

Managing uncertainty across the Clean Coal value chain

24 June 2008

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Presentation to the Cambridge
University Energy Network

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CO₂, not other pollutants, is the current coal story

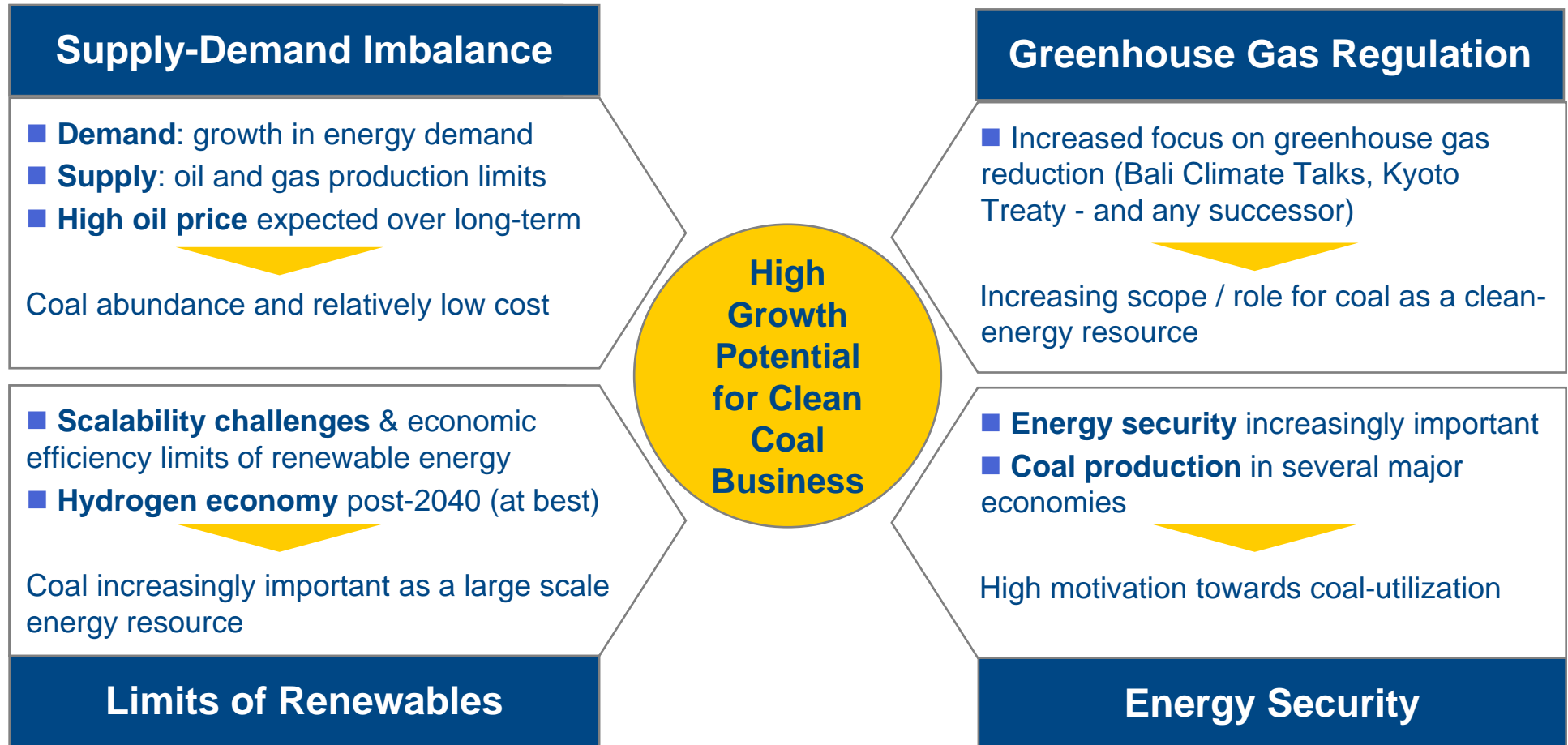
Clean coal



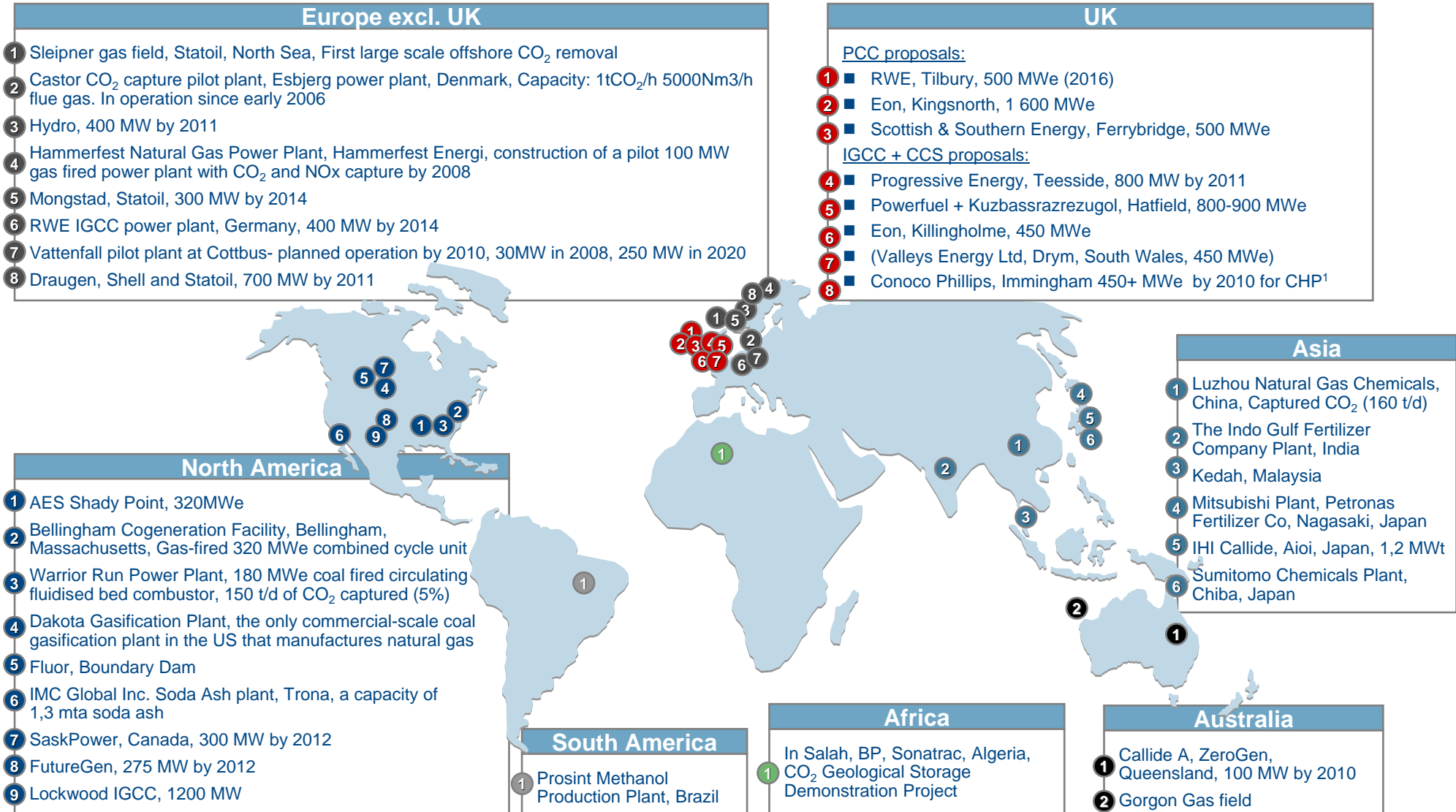
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Why is coal important ? Development and use of Clean Coal generation capacity is being driven by a range of complementary factors

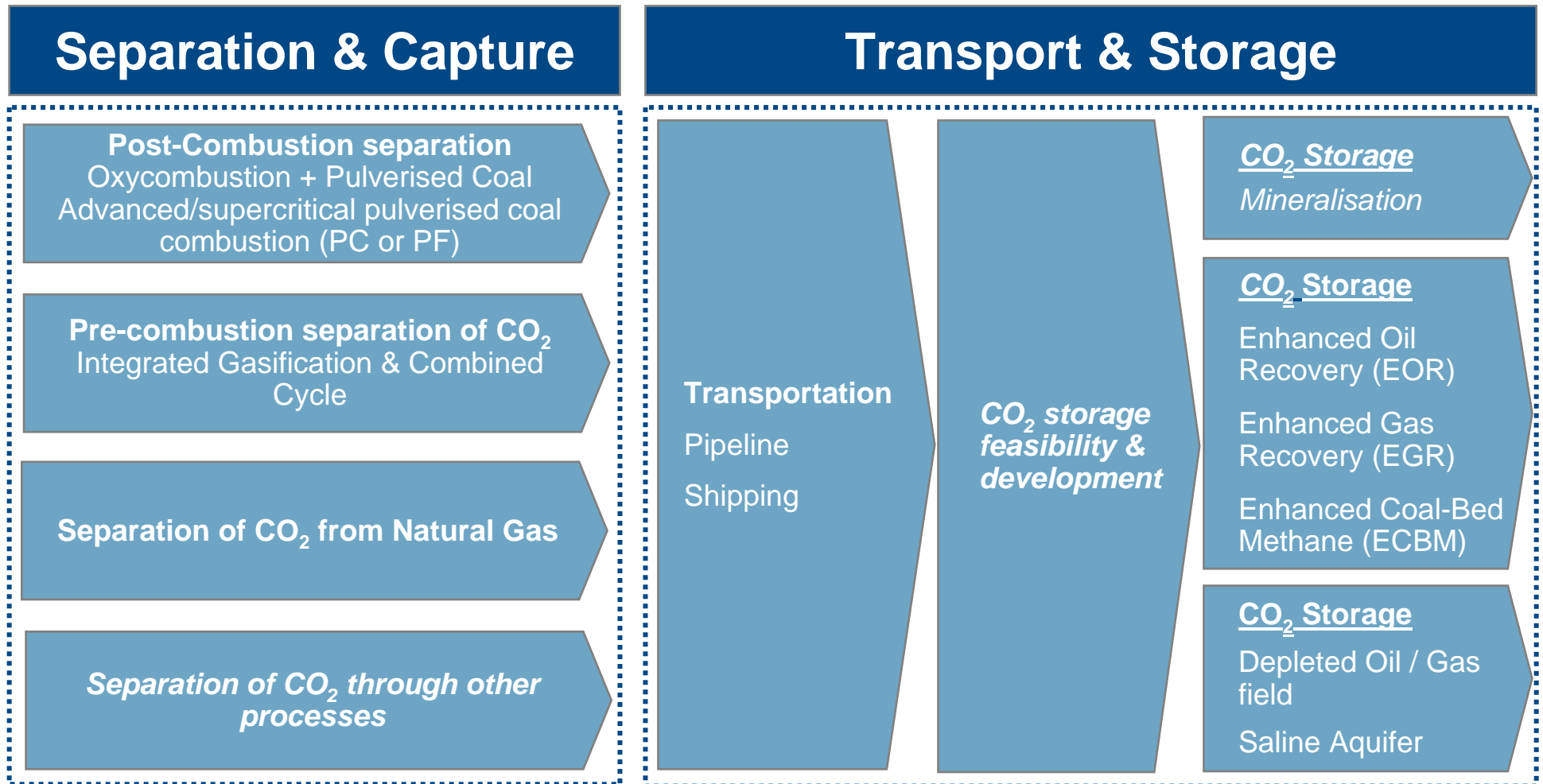


There are many commercial scale Carbon Capture projects worldwide planned / operating



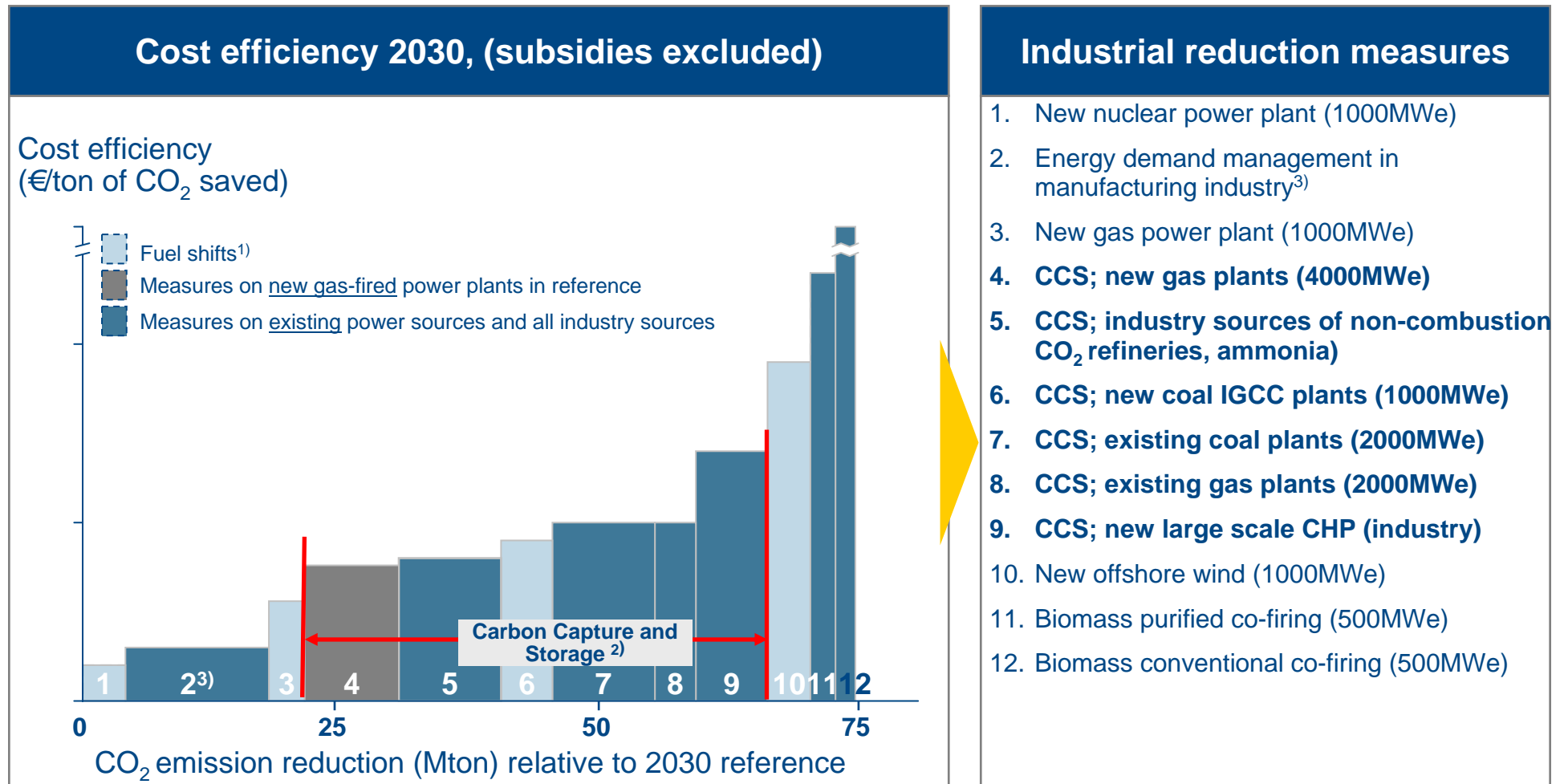
Source: IEA Greenhouse Gas R&D Programme, Arthur D. Little analysis; 1. Immingham may be positioned to the decline in the Hewitt Field.

The Clean Coal value chain involves Carbon Capture and Storage from CO₂ production through to capture and storage



Note: Topics in italics are not assessed in this presentation

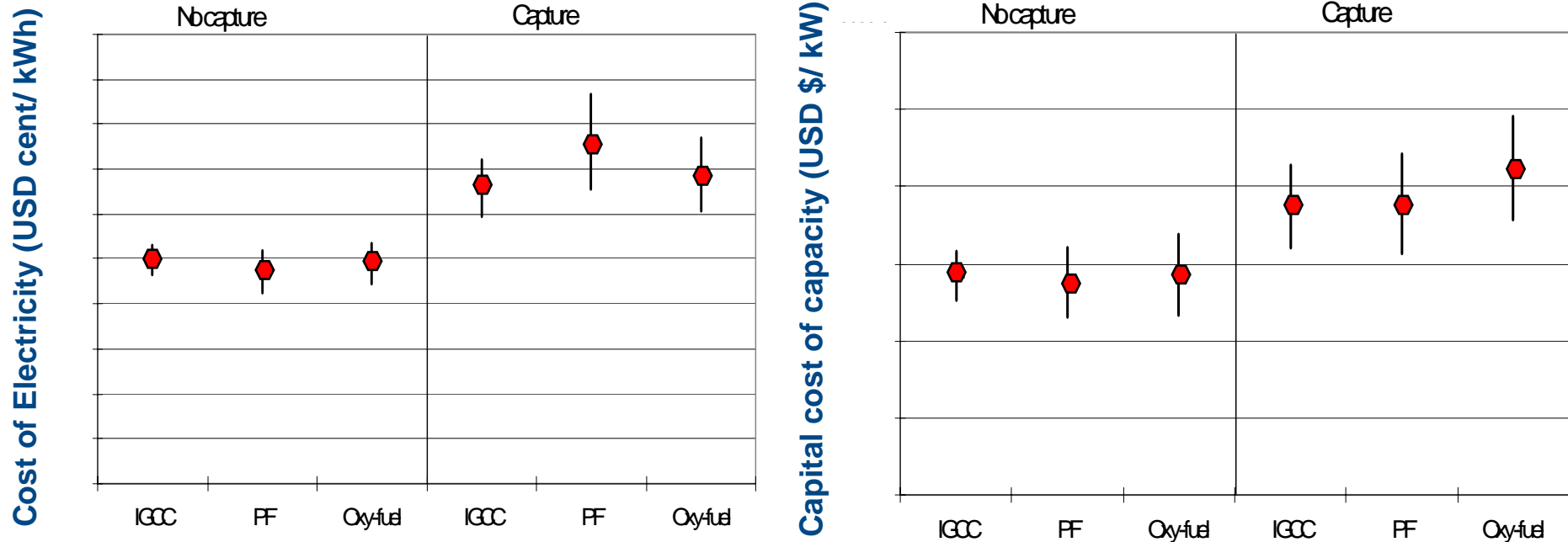
Even without enhanced recovery, the CCS value chain can play a significant role in delivering European low-carbon ambitions – but at a price...



Source: ECN/MNP, EU IPPC BREF, Expert interviews, Arthur D. Little analysis and estimates ; These costs relate to the whole project cost (i.e. including both capture and storage)

Whilst IGCC is more expensive than supercritical pulverised coal systems for ‘no capture’ scenarios, it is less expensive for the ‘capture’ scenario

Coal capacity / power costs with & without CO₂ capture

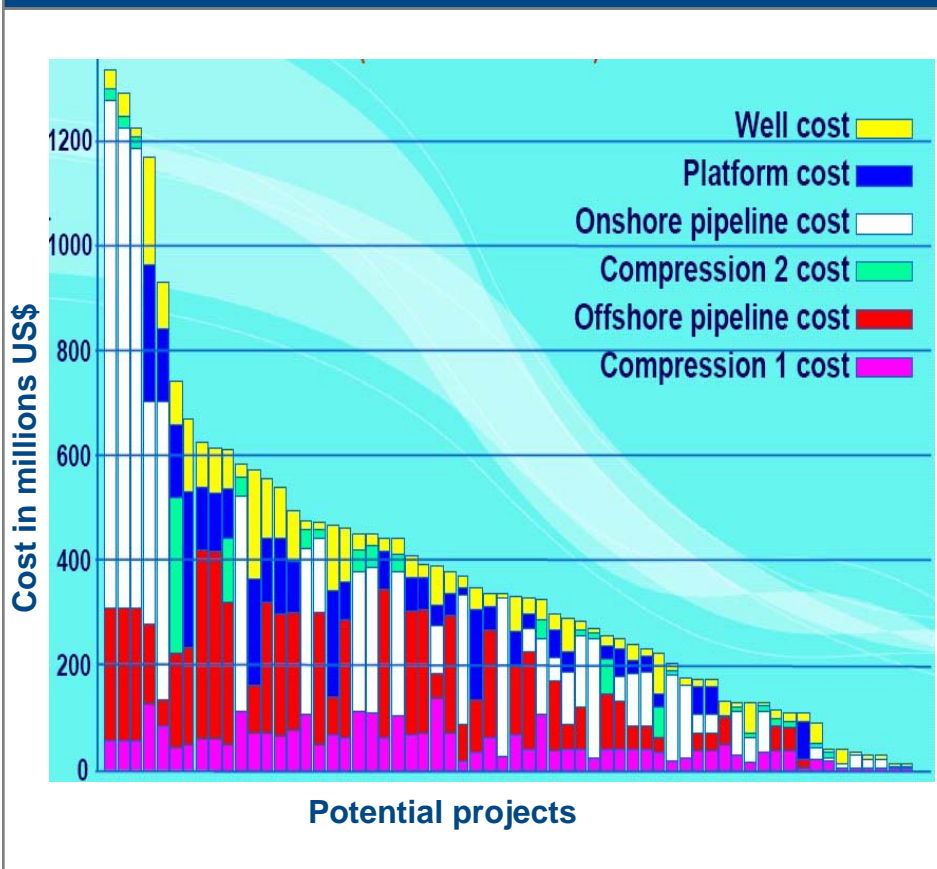


Costs are rising due to materials price rises, risk averse contract provisions and supply capacity constraints

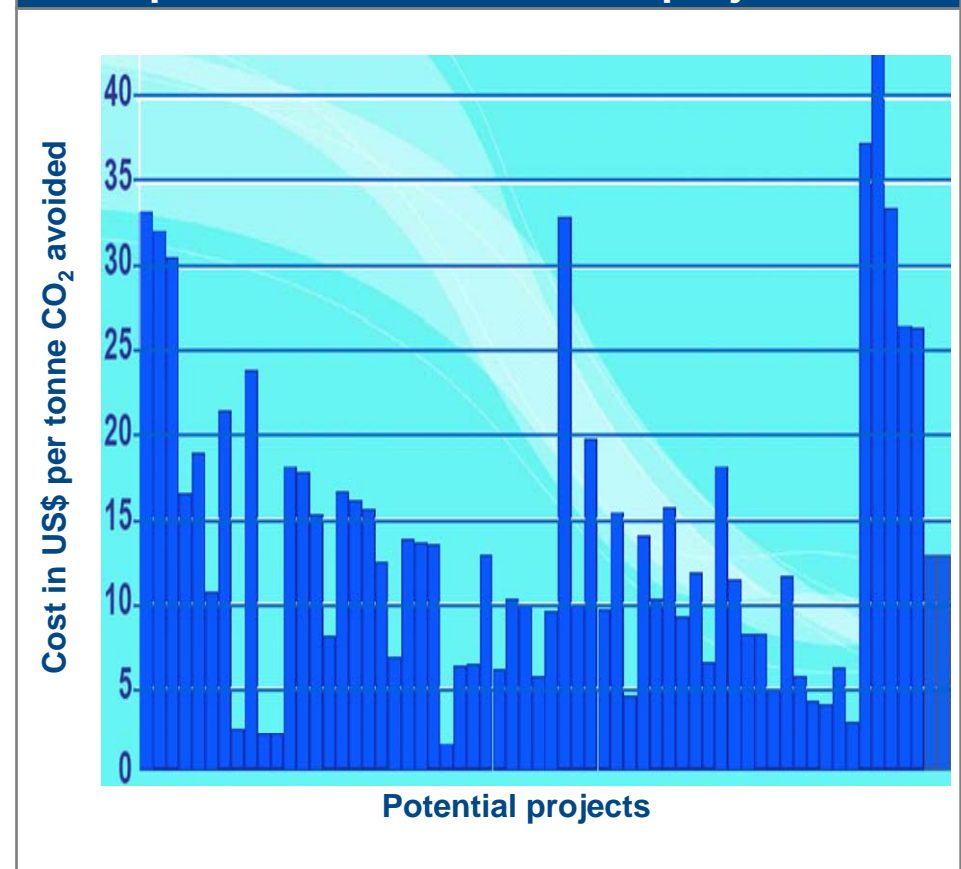
Note: These figures are the summarises of the mean and standard deviation of the economic analysis of 20 studies analysed by Arthur D. Little in 2007

Storage Costs are highly site-specific and thus extremely variable. Proximity is a key CCS driver, with project costs being site-specific and requiring project specific analyses

Capital costs for some potential CCS projects in Australia



Break-even Carbon prices for a range of potential Australian CCS projects



Source: Allinson, W.G, D.N. Nguyen and J. Bradshaw, 2003: The economics of geological storage of CO₂ in Australia

Project-specific analysis is necessary as field variability is high and proximity is a key CCS driver

Issues for assessing economics of transportation & storage solutions

■ Field conversion costs

- assess corrosion/ inhibition / metallurgy needs
- need for replacement /upgrades of existing facilities
- need for new wells and/or new topsides
- timing until field abandonment
- EOR capacity requirements and benefits

■ Transportation / gathering system viability

- capacity & compression needs, diameter, pressure, scalability / flexibility issues
- quality of captured CO₂, contaminant content, dehydration needs
- metallurgy issues, corrosion, difficult sourcing of appropriate pipeline materials
- pipeline costs, ship tanker conversions, trucks
- shortest distance from capture to sequestration
- access to wayleaves,
- potential locations for CO₂, gathering systems
- planning & implementation time-frames
- options for facilities sharing between fields

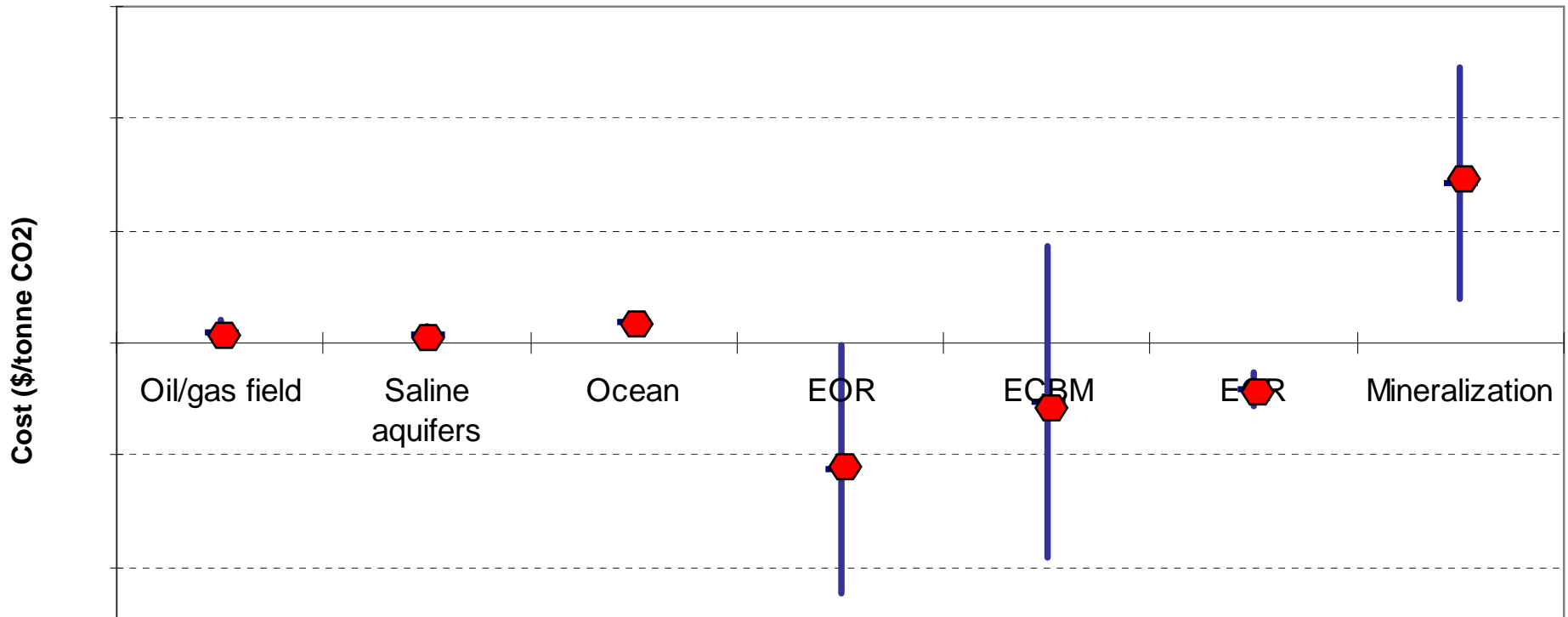
■ Identify field short-listing criteria

- Location/distance offshore, Size, current depletion status, Reservoir compartmentalisation, Physical state of existing facilities
- Ownership issues, complexity of existing JV's
- Pressure profiles, down-hole miscibility and permeability limits interstitial precipitation

■ A CCS strategy needs to be based on an understanding of both existing and new project specific infrastructure

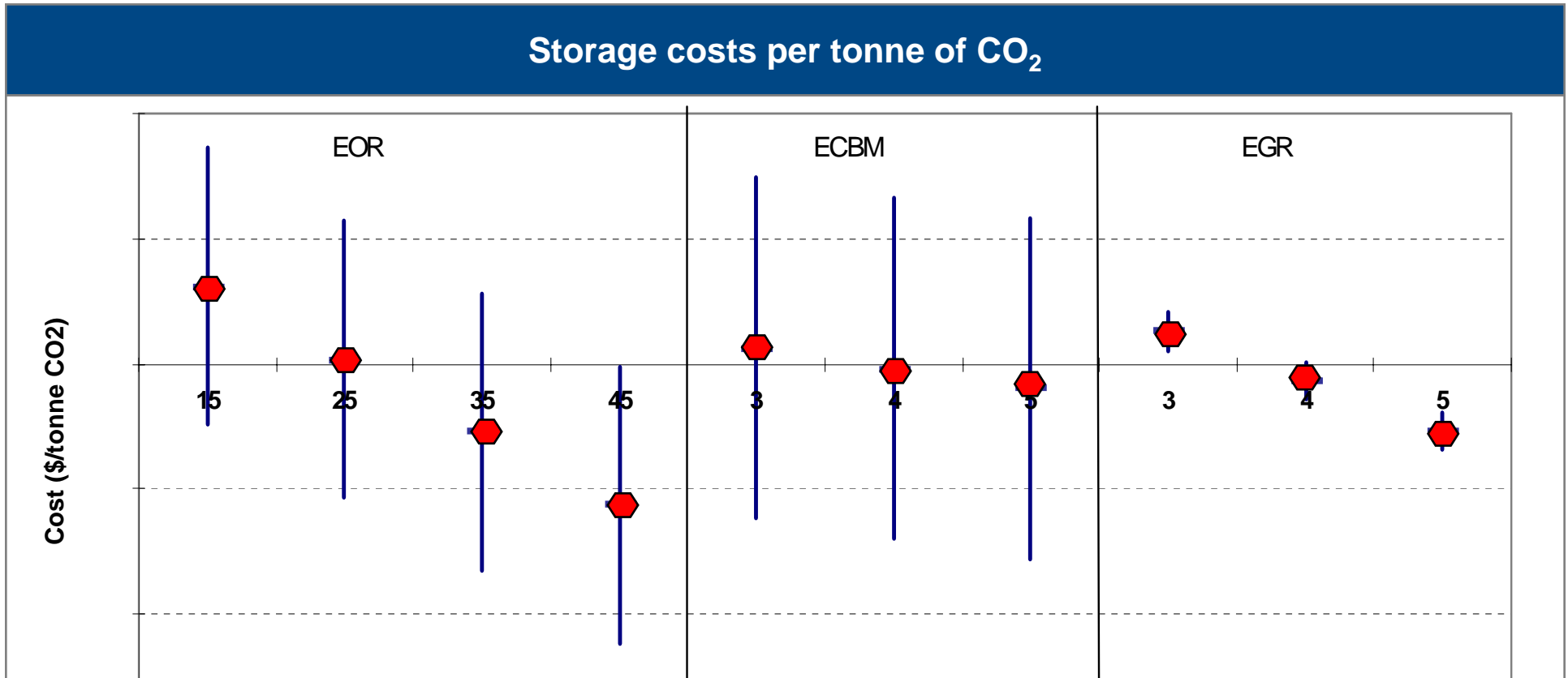
Enhanced Oil Recovery shows the greatest potential for offsetting the significant capture, transportation and storage costs

Storage costs per tonne of CO₂



The costs only reflect storage components of a CCS project driven by requirements related to Compression, Injectivity. Reservoir continuity and Monitoring.

Costs of value-added storage options vary significantly with Oil & Gas commodity prices



The costs only reflect storage components of a CCS project

Source: Arthur D. Little Analysis; Note: Shell recently indicated there was an incentive to harness EOR with a crude price of \$35/bbl. Oil majors may be reluctant to chase small incremental yields of EOR if more profitable fields exist for development.

Capacity bottlenecks are possible at some points along the CCS value-chain as players are limited in some areas

	Blue Sky R&D	Front -End Engineering Design	Construction	Operation	Decomm-issioning	
Power Plant	8	19	c 8 s 18 I 15 41	9	2	ASU technology provided by less than 4 companies... ... but China can copy technology such as GE/Shell gasifier Offshore storage dominated by Oil & Gas companies
Capture	14	18	c 1 s 4 I 19 24	3	0	
Transport	2	10	c 3 s 4 I 10 17	4	1	
Storage	3	11	c 2 s 1 I 24 27	25	0	

Key: C = component; S = Sub-system; I = Integration

Landscape is actively changing, with new partnerships emerging (e.g. BP and Rio Tinto; StatoilHydro, Dong, Vattenfall, Shell et al)

The public sector has a major role in the economic attractiveness of CCS projects

- **Incentives for RD&D** – R&D grants, tax breaks or sponsorship for demonstrations would encourage RD&D
- **Carbon credits** - To be commercially attractive, carbon credits need to be legally recognised as CO₂ abatement rather than just storage
- **Longevity and clarity of CCS policies:** investors want to be reassured that a future generation market is likely to favour low carbon technologies.
- **Revenue streams from value-added storage** – A concession on the royalty for recovered oil would help to initiate CCS since governments would stand to gain substantial revenues that would not accrue without EOR
- **Government based reward schemes** –alterations to the tax regime or subsidies based on national aims for carbon emissions
- **Wider public awareness and acceptance** of safety implications of CO₂ storage
- **Risk sharing** - a commercial risk sharing framework needed between Government, oil companies and utilities. If the carbon price is locked into the ETS without recognising the volatility of the scheme and allocation process, the installation of capture technology is less likely to be bankable.
- **Regulatory risks** especially those associated with environmental legislation needs to be considered (e.g. offshore: OSPAR and London regulations; onshore: Local planning and environmental regulations). Stored CO₂ ownership also need to be resolved