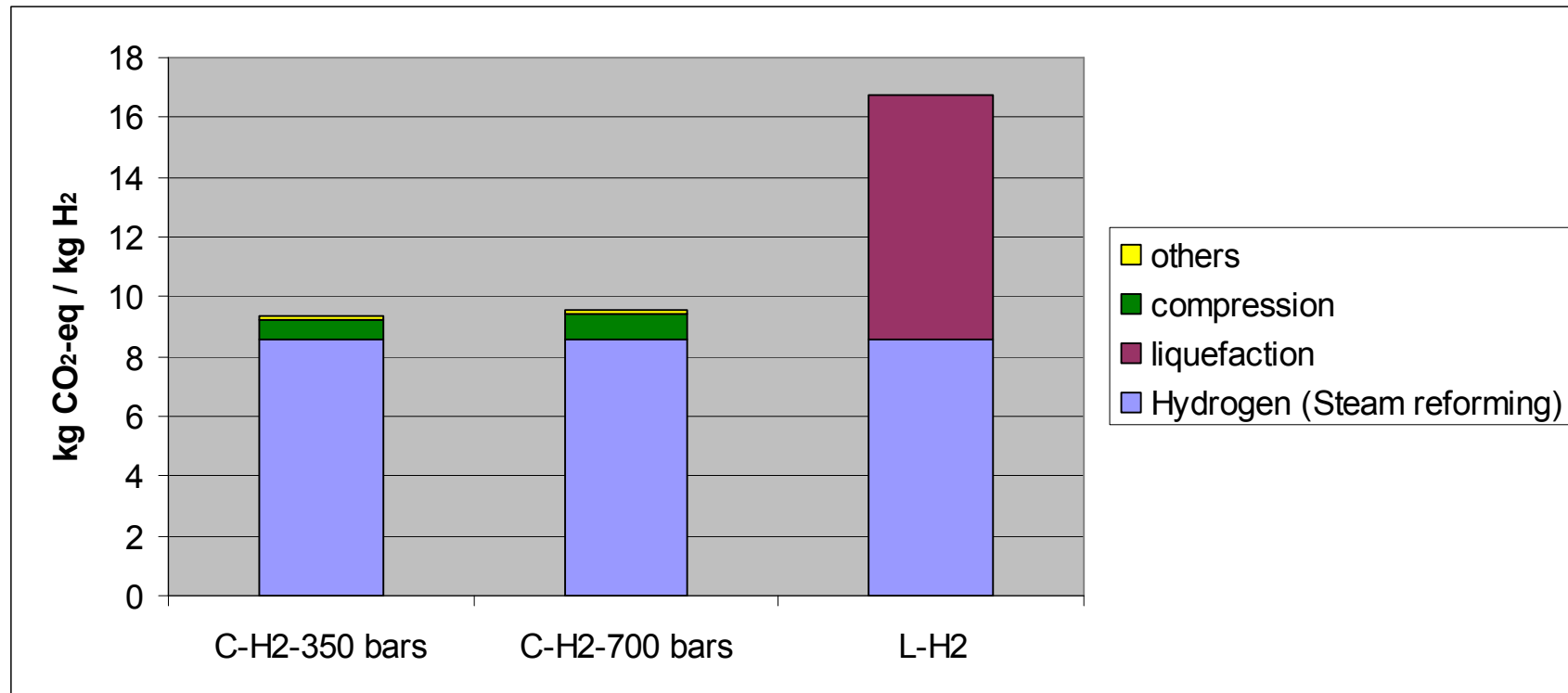
(0,25 l/100km * 100kg) is used





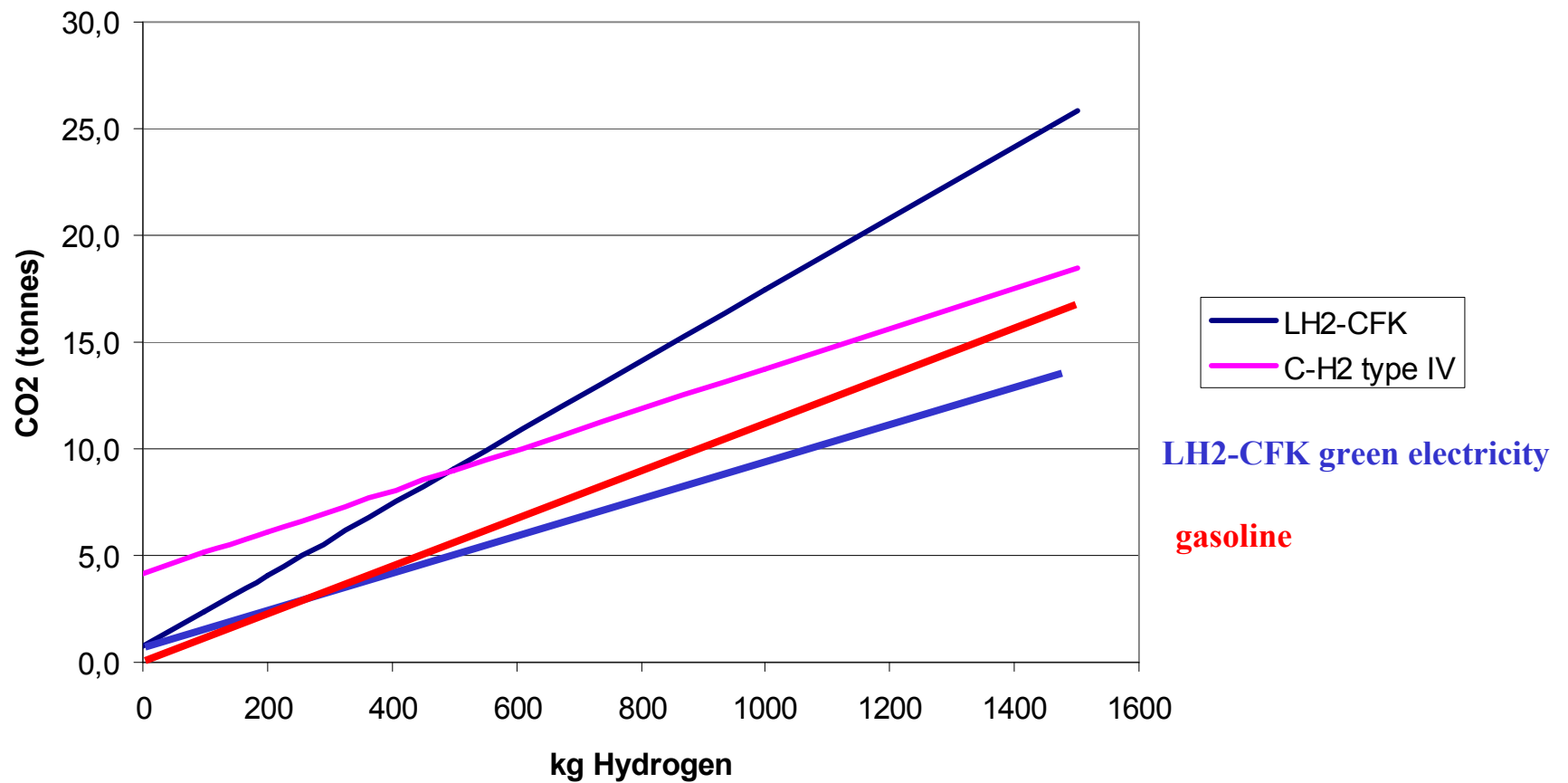


CO₂ emissions for Liquid H₂ and Compressed H₂





CO₂ emission from H₂ supply incl. Storage vessel





Conclusion II:

- L-H₂ vessel used less material thus a lower environmental impact
- C-H₂ vessel are higher in weight and thus have a higher environmental impact
- Additionally, higher weight cars will have a higher H₂-consumption
- Liquefaction of H₂ is energy intensive and determine the performance of L-H₂-storage



STORHY
SP Evaluation

Thank You for your Attention!!