



Bioenergy Research at Oregon State University

John Sessions

2012 Northwest Bioenergy Research Symposium
November 13, 2012



Overview

- Western Sun Grant Regional Center
- Advanced Hardwoods Biofuels Northwest (AHB) - **Hardwood** Plantations
- Northwest Advanced Renewables Alliance (NARA) – **Softwood** Forest Residues
- Priorities – The 3 C's

- The Sun Grant Initiative
 - A consortium of the nation's land-grant universities addressing national bioenergy and bioproduct challenges at the local level and on a regional scale
- Research supporting the development of –
 - Biobased transportation fuels
 - Biobased products for a green transportation infrastructure



- Five Regional University Centers
- Engaging agricultural and natural resource colleges in every state and territory
- Working with multiple federal partners



Regional Solutions

| | | | |
|---|--|---|---|
|  |  <p>North Central Regional Center South Dakota State University http://ncsungrant.sdstate.edu (605) 696-7860</p> |  | <p>South Central Regional Center Oklahoma State University http://sungrant.okstate.edu (405) 744-3255</p> |
|  |  <p>Northeast Regional Center Cornell University http://www.nrsungrant.cornell.edu (607) 255-5544</p> |  | <p>Western Regional Center Oregon State University http://sungrant.oregonstate.edu (541) 737-8363</p> |
|  |  <p>Southeast Regional Center The University of Tennessee http://sungrant.tennessee.edu (865) 946-1108</p> |  | <p>Western Insular Pacific Subcenter University of Hawaii – Manoa (808) 956-8858</p> |

- Research Priorities
- From Biobased energy feedstocks to fuel product
- Including economics, policy options, and environmental impacts



Feedstock Development

- Plant Breeding
- Agronomic Management
- Sustainable Production
- Equipment Technology



Logistics

- Feedstock Production
- Harvest, Delivery, and Storage
- Transportation
- Pre-Processing



Conversion Processes

- Conversion Technologies
- Cost of Production
- Biological Conversion
- Thermochemical Conversion



Systems Analysis

- Industrial Ecology
- Feedstock Transport
- Biofuels Transport
- Delivery Infrastructure



Economics, Marketing and Policy

- Economics and Policy
- Impact on Food, Feed, and Fiber Markets
- Economic Return
- Production Economics



Environmental Impacts

- Life Cycle Analysis
- Greenhouse Gas Emissions
- Carbon and Energy Balance
- NOX Emissions

Some Sun Grant Projects at OSU

- Camelina Trials for Oilseed Production
- Russian Dandelion Production for Natural Rubber and Ethanol Feedstock
- Napier Grass LCA
- Biochar for Soil Amendment and Storm Water Filter
- Supply curve for Western Juniper as Coal Substitute at PGE Boardman Power Plant as well as giant cane and annual sorghum crops

This month issuing an RFP (\$800,000) for new projects



For more info contact

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Advanced Hardwoods Biofuels Northwest Projects (AHB) at OSU

Bioenergy Education Project

- Pre-college Education
- Bioenergy Minor
- Professional Science MS degree

Hardwood Genetics and LCA Analysis

More Info? - Ask Rick Gustafson

Northwest Advanced Renewables Alliance Projects (NARA) at OSU



Feedstock Supply

- Spatial Market Equilibrium Models
- Long Term Productivity
- Wildlife Impacts
- Genetic Improvement

Feedstock Logistics

- Biomass Recovery
- Collection and Transport Cost Models
- Moisture Management
- Grinding to Specifications
- Advanced Trailer Testing and Demonstration



The Three C's

- 1. Cost
- 2. Cost
- 3. Cost

- Other than “minor” technical pretreatment and conversion details – **Feedstock collection and transport cost is a major challenge** for a 1,000,000 BDT/year facility

Forest Residue Characteristics

- Almost FREE on site
- A large part is already at roadside -> good
- 30-60% water -> no sugar yield
- 3-5% dirt -> no sugar yield
- 5-12% bark -> low sugar yield
- Expensive to get to roadside – add up to \$22/BDT
- Expensive to concentrate if large trucks cannot reach residue piles - add up to \$25/BDT
- Expensive to transport - \$6-7/BDT per hour of travel time

Grinder Working at Roadside





Grinding at a Centralized Collection Point



Van Options

32-ft Van for Doubles



48-ft Stinger-Steered Van

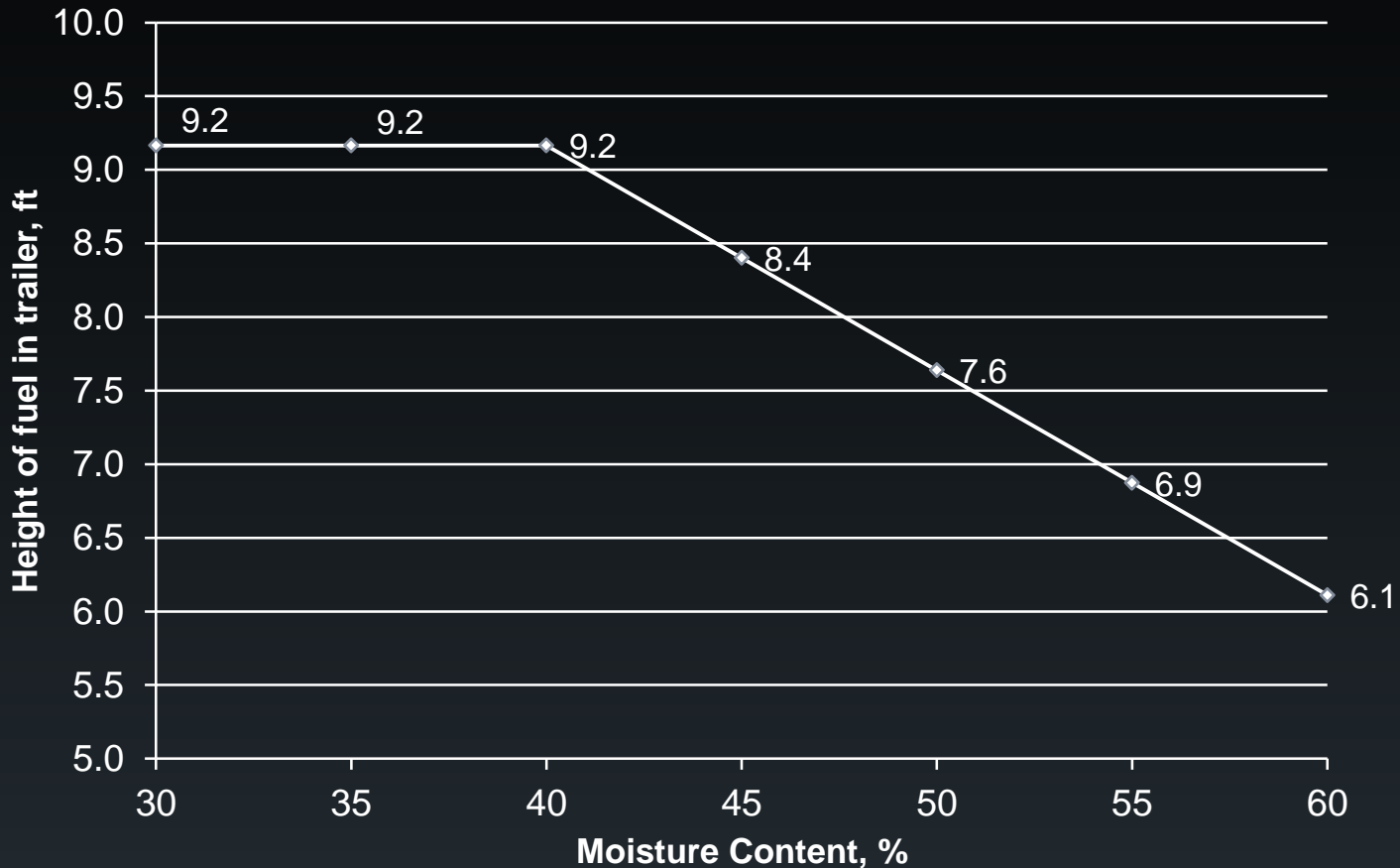


53-ft 4 Axle Van

48-ft Van Self-steering Axles



Biomass Height in Trailer



48-ft trailer, 8.3 ft wide, dry bulk density (hogfuel) = 9.3 pounds per cubic foot.



Technical Opportunities – Increase Sugar Content Per Truck Load

- Reduce Moisture Content
- Screen Fine Material (mostly bark and dirt)
- Increase Large Truck Access (advanced design vehicles)
- **Densify** Before Transport (blow, vibrate, compact)



Concluding Remarks

- Lots of Challenges
- Lots of Opportunities

Thank you