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4E Analysis of a Control System for Solid Oxide Fuel Cell and Micro Gas Turbine Hybrid Power System in Marine applications

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ABSTRACT

In this paper, energy, exergy, economic, and environmental investigation of a control system for combined heat and power system (CHP) system using solid oxide fuel cell (SOFC) and micro gas turbine (MGT) used for marine power technology in ship propulsion is studied. Wide-ranging thermal, electrochemical, and exergetic calculations in the system are performed in order to get hold of accurate that is validated using available data in literature. A parameter study is accomplished based on the fuel flow rate, fuel utilization, working pressure , rate of air flow into the system, fuel cell current density, stack temperature, fuel unit cost , capital cost ,and electricity price to evaluating the total cost rate including investment costs, operational costs and environmental costs are investigated. Results show that decreasing of the working pressure and rate of air flow into the system; cause the economic performance of the system to increase and the environmental emission to reduce as well as system can achieve a high efficiency. To acquire the maximum efficiency a control system is designed to effectively synchronize the SOFC power and turbine's rotation subsystem to have the energy for the ship propulsion. What's more, the electrical energy cost is obtained 0.09 $\$kW^{-1}h^{-1}$ *and payback period of the investment is about 5.4 years.*

Keywords: mini gas turbine, solid oxide fuel cell, control strategy, marine power, economic analysis, environmental analysis, energy system planning

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INTRODUCTION

The world's increasing population, their energy demand, energy cost of exploration and production, and the reduction of fossil fuel resources in recent decades have involved much studies in the field of emission-less and high monetary efficiency energy systems. So long as oil is used as a main source of energy, the cost of getting well a barrel of oil becomes greater than the energy content of it; production will stop no matter what the financial worth may be. Still majorly of alternative energy sources relying on fossil fuels, fuel cells are considered as a new tools in energy production which promising the diminution of environmental emissions because of using the electric potential in the chemical reaction of fuel to produce the electricity. Among the fuel cell systems the solid oxide fuel cell (SOFC) has paid more attention due to proper efficiency and consecutively generation of electricity and heat [1]. The ability of SOFC in being combined with diverse power systems and various types of gas turbines [2], low environmental pollution, suitable power density, independent power system from moving parts, and low acoustic noise can play a chief role in the future power plant [3]. The hybrid systems the first time were accompanied by the Siemens-Westinghouse Company in 1970 [4]. Among the first investigations carried out in this concern [5-8], in 2000 that company set up the first 100 kW fuel cell power plants operating at the pressure of 300 kPa with a 50kW micro gas turbine, in the national center for fuel cell research at the University of California [4]. Due to high efficiency (about 65%), controllability of power output and heat recovery capability the SOFC-GT hybrid systems have attracted the studies of numerous investigators. The technology of the tubular solid oxide fuel cell was studied by Singhal [9] and after then different thermodynamic and mathematical models of SOFC-GT have been derived and developed by numerous research groups [10-23].

The goal of the present research is to economic study a CHP system using of solid oxide fuel cell and mini gas turbine (SOFC-MGT) for concurrent production of electrical and thermal energies with high efficiency with respect to the environmental concerns. Initially a hybrid system along with its supplementary equipment has been simulated and then, every noted cycle component has been thermodynamically analyzed with a complete electrochemical and thermal analysis has also been performed for the fuel cell used for the system. Then over and done with a parametric study of the mentioned hybrid system, the effects of the rate of air and fuel flows into the system, working pressure ratio, fuel cell current density, fuel unit cost, electricity price ,and capital cost, on the efficiency, power production, total cost rate, and the rate of exergy destruction have been examined to find the optimum electrical energy cost and payback period of the investment.

2. Mathematical Modeling

The representation of the studied hybrid SOFC-GT system has been revealed in Fig. 1. The suggested system consists of a stack of solid oxide fuel cell with internal reforming, afterburner chamber, mini turbine, air compressor, fuel compressor, water pump and three recuperators. All thermal processes of that SOFC-MGT hybrid system in a simplified manner and is close to the first real constructed system of its kind. The energies used in a building include the heating, cooling, and the electrical loads, and the offered SOFC-MGT system must be talented to deliver them. The composition of the used air (point 1) is assumed to include 21% oxygen and 79% nitrogen and the utilized fuel (point 4) in the system is natural gas with the composition of 97% methane, 1.5% carbon dioxide and 1.5% nitrogen.

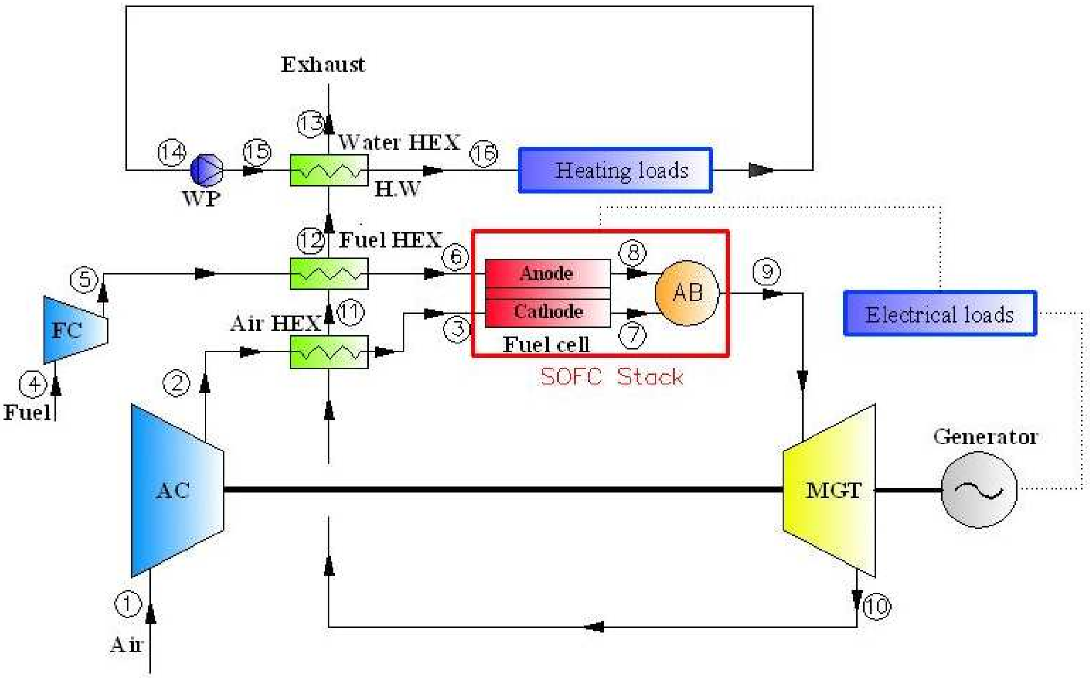

Fig. 1: Schematic of SOFC-MGT system

In the steady modeling and analysis of the proposed system, the gas leakage from the system and the change in kinetic and potential energy, the change in temperature and pressure inside the cell, are disregarded. Also the gas modeled as an ideal gas and USUF thermodynamic assumption is considered for the gasses exiting the cathode and anode. As well the fuel inside the fuel cell is assumed to process into hydrogen via internal reforming.

In this section, the equations used for modeling the SOFC-MGT different sections are presented. For thermal modeling of the system in steady state condition the average values of the thermodynamic parameters at each component were applied and for thermophysical properties of gases, a temperature dependent specific heat model based on empirical polynomials for ideal gas was applied.

The model for the proposed SOFC-MGT system is provided in three separate sections of reforming, electrochemical, and thermal calculation.

At the anode of a SOFC the water production reaction ($H_2 + O^{-2} \rightarrow H_2O + 2e^-$) and at its cathode the oxygen consumption reaction ($\frac{1}{2}O_2 + 2e^- \rightarrow O^{-2}$) exist. Before this reactions the methane gas must be converted to hydrogen in reforming and shifting reactions. A SOFC can use of hydrogen and carbon monoxide as fuel. The fact that through direct internal reforming, carbon monoxide and methane can be used as fuel inside the fuel cell is very important. The reactions that take place in the internal reforming process are highly endothermic, and get their needed heat from the fuel cell. The use of this method reduces, to some extent, the dependence of the cell on a cooling system. The reactions carried out in this process are [13,24]: Reforming and Shifting which overall cell reaction is water production by hydrogen and oxygen. Based on the reforming reactions, the natural gas (CH_4) is converted into hydrogen inside the fuel cell, and then, this hydrogen participates in the cell electrochemical reaction [25]. In the above relations, *x,y,* and *z* represent the molar rates of progress of the cell reforming, shifting, and overall reactions, respectively. By balancing the masses of various gasses in equilibrium, the molar rates of outflow gasses from the cell will be determined. In addition, the partial pressures of gasses exiting at the anode and cathode could be determined. Note that in this work the fuel entering the SOFC is assumed to be partially reformed, containing CH4, CO2, CO, H2O, H2, and N2, and has the following molar fraction composition:

$$x_f = \left(x_{CH_4}, x_{CO_2}, x_{Co}, x_{H_2O}, x_{H_2}, x_{N_2}\right) \quad (1)$$

while in the air channel, we assume

$$x_a = \left(x_{O_2}, x_{N_2}\right) \quad (2)$$

The reforming and shifting reactions are equilibrium reactions [26]. The reversible voltage of the fuel cell is given by the Nernst equation [27] and the operating voltage of one discretization unit of the cell can be calculated by:

$$U^j = U^j_{OCV} - \left(\eta^j_{ohm} + \eta^j_{act} + \eta^j_{con}\right) \quad (3)$$

where*j* is the index of discretization units and U^j_{OCV} is the fuel cell voltage at open circuit conditions. Since to calculate the real voltage of the cell, the losses associated with the cell (cell over potential), which includes the activation loss (V_{act}), ohmic loss (V_{ohm}), and the concentration loss (V_{conc}) are computed. Then, the magnitude of the polarization relation in each discretization unit can be determined in the electrochemical sub model based on the local conditions, including the temperature and species pressures:

$$U = f\left(i, p_{H_2}, p_{O_2}, p_{H_2O}, p_a, T\right) \quad (4)$$

After calculating the mentioned voltage losses, the real cell voltage will be obtained through equation (3). The activation-related loss consists of the losses associated with the cell startup and also with overcoming all the electrochemical reactions. The magnitude of this loss is equal to the sum of activation over potentials of the cells' anode and cathode, and it is found through the simplification of the Butlere-Volmer equation. Also Resistances against electron movements in the anode, cathode, and the internal connectors and against ion movements in the electrolyte cause Ohmic voltage losses. On this basis, Ohmic voltage loss or over potential (for anode, cathode, internal connectors, and electrolyte) the total activation loss is the summation of that value at the cathode and at anode. The calculation of the exchange current density is very complicated [31].

The temperature of outflow gasses from the fuel cell can be calculated by balancing the energy, and also through the use of the iterative method. Since the reforming reactions are endothermic, and the shifting and electrochemical reactions are exothermic, the total net heat transfer of the SOFC is determined from the thermal value differences of the three cited reactions, according to the following relation [31]:

$$\dot{T}_f = \frac{1}{\sum_{x_f} c_{v,x_f} m_{x_f}}\left(H^{\text{abs}}_{\text{in},f} - H^{\text{abs}}_{\text{out},f} + Q^{\text{conv}}_f + Q^{\text{conv}}_{I/f} + Q_{r,f}\right) \quad (5)$$

where $H_{\text{in},f}^{\text{abs}} - H_{\text{out},f}^{\text{abs}}$ accounts for the inlet and outlet absolute enthalpy difference in the fuel channel, Q_f^{conv} and $Q_{I/f}^{\text{conv}}$ account for the convective heat exchange between the fuel flow and its surrounding solid layers, namely, and $Q_{r,f}$is the energy released from the oxidation reaction in the anode. Based on the equipotential assumption, the following voltage and currents relations $U^j = U_{\text{cell}},\ \ j = 1,2,\ldots,J$ and $\sum_{j=1}^{J} I^j = I_{tot}$ are imposed on the discretization units.

Assuming an adiabatic compression, the compressor model is determined by [18]:

$$T_{c2} = T_{c1}\left(1 + \frac{1}{\eta_c}\left[\left(\frac{p_{c2}}{p_{c1}}\right)^{(\gamma-1)/\gamma} - 1\right]\right) \tag{6}$$

$$P_c = W_c(h_{c2} - h_{c1}) \tag{7}$$

$$P_c = W_c c_p^{\text{air}} T_{c1} \frac{1}{\eta_c}\left[\left(\frac{p_{c2}}{p_{c1}}\right)^{(\gamma-1)/\gamma} - 1\right] \tag{8}$$

where the shaft rotational speed dynamics ruled by the turbocharger rotational dynamic behavior which is determined by the power generated by the turbine, the power required to drive the compressor, and the power drawn by the generator as

$$\frac{dN}{dt} = \frac{P_t \eta_m - P_c - P_{\text{gen}}}{\alpha N.J} \tag{9}$$

which provides insight into the possible mechanisms for avoiding shutdown

$$\left(\underbrace{\int_0^t P_{tc}\,d\tau}_{E_{\text{in}}} - \underbrace{\int_0^t P_{\text{gen}}\,d\tau}_{E_{\text{out}}} = \underbrace{J\left(\frac{2\pi}{60}\right)^2 (N^2(t) - N_o^2)}_{\Delta E}\right)$$

Also, the relation between compressor flow and efficiency to pressure ratio and compressor speed is specified in terms of nondimensional mass flow rate parameter,

$$\phi_c = \frac{W_c\sqrt{T_{c1}}}{p_{c1}} \tag{10}$$

and compressor rotational speed parameter that is defined through the following relation:

$$\bar{N}_c = \frac{N}{\sqrt{T_{c1}}} \tag{11}$$

The calculations performed for the fuel compressor are similar to those for the air compressor. It is necessary to point out that in the present research, the temperatures of the air and fuel entering the system have been assumed as identical.

The after burner is the device where the remaining fuel from the SOFC anode is burnt with the remaining air from the SOFC cathode, in order to increase the temperature of the flow before it enters the turbine. In modeling the CB, the dynamics taken into account is the mass dynamics via the mass balance as

$$\frac{dm_{\text{CB}}}{dt} = W_{\text{ca}} + W_{\text{an}} - W_{\text{t}} \tag{12}$$

Taking the chamber efficiency into consideration, the temperatures of the out flowing gasses are calculated based on this equation:

$$m_{\text{bed}}^{\text{CB}} c_{p,\text{bed}}^{\text{CB}} \frac{dT_{\text{CB}}}{dt} = \left(H_{T_{\text{CB}}}^{\text{in}} - H_{T_{\text{ref}}}^{\text{in}} - H_o^{\text{in}}\right) - \left(H_{T_{\text{CB}}}^{\text{out}} - H_{T_{\text{ref}}}^{\text{out}} - H_o^{\text{out}}\right) \tag{13}$$

Furthermore, the enthalpies at a given temperature *T* are calculated as:

$$H_T = \sum_{k=1}^{k} n_k\, c_p^k(T) T \tag{14}$$

The hot gasses that leave the afterburner chamber then enter the turbine and generate electric current. By calculating ideal work and considering the isentropic efficiency of the turbine, the amount of work and output temperature of the turbine can be determined:

$$P_t = W_t(h_{t1} - h_{t2}) \tag{15}$$

The following relations can be used to determine the temperature of air leaving the turbine and the amount of work produced by the turbine:

$$\frac{T_{t1}}{T_{t2,is}} = \left(\frac{p_{t1}}{p_{t2}}\right)^{(\gamma-1)/\gamma} \tag{16}$$

$$T_{t2} = T_{t1}\left(1 - \eta_t\left[1 - \left(\frac{p_{t2}}{p_{t1}}\right)^{(\gamma-1)/\gamma}\right]\right) \tag{17}$$

The rates of entropy generation and exergy destruction during the expansion process inside the turbine are obtained from the following relations:

$$P_t = W_t c_p T_{t1} \eta_t \left[1 - \left(\frac{p_{t2}}{p_{t1}}\right)^{(\gamma-1)/\gamma}\right] \tag{18}$$

$$W_t = \frac{A_{\text{eff}} p_{t2}}{T_{t2}}\left(\left(\frac{p_{t1}}{p_{t2}} - g + 1\right)^{2/\gamma} - \left(\frac{p_{t1}}{p_{t2}} - g + 1\right)^{(\gamma+1)/\gamma}\right)^{\frac{1}{2}} \tag{19}$$

whereA_{eff}=0.07 m^2 is the effective flow area, and g=0.9 is the pressure ratio where the flow becomes zero. The isentropic efficiency is then given as a function of the blade-speed ratio U/C, defined as

$$\frac{U}{C} = \frac{\pi D N}{\sqrt{2 c_p T_{t1}\left(1 - \left(\frac{p_{t2}}{p_{t1}}\right)^{(\gamma-1)/\gamma}\right)}} \tag{20}$$

where D denotes the turbine blade diameter. In this research, to raise the temperature of the air and fuel entering the cell and also to provide the needed warm water, three external recuperators have been used which are fed by the hot outflow gasses of the turbine. As it was mentioned, a portion of the thermal energy contained in the outflow gasses is used to warm the air and fuel that enter the cell, and another portion of this energy enters another recuperator, in order to provide the required thermal load.

The presented economic analysis make allowance for the capital and repair costs of system components and the operational cost (containing the cost of electricity consumption). Several methods were proposed for the thermo-economic calculation of energy systems such as total revenue requirements and direct method. The goal parameters of the economic modeling is the electricity cost ($ per kilowatt hour) of produced power which is a function of the initial investment cost to purchase the equipment, maintenance costs and fuel costs. In the current analysis the cannibalized income of the equipment in payback calculations are ignored. The investment cost functions are listed in Table 1 [33, 34] for major components in terms of their design parameters.

Table 1: Cost functions for the major components of the SOFC-MGT system

Component	Cost function ($)
Compressor (centrifugal)	$91562(P_c/445)^{0.67}$
Gas turbine (radial)	$(-98.328\ln(P_{GT}) + 1318.5)P_{GT}$
Recuperatior	$111.6(m_{HE})^{0.95}$
SOFC stack	$A_{tot,stack}(2.96T_{cell} - 1907)$
Inverter	$100000(P_{cell}/500)^{0.7}$
Generator	$60(P_{GT} - P_c)^{0.95}$
Auxiliary equipment	$0.1\ A_{tot,stack}(2.96T_{cell} - 1907)$
Heat recovery exchanger	$8500 + 405A_t^{0.85}$
pump	271.54m'+1094.7
After burner	$(46.08\ m')(1+\exp(0.018T-26.4))/(\ 0.995-P_r)$

Unfortunately the prices of the references are for 1994 and are not updated. The cost coefficients of the reference [34] are updated based on the 5 percent annual interest rate from the time of estimation of that prices till now.

Using SOFC systems incorporating GT imposes additional expenses for investment and operational costs in comparison with that of conventional systems. These extra expenses arise from the capital and maintenance costs of the SOFC as well as the GT. The additional costs can be considered over time with reduction in electricity efficiency of the fuel cell (in comparison with that of conventional systems). However, in this research the payback period is calculated by ignoring these additional costs.

Global warming as the one of the environmental threats on humankinds is considered in the current investigation. The depletion of fossil fuels for electricity generation can made a great amount of CO_2 which is harmful for ozone layer. So the environmental influence is one of the concerns in the analysis of energy systems which is studied in the present study through the hybrid SOFC-MGT system. Other than increase in thermal efficiency of the system the amount of the CO_2 and other emission products should be minimized. As mentioned in the literature search the SOFC-GT power plant produces lowers fuel consumption and then the lower pollutant emissions. Also because of sensitivity of fuel cell parts the inlet fuel should be more purified than the common power plants. In this research, a fine cost was related to the rate of CO_2 emission was added to the system total cost.

A great difference of using SOFC in ship with other application is that in ship costumer should carry the fuel for power generation. For the fuel cost, here the LNG prices are used. Liquefied natural gas (LNG) is natural gas (predominantly methane, CH4) that has been converted to liquid form for ease of storage or transport. Although, it takes up about 1/600th the volume of natural gas in the gaseous state a place for storing the fuel in the ship also should be considered. Nowadays LNG is transported in specially designed ships with double hulls protecting the cargo systems from damage or leaks and a part of that fuel can be used for internal consumption of such ships (The tankers cost around USD 200 million each). LNG shipping costs are a key driver of the value that can be generated from moving gas between different locations, chartering fee, brokerage (1-2% fee), fuel consumption, port costs, canal costs, insurance costs. Here the assumptions are 137,000 m^3 capacity, 10 days average voyage period, and 7 average voyages with full cargo per year.

RESULTS AND DISCUSSION

The net power of the system is defined as the sum of the power output of the fuel cell and the power output of the generator ($P_{net} = P_{SOFC} + P_{gen} = P_{gen} + P_{fc}(P_{gen})$). In order to determine the maximum steady state net power output for a given fuel flow ($\max\left(\eta_{SOFC/GT} = \frac{P_{net}}{Q_{LHV_f}.W_f}\right)$ for each P_{net}), based on the lower heating value of the fuel, the complete model is considered. At steady state, as shown in Fig. 2, the relationship between N and P_{tc} can be approximated by a second order polynomial of the form

$$P_{tc} = aN^2 + bN + c \tag{20}$$

Thus, the equivalent second order reduced order model of the system can be expressed as

$$\begin{bmatrix} \dot{P}_{tc} \\ \dot{N} \end{bmatrix} = \begin{bmatrix} \frac{a}{\tau}N^2 + \frac{b}{\tau}N + \frac{c}{\tau} - \frac{1}{\tau}P_{tc} \\ (P_{tc} - P_{gen})/(\alpha N.J) \end{bmatrix} \tag{21}$$

If the operating point enters the $Z = \left\{P_{tc} < P_{tc,ss} \text{ and } N < \frac{-b-\sqrt{b^2-4a(c-P_{tc})}}{2a}\right\}$ then the distance between the operating point and the stable equilibrium increases (in spite of

$x(t_o) \in Z \Longrightarrow x(t) \in Z \quad \forall\ t \geq t_o$), and the trajectory heads away from the stable equilibrium point of $(N, P_{tc})_{st} = \left(\frac{-b+\sqrt{b^2-4a(c-P_{gen})}}{2a}, P_{gen}\right)$.

This will prove if consider the Lyapunov function $V(x) = \frac{1}{2}(P_{tc} - P_{tc,ss})^2 + \frac{1}{2}(N - N_{ss})^2$ (with $V(x) > 0, \quad \forall x \neq x_{ss}, V(x_{ss}) = 0, \|x\| \to \infty \Longrightarrow V(x) \to \infty$) and its derivate ($\dot{V}(x) = \dot{P}_{tc}(P_{tc} - P_{tc,ss}) + \dot{N}(N - N_{ss})$).

For a dynamic system of the $\dot{x} = f(x, u)$ form with desired input (u_d) the reference governor calculates the reference input (u_{RG}) such that it does not violate the constraints set for the system's response or performance ($u_{RG}(t + \delta t) = u_{RG}(t) + K(u_d(t) - u_{RG}(t))$). While for the hybrid system the reference command can be expressed as $O_f = \{x \in R_A(P_{net} = u_{RG}(t))\}$.

The prepared computer program is based on lumped method. This program receives the mass and fuel flow rate as well as the compressor pressure ratio as the input data. Then, the equations are solved and examined by varying the effective parameters. First the nonlinear equations of the reforming and electrochemical processes and the thermal equations of the cell are simultaneously solved, and the desired results including the calculations of the composition of output chemicals, temperature, voltage, power, efficiency, and the other fuel cell properties are obtained. Then the final calculations of the hybrid system are carried out to the fulfillment of convergence conditions, and the efficiency, power production, and the rates of entropy generation and exergy destruction of the whole hybrid system are determined. The detailed of the code and its validation against [9] , [13] is presented in the [36,37].

The goal of this research is to investigate the impact of the flow rates of air and fuel entering the system and also the effect of working pressure ratio of compressor on the economic aspects of MGT-SOFC as well as the environmental features of the system. The fuel cell used in this research is of the tubular solid oxide type (similar to the model by Siemens-Westinghouse Co.), and the specifications of this cell along with the assumed parameters in the analysis of this hybrid system have been presented in Table 2 [32].

Table 2: Simulation input parameters[18,32]

Parameter	Value
Cell area (m^2)	0.1
Fuel compressor efficiency (%)	80
Air compressor efficiency (%)	80
Pressure loss in recuperator (%)	5
Pressure loss in fuel cell stack (%)	5
Pressure loss in after burner (%)	5
Inverter efficiency (%)	89
Gas/air recuperator effectiveness (%)	85
Gas/fuel recuperator effectiveness (%)	85
Gas/water recuperator effectiveness (%)	85
Pump efficiency (%)	85
Afterburner efficiency (%)	95
Mini turbine efficiency (%)	84
Generator efficiency (%)	95

Since the fuel cell is the main source of power generation in the hybrid systems, to obtain more accurate results in this research, comprehensive electrochemical and thermal calculations of the fuel cell were carried out. In spite of the most of the previous research works, the working temperature of the cell has not been presumed as constant, and it is a function of the cited parameters.

The outflow heat of the SOFC is used in GT in current configuration. So when the compressor pressure ratio increases the relative pressures of gas components increase and due to that the Nernst potential increases. This effect generally causes the more electricity production and so the total price of it decreases as shown in the figure 2. At low compressor ratio the increase of pressure leads to decrease of the temperature of the cell stack and of the gasses leaving the cell decreases as well. So the lower enthalpy delivered to the GT and the net electricity power generation decreases.

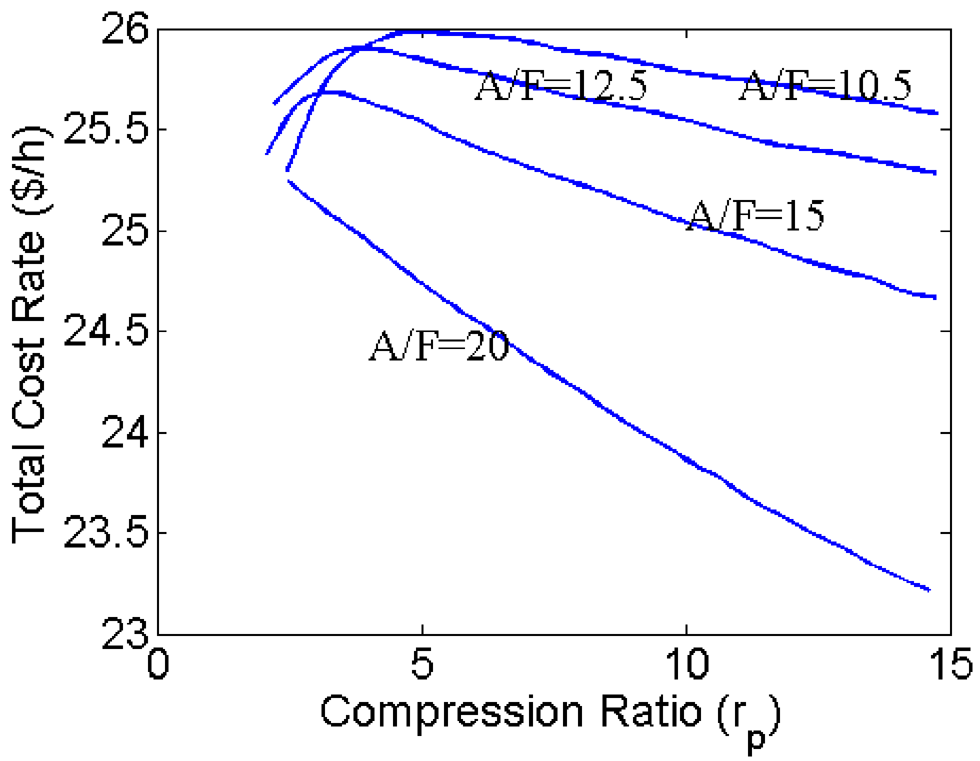

Fig.2: Variations of total cost rate with system compression ratio for different air to fuel ratios

In the meantime, the additional amount of oxygen improves the kinetics of chemical reactions and net output power of the SOFC. As can be seen in figure 3, the reduction of air-to-fuel ratios increases the total cost rates. The maximum prices was achieved at A/F of 10.5 and 12.5.

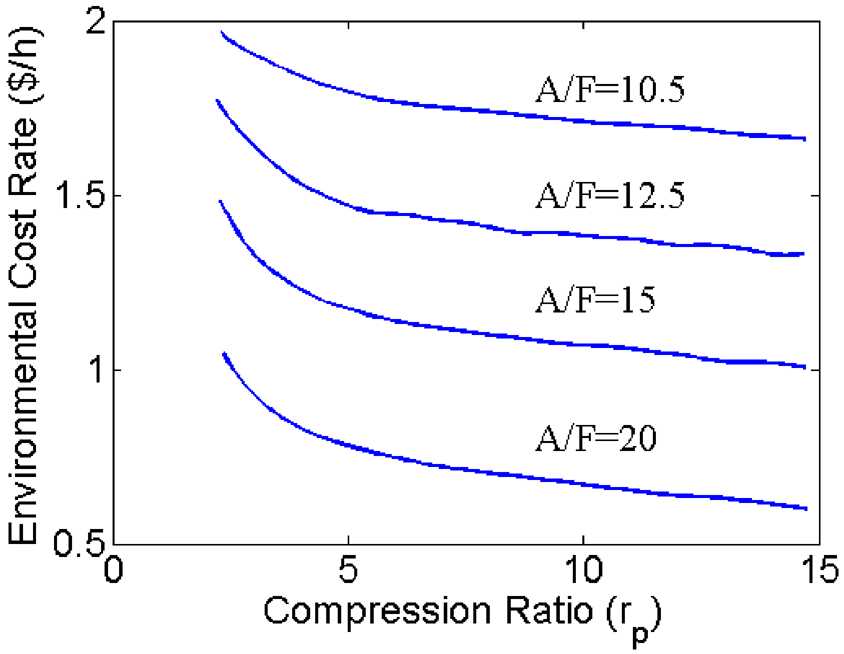

Fig.3: Effect of variations of system compression ratio and air to fuel ratios on the environmental costs

In Fig. 3, the environmental penalty costs of the hybrid system at different working pressures have been shown. As can be observed, the system environmental penalty costs not only depend on the working pressure, but also on the ratio of air to fuel entering the system. Contrary to most researches that have presented their results at a constant air-to-fuel ratio, these diagrams indicate that at high air-to-fuel ratios, with the increase of the system pressure ratio, due to the reduction of temperature, the environmental penalty costs decrease. By increase of the pressure ratio, due to having too much fuel and consequently a high temperature, the efficiency of the chemical reforming increases and the pollution of the reactions decreases.

In spite of the most researches the exergy loss through the SOFC-GT is presented here. Regardless of the high efficiency of the SOFC-GT the significant exergy lost still exist in the hybrid system. Figure 4 shows the effect of system compression ratio on exergy loss cost rate for different air to fuel ratios

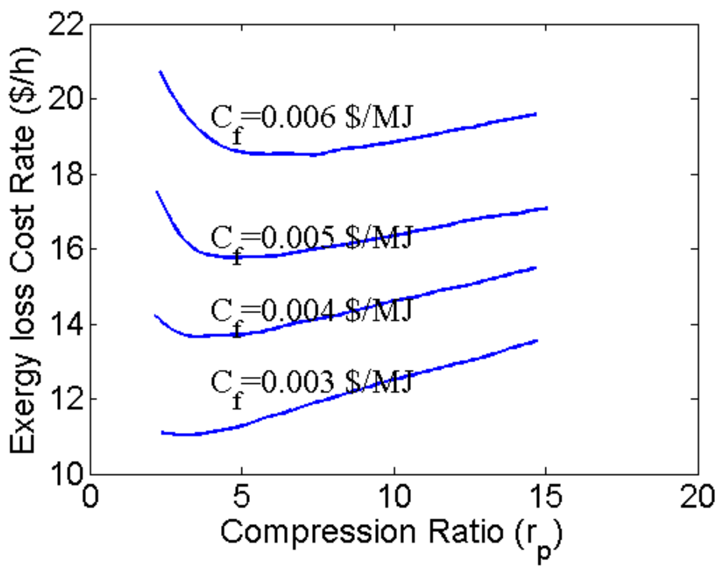

Fig.4: Effect of system compression ratio on exergy loss cost rate for different air to fuel ratios

According to Fig. 4 this exergy loss mostly increases with the increase of compressor ratio while by increase of fuel cost that price increase.

Air flow rate is an important parameter which affects the performance of the cycle; and it is necessary to adjust it at an optimum value to get satisfactory cycle competence. The required air flow rate for the hybrid cycle is determined by the rate of electrochemical reaction, cell temperature, and the reactions of the combustion chamber. The volume of arrival air should be sufficient for the oxidation of hydrogen in the cell and of the excess gasses in the afterburner chamber and as well for the cooling of the fuel cell. Alternatively, the excessive increase of the flow rate of air incoming the system will affect the decline of cell temperature (because of its cooling effect) and so, the increase of voltage cost and decrease of efficiency in the hybrid structure. In the accomplished analyses, the flow rate of fuel entering the system has been assumed as 10 (kmol/h). As it is observed in Figure 5, the increase of the flow rate of air passing through the system causes the temperature and thus, the production voltage of the cell to diminution at different working pressures. On the other hand, with the further reduction of the inlet air flow rate, the operational temperature of the cell growths beyond the allowed limit (1000 °C); and this will damage the cell. As can be seen in Figure 5, the increase of the passing air flow rate will also cause the reduction of emission of the system and its cost.

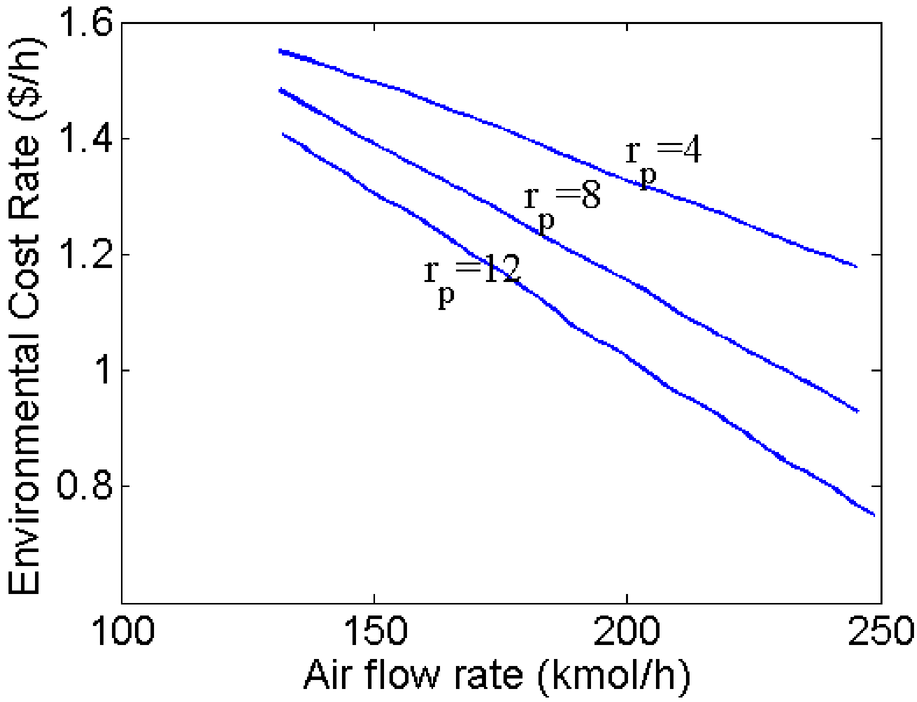

Fig.5: variations of environmental costs of the system as a function of compression ratio and air flow rate

It is shown in Figure 5 that at a definite functioning pressure, the increase of air flow rate will cause the pollution produced in the hybrid system to decrease. This is despite the fact that the increase of air flow rate always leads to the growth of power making in the turbine; but in the meantime a greater portion of the pollution produced in the hybrid system is delivered by the fuel cell, this increase is not effective enough and the overall pollution of the system diminishes.

In order to study the influence of fuel flow rate entering the system, this rate is changed while keeping the pressure ratios of air and fuel compressors and the flow rate of incoming air (150 kmol/h) constant. An increasing rate of fuel flow into the system, causes more complete chemical reaction and more energy is being altered into electrical energy in the cell. Thus, more fuel and consequently, more air will be consumed in the cell. An increase of fuel flow rate accompanies an increase of current generation in the fuel cell; the increase of current generation in the cell has a linear correlation with the utilization of hydrogen in the cell. This increase of current leads to the generation of more heat in every single cell of the fuel cell stack, thereby raising the total cost rate until the maximum reasonable reached. With the increase of fuel flow rate, the current density in the cell increases and as a result, the produced electric power will increase. As a whole, the increase of fuel flow rate at a constant fuel utilization coefficient will have a superior impression on excess voltage and on the reduction of voltage generated by the cell after the maximum point in the figure 6. As can be seen in Fig. 6, the increase of the flow rate of fuel passing through the system at different cell working pressures, also causes the total price of product to raise. Figure 7 shows the environmental costs vs compression ratio and fuel flow rate. As shown by increase of fuel flow rate and decrease of pressure ration, the CO_2 production rate increases dramatically. Increasing the fuel flow rate at constant fuel utilization coefficient, increase the reaction rate of the cell and in the long run lead to the increase of pollutant production in the fuel cell of the hybrid system. A sensitivity analysis of the exergy loss cost in the system respect to the fuel cost is done in the figure 8. As presented by increase of fuel flow rate and decrease of pressure ration, the penalty of the exergy loss through the system increases vividly.

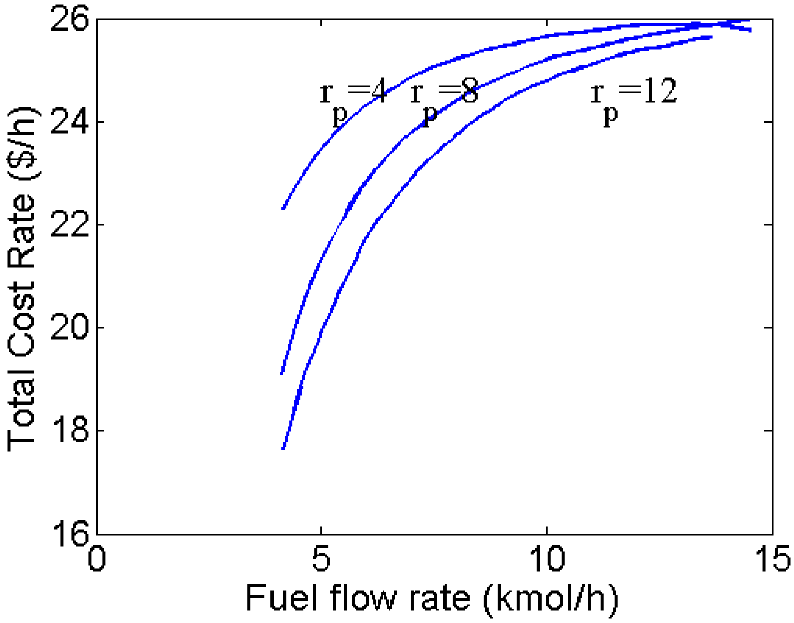

Fig.6: variations of total costs of the system as a function of compression ratio and fuel flow rate

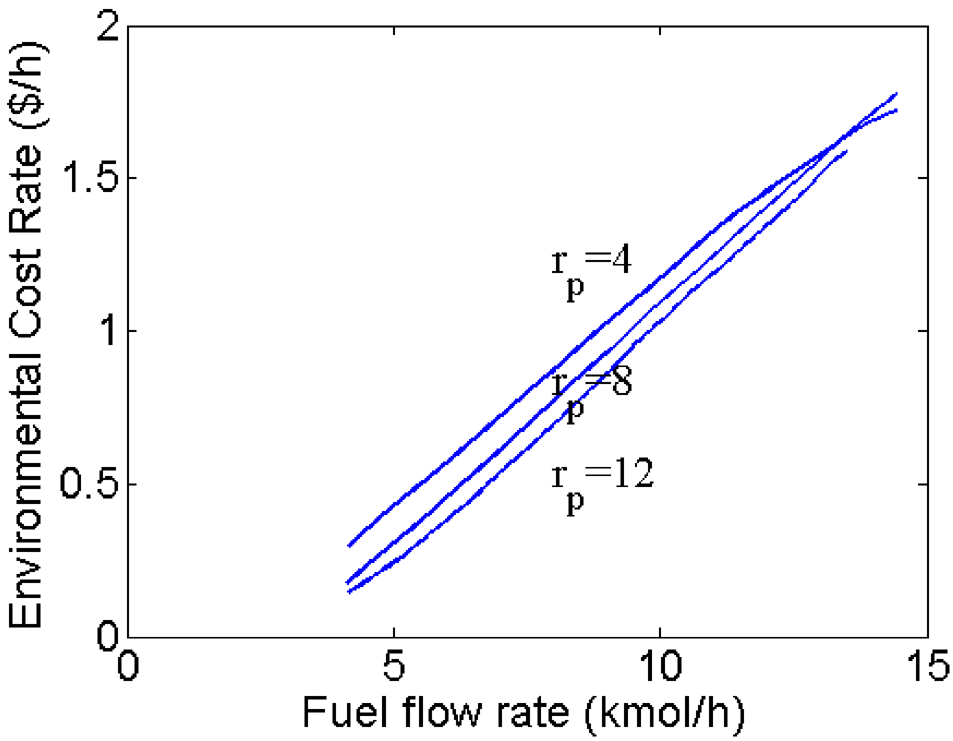

Fig.7: Environmental costs vs compression ratio and fuel flow rate

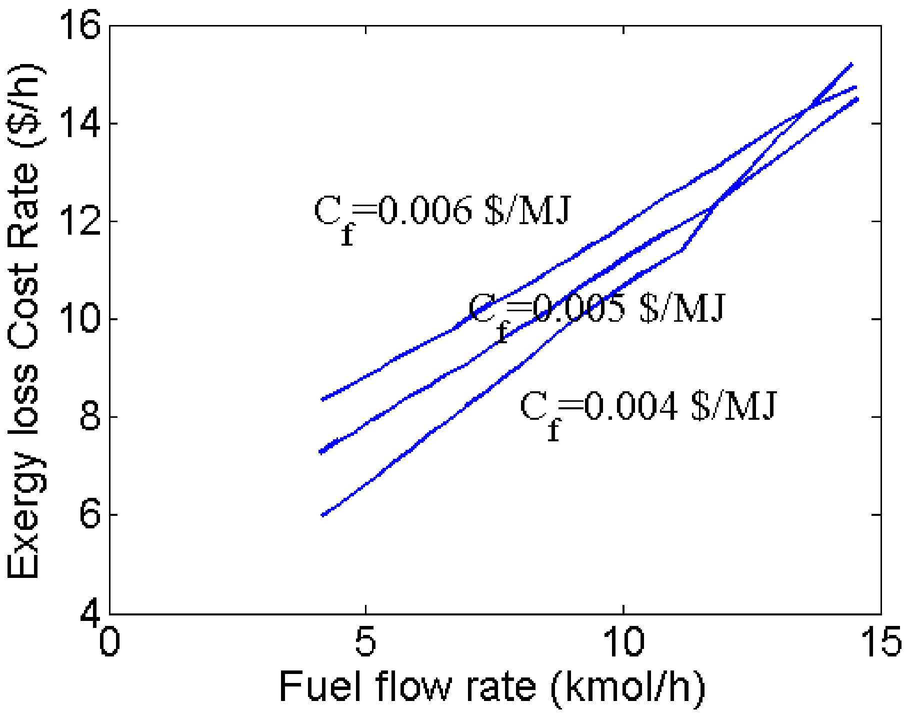

Fig.8: Effect of fuel flow rate on exergy loss rate for different cell pressures

The increase of fuel cell electric current the power production rate increases. However, to reach that the more chemical reactions and so the more input fuel is required. Increasing the cost of fuel at constant fuel utilization coefficient, will compensated by the increase of the electric power of the cell at the 5000 A/m^2. This fact is shown at the figure 9. As presented the maximum change of the total cost rate occurs by the change of current density rather than other parameters.

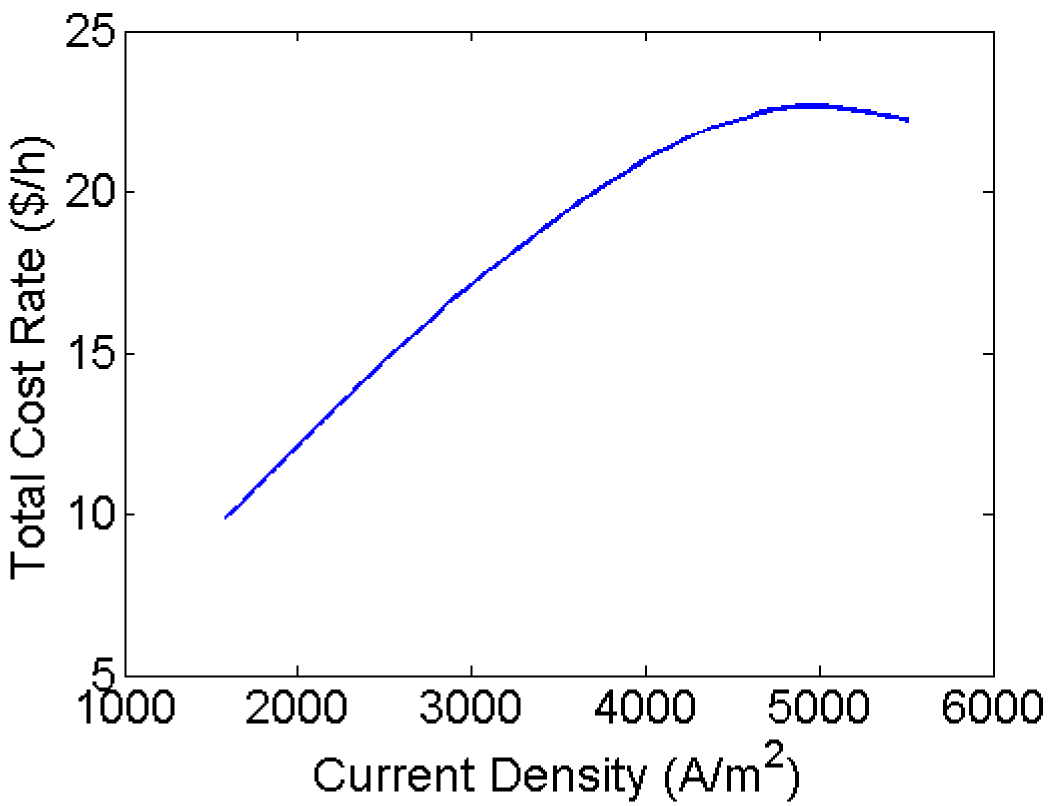

Fig.9: Variations of exergy destruction rate with fuel flow rate for different cell pressures

Finally, the payback period of extra cost for the hybrid system, relative to a conventional system, is estimated 5.4 years and the electrical energy cost is obtained 0.09 $\$kW^{-1}h^{-1}$, while this value is estimated 8.4 years and 1.5 $\$kW^{-1}h^{-1}$when simple SOFC system is used. Even though the extra costs of the hybrid system is over and above that of simple SOFC and conventional systems, these additional expenses possibly will be recompensed in less than five years due to increase in heat production in heat exchangers and electricity production in GT. Therefore, utilizing the hybrid system is strongly recommended for electricity production applications owing to its lower fuel consumption and also lower CO_2 emission.

By decrease of investment prices, repair and maintenance costs, the fuel price and by increase of the electricity price the payback time decreases. The sensitivity analysis for the variation of the payback period to the electricity price at the constant investment cost but at fuel costs increased by rate of 10 percent per year is presented in the figure 10. In that case, by increase of 50% in the electricity costs , the payback time is decreased to 3.3 years.

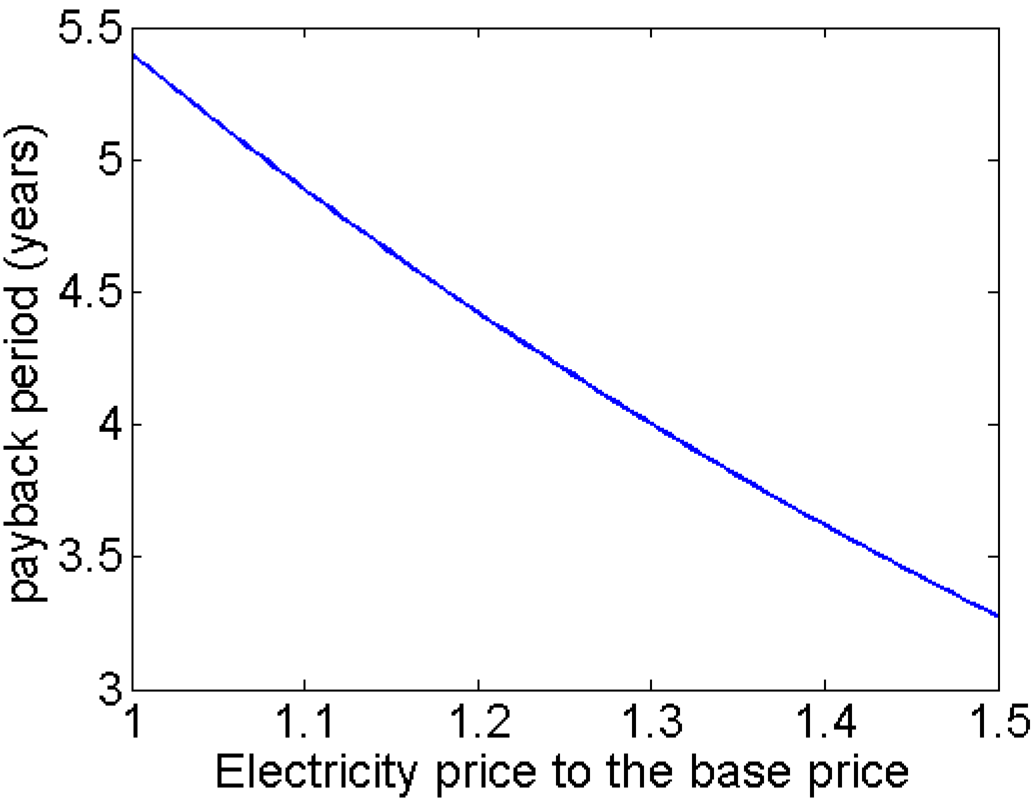

Fig.10: Variations of the payback period to the electricity price

CONCLUSION

In this study, economic and environmental analysis of a CHP system using SOFC-MGT is explored. By performing a complete electrochemical, thermal, and exergetic analysis for the hybrid system on the effect of variation of the working pressure , rate of air flow into the system, fuel cell current density, fuel unit cost , capital cost ,and electricity price to assessing the total cost rate including investment costs, operational costs and environmental costs are investigated. Results found that the electrical energy costs and payback period of the investment and utilizing the hybrid system is strongly recommended for electricity production applications owing to its lower fuel consumption and also lower CO_2 emission.

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