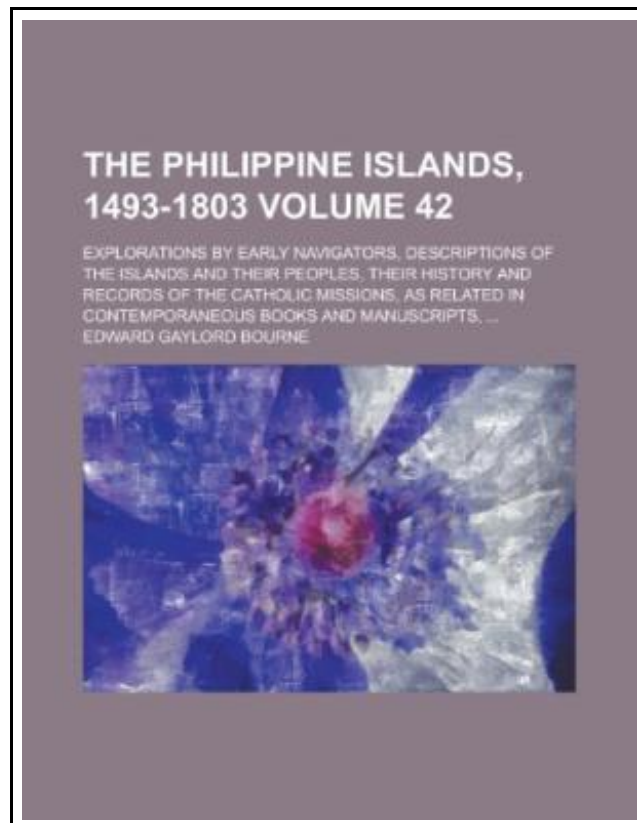# The Philippine Islands, 1493-1803 Explorations by Early Navigators, Descriptions of the Islands and Their Peoples, Their History and Records of the Catholic Missions, as Related in Contemporaneous Books and Manuscripts, . Volume 42

THE PHILIPPINE ISLANDS, 1493-1803 VOLUME 42

EXPLORATIONS BY EARLY NAVIGATORS, DESCRIPTIONS OF THE ISLANDS AND THEIR PEOPLES, THEIR HISTORY AND RECORDS OF THE CATHOLIC MISSIONS, AS RELATED IN CONTEMPORANEOUS BOOKS AND MANUSCRIPTS, ...
EDWARD GAYLORD BOURNE

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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 24 pages. Original publisher: Golden, Colo. : National Renewable Energy Laboratory, 2005 OCLC Number: (OCoLC)61110427 Subject: Hydrogen as fuel -- Research -- United States. Excerpt: . . . 5. 4. Identify longer-term hydrogen distribution potential Although the analysis shown in this report is primarily a transition analysis, using GIS to show multiple characteristics graphically also is applicable to evaluating longer-term, full-scale hydrogen infrastructure. One possible way to support a broader infrastructure, after the technology is mature and upwards of 75 of the vehicle stock is hydrogen fueled, is to use existing gasoline and diesel depots for centralized hydrogen production, storage, and distribution. These would be excellent candidates because, as the transition from petroleum to hydrogen occurs, the petroleum facilities will become underutilized, making them available for the construction of hydrogen facilities. The locations of individual petroleum depots were acquired from MAPSearch, a PennWell Company. A gasoline terminal stores and transfers petroleum products (gasoline and distillate) received from the pipeline or rail cars and distributes them to regional markets via tank truck. Assuming these depots could distribute hydrogen to stations up to 30 miles away, fairly broad coverage could be attained from this strategy. Figure 10 shows a map of the U. S. coverage within 30 miles of existing gasoline diesel depots, with the proposed infrastructure superimposed. This shows that about 60 of the proposed facilities could be supplied with hydrogen from a centralized facility in the long term. Figure 10. Areas Within 30 Miles of a Petroleum Depot and Proposed Hydrogen Fueling Stations 6. Results and Conclusions Overall, 284 stations were identified that could make up a potential transitional national hydrogen fueling infrastructure backbone, with a total construction cost of 837 million if constructed to meet...

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