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- Methanol* (48) To develop a truly alternative vehicle fuel option for consumers, the Committee recommends that the Government of Canada urge automobile manufacturers to produce methanol and dual-fuel engines in Canada. Through this action and the development of a methanol-fuel-producing industry, Canada could become a world leader in methanol production and utilization.
(p. 195)
- Ethanol* (49) The Committee recommends that ethanol produced in this country should be used for extending supplies of gasoline through the production of gasohol. We do not recommend the use of ethanol-powered cars as a major alternative transportation option.
(p. 196)
- Air-Aluminium Battery* (50) The Committee recommends that the Federal Government closely monitor the development of the aluminum-air battery system and that it support commercialization of this power system in Canada.
(p. 196)
- Electric Vehicle* (51) The Committee recommends that Canada become much more actively involved in electric vehicle research, development and demonstration. This effort should be a systems approach which concentrates not only on propulsion but also on the design and construction of all the components required to produce a completely Canadian electric vehicle.
(p. 198)
- (52) The Committee believes that RD&D in this country should concentrate on all-electric vehicles rather than on heat engine/electric hybrids. If hybrid propulsion RD&D is pursued at all, it should be directed towards developing a fuel cell/electric hybrid. This would allow Canada to do research in two areas of nonconventional propulsion simultaneously, so that at some future date each technology could be profitably exploited on its own.
(p. 198)
- Hydrogen* (53) Canada should pursue the use of hydrogen as an alternative aviation fuel and this activity should form part of the overall RD&D efforts of Hydrogen Canada.
(p. 200)
- Tidal Power* (54) To determine whether a tidal power development in the Bay of Fundy remains a viable proposition, the Committee recommends that an economic feasibility study be initiated without delay to verify the 1977 conclusions of the Tidal Power Review Board, and that funding in the order of \$300,000 be allocated for this purpose.
(p. 206)
- (55) If the findings of the economic feasibility study are favourable, the Committee further recommends that a three-year pre-investment design engineering, socio-economic and environmental study, as outlined in the 1977 Report, be undertaken and that funding in the order of \$50 million be allocated for this purpose.
(p. 206)
- (56) If the findings of the definitive study are favourable, the Committee recommends that tidal power development be undertaken in the Bay of Fundy.
(p. 207)