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INTERMODAL AFRICA 2020

Christian Schuster

TECHNICAL INNOVATIONS FOR ZERO-EMISSION TERMINALS

ZERO EMISSIONS

Technical challenge port equipment: 100% diesel fuel replacement

- Batteries: L… n
  - 800 l Di… el … = 800 x 9,7) = 7760 kWh
  - 77… kW… ttery pack
    … m3 for lead-acid), **97 tons**

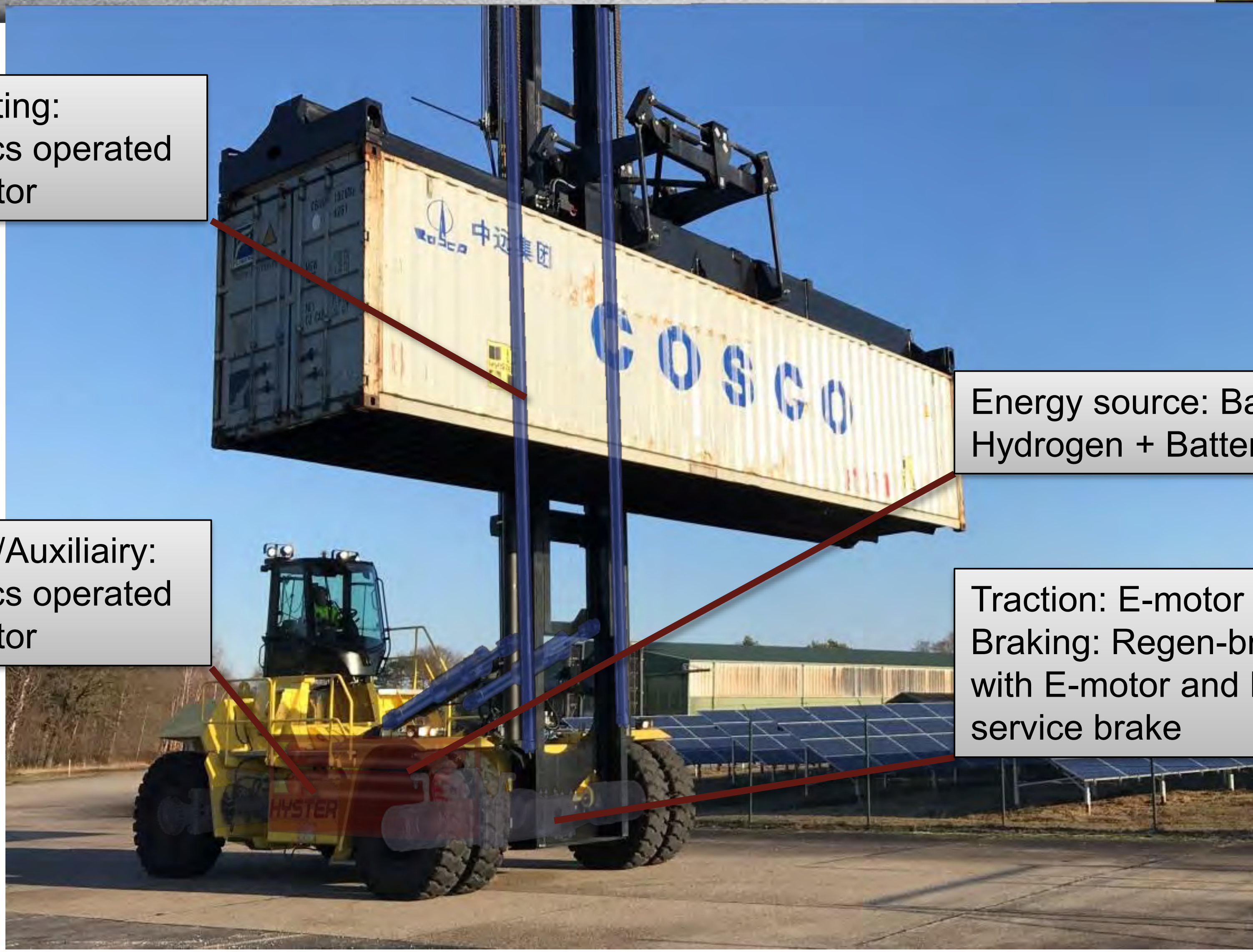
- Fuel cell: h… gen H2
  - 800 l Di… sel = 7760/33 … kg H2
    = **5.8 m… @ … 00 …**

What … nfigurati…

Optimized Si… linked wit… ategy

Smart energy recove… …aximum efficiency

ZERO EMISSIONS CONTAINER HANDLER



Lifting/tilting: hydraulics operated by E-motor

Energy source: Battery or Hydrogen + Battery

Steering/Auxiliairy: hydraulics operated by E-motor

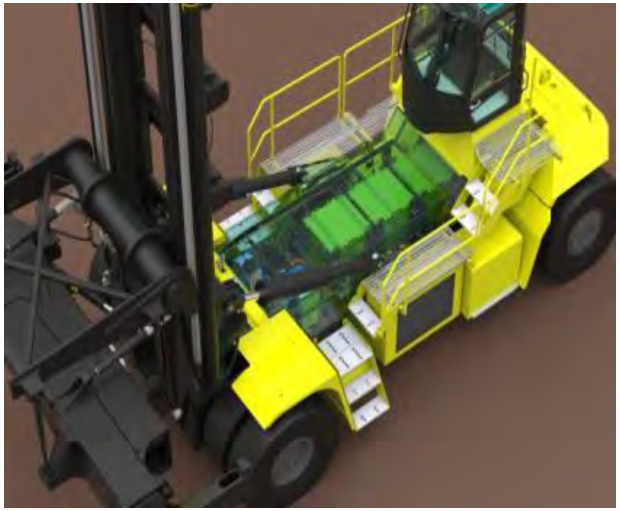
Traction: E-motor
Braking: Regen-braking with E-motor and hydraulic service brake

ONE SIZE DOES NOT FIT ALL

Application 1a
- Fixed break periods
- Normal power consumption

Application 1b
- Fixed break periods
- Normal power consumption
- Opportunity charging

Application 2
- Irregular break periods
- Normal to High power consumption



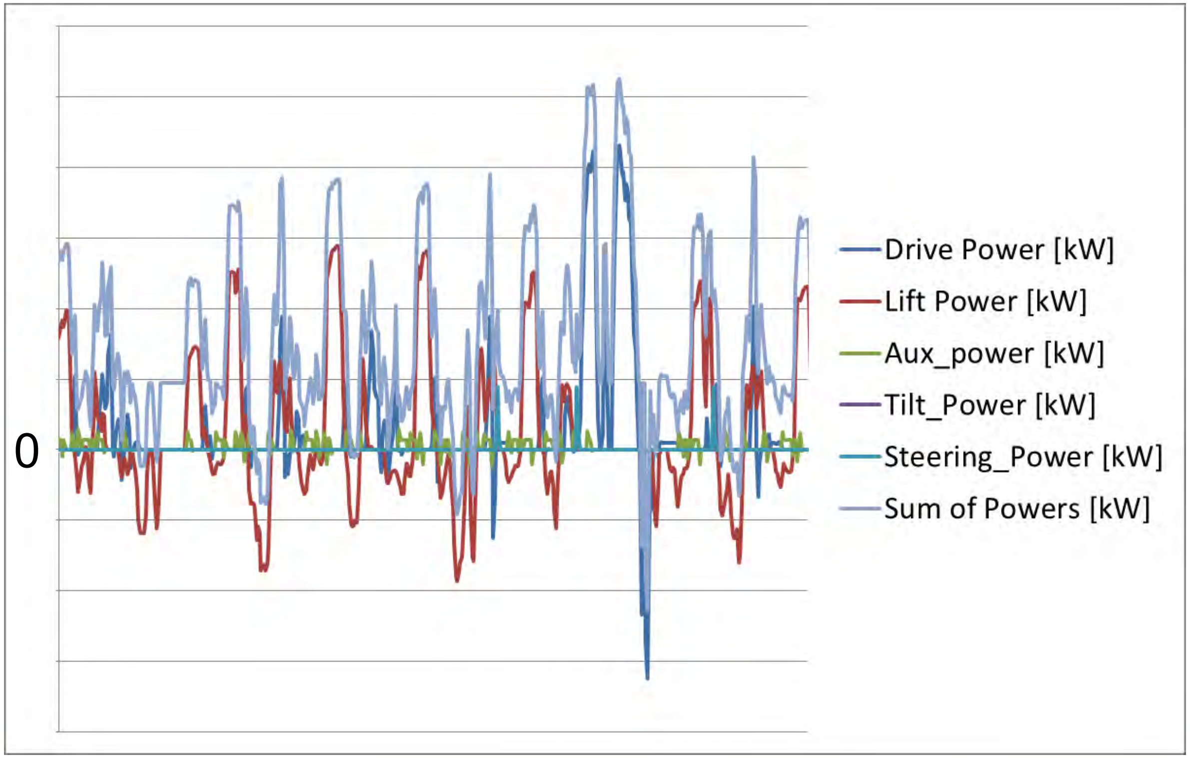
OPTION 1a
- Large Li-Ion battery
- Conventional charging
- Low to Medium duty cycle

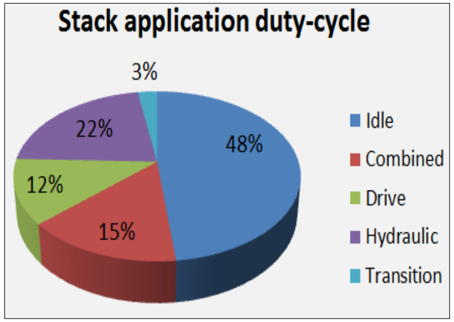
OPTION 1b
- Large Li-Ion battery
- Opportunity charging
- Medium duty cycle

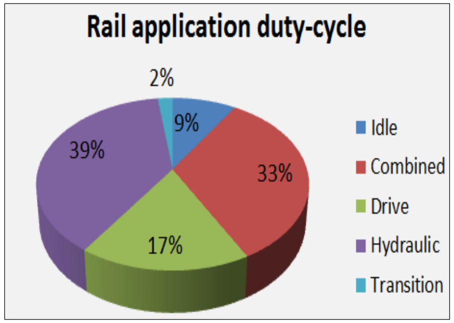
OPTION 2
- Fuel Cell with Small Li-ion battery
- Choice of charging system
- HD cycle: 1 day w/o refill

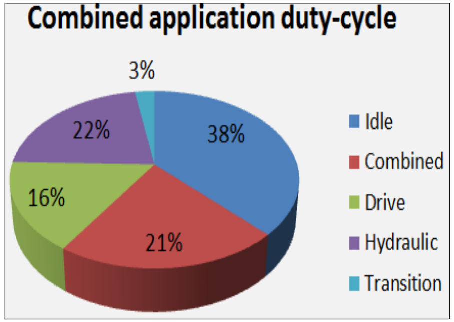
ENERGY EFFICIENCY BY ENERGY RECOVERY

- Typical applications show a theoretical energy recovery potential of 15% over the duty cycle



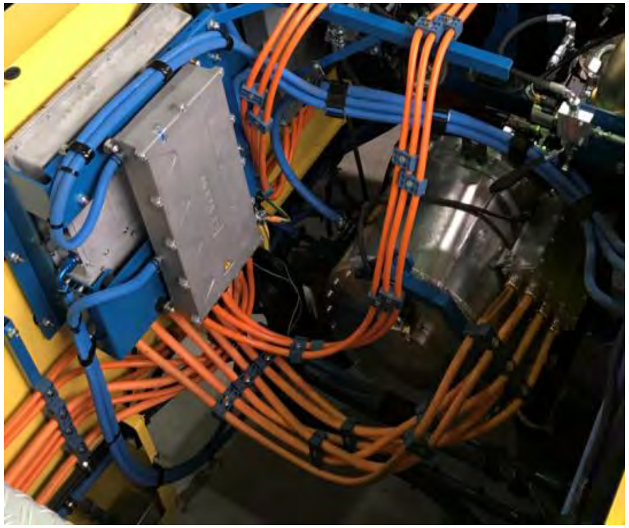






BRAKE ENERGY RECOVERY

- Energy recovery on braking
  - 80 ton vehicle travelling at 23 km/h
    → Kinetic Energy = 0.45 kWh
  - 6 seconds to stop: 272 kW of theoretical stopping power available (Energy = Power x Duration

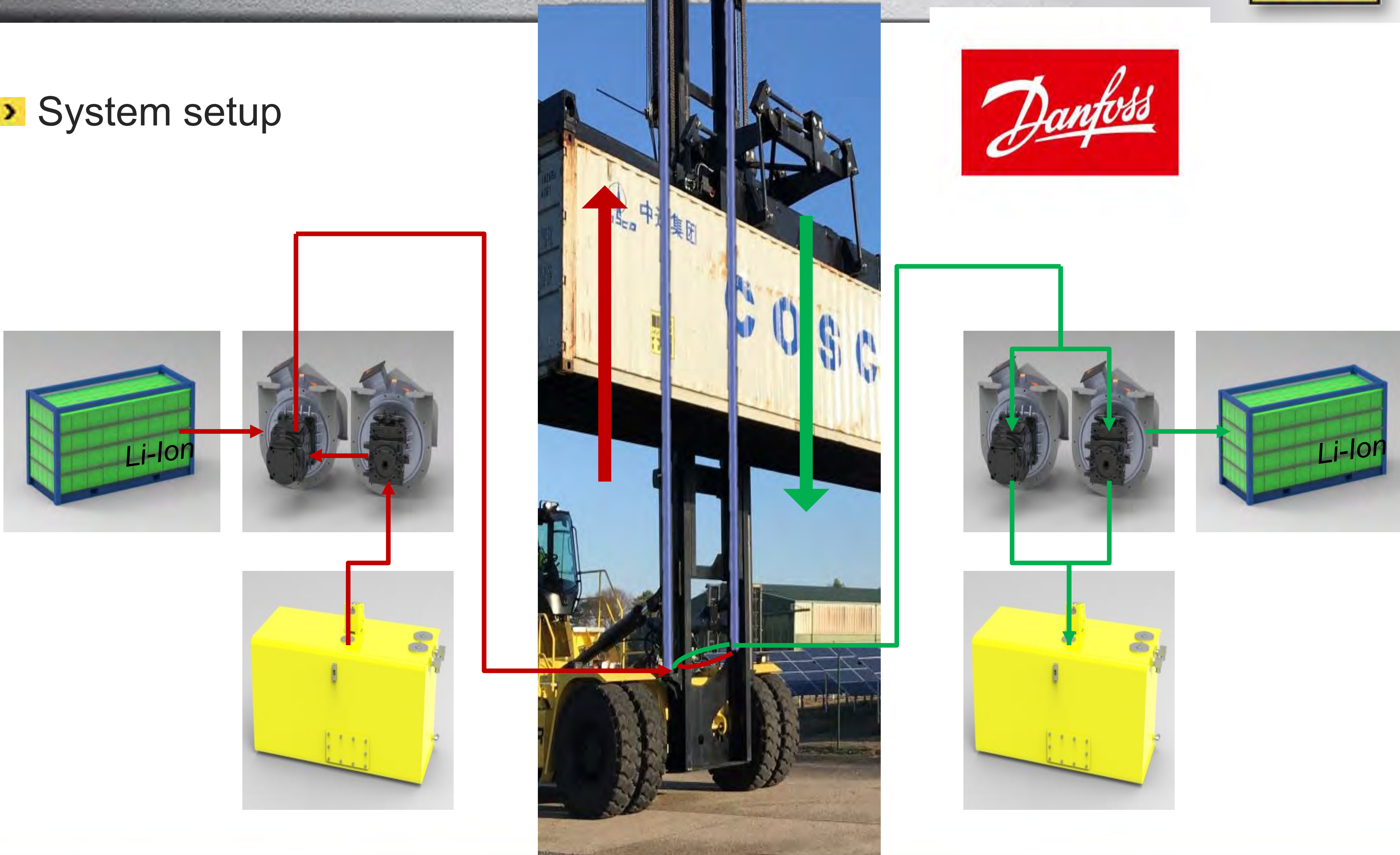


- System solution
  - Traction motor acts as generator
  - Regenerative braking first, additional hydraulic braking only when needed

LIFT ENERGY RECOVERY

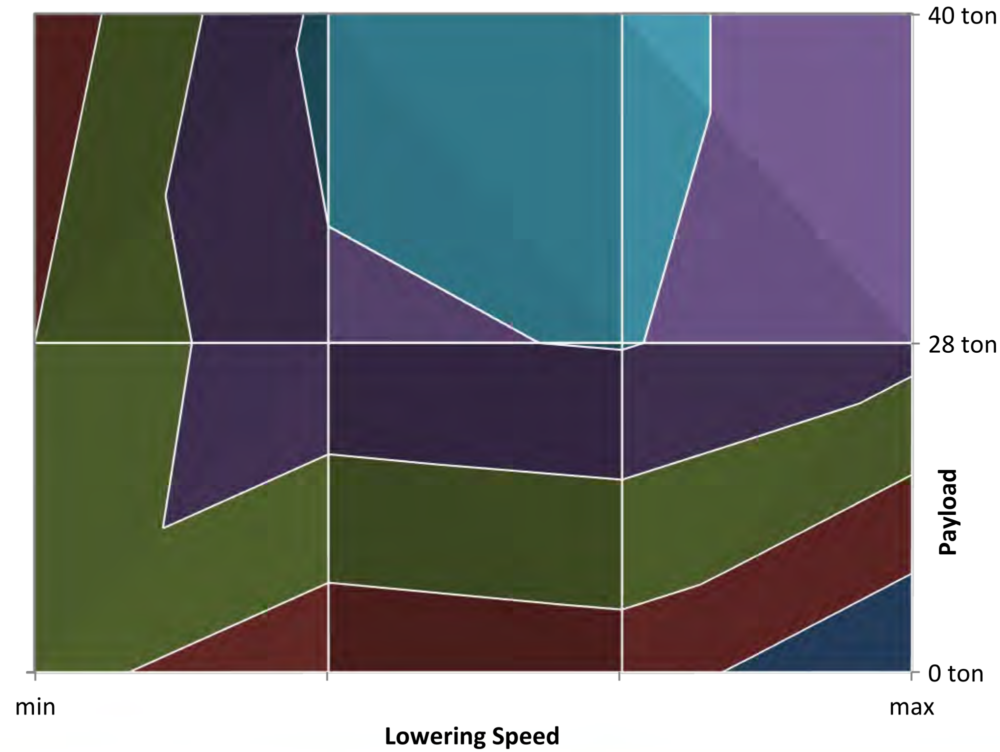
- Energy recovery on lowering
  - 5-high mast: 13 meters of lifting with 52 ton total load
    → Potential Energy = 1.8 kWh
  - 26 seconds to lower: 255 kW of theoretical power available
- System solution
  - Patent pending hydraulic full flow recovery system for lifting/lowering of the load
  - High efficiency system for other hydraulic functions

- System setup



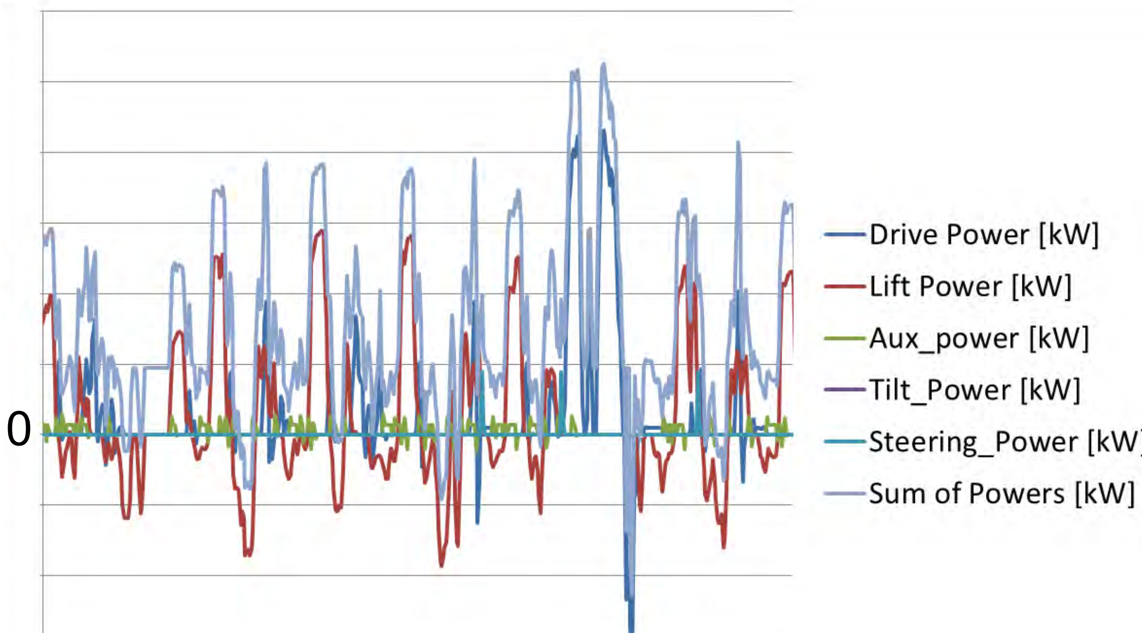
LIFT/LOWER EFFICIENCY

- Measurements performed at 0, 28 and 40 ton payload
  - Up to 64% energy recovery
  - Higher payload results in higher recovery percentage
  - Energy recovery still possible with 0 payload

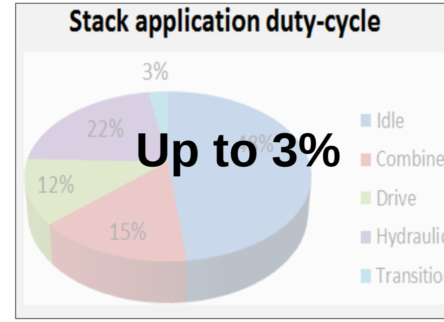


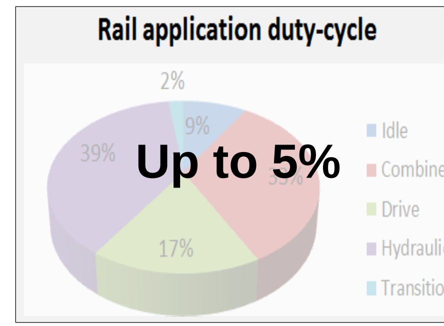
IMPACT ON ENERGY CONSUMPTION

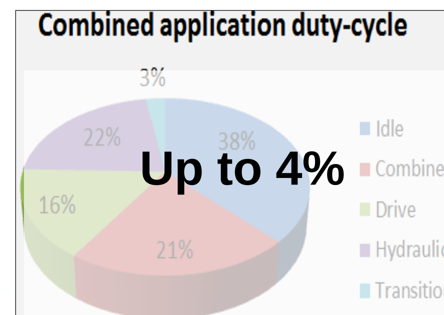
- Calculated energy consumption reduction based on current system efficiencies for hydraulic functions:
- This is compared to the same electric truck without the hydraulic energy recovery.



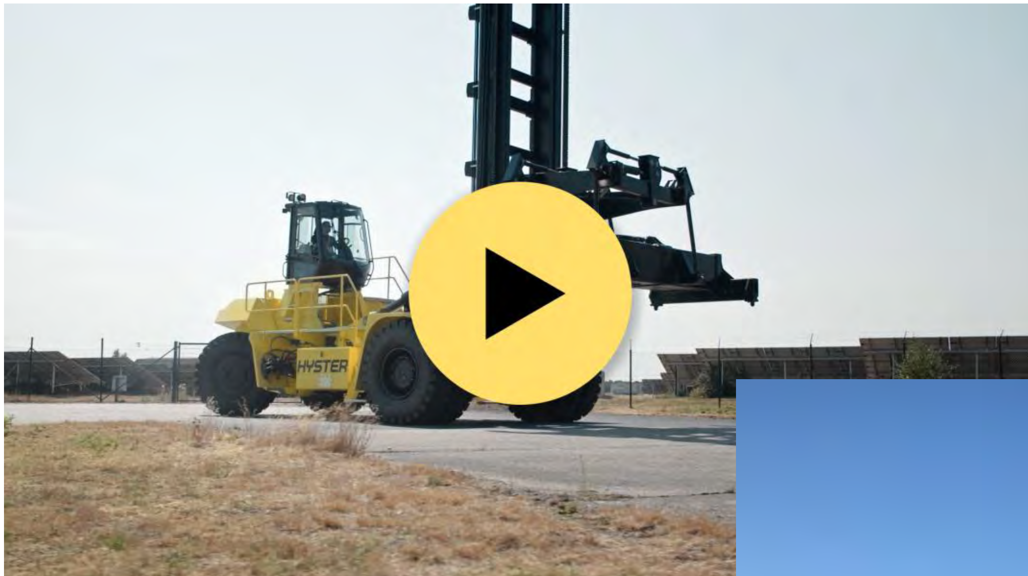
- theoretical energy recovery potential of 15% for all systems

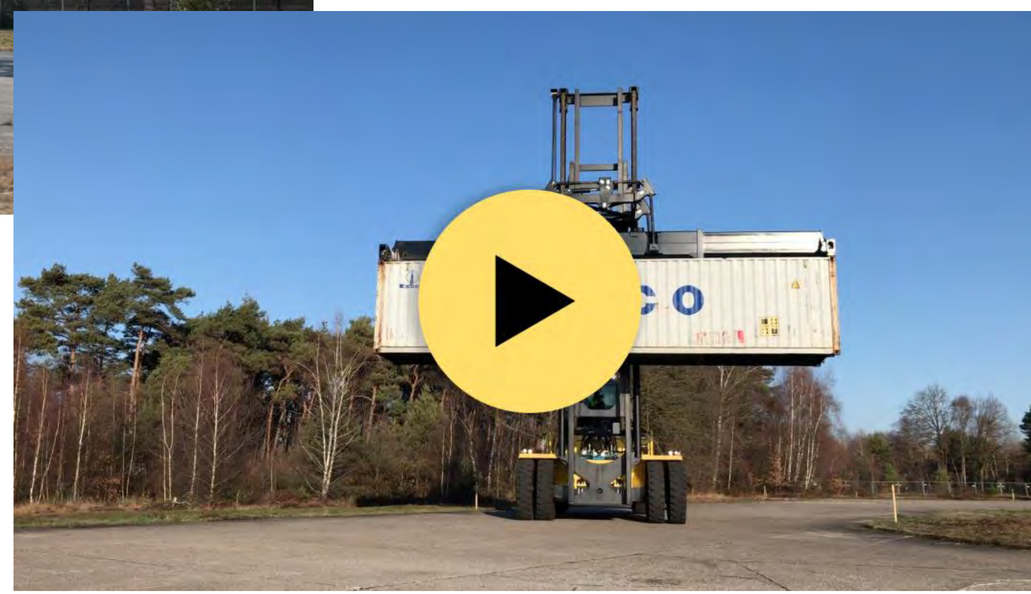






LIFT/LOWER DEMO

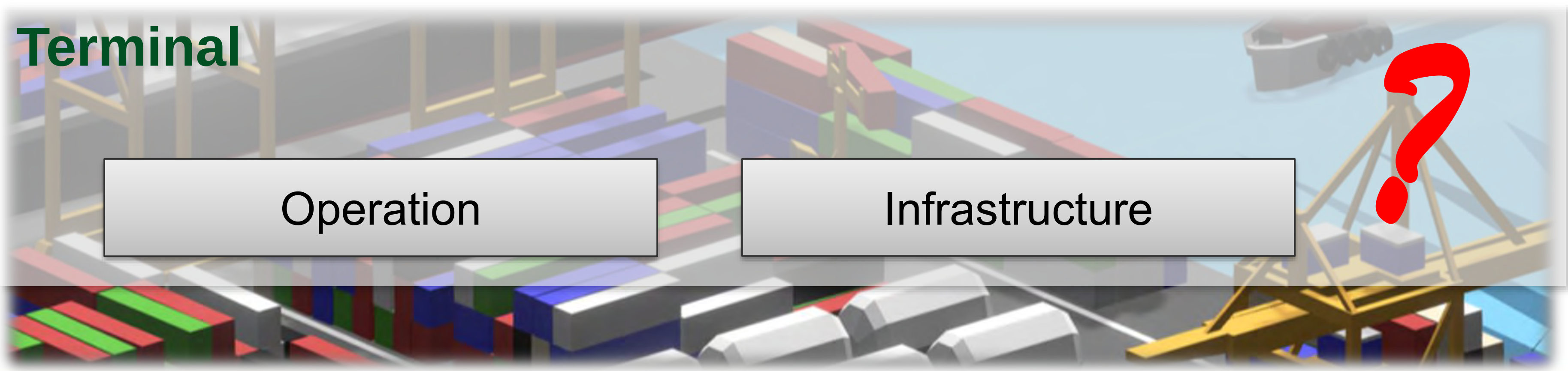




CHALLENGES

- The three challenges of electrification

1. Operational planning of charging
2. Charging infrastructure
3. Total peak power consumption from the grid

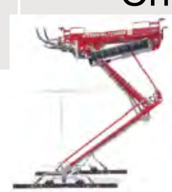


CHARGING SOLUTIONS

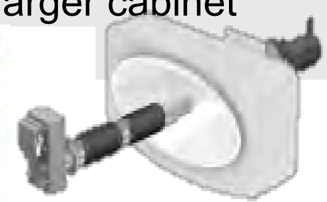
Wireless charging vs. Conductive charging

	Wireless charging	Conductive charging (Auto)	Conductive charging (Manual)
Efficiency	90%-94%	>94%	>94%
Operation	Automatic	Automatic	Manual
Maintenance	++	+	o
Available Power range	< 250 kW	< 900 kW	< 350 kW
Cost	-	o	+
Infrastructure	Charger installation partly in ground – major roadworks needed	Pantograph/Pin/Shoe connector Charger cabinet	CCS2/Mode 4 standardized charging – Charger cabinet CCS3 in preparation for higher charging powers

wireless



pantograph



pin

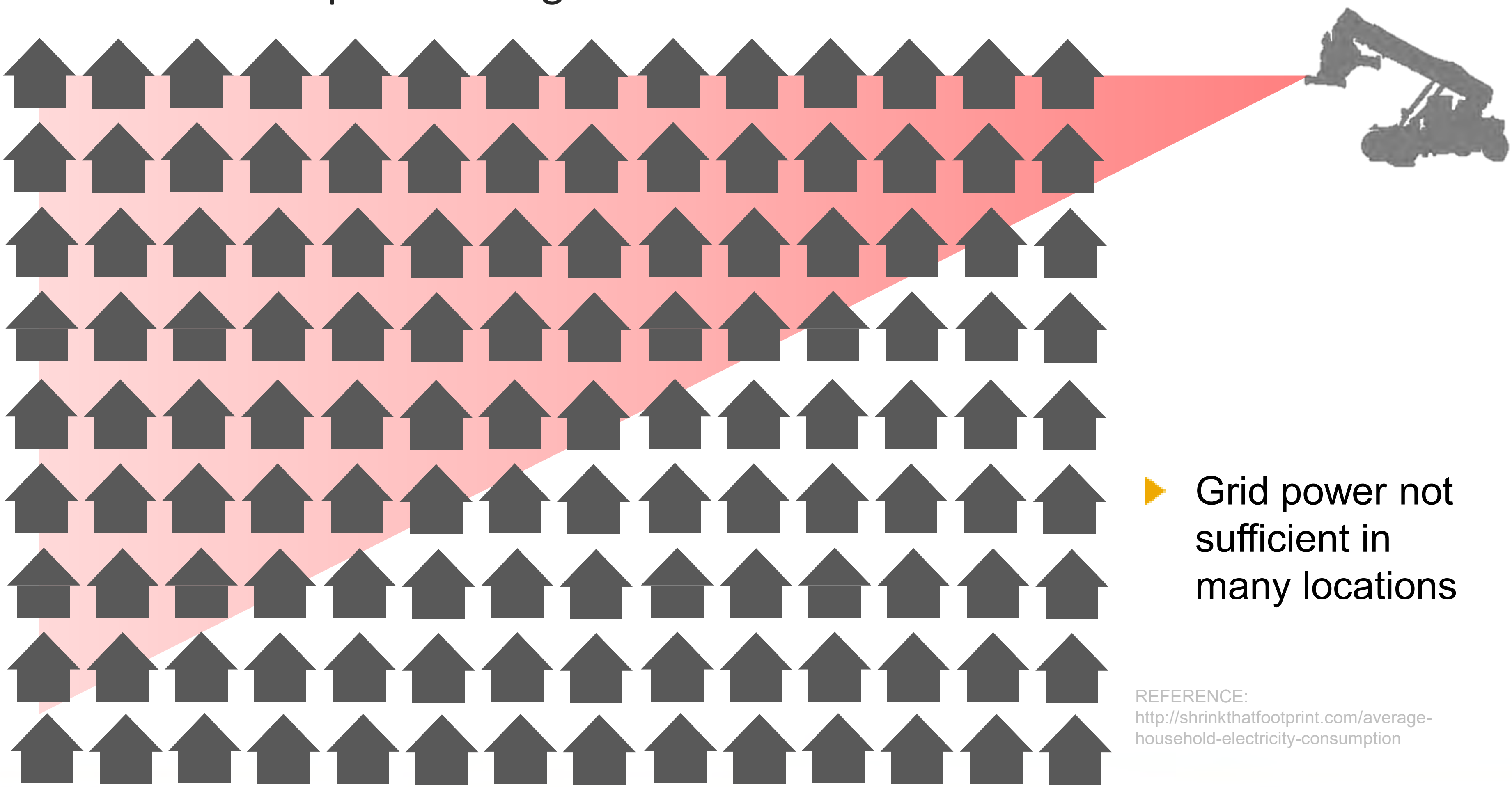
connector

Source: WAVE IPT www.wabtec.com http://ec.staubli.com www.phoenixcontact.com

ELECTRIFICATION OF PORTS - CHARGING

- Simultaneous battery charging of 20 trucks at 200 kW requires 4 megawatts

20 Trucks



- Grid power not sufficient in many locations

REFERENCE:
http://shrinkthatfootprint.com/average-household-electricity-consumption

INFRASTRUCTURE CHALLENGE

- Hydrogen enables fast fueling of vehicles and avoids placing large electricity demands on the grid from battery charging

20 Trucks

HYDROGEN AVAILABILITY

- Commercially produced H_2
  - Local production with renewable energy with electrolysis
    → $2\ H_2O(l) \rightarrow 2\ H_2(g) + O_2(g)$
  - Deriving H_2 from methane/biogas (SMR)
    → $CH_4 + H_2O \rightleftharpoons CO + 3\ H_2$

Source:
www.h2tools.org

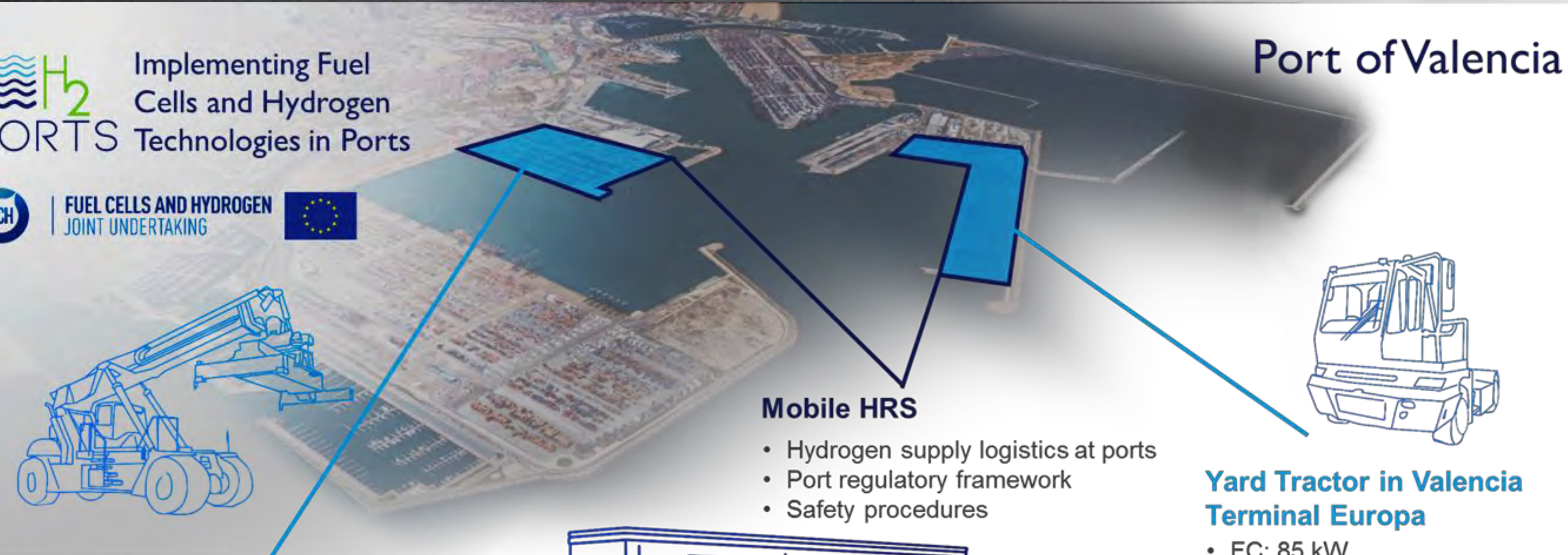
HYSTER DEVELOPS REACHSTACKER WITH FUEL CELL

HYSTER

H2 PORTS Implementing Fuel Cells and Hydrogen Technologies in Ports

FUEL CELLS AND HYDROGEN JOINT UNDERTAKING

Port of Valencia



Mobile HRS

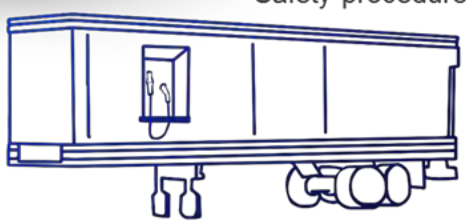
- Hydrogen supply logistics at ports
- Port regulatory framework
- Safety procedures

Yard Tractor in Valencia Terminal Europa

- FC: 85 kW
- 2 years / 5000 h of operation

Reach Stacker in MSC Terminal

- FC: 90-120 kW
- 2 years / 5000 h of operation



General features

- Total Budget: 4,117,197.5 EUR
- Duration (4 years): 2019-2023

First application of hydrogen technologies in port handling equipment in Europe

Partners: Fundación Valenciaport, valenciaport, GRIMALDI GROUP, MSC, HYSTER-YALE GROUP, BALLARD, ATENA, Centro Nacional del Hidrógeno, enagas

TO SUM UP

1. Electrification is ready to happen – also for (more efficient) port equipment
2. Energy source decision depends on local conditions and application
3. Hydrogen and Grid power can be complimentary solutions for ports
4. Standardization (charging/hydrogen) is needed

HYSTER

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ANY QUESTIONS?