****

|  |
| --- |
| FUEL CELL INDUSTRY ANALYSIS REPORT |
| 01/01/2015 |

Bambu, the team

|  |  |
| --- | --- |
| C:\Users\Konstantin Neumann\Documents\01_Dokumente & Daten 2015\CV\pictures\picture.jpg | ****Benoit Serot****  Lorem ipsum dolor sit amet, consectetuer adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus ac augue commodo commodo. Nunc nec mi eu justo tempor consectetuer |
|  |  |
| C:\Users\Konstantin Neumann\Documents\01_Dokumente & Daten 2015\CV\pictures\picture.jpg | **Pongsathorn Tiranun**  Lorem ipsum dolor sit amet, consectetuer adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus ac augue commodo commodo. Nunc nec mi eu justo tempor consectetuer |
|  |  |
| C:\Users\Konstantin Neumann\Documents\01_Dokumente & Daten 2015\CV\pictures\picture.jpg | **Konstantin Neumann**  Lorem ipsum dolor sit amet, consectetuer adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus ac augue commodo commodo. Nunc nec mi eu justo tempor consectetuer |
|  |  |
| C:\Users\Konstantin Neumann\Documents\01_Dokumente & Daten 2015\CV\pictures\picture.jpg | **Shouka Arabi**  Lorem ipsum dolor sit amet, consectetuer adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus ac augue commodo commodo. Nunc nec mi eu justo tempor consectetuer |

Table of contents

[Part 1: Introduction 3](#_Toc417860537)

[1.1 Intentions 3](#_Toc417860538)

[1.2 History of fuel cells 4](#_Toc417860539)

[1.3 Fuel cell as an alternative 4](#_Toc417860540)

[1.4 Short industry overview 4](#_Toc417860541)

[Part 2: Product description Erreur ! Signet non défini.](#_Toc417860542)

[2.1 Introduction 5](#_Toc417860543)

[2.2 Technologies 5](#_Toc417860544)

[2.3 Applications 5](#_Toc417860545)

[2.4 Infrastructure 5](#_Toc417860546)

[Part 3: Future perspectives 6](#_Toc417860547)

[3.1 Opportunities 6](#_Toc417860548)

[3.2 Limitations and risks 6](#_Toc417860549)

[3.3 Forecast 6](#_Toc417860550)

[Part 4: Conclusion 6](#_Toc417860551)

[Part 5: Appendix 7](#_Toc417860552)

[5.1 Detailed table of contents 7](#_Toc417860553)

[5.2 Table of figures 8](#_Toc417860554)

[5.3 References 8](#_Toc417860555)

# Introduction

## Intentions

Lorem ipsum dolor sit amet, consectetuer adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus ac augue commodo commodo. Nunc nec mi eu justo tempor consectetuer. Etiam vitae nisl. In dignissim lacus ut ante. Cras elit lectus, bibendum a, adipiscing vitae, commodo et, dui. Ut tincidunt tortor. Donec nonummy, enim in lacinia pulvinar, velit tellus scelerisque augue, ac posuere libero urna eget neque. Cras ipsum. Vestibulum pretium, lectus nec venenatis volutpat, purus lectus ultrices risus, a condimentum risus mi et quam. Pellentesque auctor fringilla neque. Duis eu massa ut lorem iaculis vestibulum. Maecenas facilisis elit sed justo. Quisque volutpat malesuada velit.   
  
Nunc at velit quis lectus nonummy eleifend. Curabitur eros. Aenean ligula dolor, gravida auctor, auctor et, suscipit in, erat. Sed malesuada, enim ut congue pharetra, massa elit convallis pede, ornare scelerisque libero neque ut neque. In at libero. Curabitur molestie. Sed vel neque. Proin et dolor ac ipsum elementum malesuada. Praesent id orci. Donec hendrerit. In hac habitasse platea dictumst. Aenean sit amet arcu a turpis posuere pretium.   
  
Nulla mauris odio, vehicula in, condimentum sit amet, tempus id, metus. Donec at nisi sit amet felis blandit posuere. Aliquam erat volutpat. Cras lobortis orci in quam porttitor cursus. Aenean dignissim. Curabitur facilisis sem at nisi laoreet placerat. Duis sed ipsum ac nibh mattis feugiat. Proin sed purus. Vivamus lectus ipsum, rhoncus sed, scelerisque sit amet, ultrices in, dolor. Aliquam vel magna non nunc ornare bibendum. Sed libero. Maecenas at est. Vivamus ornare, felis et luctus dapibus, lacus leo convallis diam, eget dapibus augue arcu eget arcu.   
  
Fusce auctor, metus eu ultricies vulputate, sapien nibh faucibus ligula, eget sollicitudin augue risus et dolor. Aenean pellentesque, tortor in cursus mattis, ante diam malesuada ligula, ac vestibulum neque turpis ut enim. Cras ornare. Proin ac nisi. Praesent laoreet ante tempor urna. In imperdiet. Nam ut metus et orci fermentum nonummy. Cras vel nunc. Donec feugiat neque eget purus. Quisque rhoncus. Phasellus tempus massa aliquet urna. Integer fringilla quam eget dolor. Curabitur mattis. Aliquam ac lacus. In congue, odio ut tristique adipiscing, diam leo fermentum ipsum, nec sollicitudin dui quam et tortor. Proin id neque ac pede egestas lacinia. Curabitur non odio.   
  
Nullam porta urna quis mauris. Aliquam erat volutpat. Donec scelerisque quam vitae est. Aenean vitae diam at erat pellentesque condimentum. Duis pulvinar nisl sed orci. Vivamus turpis nisi, volutpat in, placerat et, pharetra nec, eros. Suspendisse tellus metus, sodales non, venenatis a, ultrices auctor, erat. In ut leo nec elit mattis pellentesque. Sed eros elit, cursus accumsan, sollicitudin a, iaculis quis, diam. Pellentesque fermentum, pede a nonummy varius, ligula velit laoreet erat, et lacinia nibh nulla sit amet nunc. Suspendisse at turpis quis augue pellentesque pretium. Nunc condimentum elit semper felis.

## History of fuel cells

## Fuel cell as an alternative

## Short industry overview

# 

# Product description

**Oxygen :** It can be found the most in the nature under the form of dioxygen (O2). It is part of the three most plentiful elements in the universe.

**Hydrogen :** The most abundant element in the universe is mostly present in the nature under the form of dihydrogen (H2).

**Water :** The water molecule results of the combination of Oxygen and Hydrogen. Its chemical formula is H2O.

**Electrode :**

**Electrolyte :**

**Reduction :** Chemical reaction during which an element gains electrons.

**Oxydation :** Chemical reaction during which an elements gives electrons away.

***The basic principle is to combine oxygen and hydrogen to produce electricity.***

In this second part, we will provide the reader with an explanation on the way a fuel cell works. A listing of the different technologies available today will also be made according to their characteristics. These define the application perspectives for the product. Eventually, we will dedicate a whole part to the infrastructure necessary to the production and the distribution of hydrogen.

The aim of the section is to give the reader the keys to understand the results of the market analysis that will be led farther in this report with a product view.

## Introduction

The basic principle underlying in the fuel cell technology is to combine oxygen and hydrogen to produce electricity and water. As well as a battery, it provides electricity out of a chemical reaction. The main difference lies in the fact that a fuel cell uses an external sources of hydrogen and oxygen to keep running. The hydrogen source will later be referred to as the fuel.

The structure of the product is meant to enable such a chemical reaction. It consists of an electrolyte and 2 electrodes. The electrolyte is the element that sets the temperature of operation. The range of temperature then determines what catalyst is to be used in order to accelerate the reaction and what fuel can be used. What with the electrodes, they are of two types: the anode where the fuel is being oxidized, and the cathode where oxygen gets reduced. As a result, the voltage of a fuel cell circuit has an order of magnitude of 1 V. Higher values can be reached by assembling several fuel cells in stacks.

## Technologies

**PEMFC :** Proton Exchange Membrane Fuel Cell.

**AFC :** Alkaline Fuel Cell.

**PAFC :** Phosphoric Acid Fuel Cell.

**SOFC :** Solid Oxide Fuel Cell.

**MCFC :** Molten Carbonate Fuel Cell.

**DMFC :** Direct Methanol Fuel Cell.

**LT :** Low Temperature

**HT :** High Temperature

Polymer :

Research has led today to the development of different fuel cell types. They vary in terms of electrolyte, catalyst, but also in their operating temperature window. Another characteristic that defines them is their tolerance to impurities in the fuel. Indeed, even though hydrogen represents the most abundant chemical element in the universe, it is the most volatile as well. As a consequence, it combines with other elements to form more complex molecules that cannot directly be used as fuels. Eventually, each fuel cell type has its proper power output range, power density, and efficiency, which are determinant in their application perspectives.

In this paragraph, we will give these details about the six most common fuel cell types: PEMFC, AFC, PAFC, SOFC, MCFC, and DMFC. They all have already been developed in a commercial context, which testifies of the reliability of their characteristic.

### PEMFC

The Proton Exchange Membrane Fuel Cell is made of with polymer electrolyte. According to the basic component of it, it can operate at low or high temperatures.

Low temperature PEMFC have a water-based electrolyte. They can operate from 40 to 90 °C. This gives them the advantage of handling cold start. However, this temperature range combined with the fact that their electrodes are platinum-based (a noble metal) gives them only little tolerance to impurities in the fuel. Consequently, they have to be run with pure hydrogen. They are appropriate to deliver dynamic supply which gives them all the characteristics for transport uses.

The typical output range for LT PEMFC is between 1 mW and 100 kW and the power density around 0.7 W/cm².



HYGROGEN

EXCESS HYGROGEN

OXYGEN

WATER

HYDROGEN IONS

ELECTRONS

**ELECTROLYTE**

**CATHODE**

**ANODE**

PEMFC can also operate at high temperatures. In such a case, the electrolyte is replaced by a mineral acid-based polymer and the acceptance of impurities in the fuel is improved.

### DMFC

**Alkanline :**

Combined Heat & Power System :

The Direct Methanol Fuel Cell is made of the same kind of membrane polymer electrolyte as the PEMFC. It therefore works at similar temperature. The main difference between the two comes from the catalyst which permits the transformation of methanol into carbon dioxide and hydrogen ions at the anode of the device. Methanol is a cheap fuel and easy to store and transport compared to hydrogen. However, the reaction involved rejects carbon dioxide.



METHANOL

CARBON DIOXIDE

OXYGEN

WATER

HYDROGEN IONS

ELECTRONS

**ELECTROLYTE**

**CATHODE**

**ANODE**

DMFC are usually used for low power applications such as in mobile devices. Its output can indeed only reach 1 kW. The power density of DMFC can go up to 0.25 W/cm².

### AFC

Alkaline Fuel Cell is a name that comes from the fact that the electrolyte consists of an alkaline. The most common one is potassium hydroxide. Thanks to it, the temperature window is large, from 40 to 200°C. In addition to this, the electrodes of the AFC do not have to be made of noble-metals. However, its spread is limited because of the complete intolerance to impurities in hydrogen.



HYGROGEN

WATER

OXYGEN

EXCESS OXYGEN

HYDROXYDE IONS

ELECTRONS

**ELECTROLYTE**

**CATHODE**

**ANODE**

The power output can be expected to be between 1 and 5 kW and the power density between 0.1 and 0.3 W/cm².

### PAFC

The Phosphoric Acid Fuel, as opposed to Alkaline ones, can accept carbon monoxide in their fuel up to 2 %. Their electrolyte is made of phosphoric acid and the electrodes with platinum. The resulting operating temperature is around 200 °C. This type of fuel cell has a low efficiency in itself (55 %), but can be integrated into combined heat and power structures in order to reach an 80 % system ratio.



HYGROGEN

EXCESS HYGROGEN

OXYGEN

WATER

HYDROGEN IONS

ELECTRONS

**ELECTROLYTE**

**CATHODE**

**ANODE**

Its typical output range is higher than the previously mentioned fuel cells with an upper limit of circa 200 kW, which encourages its integration into industrial or commercial heat and power systems. The power density of such cell lies around 0.14 W/cm².

### SOFC

Another HT operating fuel cell is the Solid Oxide Fuel Cell. It can be run between 600 and 950 °C. This is due to the solid ceramic electrolyte of the cell (mostly yttrium stabilized zirconia). It provides a great resistance to impurities, as natural gas or even hydrocarbons can be used as fuels. In addition to this, the heat facilitates chemical reactions, and no catalyst is hence needed. The efficiency of SOFC is higher than the one of PAFC, but it remains interesting to use them as combined heat and power units. This is one of their main applications for domestic use. However, their power output range being very wide, from 1 mW to 5 MW, they can also found an application as small electronic charger. Their power density is between 0.15 and 0.7 W/cm².



HYGROGEN & CARBON MONOXDE

CARBON DIOXIDE & WATER

OXYGEN

EXCESS OXYGEN

OXYGEN IONS

ELECTRONS

**ELECTROLYTE**

**CATHODE**

**ANODE**

### MCFC

CARBON DIOXIDE



HYGROGEN & CARBON MONOXDE

CARBON DIOXIDE & WATER

OXYGEN

EXCESS CARBON DIOXIDE & OXYGEN

CARBONATE IONS

ELECTRONS

**ELECTROLYTE**

**CATHODE**

**ANODE**

Eventually, the Molten Carbonate Fuel Cell can also deliver a high power output (up to 5MW). It consequently is typically used in large heat and power plants. Its temperature window indeed is around 650 °C, which again improves its tolerance in terms of fuel. Its electrolyte consists of a molten carbonate salt, made of components such as lithium, sodium and carbonate potassium. Carbon dioxide has to be injected on the side of the cathode in order to form the carbonate ions that will circulate in it. Once again, its high operating temperature only allows a slow start. It has a low power density, between 0.1 and 0.12 W/cm².

### Conclusion

Among the six types of fuel cells presented above, various output power ranges and operating conditions are available. According to the fuel that is to be used, the output expected (power only or combined power and heat), the profile of the energy demand (stable or not) and the size of the cell, these products already provide a wide range of options, which makes various applications conceivable.

The following table is storing the characteristics mentioned previously in a normalized way.

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Type of FC | Electrolyte | Electrodes | Fuel | Operating Temperature (°C) | Output Range | Cell Efficiency (%) | Power Density (W/cm²) | Operating Price ($/W) |
| LT PEMFC | Polymer (Water Based) | Noble Metal | H2 | [40, 90] | 1 mW – 100 kW | [50, 70] | 0.7 | [50, 100] |
| HT PEMFC | Polymer (Mineral Acid Based) | Noble Metal | H2 (/CO) | [125, 220] | 100 W – 10 kW | [50, 70] | 0.7 | [50, 100] |
| DMFC | Polymer | Noble Metal | Methanol | [60, 130] | 1 mW – 1 kW | [20, 30] | 0.25 | 125 |
| AFC | KOH | Noble/ Non-noble Metal | H2 | [40, 200] | 1 kW – 5 kW | [60, 70] | [0.1, 0.3] |  |
| PAFC | Phosphoric Acid | Noble Metal | H2 (/CO) | 200 | 25 kW – 200 kW | 55 | 0.14 | [4, 4,5] |
| SOFC | Solid Oxide | Non-noble Metal | CH4, H2, CO | [600, 950] | 1 mW – 5 MW | [60, 65] | [0.15, 0.7] |  |
| MCFC | Molten Carbonate | Non-noble Metal | CH4, H2, CO | 650 | 50 kW – 5 MW | 55 | [0.1, 0.12] |  |

## Applications

The second paragraph of this part was setting the emphasis on the characteristics of six specific fuel cell products. In doing so, it followed the conventions already used by other informative organisms such as FuelCellToday which defines itself as *the leading authority on fuel cells*. This paragraph being dedicated to the different applications of fuel cells, it will remain consistent with these norms in order to help them become references for the whole fuel cell industry. They differentiate three to four different range of applications according to the use that is made of the fuel cell corresponding to the following contexts:

* **Transport**: Units providing propulsive power to a vehicle.
* **Stationary**: Units providing power (and sometimes heat) but are not meant to be mobile.
* **Portable**: Units integrating systems designed to be moved.

### Transport

“Units providing propulsive power to a vehicle.”

This definition matches with the most advertised fuel cell application: hydrogen cars. However, fuel cell power can also be used for other vehicles. As an example, boats or even submarines can work with hydrogen. In addition to reduce polluting gas emission, it presents the advantage of being silent.

Some light aircrafts are also fuel cell powered, with companies such as Boeing showing their interest for the technology. Other applications in the professional world are light-duty vehicles, forklifts or trucks.

|  |  |  |
| --- | --- | --- |
| Power Range | FC Type | Applications |
| 1 kW to 100 kW | PEMFC  AFC | Personal Vehicles (cars; motorcycles; scooters)  Transportation (planes; trains; boats or ferries)  Military use (plane; submarine)  Support to other power supplies |

### Portable

“Units providing power (and sometimes heat) but are not meant to be mobile.”

### Stationary

## Infrastructure

### Distribution facilities

#### Delivery

#### Hydrogen storage

### Hydrogen production

#### Introduction

#### Electrolysis

#### Steam reforming

#### Summary

# Future perspectives

## Opportunities

## Limitations and risks

## Forecast

# Conclusion

# Appendix

## Detailed table of contents

[1 Introduction 3](#_Toc417579162)

[1.1 Intentions 3](#_Toc417579163)

[1.2 History of fuel cells 4](#_Toc417579164)

[1.3 Fuel cell as an alternative 4](#_Toc417579165)

[1.4 Short industry overview 4](#_Toc417579166)

[2 Product description 4](#_Toc417579167)

[2.1 Introduction 5](#_Toc417579168)

[2.2 Technologies 5](#_Toc417579169)

[2.3 Applications 5](#_Toc417579170)

[2.4 Infrastructures **Erreur ! Signet non défini.**](#_Toc417579171)

[3 Market perspectives Erreur ! Signet non défini.](#_Toc417579172)

[3.1 "2014" Market status by application **Erreur ! Signet non défini.**](#_Toc417579173)

[3.2 "2014" Unit shipments by fuel cell types **Erreur ! Signet non défini.**](#_Toc417579174)

[3.3 Regional Focus **Erreur ! Signet non défini.**](#_Toc417579175)

[4 Law and governmental regulations Erreur ! Signet non défini.](#_Toc417579176)

[4.1 Forms of influence **Erreur ! Signet non défini.**](#_Toc417579177)

[4.2 Situation in Japan **Erreur ! Signet non défini.**](#_Toc417579178)

[4.3 Situation in Germany **Erreur ! Signet non défini.**](#_Toc417579179)

[4.4 Situation in the U.S.A. **Erreur ! Signet non défini.**](#_Toc417579180)

[5 Comparison to other technologies Erreur ! Signet non défini.](#_Toc417579181)

[5.1 Novel technologies **Erreur ! Signet non défini.**](#_Toc417579182)

[5.2 The rate of power suppliers in different regions **Erreur ! Signet non défini.**](#_Toc417579183)

[5.3 Main areas of competition **Erreur ! Signet non défini.**](#_Toc417579184)

[5.4 Advantages and disadvantages **Erreur ! Signet non défini.**](#_Toc417579185)

[6 Future perspectives 6](#_Toc417579186)

[6.1 Opportunities 6](#_Toc417579187)

[6.2 Limitations and risks 6](#_Toc417579188)

[6.3 Forecast 6](#_Toc417579189)

[7 Conclusion 6](#_Toc417579190)

[8 Appendix 7](#_Toc417579191)

[8.1 Detailed table of contents 7](#_Toc417579192)

[8.2 Table of figures 8](#_Toc417579193)

[8.3 References 8](#_Toc417579194)

## Table of figures

## References

References

nedstack. *Fuel Cell Principle*. Retrieved from http://www.nedstack.com/technology/fuel-cell-principle