A STUDY ON THE REDUCTION OF THE CARBON FOOTPRINT IN THE USE OF PRESSURE GAS CYLINDERS

A comparison between the impact of WP 200 bars steel and smart carbon cylinders

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CARBOTAINER

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1. INTRODUCTION

This document presents the comparative study of greenhouse gases (GHG) emissions derived from the raw material production, manufacturing and transportation of the steel and the our smart carbon cylinder (from now on called SCC cylinder) for pressurized gases, such as nitrogen, oxygen, argon and its mixes, etc.

Nowadays there is a global commitment to fight against climate change, which means a double challenge:

- Mitigation through the development of policies, technologies and measures that allow.
    - On the one hand, to limit and reduce the emissions of greenhouse gases.
    - On the other hand, to improve the capacity of gas absorption by the terrain.
- Adaptation, that is, anticipating the adverse effects of climate change and taking the appropriate measures to avoid or minimize the damage they may cause, adapting to the consequences that may come.

> The Carbon Footprint could be defined as an indicator that allows us to numerically value the amount of greenhouse gas emissions attributable to any human activity.

Overcoming this double challenge requires a new approach to the manufacturing procedures: our present model leads to either fragile systems or with a significant climatic and environmental impact. This effort towards a new productive model will open up new opportunities, such as the development of systems with low inputs or a wider use of renewable energies, which will support a new low-carbon economy.

So the Carbon Footprint could be defined as an indicator that allows us to numerically value the amount of greenhouse gas emissions attributable to any human activity. It is expressed in mass (grams, kilograms, tons...) of CO_2 equivalent. The CO_2 equivalent is considered as a unit that allows us to use a single reference to refer to all greenhouse gases through its Global Warming Potential. The global warming potential of a gas (GWP) reflects its relative capacity to increase the greenhouse effect compared to that of Carbon Dioxide.

2. GOALS AND SCOPE OF THE STUDY

OBJECTIVES OF ANALYSIS

- Calculate the GHG emissions of the process of extraction of the required raw material for the manufacture of both steel and SCC cylinders.
- Calculate the GHG emissions in the manufacturing process of both steel and SCC cylinders.
- Calculate the GHG emissions throughout the life cycle of both steel and SCC cylinders.
- Explain why the use of SCC cylinders is truly a positive contribution to the objectives of energy efficiency and climate protection.

3. WHAT IS THE CARBON FOOTPRINT?

The carbon footprint is the addition of all CO_2 emissions directly or indirectly caused by humans on the environment. It is measured from the extraction of raw materials to our daily habits, such as what means of transport we use or what energy consumption we make.

4. FACTORS TO CONSIDER

THE FACTORS TO TAKE INTO ACCOUNT FOR THIS CALCULATION ARE:

- THE RAW MATERIALS THAT GENERATE CO_2 EMISSIONS INTO THE ATMOSPHERE DURING THEIR EXTRACTION
- THE TRANSFORMATION OF THESE RAW MATERIALS TO OBTAIN THE FINAL PRODUCT
- TRANSPORTATION
- RECYCLING

4.1 EXTRACTION OF RAW MATERIALS

Following you will find a table of emissions of CO_2 Kg in the extraction of raw materials needed to manufacture WP 200 bars steel and and smart carbon cylinders.

MATERIALS	CARBON FOOTPRINT
1 Kg of ROUGH ALUMINUM	1.7 Kg of CO_2
1 Kg of CARBON FIBRE	12.5 Kg of CO_2
1 Kg of POLYURETHANE	3 Kg of CO_2
1 Kg of EPOXY RESIN	6.7 Kg of CO_2
1 Kg of UNPROTECTED POLYPROPYLENE	1.34 Kg of CO_2
1 Kg of ROUGH STEEL	2 Kg of CO_2

The raw material needed to manufacture a 50-liter steel cylinder weighing 60 Kg, as well as its carbon footprint, is:

MATERIALS	Kg MATERIALS	CARBON FOOTPRINT
ROUGH STEEL	60	120 Kg of CO_2
TOTAL	**60**	**120 Kg of CO_2**

The raw materials needed to manufacture a 50-liter carbon fibre cylinder weighing 22 Kg are:

MATERIALS	Kg MATERIALS	CARBON FOOTPRINT
ROUGH ALUMINIUM	8	13.6 Kg of CO_2
CARBON FIBRE	7.5	93.75 Kg of CO_2
POLYUTETHANE	2	6 Kg of CO_2
EPOXY RESIN	2.5	16.75 Kg of CO_2
POLYPROPYLENE	2	2.68 Kg of CO_2
TOTAL	**22**	**132.78 Kg of CO_2**

4.2 MANUFACTURING PROCESS

After accounting for the carbon footprint required to obtain the raw materials for the manufacture of these cylinders, we must also take into account the treatment and moulding of the raw material for the manufacturing of each cylinder. To test these processes we need to find the calorific value of each industrial process.

The data to consider are: Kg of the product, melting temperature and specific heat of the material. With these data we can obtain the calorific power needed to mould the material.

To obtain the calorific power needed, we need to use a fuel such as propane. We have estimated that in the process we are going to have a 40 % loss (reduction of calorific power) in the propane.

Required data from all raw materials:

	MELTING TEMP.	KILOGRAMS	SPECIFIC HEAT J / KGºC
ALUMINIUM	660	8	897
CARBON FIBRE	1 500	7.5	711
POLYPROPYLENE	220	2	1 880
STEEL	1 500	60	2 000

PROPANE	CALORIFIC POWER	CARBON FOOTPRINT
1 Kg	11 082 Kcal/Kg	2.94 Kg/CO_2

In the following table, we show the calorific value necessary for the treatment of both types of cylinders:

	B50 CYLINDERS				M x Ce x (T2-T1)	
SCC CYLINDER	KILOGRAMS	SPECIFIC HEAT	ROOM TEMP.	MELTING TEMP.	Q (JOULES)	Q (Kcal)
ALUMINIUM	8	897	25	660	4 556 760	1 089.09
CARBON FIBRE	7.5	711	25	1 500	7 865 438	1 879.88
POLYPROPYLENE	2	1 880	25	220	733 200	175.23
TOTAL SCC						**3 144.2**
STEEL CYLINDER	KILOGRAMS	SPECIFIC HEAT	ROOM TEMP.	MELTING TEMP.	Q (JOULES)	Q (Kcal)
TOTAL STEEL	60	2 000	25	1 500	177 000 000	**42 304.01**

Summary table of the calorific value required

B50 CYLINDER660	Q (Kcal)
SCC CYLINDER 50 LITERS	3 144.20
STEEL CYLINDER 50 LITERS	42 304.01

A 40 % energy loss of the propane in the manufacturing process has been assessed. In the following table we may observe the Kg of propane needed in both types of cylinder to obtain the calorific value and therefore its carbon footprint.

The carbon footprint of 1 Kg of Propane Gas has an emission factor of 2.94 Kg CO_2

	MxCex (T2-T1)		PROPANE Kg	PROPANE	EMISSION Kg CO_2
	Q (JOULES)	**Q (Kcal)**	**100%**	**140%**	**CO_2**
ALUMINUM	4 556 760	1 089.09	0.098	0.137	0.40
CARBON FIBRE	7 865 438	1 879.88	0.169	0.236	0.69
POLYPROPYLENE	733 200	175.23	0.016	0.024	0.07
TOTAL ALUMINUM		3 144.2	0.28	0.39	1.16
	MxCex (T2-T1)		**PROPANE Kg**	**PROPANE**	**EMISSION Kg CO_2**
	Q (JOULES)	**Q (Kcal)**	**100%**	**140%**	**CO_2**
TOTAL STEEL	177 000 000	42 304.01	3.82	5.35	15.73

Summary of the carbon footprint. Extraction raw material + manufacturing of cylinders:

SCC CYLINDER	
MATERIALS	**Kg CO_2**
EXTRACTION RAW MATERIALS	132.78
MANUFACTURING OF SCC MATERIALS	1.16
TOTAL	**133.94 Kg CO_2**

STEEL CYLINDER	
MATERIALS	**Kg CO_2**
STEEL	120
STEEL MANUFACTURING	15.73
TOTAL	**135.73 Kg CO_2**

With these results it can be stated that the manufacture of a SCC cylinder produces **1.32% less CO_2** than the manufacture of a steel cylinder.

4.3 TRANSPORTATION

Let us check the savings in transportation using a 200 bars SCC cylinder versus a steel cylinder.

We take into account the following data:

- The CO_2 emissions considering an average value for transportation of goods by road is 50 gr. of CO_2 per Km and Ton of weight.
- We will consider a distance of 150 Km for our calculation.

CASE 1:

We will start by comparing the CO_2 footprint in the round trip of a single cylinder, in both cases.
Single Cylinder (14 Tn. Freight Truck) Delivery of a full cylinder + collection of an empty one back to the plant.

SINGLE STEEL CYLINDER

Outbound trip full cylinder = 60 Kg +15 Kg = 75 Kg // 150 Km x 0.075 Tm x 50 gr. = 562.50 gr. CO_2

Inbound trip empty cylinder = 60 Kg // 150 Km x 0.060 Tm x 50 gr. = 450 gr. CO_2

Total 1 012 gr. of CO_2 = 1.012 Kg of CO_2 // Ratio CO_2 x Kg of gas delivered 1012/15 Kg = 67.46 gr. CO_2

SINGLE SCC CYLINDER

Outbound trip full cylinder = 22 +15 Kg = 37 Kg // 150 Km x 0.037 Tm x 50 gr. = 277.50 gr. CO_2

Inbound trip empty cylinder = 22 Kg // 150 Km x 0.022 Tm x 50 gr. = 165 gr. CO_2

Total 442.50 gr. of CO_2 = 0.4425 Kg of CO_2 // Ratio CO_2 x Kg of gas delivered 442.50/15 Kg = 29.50 gr. CO_2

CONCLUSION:
USING SCC CYLINDERS FOR GAS TRANSPORTATION REDUCES CO_2 EMISSIONS BY A 56.27% COMPARED TO THE STEEL CYLINDER.

CASE 2:

Delivering a single cylinder is not frequent, so we will consider a more usual example: the delivery of a whole freight truck.
Freight Truck 24 tons of payload (dimensions 13.40 x 2.50 m.)

USING STEEL CYLINDERS:

276 cylinders with cages, each cylinder contains 15 Kg of product

276 cylinders x 75 Kg + 23 cages x 130 Kg = 23 690 Kg

276 cylinders x 60 Kg + 23 cages x 130 Kg = 19 550 Kg

Total 43 240 Kg to deliver 4 140 Kg of product

Outbound trip full cylinder = 150 Km x 23.69 Tn x 50 gr. = 177 675 gr. CO_2

Inbound trip empty cylinder = 150 Km x 19.55 Tn x 50 gr. = 146 625 gr. CO_2

Total 324 300 gr. of CO2 // Ratio CO_2 x Kg of product 324 300 gr./4 140 Kg = 78.33 gr. CO_2

USING SCC CYLINDERS:

495 cylinders, 33 pallets of 15 cylinders each, each cylinder carries 15 Kg of product

495 cylinders x 37 Kg + 33 pallet x 25 Kg = 19 140 Kg

495 cylinders x 22 Kg + 33 pallet x 25 Kg = 11 715 Kg

Total 30 855 Kg to deliver 7 425 Kg of product

Outbound trip full cylinder = 150 Km x 19.14 Tn x 50 gr. = 143 550 gr. CO_2

Inbound trip empty cylinder = 150 Km x 11.71 Tn x 50 gr. = 87 862 gr. CO_2

Total: 231 412 gr. of CO_2 // Ratio CO_2 x Kg of product 231 412 gr./7 425 Kg = 31.16 gr. CO_2

CONCLUSION:
USING SCC CYLINDERS FOR GAS TRANSPORTATION REDUCES CO_2 EMISSIONS BY A 60.21% COMPARED TO THE STEEL CYLINDER.

LAYOUT OF CYLINDERS IN A 24 TN FREIGHT TRUCK

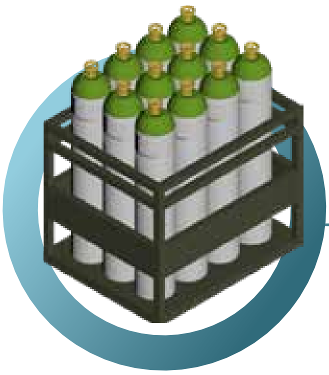
Weight is important, but let us consider dimensions and space too.
A freight truck of 24 tons, dimensions of the cargo space: 13.4 x 2.50 meters.

USING STEEL CYLINDERS:

Transportation of these cylinders requires metal cages with dimensions of 850 x 1080 mm, each cage has a capacity of 12 cylinders. Each cage with the 12 cylinders filled with gas weighs 1030 Kg. Considering that the maximum weight allowed by the freight truck is 24 Tons, only 23 cages (23 690 Kg) can be carried. Also, we must keep in mind the space, keeping the necessary distances in the freight truck cargo space, we may fit 2 rows of 15 cages in each, for a maximum of 30 cages (30 900 Kg). Due to this reason, the truck can only carry 23 cages.

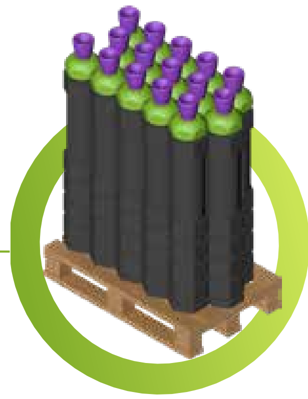
USING SCC CYLINDERS:

Standard 800 x 1200 euro pallets are used, 15 cylinders fit in each pallet. Keeping the necessary distances, 33 pallets (495 SCC cylinders) fit in each cargo space. Each pallet with 15 filled cylinders weighs 580 Kg, that is, 33 filled pallets weigh 19 140 Kg.



Steel cylinders must travel in cages, so they need more space in the truck.

The cylinders can be carryed on standart european pallets. 15 SCC cylinders per pallet.



4.4 RECYCLING

We must keep in mind that more **than 95% of all SCC materials can be recycled.**
Aluminum is a totally recyclable material that does not lose its properties, moreover, recycling aluminum saves 95% of the energy needed to produce new aluminum.
Polypropylene is 100% recyclable which makes it a versatile material in reprocessing, allowing us to obtain products that fulfill an equivalent functional promise to the initial application or giving them a greater impact destination.

5. REDUCTION OF THE CARBON FOOTPRINT WITH THE SCC CYLINDER

HOW MUCH CO_2 CAN A TREE ABSORB?

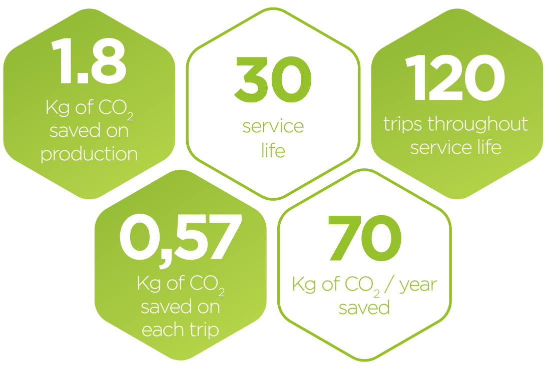
It can be stated that figures vary between 10 Kg and 30 Kg of CO_2 per year. For calculation purposes, it is recommended to take 15 Kg of CO_2 as a reference.

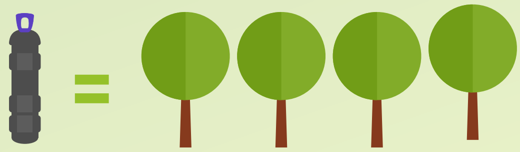
SCC cylinder service life: 30 years
One 50-litres SCC cylinder has an average rotation of 4 times to the year, meaning it is filled, delivered and collected 4 times a year.

1º In the manufacturing process there is a saving of:
Steel Cylinder = 135.73 Kg of CO_2
BIC Cylinder = 133.94 Kg of CO_2
The difference is 1.79 Kg of CO_2 per cylinder.

2º In the transportation of a BIC cylinder:
Considering a service life of 30 years and a rotation of 4 times a year, 120 round trips are made in the life of each cylinder.
On each round trip there is a saving of 0.57 Kg of CO_2 per cylinder
So for 120 trips, the economy is: 0.57 Kg of CO_2 x 120 = 68.4 Kg of CO_2

CONCLUSION:
TOTAL SAVING OF CO2= 1.79 KG + 68.4 KG = 70.19 KG OF CO_2. AS IF WE HAD SEEDED 4.6 TREES.





Using SCC cylinders implies a reduction of the carbon footprint equivalent to the seeding of more than four trees all over the life of each SCC cylinder.

6. CONCLUSIONS

After the present study and the analysis of the results, we can state that, although in the manufacturing process of the SCC the data are similar to those of the steel cylinder, there is a **significant reduction of 56% in the carbon footprint in the transportation process**, that grows up to 60% when considering the full load of a 24 Tn freight truck.

The reason for this economy are:

- Its lower weight, almost three times lighter than steel cylinders.
- Its hexagonal shape, which allows using pallets instead of cages, so we have more space to carry almost twice as many cylinders in a 24 Tn freight truck.

We may come to the conclusion that the "carbon balance" for smart carbon cylinders (SCC) shows that its use implies a **reduction of the carbon footprint equivalent to the seeding of more than four trees** all over the life of each SCC cylinder.

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