

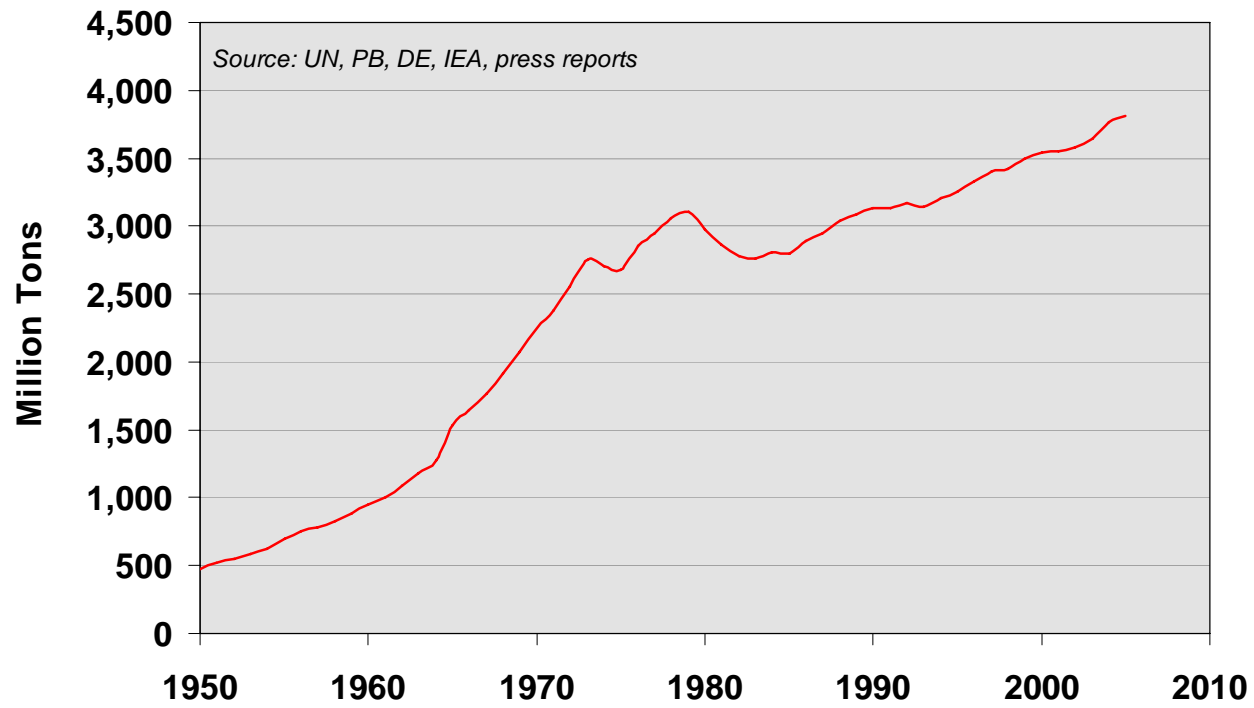


Energy Research

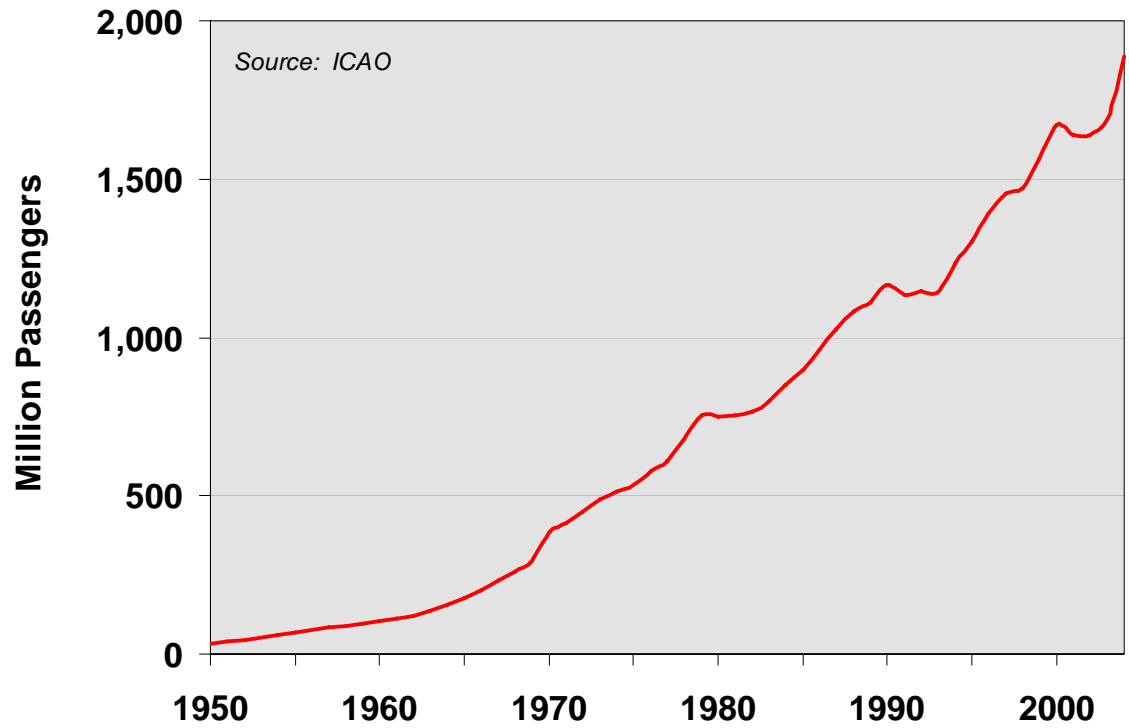
School of Engineering and Applied
Science

University of Virginia

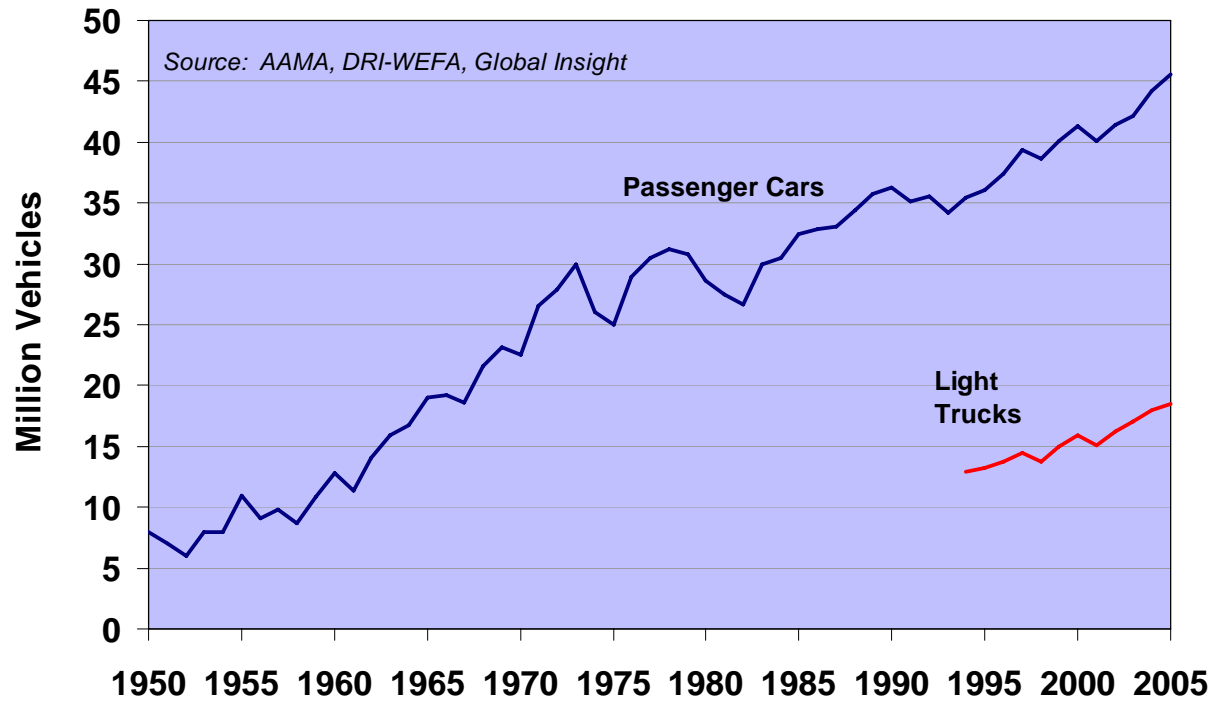
World Oil Consumption, 1950–2005



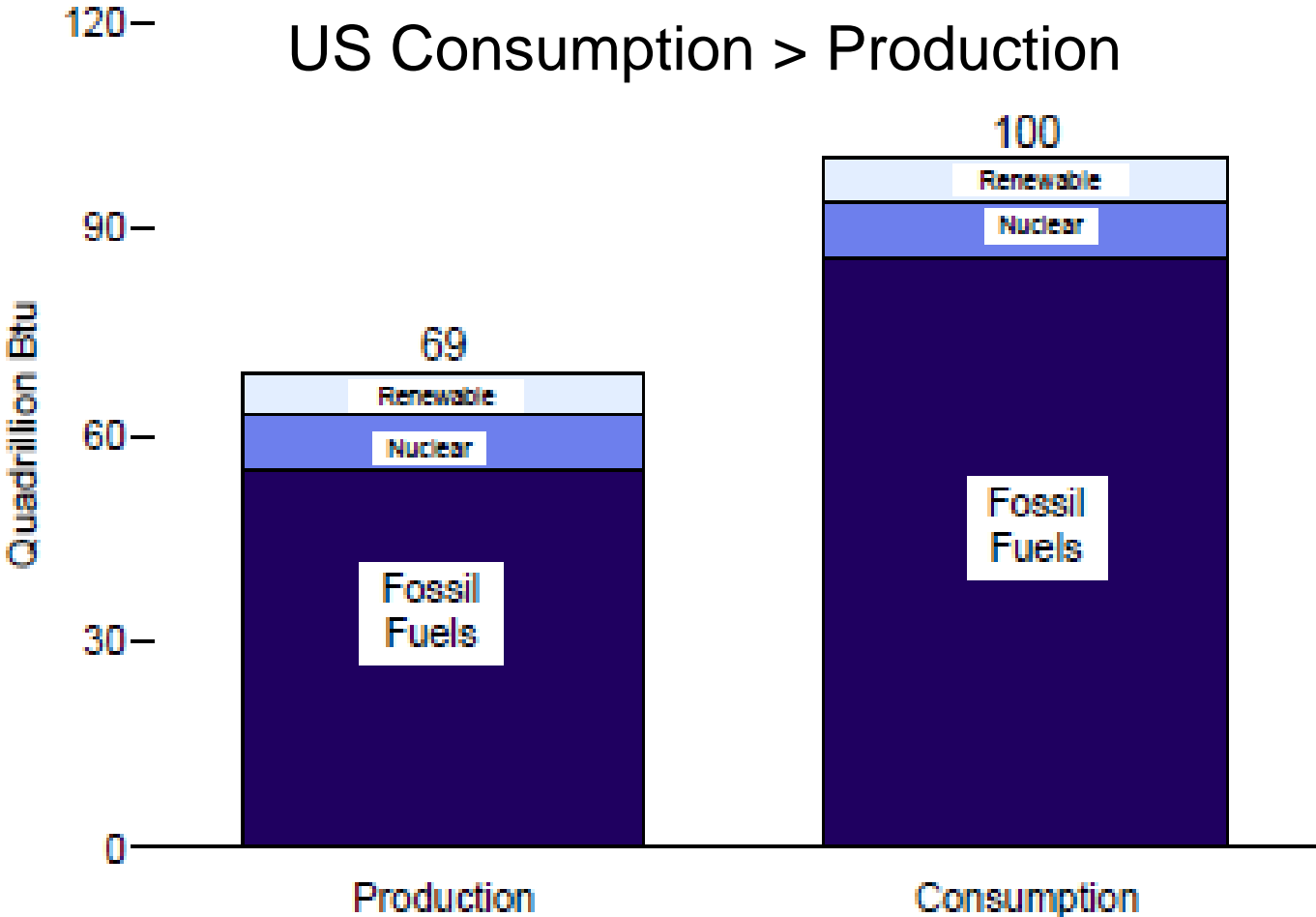
World Passenger Air Travel by Volume, 1950–2004



World Automobile Production, 1950–2005

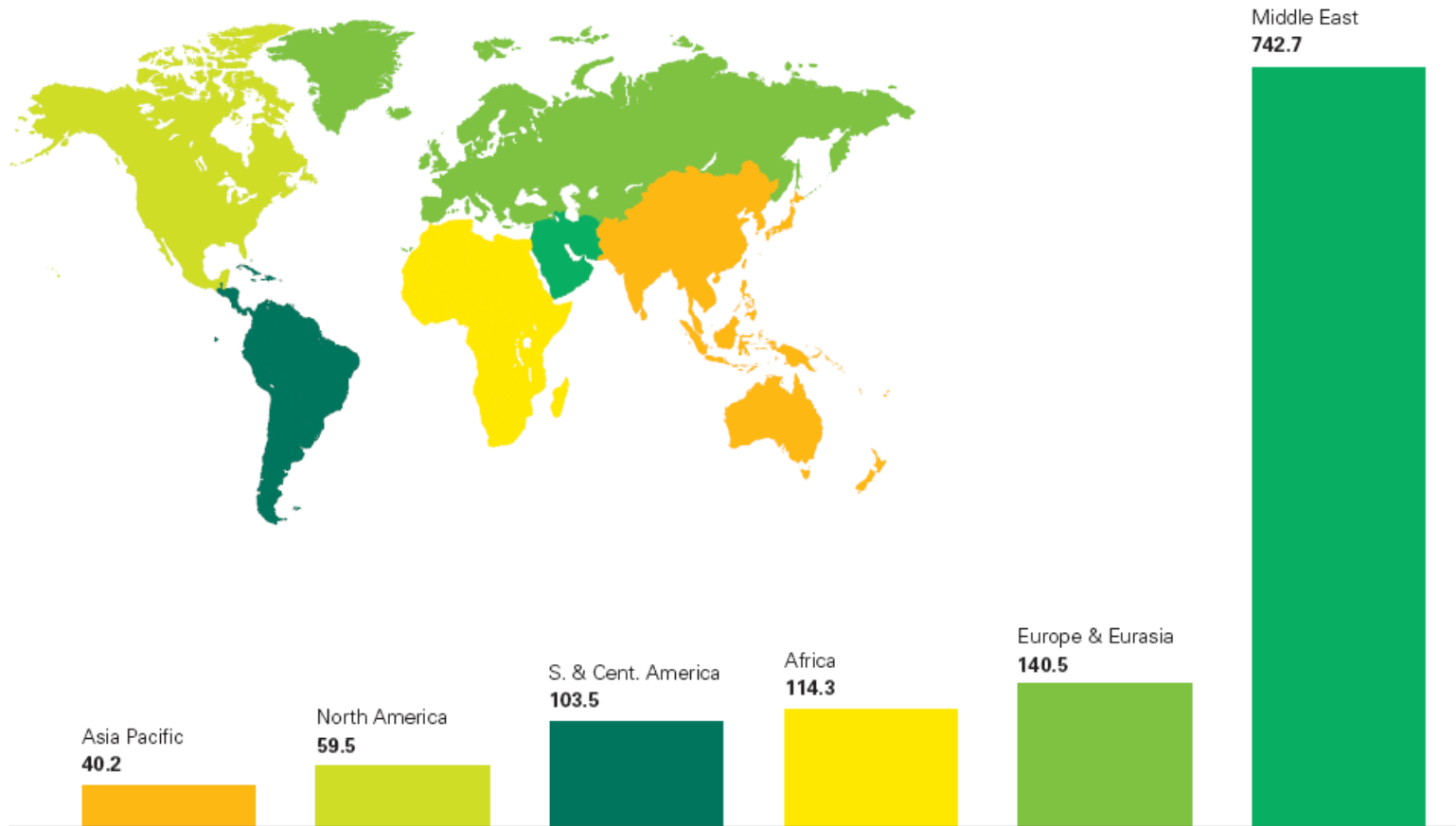


Production and Consumption, 2005



Petroleum Reserves

Proved reserves at end 2005
Thousand million barrels



Petroleum Reserves to Production

Reserves-to-production (R/P) ratios

Years

50

40

30

20

10

0

81 83 85 87 89 91 93 95 97 99 01 03 05

World North America S. & Cent. America Europe & Eurasia Middle East Africa Asia Pacific

Years

100

80

60

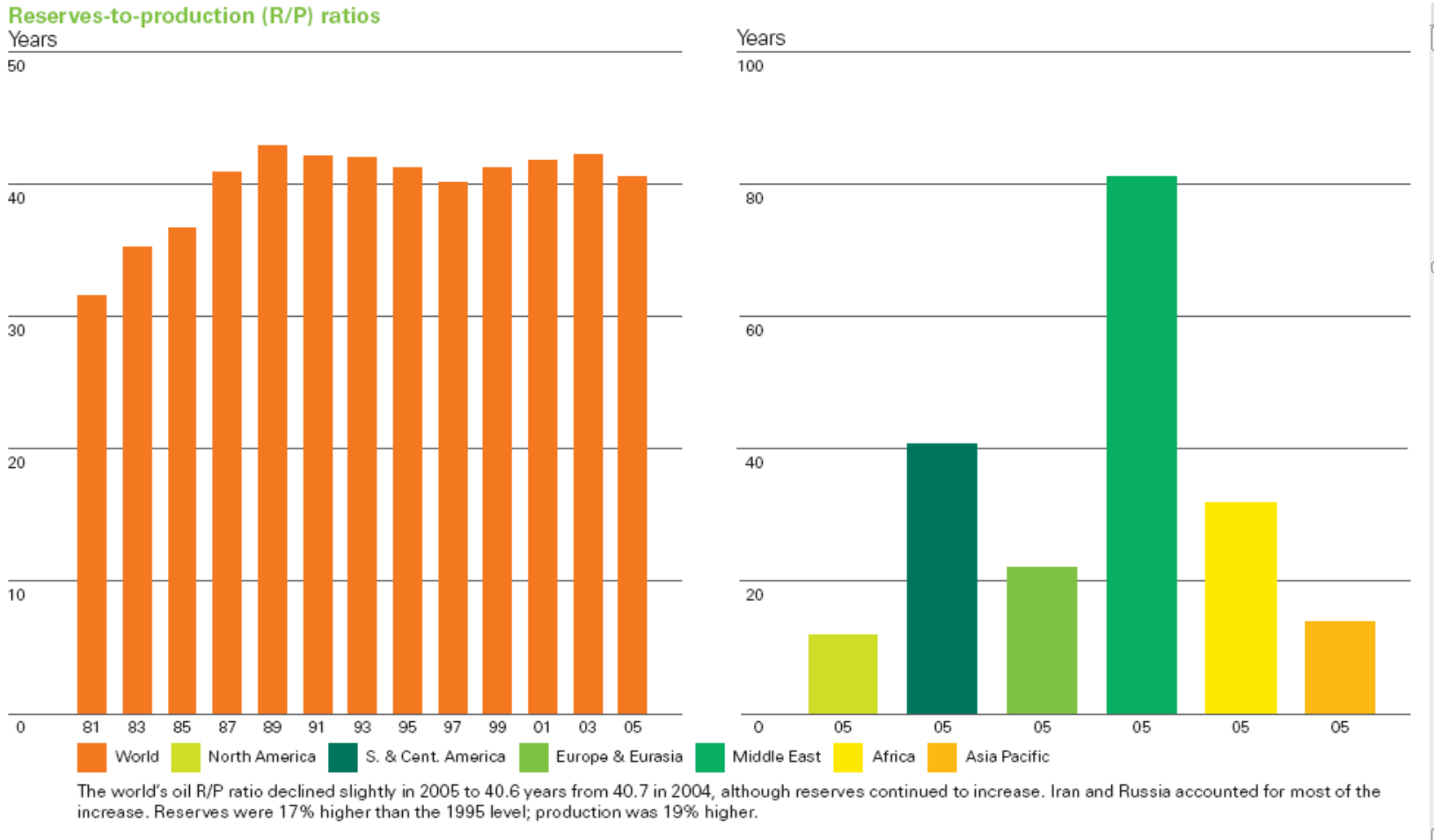
40

20

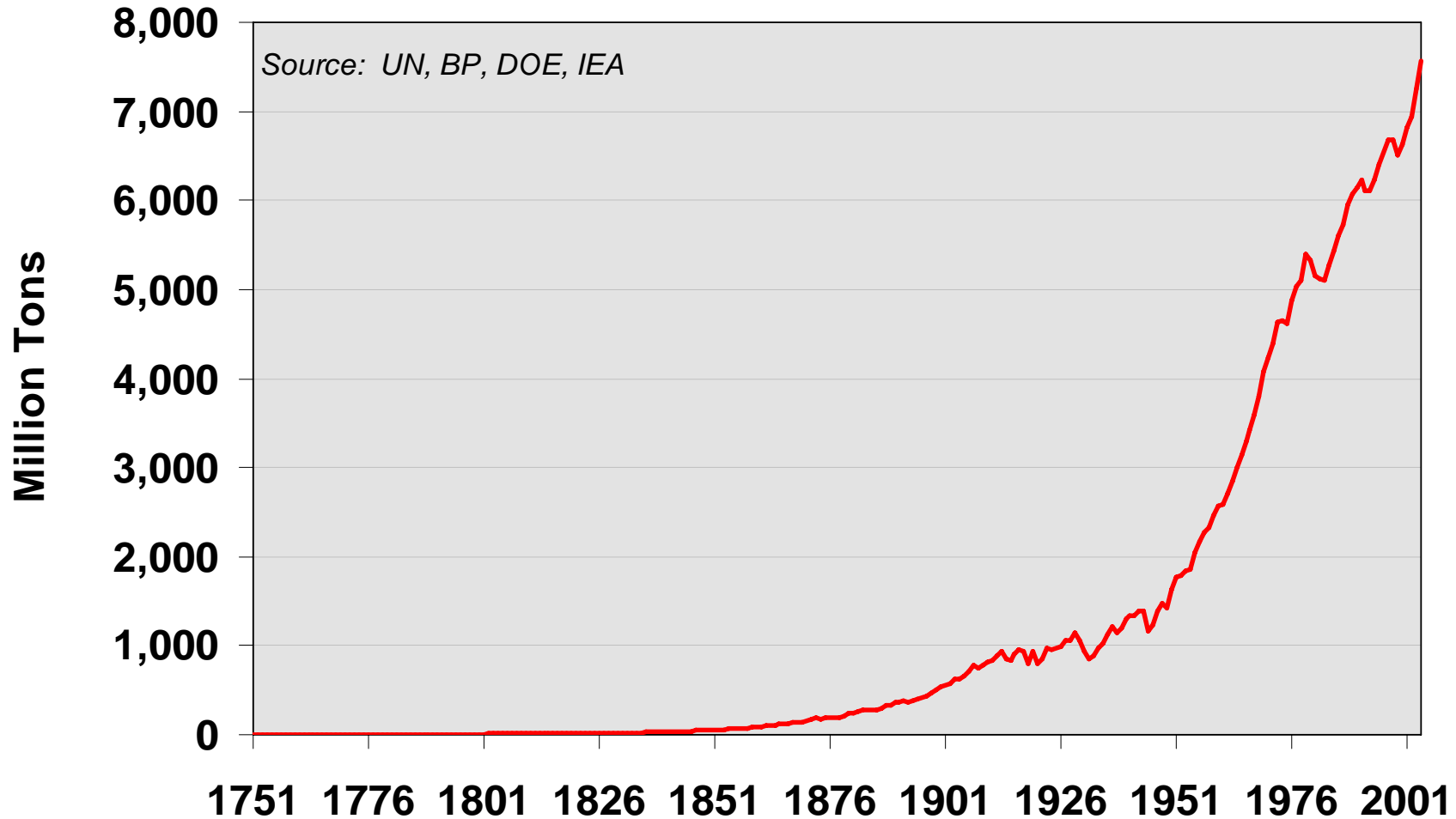
0

05 05 05 05 05 05

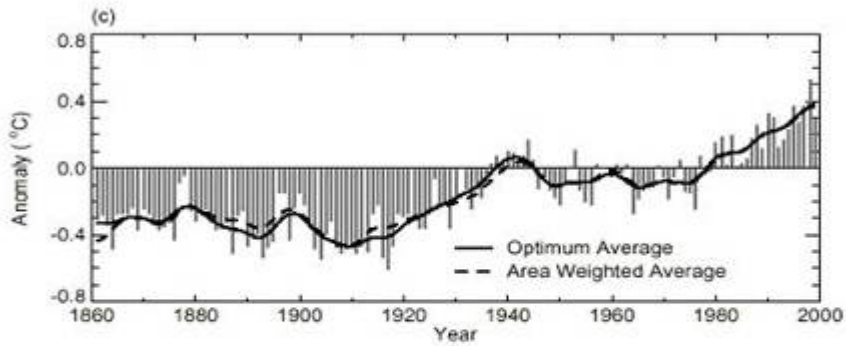
The world's oil R/P ratio declined slightly in 2005 to 40.6 years from 40.7 in 2004, although reserves continued to increase. Iran and Russia accounted for most of the increase. Reserves were 17% higher than the 1995 level; production was 19% higher.



Carbon Emissions from Fossil Fuel Burning, 1751–2004



Some Evidence



Global warming as measured by surface thermometers between 1860 and 2000.

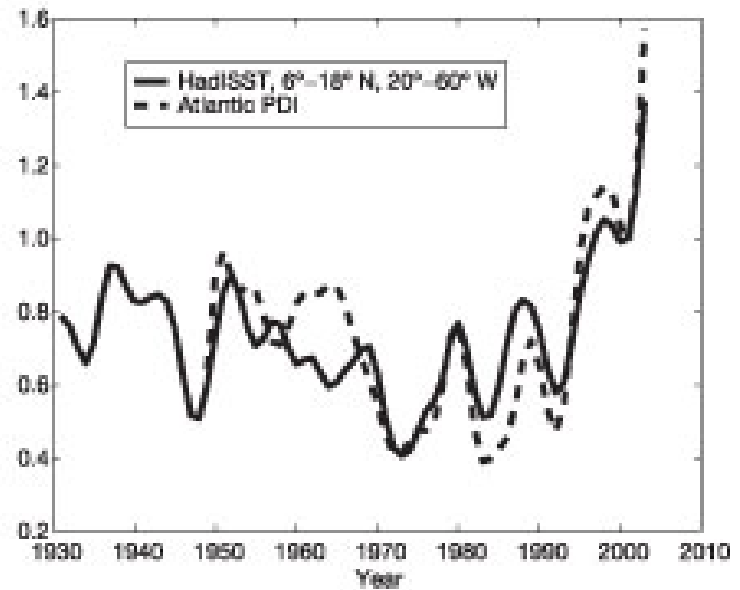
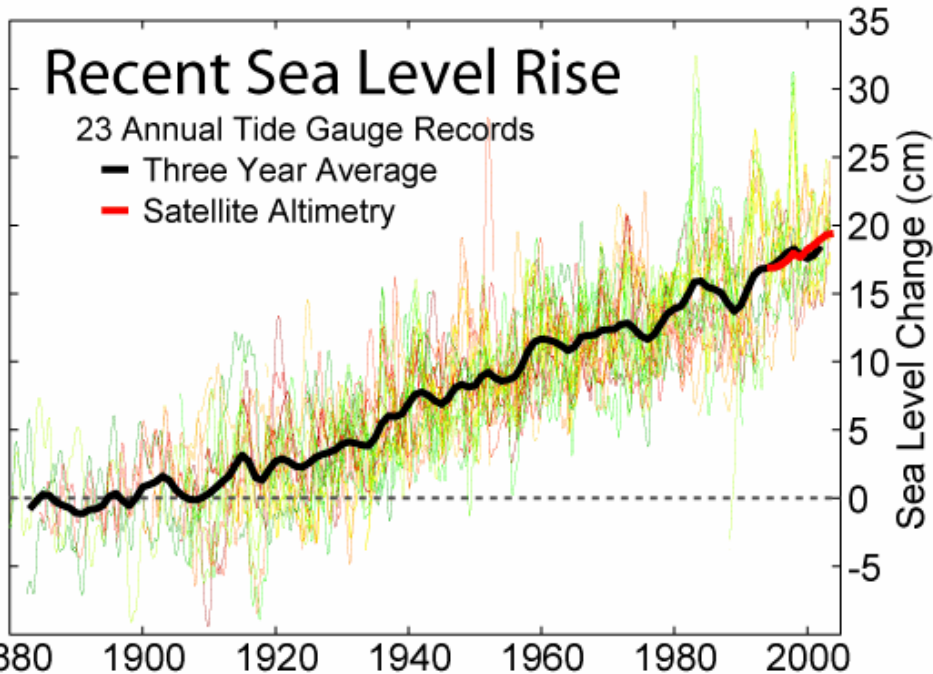
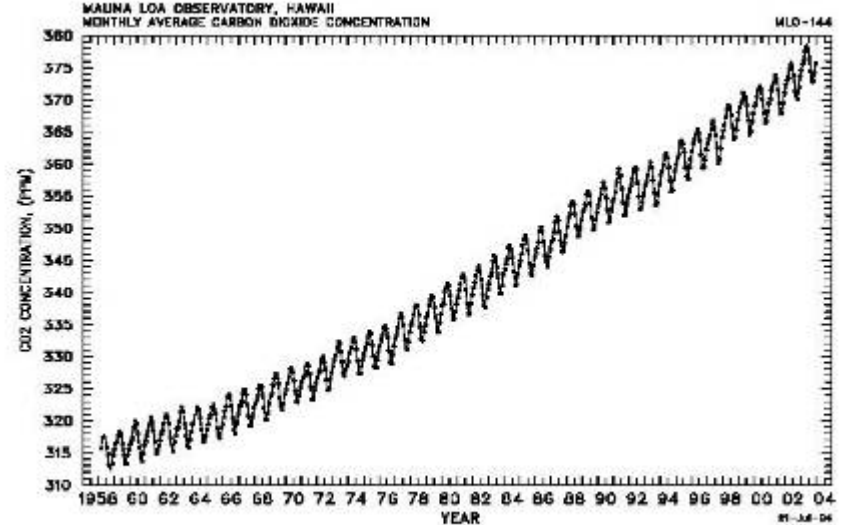


Figure 1 | A measure of the total power dissipated annually by tropical cyclones in the North Atlantic (the power dissipation index, PDI) compared

***Biodiesel:** Long chain fatty acid ester derived from vegetable oil or animal fat*

Benefits

Is non-carcinogenic,
biodegradable and renewable

Blends easily into conventional
diesel fuel

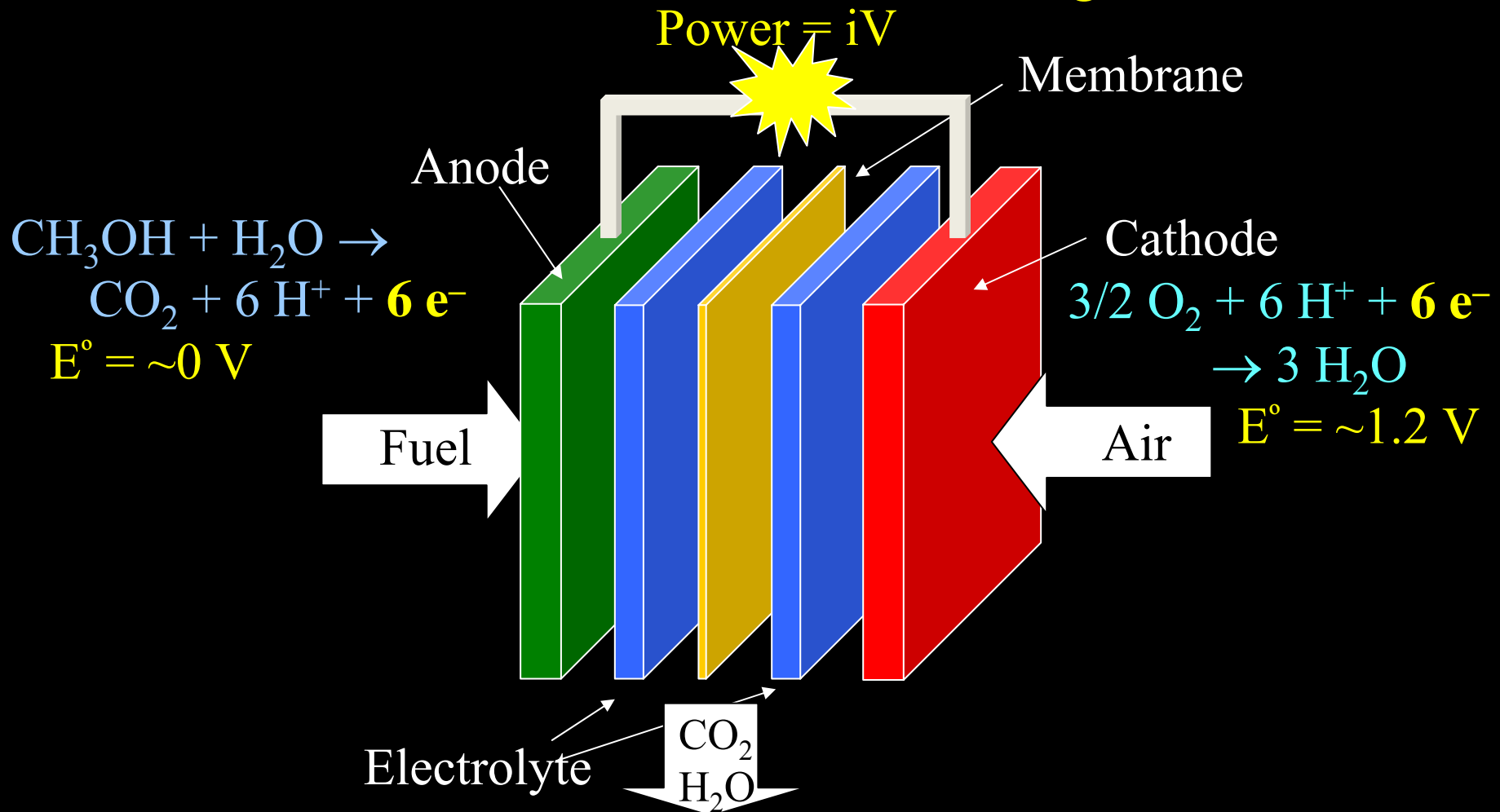
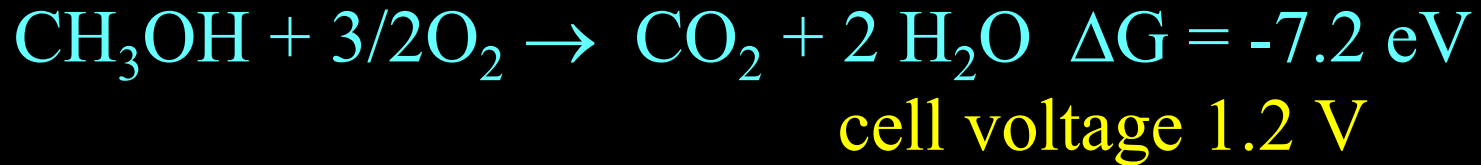
Emits less CO, hydrocarbons and
particulates when burned

Improves lubricating properties
of ultra-low-sulfur diesel fuel



Direct Methanol Fuel Cell (DMFC)

Matthew Neurock (mn4n@virginia.edu)



Solid Oxide Fuel Cells (SOFC)

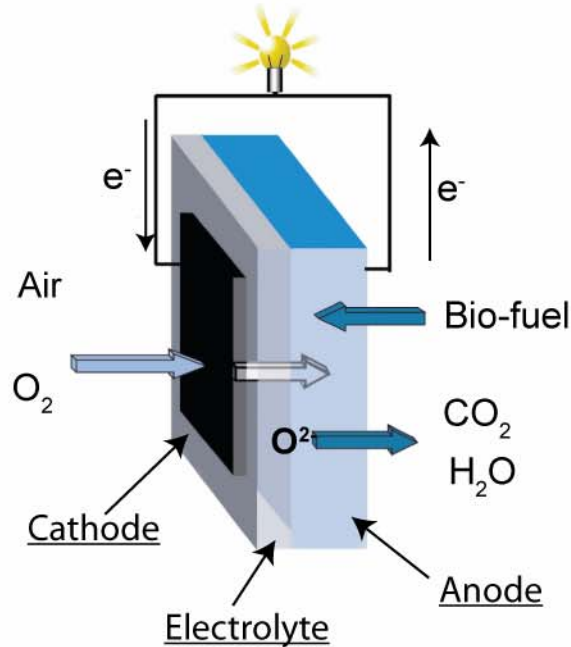
Steven McIntosh (sm3qb@virginia.edu)

SOFC technology may offer efficient power generation from current fuels.

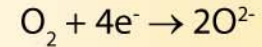
Current SOFC are limited to hydrogen fuel.

SOFC can theoretically operate on any hydrocarbon fuel, including natural gas, gasoline, diesel, bio-diesel, bio-ethanol and hydrogen.

The challenge in research is to turn this theory into practice.



Cathode

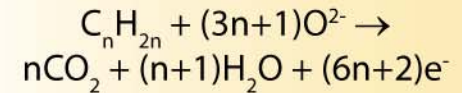


Requires ionic and electronic conductivity and catalysis

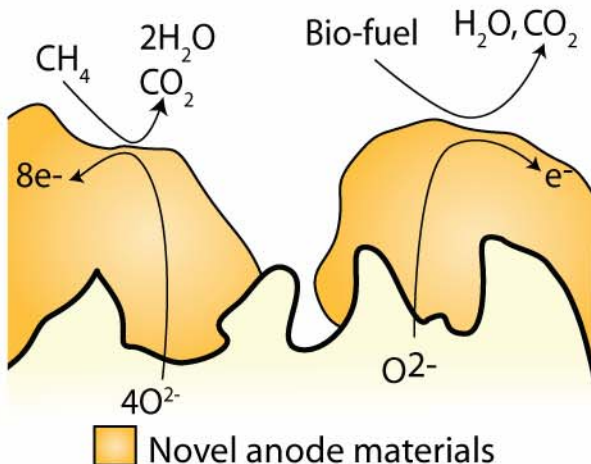
Electrolyte

Selective transport of oxygen anions.

Anode



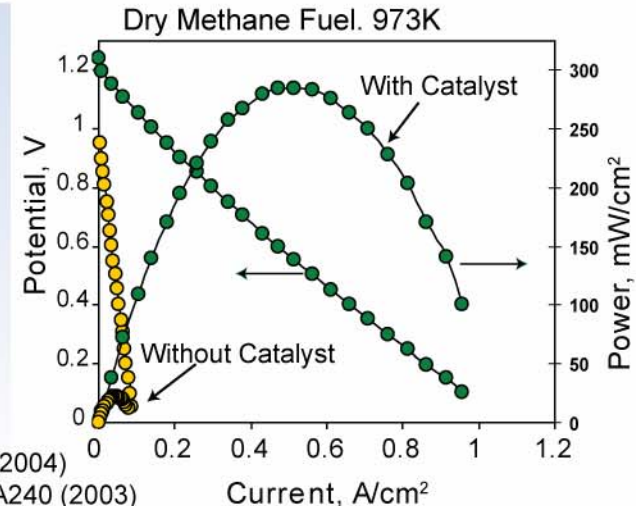
Requires ionic and electronic conductivity and catalysis.



Mixed ion-electron conducting perovskites are suggested as new anode materials.

Little is known of the anode catalysis.

The catalytic properties dominate the performance of the electrode with hydrocarbon fuels.



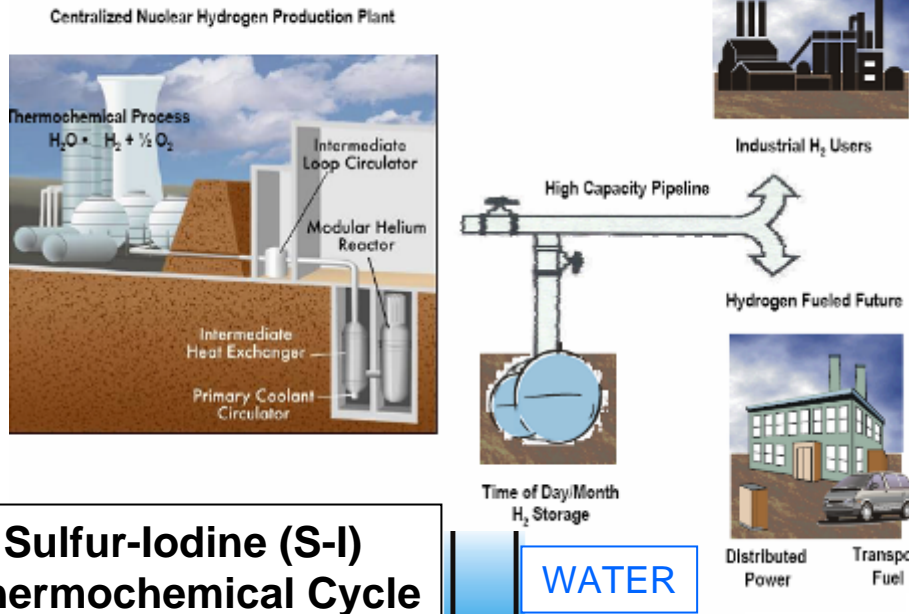
S. McIntosh & R.J. Gorte, *Chem. Rev.*, **104** 4845 (2004)

S. McIntosh, et. al. *Electrochem. Sol.-Stat. Lett.* **6** A240 (2003)

HYDROGEN FROM WATER

J.P. O'Connell, jpo2x@virginia.edu

Hydrogen economy to need huge generation facilities for industry, vehicles, power



Best option reverses Nature with $H_2O \rightarrow H_2 + \frac{1}{2}O_2$
 Uses chemistry & input energy
 "Thermochemical Cycles"

Based on nuclear heat: No CO₂
 Efficiency > Electric power

Size (600MW reactor, \$2 billion),
 Conditions (1000°C, 40 bar)
 require careful, optimal design
 using CHE simulation software

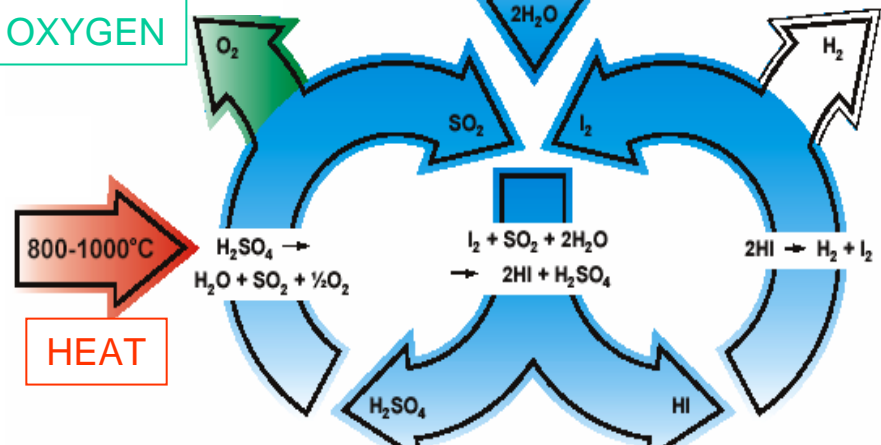
**Sulfur-Iodine (S-I)
 Thermochemical Cycle**

OXYGEN

HYDROGEN

800-1000°C

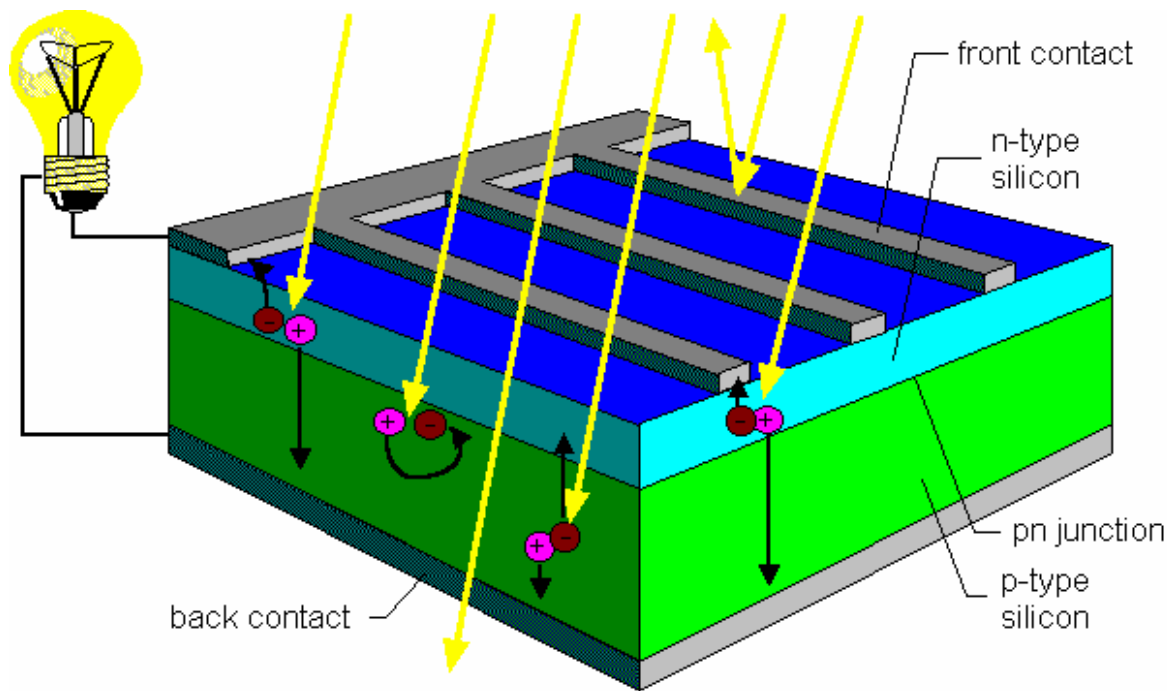
HEAT

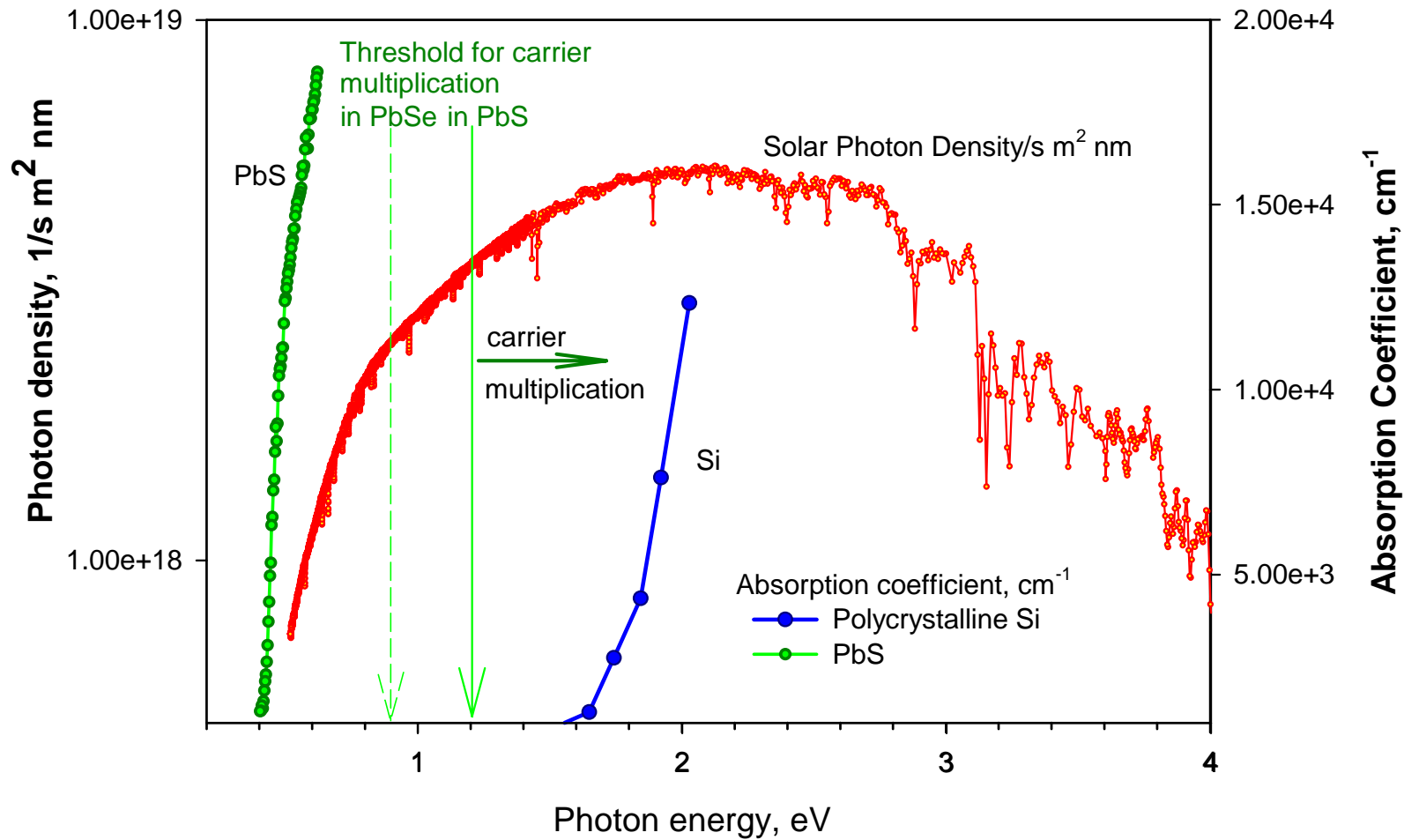


DOE-funded project: UVa, SRNL, Clemson
 For experiment, solution property modeling
 & process simulation of S-I process
 Establish
 Reliable design & optimization
 Global standard for calculating efficiency

Operation of a Solar Cell

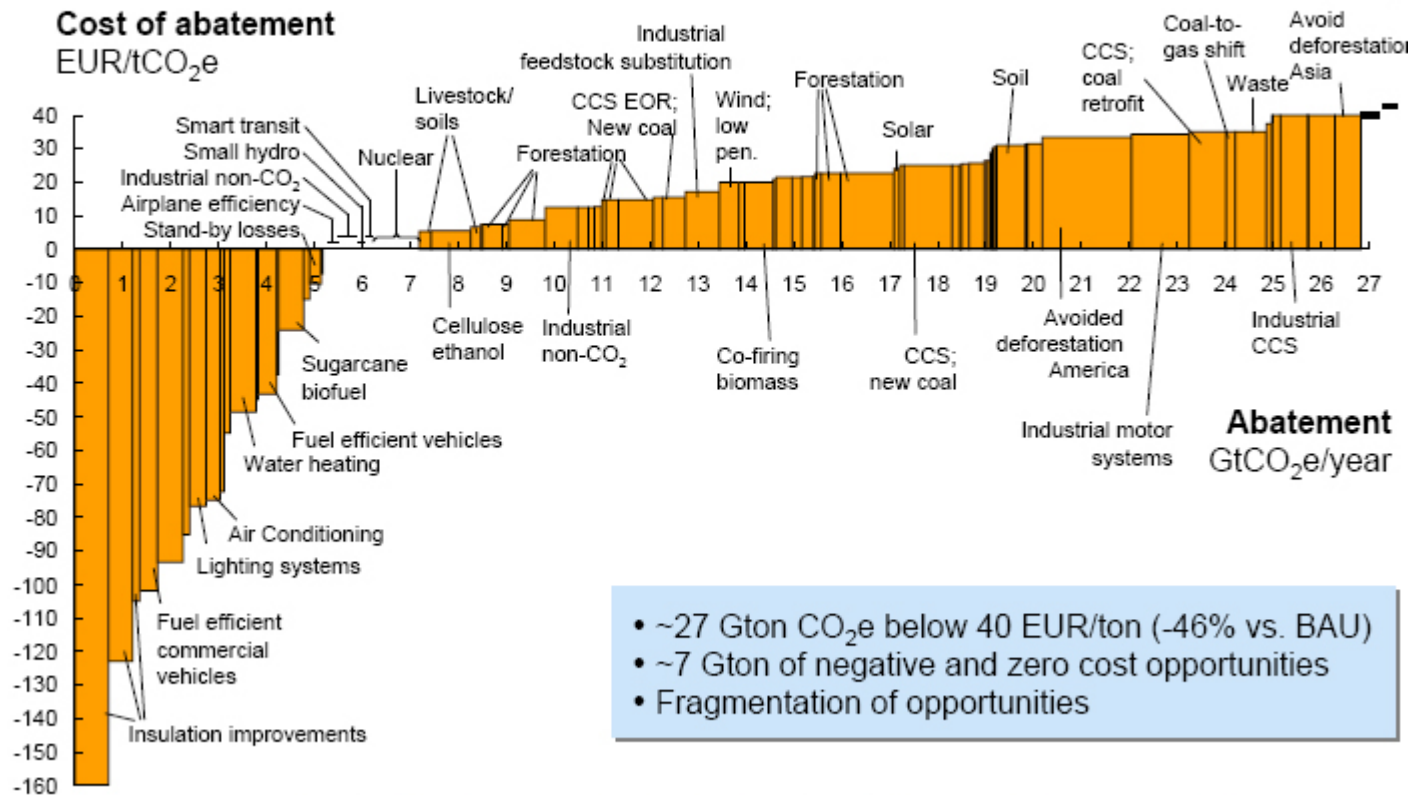
- A photon is absorbed in the active part of the material resulting in electrons being excited to a higher energy potential
- The charge carriers created by photon absorption are physically separated and moved to each side of the cell
- The charge carriers are removed from the cell and delivered to an external load where they perform useful work





Global cost curve of GHG abatement opportunities beyond business as usual

2030



- ~27 Gton CO₂e below 40 EUR/ton (-46% vs. BAU)
- ~7 Gton of negative and zero cost opportunities
- Fragmentation of opportunities



design

build

evaluate

The goal of ecoMOD is to demonstrate the environmental potential of prefabricated construction, and to challenge the modular and manufactured housing industry in the U.S. to explore this potential.



Current and Future Work ecoMOD II Gautier, MS





Paxton Marshall's students prepare to install PV panels on ecoMOD house designed and built by UVA students for a family in Mississippi that lost its house to hurricane Katrina.

Solar Hot Water Heating





- establish criteria to reduce environmental impact of homes and construction processes

- energy efficient strategies and technologies that also improve indoor environmental quality


- place homes in urban infill sites or locations that do not encourage sprawl

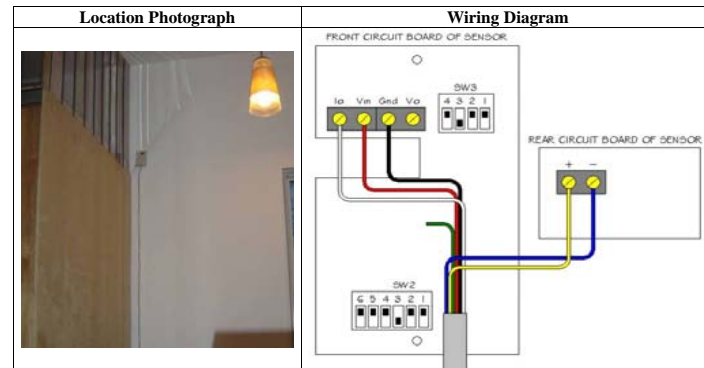
- adjustable to site, client and climatic issues

ecological

A monitoring system was designed and installed to provide data on the house's energy performance. Currently, the team is evaluating data from the house to see how all of the installed "energy efficient" features are working!



Sensor Designator		<i>(Interior) T/H-12</i>
Sensor Type	Interior Temperature/Humidity	Sensor Photograph 
Sensor Output	4-20mA Current Loop	
Sensor Location	2 nd Floor, Mounted on the east wall, near the corner where the bathroom wall meets the east wall at the top of the stairs	
Mounting	Mounted on a custom wheat-board stand-off which is adhered to the wall using 3M Command [®] removable adhesive tabs	
Mounting Height	+880AFF	
Cable Information	Red 12	
Manufacturer	Automation Components, Inc. (ACI)	
Manufacturer No	RH5-TT100-R	
Notes		



evaluate

OUTin

temperature sensors ecoMOD 1



Flow meter installation



Electric panel with current sensors

