



www.csiro.au

Biodiesel from Algae: challenges, opportunities and the way forward

Tom Beer, David Batten, John Volkman, Graeme Dunstan, Susan Blackburn
CSIRO Energy Transformed Flagship
23-25 January 2008



APCAEM

Asian and Pacific Centre for
Agricultural Engineering and Machinery

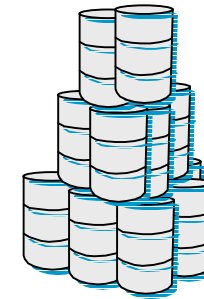
Aviation interest in algae

If the world airline fleet used 100% biojet fuel from soybeans, it would require 322 billion litres.



World fleet in 2004

=



322 billion litres of biojet fuel
(85 billion gallons)

This would require 5,750 sq km of land (about the size of Europe)

Planted
with
soybeans



CSIRO Biodiesel from Algae



Soybeans
(560 ltr oil/hectare)

575 million hectares
(5.75 million sq km) soybeans

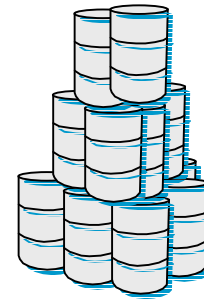
To meet aviation's fuel demand

If the world airline fleet used 100% biojet fuel from soybeans, it would require 322 billion litres.



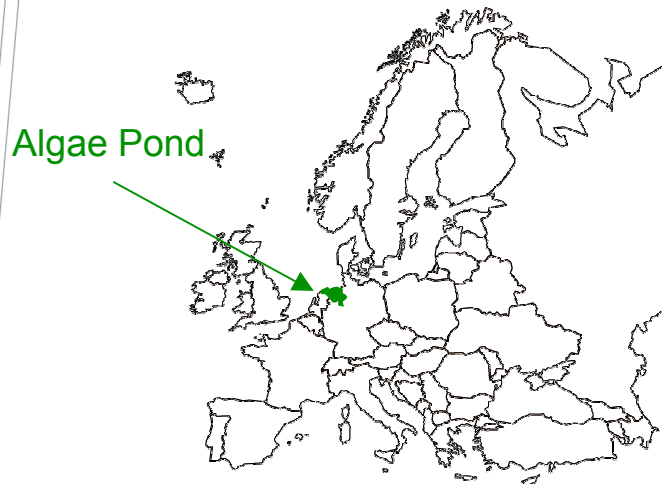
World fleet in 2004

=



322 billion litres of biojet fuel
(85 billion gallons)

This would require 35k sq km land (about the size of Belgium)



CSIRO Biodiesel from Algae



34,250 sq km (3.4 million hectares)
algae ponds



APCAEM
Asian and Pacific Centre for
Agricultural Engineering and Machinery



World first: Flying high on pond scum

DENISE MCNABB

AIR New Zealand and airliner manufacturer Boeing are secretly working with Blenheim-based biofuel developer Aquaflow Bionomic Corporation to create the world's first environmentally friendly aviation fuel, made of wild algae.

If the project pans out the small and relatively new New Zealand company could lead the world in environmentally sustainable aviation fuel.

It's understood Air NZ is undertaking risk analysis. If everything stacks up it will make an aircraft available on the Tasman to test the biofuel.

The fuel is essentially derived from bacterial pond scum created through the photosynthesis of sunlight and carbon dioxide on nutrient-rich water sources such as sewage ponds.

Air NZ would most likely test the fuel on one engine while normal

aviation fuel would drive the other engine. Fuel is held in cells on the aircraft that can be directed to a specific engine.

None of the parties involved will talk about the joint venture development because of confidentiality agreements but whispers about the project were circulating at the roll-out of the Boeing 787 Dreamliner in Seattle in the US last week.

Local Marlborough media reported a visit by Boeing to Aquaflow earlier this year and Boeing has stated publicly since then that it believes algae is the airline fuel of the future.

Virgin Fuels announced in April it was working with Boeing to demonstrate biofuel in a 747-400. The focus is on testing algae-derived jet fuel, especially its freezing point.

Boeing's Dave Daggett was reported this year as saying algae ponds totalling 34,000 square

kilometres could produce enough fuel to reduce the net CO2 footprint for all of aviation to zero.

Until now the relatively new Blenheim company's focus has been on biodiesel for cars, trucks, buses and boats.

Environment Minister David Parker drew public attention to the company in December when he test drove a Land Rover around Parliament's forecourt that was powered by Aquaflow's blend of algae biofuel and diesel (5% algae fuel and 95% conventional fuel) just a year after it was developed.

Virgin Airline boss Richard Branson met Parker in January to discuss biofuel, including Aquaflow's technology for wild algae.

Aquaflow director Vicki Buck said yesterday that she couldn't talk about

Continued on PAGE 2





World first: Flying high on pond scum

DENISE MCNABB

AIR New Zealand and aircraft manufacturer Boeing are secretly working with Blenheim-based biofuel developer Aquaflow Bionomic Corporation to create the world's first environmentally friendly aviation fuel, made of wild algae.

If the project pans out the small and relatively new New Zealand company could lead the world in environmentally sustainable aviation fuel.

It's understood Air NZ is undertaking risk analysis. If everything stacks up it will make an aircraft available on the Tasman to test the biofuel.

The fuel is essentially derived from bacterial pond scum created through the photosynthesis of sunlight and carbon dioxide on nutrient-rich water sources such as sewage ponds.

Air NZ would most likely test the fuel on one engine while normal

aviation fuel would drive the other engine. Fuel is held in cells on the aircraft that can be directed to a specific engine.

None of the parties involved will talk about the joint venture development because of confidentiality agreements but whispers about the project were circulating at the roll-out of the Boeing 787 Dreamliner in Seattle in the US last week.

Local Marlborough media reported a visit by Boeing to Aquaflow earlier this year and Boeing has stated publicly since then that it believes algae is the airline fuel of the future.

Virgin Fuels announced in April it was working with Boeing to demonstrate biofuel in a 747-400. The focus is on testing algae-derived jet fuel, especially its freezing point.

Boeing's Dave Daggett was reported this year as saying algae ponds totalling 34,000 square

kilometres could produce enough fuel to reduce the net CO2 footprint for all of aviation to zero.

Until now the relatively new Blenheim company's focus has been on biodiesel for cars, trucks, buses and boats.

Environment Minister David Parker drew public attention to the company in December when he test-drove a Land Rover around Parliament's forecourt that was powered by Aquaflow's blend of algae biofuel and diesel (5% algae fuel and 95% conventional fuel) just a year after it was developed.

Virgin Airline boss Richard Branson met Parker in January to discuss biofuel, including Aquaflow's technology for wild algae.

Aquaflow director Vicki Buck said yesterday that she couldn't talk about

Continued on PAGE 2



Objective of the Presentation

- ❑ To seek partners to determine the amount and location of algal biomass in the ESCAP region that could be suitable for the production of biodiesel

- ❑ To offer the possibility of a sustainable, low GHG emissions feedstock that
 - ❑ grows rapidly
 - ❑ yields more biofuel per hectare than oil plants
 - ❑ contains no sulfur and is non-toxic
 - ❑ is highly biodegradable
 - ❑ does not compete with food, fibre or other uses
 - ❑ does not involve destruction of natural habitats

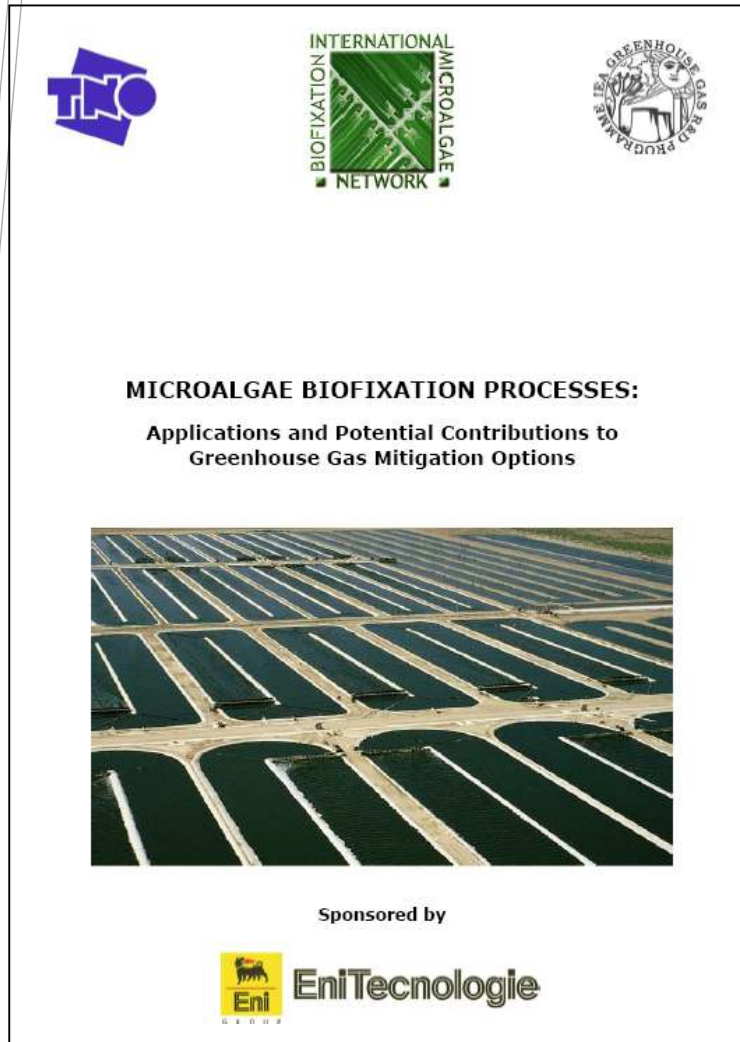
About Microalgae

- They contain lipids and fatty acids as
 - membrane components
 - storage products
 - metabolites and
 - sources of energy
- They contain up to 40% of lipids/oils by weight
- They need light, nutrients and warmth to grow

Sources of Microalgae

- Large-scale, natural sources:
 - Bogs, marshes and swamps
 - Salt marshes
 - Salt lakes
- Small-scale sources:
 - Wastewater treatment ponds
 - Animal waste
 - Other liquid wastes

Resource Potentials



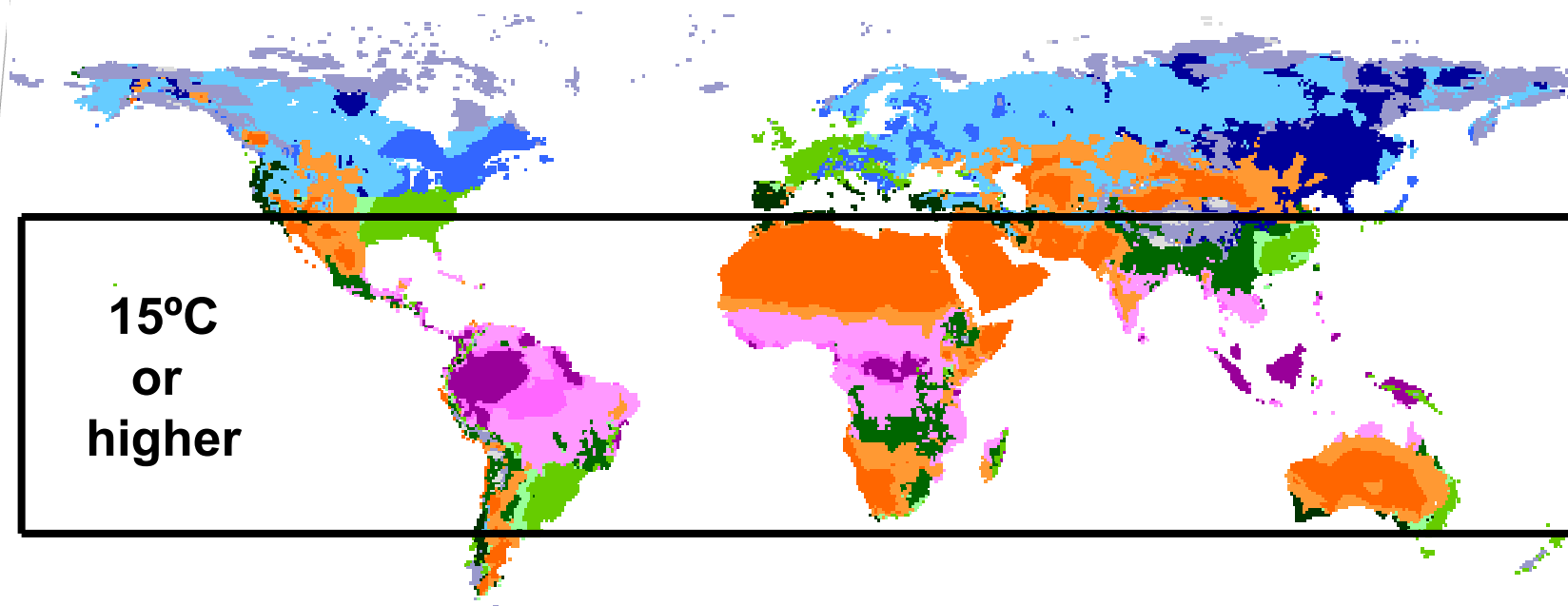
CSIRO Biodiesel from Algae

Methodology

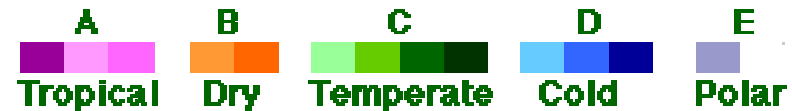
**T > 15°C and
availability of:
water body or
wastewater pond;
flat, low cost land;
infrastructure.
CO₂ resources**



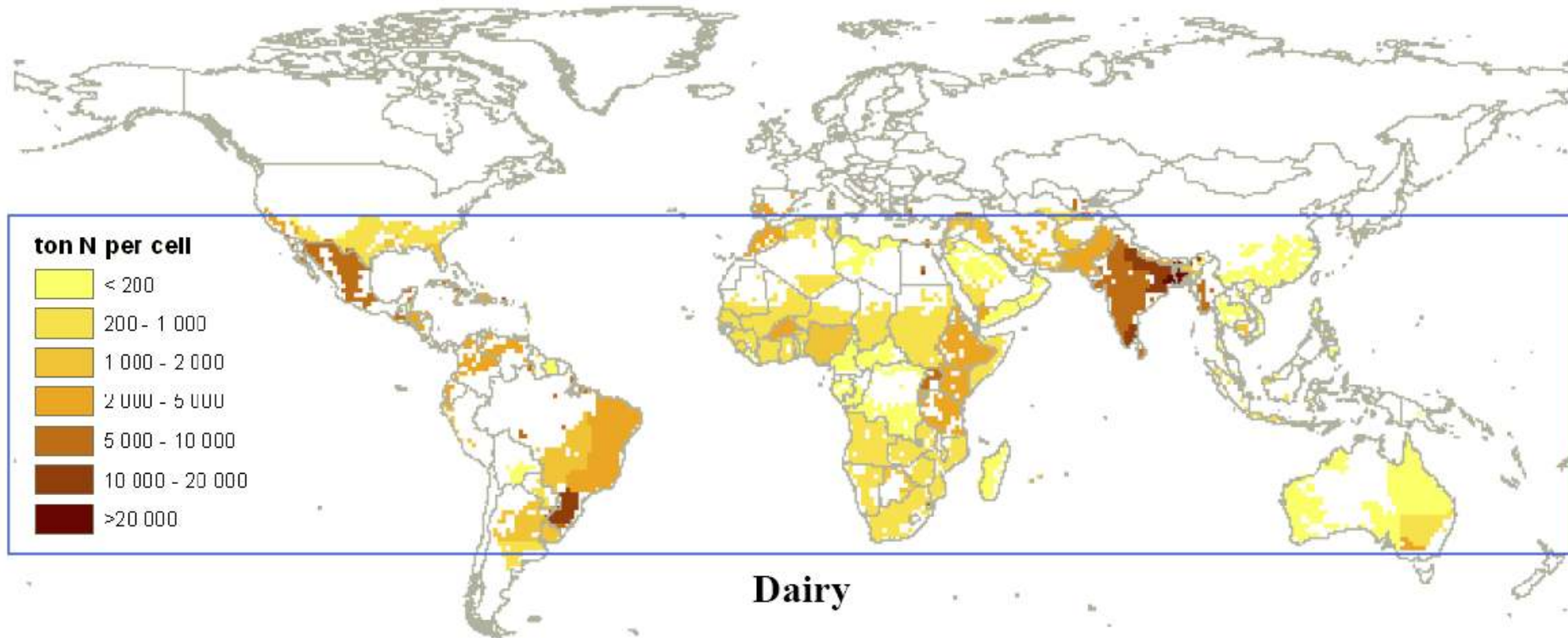
Suitable Climatic Areas



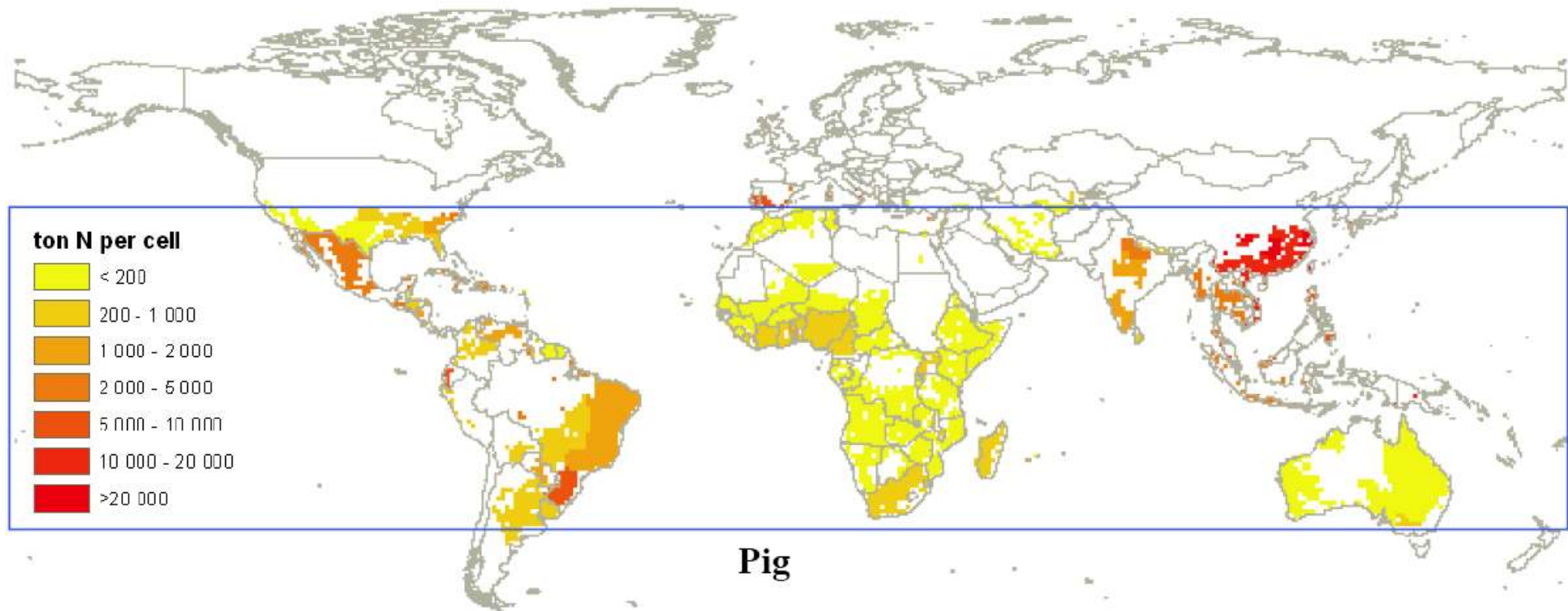
Koeppen's Climate Classification
by FAO - SDRN - Agrometeorology Group - 1997



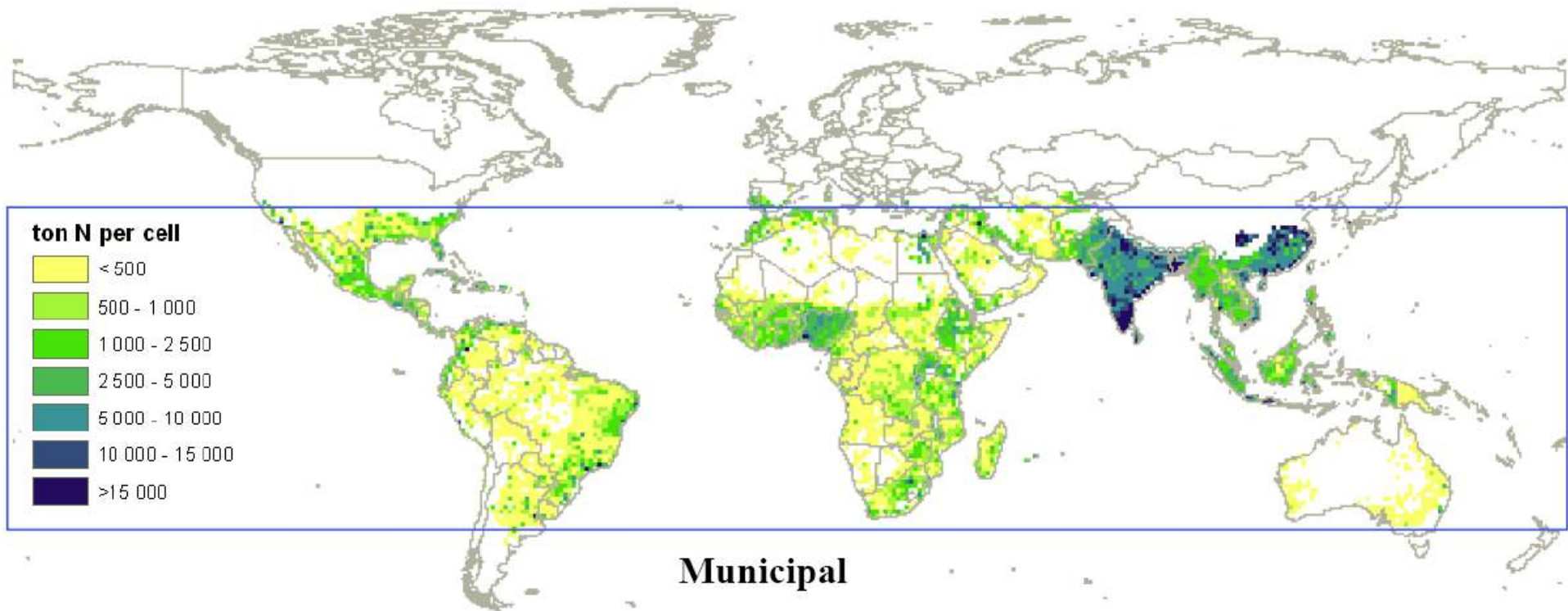
Dairy feedlot potential



Pig feedlot potential



Municipal wastewater potential



Waste/water Potentials

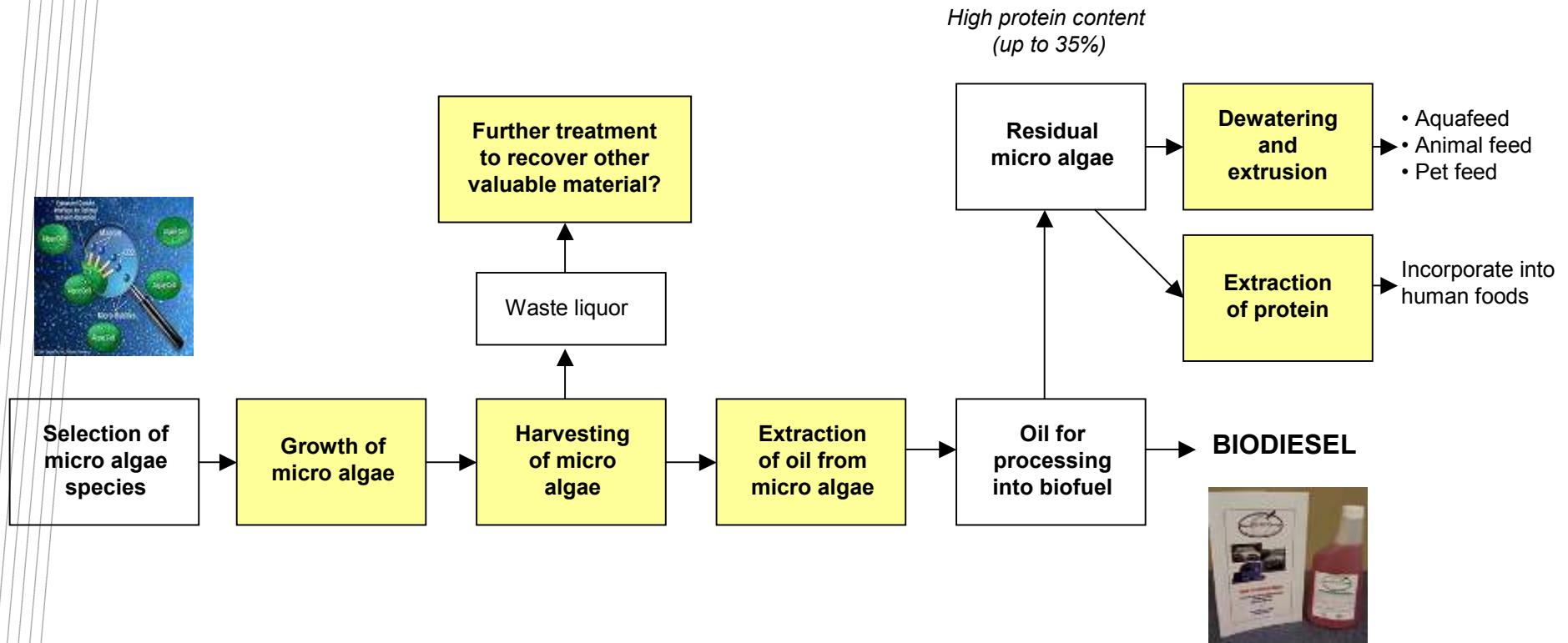
- ESCAP countries with large wastewater or animal waste potentials:
 - **Southern China (wastewater, pig wastes)**
 - **Thailand (wastewater, pig wastes)**
 - **Indonesia (wastewater)**
 - **Malaysia (wastewater)**
 - **Philippines (wastewater, pig wastes)**

Theoretical resource potentials by 2020

| Continent | Municipal wastewater [Mton algae] | Dairy cow wastes [Mton algae] | Pig wastes [Mton algae] | Total [Mton algae] |
|-------------|-----------------------------------|-------------------------------|-------------------------|--------------------|
| Africa | 28 | 31 | 3 | 62 |
| America | 20 | 46 | 23 | 89 |
| Asia | 84 | 53 | 56 | 193 |
| Europe | 2 | 3 | 3 | 7 |
| Middle East | 2 | 1 | 0 | 3 |
| Oceania | 7 | 2 | 2 | 11 |
| Total | 142 | 137 | 87 | 366 |

Source: van Harmelen and Oonk (2006) "Microalgae biofixation processes"

Algae to Biodiesel Pathway



Algal biomass yields

Reported algae biomass yields of field experiments, Aquatic Species Program

| Project | Date | Algae species | Stable? | Sustained growth | Average yield (g/m ² /day) | Annual yield (MT/ha/yr)* | |
|------------------------|-----------------|-----------------------|---------------|--------------------------|---------------------------------------|--------------------------|------|
| "Species control" | 1976 | Spirulina | no | NA | "not encouraging" | | |
| | | Oscillatoria | no | 1 week | 15 | | |
| Ryther | Late 70s | "Many" | no | no | too low | "below 50" | |
| "Large scale" | 1977-79 | NA, pond 1 | no | 8 months (except winter) | 13 | [31,6] | |
| | | NA, pond 2 | no | 8 months (except winter) | 13 | [31,6] | |
| | | NA, pond 3 | yes | 1 year | 12 | 43,8 | |
| | | NA, pond 4 | yes | 1 year | 14 | 51,1 | |
| Hawaii 1980-87 | 1981-82 | Tricornutum | yes | 2 months (winter) | 2,3 | | |
| | 1982 | " | yes | 2 months (spring) | 11 | | |
| | 1984-85 | Tetraselmis cuecica | yes | 78 days | 37,5 | | |
| | 1985-86 | " | yes | NA | 24 | | |
| | 1986-87 | " | yes | 120 days | 30 | [54,75] | |
| California 1981-86 | 1982 | Mix [1] | no | 2 days | 5 | | |
| | 1983-84 | S.quadricuada | yes | 8 months | 15 | [36,5] | |
| | | " | yes | 10months (except winter) | 13,5 | [41] | |
| | 1985-86 | Cyclotella | no | 21 days | 28,1 | | |
| | | " | no | 33 | 29,6 | | |
| | " | no | 10 days | 35,2 | | | |
| | " | no | 10 days | 27,6 | | | |
| | " | no | 6 days | 28,2 | | | |
| | " | no | 12 days | 26 | | | |
| | " | Chaetoceros gracilis | yes | 39 days | 22,5 | | |
| | " | " | yes | 39 days | 25,6 | | |
| | " | " | yes | 6 days | 29,1 | | |
| | " | " | yes | 6 days | 28,9 | | |
| | " | Chlorella pyrenoidos | no | 24 days | 13,1 | | |
| | " | " | no | 24 days | 14,1 | | |
| | " | T.Suecica | yes | 21 days | 18 | | |
| | " | " | yes | 17 days | 20,3 | | |
| | " | Nannocloropsis | no | 26 days | 14,9 | | |
| | " | " | no | 29 days | 15,4 | | |
| | " | Amphora sp. | yes | 20 days | 30,5 | | |
| " | " | yes | 14 days | 31 | | | |
| " | Chaetoceros sp. | yes | 28 days | 24,3 | | | |
| " | " | yes | 28 days | 22,6 | | | |
| Ben-Amotz, Israel | 1984-85 | C.gracilis, N. atomus | yes | Summer month | 40 | | |
| | | " | yes | Winter month | 20 | | |
| Negev, Israel | 1984-86 | N.Salina | yes | "Summer", optimal | 24,5 | | |
| | | Isochrysis galbana | yes | "Summer", optimal | 28,1 | | |
| Technion Univ., Israel | 1984-86 | I.Galbana | yes | One month | 23,6 | | |
| | | C.cryptica | yes | August | 30 | | |
| OTF, New Mexico | 1987 | " | yes | September | 15 | | |
| | | " | yes | October | 15 | | |
| | | " | yes | November | 10 | | |
| | | " | yes | December | 3,5 | | |
| | | 1988 | S.Suecica | no | August | 11 | |
| | | 1989 | M.minutum | yes | 1 year | 9,8 | 35,8 |
| | | | " | yes | 1 year | 8,3 | 30,3 |
| 1990 | " | yes | 1 year | 10,5 | 38,3 | | |
| | " | no | summer months | 19 | | | |
| | " | no | summer months | 18 | | | |

37.5 g/m²/day

137 T/ha/yr

Bioreactors of Ponds



CSIRO Biodiesel from



APCAEM
Asian and Pacific Centre for
Agricultural Engineering and Machinery

Bioreactors or Ponds



Spirulina and *Haematococcus* Cultivation at Cyanotech Corp., Hawaii.
(*Spirulina*: blue-green ponds; *Haematococcus*: orange-red ponds)

CSIRO Biodiesel from Algae



APCAEM

Asian and Pacific Centre for
Agricultural Engineering and Machinery

Peel Inlet, Western Australia



Peel Inlet, Western Australia



CSIRO Biodiesel from Algae



APCAEM

Asian and Pacific Centre for
Agricultural Engineering and Machinery

Peel Inlet, Western Australia



CSIRO Biodiesel from Algae



Asian and Pacific Centre for
Agricultural Engineering and Machinery

Biodiesel manufacture in WA (Picton)



CSIRO Biodiesel from Algae

Biodiesel manufacture in Darwin (NT)



CSIRO Biodiesel from Algae



APCAEM

Asian and Pacific Centre for
Agricultural Engineering and Machinery

Biodiesel from various feedstocks



**B25
Canola**

B100 Tallow

CSIRO Biodiesel from Algae

B10 Tallow



APCAEM
Asian and Pacific Centre for
Agricultural Engineering and Machinery

Fatty acid composition

| Fatty acid | Lipids from | | | | | | |
|------------------------------|----------------------------|-------------------|--|----------------------------|--------------------------|---------------------------|--------------------------|
| | BDF from Crude palm oil | Crude coconut oil | | <i>Dunaliella maritima</i> | <i>Dunaliella salina</i> | <i>Chlorella vulgaris</i> | <i>Polytoma Oviforme</i> |
| Caproic acid, C8:0 | - | 7.42 | | - | - | - | - |
| Capric acid, C10:0 | - | 5.78 | | - | - | - | - |
| Lauric acid, C12:0 | 0.35 | 49.75 | | - | - | | - |
| Myristic acid, C14:0 | 0.92 | 18.75 | | 0.4 | 0.5 | 2.0 | - |
| Palmitic acid, C16:0 | 44.11 | 8.60 | | 11.8 | 17.8 | 19.6 | 39 |
| Stearic acid, C18:0 | 4.36 | 2.65 | | 0.4 | 1.5 | 3.3 | 3 |
| Arachidic acid, C20:0 | 0.09 | 0.18 | | 0 | 0 | 0 | 0 |
| Sum of Saturated FA | 49.83 | 93.13 | | 12.6 | 19.7 | 25.7 | 42.0 |
| Palmitoleic acid, C16:1 | - | - | | 4.2 | 2.5 | 8.8 | 2 |
| Oleic acid, C18:1 | 38.97 | 5.53 | | 2.5 | 3.4 | 7.3 | 31 |
| Linoleic acid, C18:2 | 11.21 | 1.26 | | 4.1 | 6.1 | 11.8 | 5 |
| Linolenic acid, C18:3 | - | 0.07 | | 45.8 | 39.4 | 22.6 | 8 |
| Sum of Unsaturated FA | 50.18 | 6.86 | | 87.4 | 80.3 | 74.3 | 58 |

Energy Transformed Flagship

Tom Beer

Leader, Transport Biofuels

Phone: +61 3 9239 4546

Email: tom.beer@csiro.au

Web: <http://www.csiro.au/org/EnergyTransformedFlagship.html>

Thank you

Contact Us

Phone: 1300 363 400 or +61 3 9545 2176

Email: Enquiries@csiro.au **Web:** www.csiro.au



CSIRO