

Air district has \$15M to replace old diesel trucks

The Associated Press

In the S.F. Chronicle, Contra Costa Times and other papers Tuesday, May 26, 2009

Fresno, Calif. (AP) -- The San Joaquin Valley Air Pollution District has \$15 million to help heavy-duty diesel truck owners replace their small fleets with cleaner models.

The program is part of the state Air Resources Board's plan to reduce truck and bus emissions and meet federal air-quality standards.

The program targets trucks built in 1993 and earlier that are operated 75 percent of the time in California.

District officials say they do not have to be based in the San Joaquin Valley to qualify for the funds, but they must have logged at least 30,000 miles the past two years or consumed 4,700 gallons of fuel.

The grants are for up to \$35,000, depending upon the age of the truck, and are made first-come, first served. The old trucks must be destroyed.

Air regulators to award grants

Stockton Record, Wednesday, May 27, 2009

FRESNO - San Joaquin Valley air pollution regulators are ready to award \$15million in grants to replace older, polluting heavy-duty diesel trucks with newer models.

The money is intended to help owners of small fleets of diesel trucks; trucks with 1993 engines or older are eligible.

From \$30,000 to \$35,000 is awarded with each grant, officials said.

The program is part of an emissions reduction plan started in 2000. In December, state air regulators adopted controversial regulations to change out the dirty trucks.

Information: (559) 230-5800 or www.valleyair.org.

Gov't: Carbon pollution to grow by 40 percent.

By H. Josef Hebert - Associated Press Writer

Modesto Bee, Wednesday, May 27, 2009

WASHINGTON (AP) - The amount of heat-trapping carbon dioxide seeping into the atmosphere will increase by nearly 40 percent worldwide by 2030 if ways are not found to require mandatory emission reductions, a government report said Wednesday.

The Energy Information Administration said world energy consumption is expected to grow by 44 percent over the next two decades as the global economy recovers and continues to expand. The biggest increases in energy use will come from economically developing countries such as China and India.

Substantial growth is expected in the use of renewable energy sources such as hydropower, wind and solar, the report said. But it also said overall growth in demand will require continued reliance on fossil fuels, especially oil and coal.

As a result, the analysis predicted a steady increase in emissions of carbon dioxide, the greenhouse gas that scientists say threatens a serious warming of the Earth later this century. Between now and 2030, Wednesday's report said, global carbon dioxide pollution is expected to increase by 39 percent. That translates to 33 billion metric tons in 2015 and 40 billion metric tons by 2030, compared to 29 billion metric tons in 2006, the report said.

The EIA report emphasized that its analysis is based on current regulatory and legal requirements and does not assume enactment of laws or international treaties requiring reductions in greenhouse gases. Any such action would force shifts away from fossil fuels and less carbon pollution being released.

Congress is considering legislation that would reduce greenhouse gases by 17 percent by 2020 and about 80 percent by mid-century. President Barack Obama has called for mandatory limits on greenhouse gases. An international conference is scheduled for December to try to work out a treaty requiring such emission reductions.

But the EIA analysis provides an indication of how difficult such reductions might be to achieve given the expected increase in future energy growth and continued heavy reliance on fossil fuels without some international, mandatory action to address climate change.

The EIA report said that "much of the increases in carbon dioxide emissions is projected to occur among the developing nations" including China and India.

It said 94 percent of the world's expected increase in industrial energy use between now and 2030 is expected in the economically developing countries, with Brazil, Russia, India and China expected to account for two-thirds of that growth.

Transportation study: commuters should van pool

The Associated Press

In the Contra Costa Times, Tri-Valley Herald & other papers, Wednesday, May 27, 2009

MODESTO, Calif.—Transportation planners say the number of commuters crossing Altamont Pass from the San Joaquin Valley will increase from 42,000 to 74,000 by 2030.

The new San Joaquin Valley Express Study says a commuter rail would be the ideal transportation option, but given the current economic climate, the more realistic alternative is van pooling.

Consultant Bonnie Nelson says the valley's eight counties should work together to secure long-range transportation funding while working in the short term on air quality rules that favor ride-sharing.

Transportation agencies across the valley contributed to the \$200,000 study.

GE says it has reduced greenhouse emissions

The Associated Press

In the Washington Post & Merced Sun-Star Wednesday, May 27, 2009

WASHINGTON -- Industrial conglomerate General Electric Co. says it has reduced its greenhouse gas emissions and is making a growing amount of money from its environmentally conscious business plan launched in 2005.

In the annual report of GE's "ecomagination" program, GE said its emissions of greenhouse gases from company operations were 13 percent lower than in 2005, reductions that came from initiatives like using alternative energy sources.

The Fairfield, Conn.-based company, one of the largest industrial producers in the world, acknowledged that some of the reason for fewer emissions was linked to the economic downturn, which has sapped factory production globally. But the company said that it still met its goal of reducing greenhouse gases even when economic conditions were factored in.

GE attributed \$17 billion in revenue last year to the ecomagination program, composed largely of business lines that it deems to be environmentally conscious. That includes energy-efficient light bulbs, more fuel-efficient train locomotives and wind power turbines. Those results were 21

percent higher than when the program began. GE has now expanded ecomagination to include about 80 products and services.

That revenue is still a small share of the \$183 billion the company took in overall last year. But GE has made a push recently to tap environmental markets, including what it estimates is about \$400 billion worth of stimulus spending devoted to environmental projects worldwide.

[Bakersfield Californian, Letter to the Editor, Wednesday, May 27, 2009:](#)

Check out bicycle film

In the past 20 years there has been a movement in North America toward increased bicycling as a means of transportation. An individual might "veer" away from cars for many reasons.

I would think that the fact that, for a median income individual, 18 percent of their income is spent owning and operating a car would be motivation enough to "think outside the steel box," but there are even better reasons. Some are motivated by a commitment to the environment. Others are committed to improving their personal environment -- i.e., their bodies. Many are drawn in just because it is fun.

As Bakersfield looks to the future, it can count on a more active and vibrant bicycling culture. Such a culture exists in many of North America's cities and is in its infancy in Bakersfield.

"Veer" is a documentary which gives an intimate look at the bicycling culture in the Pacific Northwest. The movie, sponsored by Bike Bakersfield, is showing at the Spotlight Theater tonight at 7 p.m. Of course, every city has its own unique characteristics, but change is diffidently in the air. Planners and community activists who are interested in the future of Bakersfield should see this film.

ROBERT E. SMITH, Bakersfield

[Lodi News Sentinel, Letter to the Editor, Tuesday, May 26, 2009](#)

Automobiles should be made simple

It has been difficult to watch the auto industry suffer so badly, but it was time for a big change for them. As with so many things recently, including the real estate market, they were out of control. They should now focus on building cars that can be sold at reasonable price points. They need cars that are small and energy efficient, using alternate fuels for many.

Also, as the old initials "k.i.s.s" stood for, "keep it simple, stupid" — keep basic equipment simple, automatic transmission, radio, heater, air conditioning. If someone wants a car with all the bells and whistles, they can order it the way it was done years ago and pay the price for what they order. Don't worry about the imports bringing in cars that are "loaded" with all the extras. The American auto industry can build quality basic cars at a lower price point. They will sell because most people want basic transportation and would gladly give up having four DVD players in a car for lower payments and lower insurance.

Phil Hamilton, Lodi

[Modesto Bee, Letter to the Editor, Wednesday, May 27, 2009](#)

Eliminate the state Air Resource Board

The governor, who thinks he's a Republican, expects to cut the budget by slashing funds that are needed by our schools, fire and police protection. The people just voted 2:1 against more debt, yet the government aristocracy continues to blindly spend for nonessential services, with little care that they are indebting California families and children for generations to come.

I have an idea for one tax cut, and it won't harm the well being and safety of the proletariat: Eliminating the Air Resources Board would save millions — \$629,268,000 in 2010 alone (\$109,000,000 for those new trucks!).

The ARB has done nothing but wreak havoc on farmers, forcing them to change sound, proven farming practices, costing them thousands of additional expenditures annually because of the air pollution that blows in from the coast!

Let's cut somewhere else — not the schools, fire and police protection!

LINDA SEGAL, Escalon

[O.C. Register blog, Tuesday, May, 26, 2009:](#)

Changes in blood from traffic pollution could raise heart-attack risk

Posted by Pat Brennan, Green Living, environment editor

Tiny air-pollution particles can trigger inflammation in the bloodstream, potentially increasing the risk of heart attacks and even strokes, a new UC Irvine study shows.

The tiny bits of traffic-related pollution, known as ultrafine particles, reduced the presence of anti-oxidant enzymes in red blood cells in elderly people who live in Los Angeles, and whose blood was sampled weekly for up to 12 weeks.

Those samples were matched with readings from air-pollution monitoring equipment set up outside the independent-living facilities that were home to the 60 people tracked in the study between 2005 and 2007. All were 72 or older.

"We studied elderly individuals with a history of coronary artery disease," said Ralph Delfino, a researcher in UC Irvine's Department of Epidemiology and lead author of the report. "They're considered to be at high risk of air pollution-related morbidity and mortality."

Anti-oxidant enzymes remove reactive chemicals that cause oxidative stress inside cells, which can lead to inflammation. While the study did not assess heart attack risk directly, a lack of such enzymes are believed to raise those risks, he said.

"If anti-oxidant enzymes go down in red blood cells, it stands to reason oxidative stress goes up, inflammation goes up," Delfino said. "Both those factors have been related to risk of heart disease."

Other studies have shown that that risk could be as high as the risk linked to excessive cholesterol, he said.

Air pollution also was found to activate clotting factors in the blood called platelets; blood clots can cause stroke, and so increased air pollution could drive up stroke risk, although the study did not assess stroke risk directly, Delfino said.

He also saw seasonal variation.

"The associations were stronger in winter than in summer, which suggests that during cooler periods of air stagnation, the toxicity of particulate air pollution may be greater," he said.

The study tracked specific types of carbon associated with auto exhaust, allowing the researchers to draw a close link between traffic-related pollution and inflammation in the blood.

The study was published online in April in "Environmental Health Perspectives."

[Note: The following clip in Spanish discusses nations in the fight against climate change. Europeans have pledged to reduce at least 20% of their emission by 2020. For more information on this or other Spanish clips, contact Claudia Encinas at \(559\) 230-5851.](#)

Países en la lucha contra el calentamiento climático

Terra, Wednesday, May 27, 2009

Los países más contaminantes del mundo avanzan hacia la creación de un "Fondo Mundial Verde" para financiar la lucha contra el calentamiento climático, indicó el martes el ministro francés de Ecología, Jean-Louis Borloo.

Esta propuesta, bautizada como la "propuesta mexicana" porque fue formulada por primera vez en 2008 por el país latinoamericano, prevé la creación de un fondo mundial al que contribuirían los países industrializados y en vías de desarrollo pero no los más pobres.

"Se avanzó en un tema importante como el financiamiento y la arquitectura financiera. No es definitivo pero sentimos que hay un auténtico consenso", dijo Borloo en una rueda de prensa tras la cumbre de dos días en París del Foro de las Principales Economías (MEF).

El enviado especial estadounidense para el clima, Todd Stern, indicó no tener "ninguna objeción" a la propuesta mexicana.

"Tenemos que examinarla con atención pero globalmente es una buena idea y una contribución muy constructiva a la discusión sobre la financiación", afirmó.

Los países contribuirían al "Fondo Mundial Verde" en función de "sus emisiones de gas con efecto invernadero en el pasado, las actuales y su PIB", precisó Borloo al afirmar que se contempla un acuerdo sobre este punto en la próxima reunión del MEF, prevista en México los días 22 y 23 de junio.

Y con el Fondo se financiarían programas de lucha contra el calentamiento climático y también de adaptación al mismo.

Forman parte del MEF los países del G8, los gigantes emergentes (China, India, Brasil, Sudáfrica y México) y Corea del Sur, Indonesia y Australia. Estos países representan un 80% de las emisiones de gases con efecto invernadero del planeta.

Se han multiplicado los encuentros en vista de la conferencia de la ONU sobre el cambio climático de diciembre en Copenhague, que debe fijar un acuerdo post-2012, y se ha acogido con alivio la vuelta de Estados Unidos a la "diplomacia del clima" tras ocho años de parálisis bajo la presidencia de George W. Bush.

Los europeos se han comprometido en una reducción de al menos un 20% de sus emisiones de gases con efecto invernadero (30% en caso de acuerdo internacional) para 2020 en relación a 1990 y juzgan insuficiente la propuesta estadounidense (entre - 4% y -6%).

[Note: The following clip in Spanish discusses Norwegian government has suggested to Mexico that they create a plan for cap and trade of CO2 emissions that come from electric generators that use carbon and gas and are capped in the deep sea.](#)

Sugieren a México almacenar carbono

Desde 1996 la nación nórdica inyecta CO2 en el mar del Norte

Noé Cruz Serrano

El Universal, Tuesday, May 26, 2009

El gobierno de Noruega habría sugerido a México un plan para capturar, almacenar y transportar emisiones de carbono (CO2) provenientes de sus centrales generadoras de electricidad que utilizan carbón y gas para su almacenamiento en el fondo marino, en estructuras geológicas del mar del Norte.

Se trata, según el primer ministro de Noruega, Jens Stoltenberg, de una tecnología que emplea ese país desde 1996 y que está siendo evaluada por los países de la Unión Europea.

Noruega ha separado anualmente un millón de toneladas de CO2 provenientes del yacimiento de gas Sleipner, reinyectándolo en una formación geológica situada a mil metros debajo del fondo marino del mar del Norte, en una instalación localizada en la provincia de Mongstad, y México podría considerar esa opción.

Lo que se necesita, explicó Stoltenberg, es la autorización para transportar el CO₂ a través de fronteras nacionales, tomando en cuenta que Noruega tiene probablemente un gran potencial para recibir CO₂ de otros países, para su almacenamiento en formaciones geológicas.

Esto hace prever que se necesitarán numerosas instalaciones piloto, como la de Mongstad, para que la captura y almacenamiento de carbono (CAC) se convierta en una tecnología comercialmente viable, agregó el funcionario.

El primer ministro noruego considero que México y Noruega son dos de los más grandes exportadores de energía en el mundo y por ello ambos países tienen una gran responsabilidad por mantener un desarrollo sustentable en el sector energético.

Actualmente, el gobierno de Noruega realiza inversiones cuantiosas en el centro tecnológico de Mongstad, en la costa oeste del país, donde se desarrollan instalaciones a gran escala que eliminarán anualmente 1.3 millones de toneladas de CO₂ desde una central eléctrica, y un millón más desde la refinería.

Explica que la Agencia Internacional de Energía (EIA, por sus siglas en inglés) considera que la tecnología de CAC debería representar alrededor de 20% de la reducción de las emisiones globales y que en el caso de los países industrializados ese porcentaje debería ser cercano a 50%.

No obstante, señaló que países en desarrollo (como México) deben tomar ventajas de esta clase de tecnologías y aplicarlas, lo cual obliga a incrementar cada vez más las inversiones para cristalizar nuevos proyectos de CAC y proyectos de energía limpia.

El primer ministro noruego indicó que el objetivo de la Unión Europea de establecer hasta 12 instalaciones CAC piloto constituye una clara señal política sobre el potencial que tiene esta tecnología, al igual que la iniciativa de Australia de crear un instituto global dedicado a esta materia.

La idea es, añadió el funcionario, contar con 20 proyectos de demostración de este dispositivo antes de 2010, y su instauración comercial en todo el mundo de aquí a 2020.

[Note: The following clip in Spanish discusses painting buildings white is the inexpensive solution against climate change.](#)

Pintar los edificios de blanco, solución barata contra el cambio climático

Periodico de Mexico, Wednesday, May 27, 2009

Londres, (EFE).- El Nobel de física en 1997 y ministro de Energía de Estados Unidos, Steven Chu, tiene una solución y barata para luchar contra el cambio climático: pintar de blanco o colores claros los tejados y otras superficies planas, como las carreteras.

Chu, que participa esta semana en una conferencia científica en Londres, sostiene que si tejados, pavimentos y hasta las carreteras se pintasen de colores claros, reflejarían, en lugar de absorber, la luz del sol y contribuirían a combatir el calentamiento del planeta.

En su intervención en la conferencia, de la que informa hoy el diario "The Times", Chu afirmó que si se pintasen todas esas superficies con el color del cemento se conseguiría una reducción de las emisiones de CO₂ similar a la que se obtendría prohibiendo la circulación de todos los coches del mundo durante once años.

Según el científico, todos los tejados planos deberían pintarse de blanco y los inclinados, de colores fríos que absorbiesen mucho menos calor que las superficies negras u oscuras.

Las carreteras podrían pintarse del color del cemento porque el blanco cegaría a los conductores.

Las superficies pintadas de colores claros ayudarían a combatir el cambio climático al reflejar más radiación solar al espacio y reducir al mismo tiempo la cantidad de energía necesaria para la refrigeración de los edificios.

Chu reconoció haber sido influenciado por Art Rosenfeld, miembro de la Comisión de Energía de California, que logró la aprobación de nuevas normas sobre los edificios en ese Estado norteamericano.

Rosenfeld trabaja también como físico en el Lawrence Berkley National Labotory, de California, del que Chu fue director.

El año pasado, Rosenfeld y otros dos físicos de ese laboratorio, calcularon que cambiar los colores de las superficies en cien de las mayores ciudades del mundo ahorraría el equivalente de 44,000 millones de toneladas de dióxido de carbono.

Pero Rosenfeld debe de haberse inspirado a su vez en la arquitectura tradicional mediterránea: edificios y terrazas de las islas griegas, de las Baleares y de la mayoría los países bañados por el Mare Mostrum son de un blanco prístino.

[Note: The following clip in Spanish discusses algae is turned into fuel. This new plan will create new jobs that are connected with the generation of clean energy in California.](#)

Convierten algas marinas en combustible

Manuel Ocaño

Noticiero Latino

Radio Bilingüe, Tuesday, May 26, 2009

Por lo menos dos instituciones académicas y una empresa privada de San Diego tratan de convertir las algas marinas en combustible para aviones y automóviles.

El Instituto Oceanográfico Scripps y la Universidad de California en San Diego, junto con una compañía, iniciaron un procedimiento para hacer biocombustible a partir de algas marinas.

La asociación de gobiernos del condado de San Diego informó que el plan se apega al modelo de crear empleos vinculados con la generación de nueva energía limpia en California.

Hasta ahora sólo hay proyectos similares en Masachussetts. A nivel mundial encabezan investigaciones Argentina, Japón y Chile.