

A stink over plan to haul trash to Nevada desert

By Michael Cabanatuan, staff writer

S.F. Chronicle, Wednesday, Sept. 16, 2009

In the dusty Nevada desert, about 30 miles east of the playa where Bay Area artists and hipsters gather annually to build a temporary city at the Burning Man festival, a San Francisco garbage company wants to build a dump for Bay Area trash.

But a group of residents in the Winnemucca area, near where Recology seeks to build the 1-square-mile landfill, wants the company to leave the desert alone - and California to keep its garbage to itself.

"The notion that Nevada is some sort of wasteland because we don't have Ponderosa pines covering it is repugnant," said Jim French, retired wildlife biologist from the Nevada Department of Wildlife and a member of Nevadans Against Garbage, a group opposing the planned dump.

"Can you imagine the reaction in the Bay Area if the people of western Nevada bought some land in Marin County and wanted to ship their garbage there?" French asked.

Recology, formerly NorCal Waste Systems, is seeking approval to build its landfill 28 miles west of Winnemucca. It wants to build the dump as part of its plan for when existing landfills begin to fill in the coming years.

Under its proposal, Recology would haul as much as 4,000 tons of trash a day from the Bay Area and elsewhere in Northern California by train, five days a week, for 95 years. Workers would spread it across the desert in an ever-growing mound that could eventually grow to 200 feet, critics say.

Recology's proposal has already won support from the Humboldt County Planning Commission, allowing the company to seek permits from the Nevada Division of Environmental Protection.

But opponents gained momentum - and attention for their fight - last week when Senate Majority Leader Harry Reid, D-Nev., sent a letter to Gov. Jim Gibbons urging him to reject the plan and calling it a "threat to Nevada's sovereignty and dignity."

Adam Alberti, a spokesman for Recology, said the firm, which collects trash in 50 communities in California, chose the Winnemucca site because of its proximity to a rail line and because of its distance from residences and businesses.

"The site is in the middle of the desert and something like 30 miles from its nearest neighbor," he said.

But Alberti said opposition is expected when a landfill is being proposed.

"What is surprising is that we've been at this effort for four years in a very public manner, and the opposition has surfaced so late," he said.

Some in Winnemucca favor the proposal, which Alberti said would create 25 to 35 jobs and could generate at least \$1 million a year in fees, although negotiations on money issues have not started.

Critics are concerned that the dump would pollute the air and water and become an unsightly mess in the middle of the high desert.

"Our desert is a special place to us," said Tom Fransway, chairman of the Humboldt County Board of Commissioners. "Probably as special to us as the ocean is to Californians."

Alberti said studies have shown that the landfill would generate neither odor nor air pollution, and that liners placed beneath the trash would prevent pollutants from seeping into the groundwater.

"There is a lot of fear of impacts," he said, "but the actual impacts would be very minor."

Fransway vowed to fight the project.

"We're talking about 95 years," he said. "That's five generations. Long after I'm gone, there will be a big pile of trash in our community. I don't want to be a party to that."

New Standard Links Mileage and Gas Emissions

By John Broder, staff writer

N.Y. Times, Tuesday, Sept.15, 2009

WASHINGTON — The Obama administration proposed rules on Tuesday that would impose the first nationwide limits on greenhouse gas emissions from vehicles and require a nearly 40 percent increase in fuel efficiency for cars and light trucks sold in the United States by 2016.

Officials said the rules offered concrete proof of the administration's commitment to address global warming just days before a series of international meetings on climate change open in Washington and at the United Nations. Broader legislation to deal with climate change is haltingly moving through Congress.

The government projects that the vehicle regulations will raise new car and truck prices by an average of \$1,100, but that drivers will save \$3,000 over the life of a vehicle in fuel bills. Officials also said the new program, which is to take effect in 2012, would reduce carbon dioxide emissions by nearly a billion tons and cut oil consumption by 1.8 billion barrels from 2012 to 2016.

The regulations, 1,227 pages, will go through a 60-day public comment period before they become final early next year.

The emissions program was first announced in May by President Obama as a way of resolving legal and regulatory conflicts among several federal agencies and a group of states, led by California, that want to impose stricter mileage and emissions standards than those set by Congress and a succession of presidents.

Automakers had complained that they faced a thicket of varying rules that were almost impossible to meet. The Obama compromise was endorsed by all the major auto companies, state officials and most environmental advocates.

Addressing autoworkers at a General Motors plant in Lordstown, Ohio, Mr. Obama said on Tuesday that the new rules would benefit manufacturers, workers and consumers.

"For too long," Mr. Obama said, "our auto companies faced uncertain and conflicting fuel economy standards. That made it difficult for you to plan down the road. That's why, today, we are launching — for the first time in history — a new national standard aimed at both increasing gas mileage and decreasing greenhouse gas pollution for all new cars and trucks sold in America.

"This action will give our auto companies some long-overdue clarity, stability and predictability."

Lisa P. Jackson, the administrator of the Environmental Protection Agency, which along with the Department of Transportation will enforce the new rules, said at a White House briefing, "The new standards are aggressive and achievable, and ensure that consumers have a full range of vehicle choices."

In addition to providing domestic and foreign auto manufacturers with a single national efficiency standard, the proposed rules allow them to continue to build and import all classes of vehicles, from the smallest gas-electric hybrids to monster S.U.V.'s. The mileage standard varies by vehicle size, but companies will have to achieve a fleet average of 35.5 miles a gallon in combined city and highway driving.

The regulations say that car companies can meet the new standards largely by using existing technologies.

"These include improvements to engines, transmissions and tires; increased use of start-stop technology; improvements in air-conditioning systems (to the extent currently allowed by law); increased use of hybrid and other advanced technologies; and the initial commercialization of electric vehicles and plug-in hybrids," the proposed regulations state.

Manufacturers can also claim credits toward the standards by selling so-called flexible-fuel vehicles capable of running on a combination of gasoline and ethanol, and by selling more efficient cars in

California and in other states that planned to adopt its stringent rules. If all those tactics are fully employed, the standard comes down by 1 to 1.5 miles a gallon by 2016, according to analysts for environmental groups.

Automakers that sell fewer than 400,000 vehicles in the United States would be allowed to meet a weaker standard to keep per-unit costs down. This group includes Mercedes-Benz, BMW, Volkswagen and Subaru.

The United States Chamber of Commerce and a group of automobile dealers have already indicated their intent to challenge the rules in court, saying the E.P.A. does not have authority to allow

California to set its own emissions standards for vehicles. (The national program essentially ratifies one approved by California in 2004.) But the Alliance of Automobile Manufacturers, the trade group representing most domestic and foreign car makers, endorsed it.

Schwarzenegger empowers air board on renewable energy

By Susan Ferriss, staff writer

Sacramento Bee, Wednesday, Sept. 16, 2009

Gov. Arnold Schwarzenegger signed an executive order Tuesday moving him closer to vetoing renewable energy regulations that the Legislature approved last week.

"It is terrible legislation," he said at a ceremony held at a Sacramento Municipal Utility District solar-energy farm in Rancho Cordova.

Schwarzenegger said he's "more than happy to sit down with legislators any time" to continue to talk about California's ambitious plans to cut use of fossil fuels.

The governor's order assigns the California State Air Resources Board – rather than legislators – the task of charting how utilities arrive at using at least 33 percent renewable energy by 2020 to generate electricity.

The governor hasn't received the legislators' bills yet. But he has vowed to veto them, describing them as a "job killer" and "protectionism at the highest level."

One of his objections is the 25 percent to 30 percent limit the bills set on renewable energy "credits" California utilities can purchase from out-of-state sources to comply with their renewable goal.

"Why can we get our water from the Colorado River, but we can't get renewable energy from outside the state?" the governor said.

Others speaking against the bills included Yakout Mansour, president of the Independent System Operator, or ISO, which manages most of California's power grid.

Mansour said implementing the measures could disrupt the flow of energy in the interconnected Western region.

Reaction was swift from labor, consumer and environmental groups supporting the bills, as well as Democratic legislators who implored the governor to negotiate rather than veto them.

Legislators also questioned the force of law of an executive order, which they said a future governor could rescind.

Senate President Pro Tem Darrell Steinberg, D-Sacramento, and state Sen. Joe Simitian, D-Palo Alto, author of Senate Bill 14, wrote the governor a letter Tuesday in which they said amendments to the bills "provide significant new compliance flexibility, allowing unlimited amounts of renewable energy to come from out of state resources, including up to 30 percent by way of renewable energy credits."

The author of Assembly Bill 64, Democratic Assemblyman Paul Krekorian of Burbank, defended legislators' intent to create renewable-energy jobs in California with out-of-state limits.

Without a limit, he said, "we're going to be subsidizing out-of-state generation of renewable energy that's never delivered to California."

As for criticism that legislators designed the bills to please California labor unions, Krekorian said, "One of the important objectives of this policy is to create 'green jobs.' It's certainly something that labor advocates. But it's something we all advocate."

House considers funding green vehicle research

By Ken Thomas- Associated Press Writer

In the Merced Sun-Star, Wednesday, Sept. 16, 2009

WASHINGTON -- Targeting more funding for the auto industry, the House is considering an expansion into government-led research of fuel-efficient vehicle technology and making research dollars more available to auto parts suppliers.

The House was expected to vote Wednesday on a bill that could allow the Energy Department to spend up to \$550 million a year to conduct advanced technology vehicle and component part research and development. Aides said it could lead Congress to increase funding for vehicle research later this year by about \$200 million annually.

It represents the latest move by Congress and the Obama administration to aid the auto industry. The White House stepped in with billions of dollars to rescue General Motors and Chrysler and lead the companies through bankruptcy last summer and Congress approved \$25 billion last year to help the industry retool assembly plants to meet tougher fuel economy standards.

Administration officials on Tuesday released plans to raise the gas mileage standards to 35.5 miles per gallon by 2016 and link greenhouse gas emissions and fuel economy requirements.

Rep. Gary Peters, D-Mich., the bill's sponsor, said his home region has "many companies in prime position to lead the world in the development of these exciting new products. The Big Three

have undergone immense restructuring, now they must focus on new product development and this investment will go a long way toward that end."

The bill would authorize \$2.9 billion to the Energy Department to boost the research over five years. It would push the government to team up with companies and universities to conduct research on technologies such as batteries for hybrid vehicles, electric cars, hydrogen fuel cells and infrastructure for the electric grid.

Congress is expected to provide funding to pay for the program at a later date.

The legislation would also create a research program for advanced technologies for medium- to heavy-duty commercial trucks and transit vehicles while specifying that the government should partner with a diverse group of companies, non-governmental organizations and academic groups, including those which have not previously worked on government-sponsored research and development.

The Energy Department in June announced it would lend \$5.9 billion to Ford Motor Co. and about \$2.1 billion to Nissan Motor Co. and Tesla Motors Inc. to upgrade facilities to build fuel-efficient vehicles. Battery manufacturers were awarded \$2.4 billion in federal grants in August to develop electric vehicles and batteries. Other auto suppliers have been seeking similar partnerships with the government.

Bob McKenna, president and CEO of the Motor & Equipment Manufacturers Association, wrote in a letter to lawmakers on Monday that the legislation "will allow motor vehicle suppliers to make the highly efficient components and technologies that will be necessary for future cutting-edge vehicles."

Obama administration unveils fuel economy rules

By Julie Pace and Ken Thomas, Associated Press

In the Modesto Bee, Tuesday, Sept. 15, 2009

WASHINGTON -- With global talks on climate change looming, the Obama administration sought to gain momentum Tuesday by unveiling its plan to require better gas mileage for cars and trucks and the first-ever rules on vehicle greenhouse gas emissions.

Transportation Secretary Ray LaHood and EPA Administrator Lisa Jackson released the proposed regulations at the White House, the follow-up to President Barack Obama's announcement in May that the government regulations would link emissions and fuel economy standards.

"This action will give our auto companies some long-overdue clarity, stability and predictability," Obama said Tuesday during a visit to a General Motors plant in Lordstown, Ohio.

"This marks a significant advance in our work to protect health and the environment and move our nation to a sustainable economy in the future," Jackson said.

The new standards call for the auto industry's fleet of new vehicles to average 35.5 miles per gallon by 2016.

The proposal will cover vehicle model years 2012 through 2016, allowing auto companies to comply at once with all federal requirements as well as standards pushed by California and about a dozen other states.

The administration estimated the requirements would cost up to \$1,300 per new vehicle by 2016 - but that it would take just three years to pay off that investment and that the standards would save more than \$3,000 over the life of the vehicle through better gas mileage.

Jackson said the new standards will have the effect of taking 42 million cars off the road.

The proposal is expected to increase vehicle fuel efficiency by about 5 percent annually and reduce greenhouse gas emissions by nearly 950 million metric tons. The plan would also conserve 1.8 billion barrels of oil, Jackson said.

Administration officials noted that the new standards are four years ahead of a 2007 law that would have required the auto industry to meet a 35 mpg average in 2020.

The proposed rules are expected to provide automakers some flexibility in meeting the requirements in exchange for building advanced vehicles. Some luxury automakers and foreign manufacturers who sell a limited number of vehicles in the United States could meet a less-stringent standard in the early years of the regulations.

The agencies must finalize the proposal by March 30 to give automakers enough planning time for the regulations to take effect in the 2012 model year.

Tuesday's announcement could provide the Obama administration momentum on climate change in advance of a series of high-level talks on a new international agreement to curb heat-trapping gases and a speech by the President next week on global warming at a special U.N. summit.

The administration's lead climate negotiator just last week acknowledged that negotiations have so far failed to bridge the divide between developed and developing nations, saying that action on the part of the U.S. by passing legislation to limit greenhouse gases was urgently needed. But with the bill delayed in the Senate by the health care debate, the chances that Congress will act before more than 180 nations gather in Copenhagen, Denmark in early December to work on a new treaty are growing dimmer.

The new fuel economy standards, in the meantime, could serve as a placeholder - a concrete step that the Obama administration is taking to reduce greenhouse gas emissions. In another prelude to Copenhagen, the Obama administration announced Tuesday that the U.S., Mexico and Canada would ask 195 nations that ratified a U.N. ozone treaty to enact mandatory reductions in hydrofluorocarbons, or HFCs, powerful greenhouse gases used as coolants in refrigerators and air conditioners.

The State Department said that the proposal, if adopted, represents "a significant down payment" on efforts to broker a new climate change agreement later this year and would help the U.S. achieve the president's goal of reducing greenhouse gases by 80 percent come 2050.

Hydrofluorocarbons account for only about 2 percent of the globe's climate-warming gases, but their share is expected to grow to up to a third of all greenhouse gases by mid-century. That's because the 21-year-old ozone treaty, known as the Montreal Protocol, promoted their use to replace chlorofluorocarbons, which harm the ozone layer.

LaHood, meanwhile, said the administration had paid out \$2.5 billion at this point for the Cash-for-Clunkers program under which auto dealers sold more than 700,000 vehicles in 30 days. LaHood said the remainder of federal payments to dealers under the program would be paid by the end of the month, taking government payments to a total of \$3 billion.

Bullet train development gaining speed

By Steven Mayer, staff writer

Bakersfield Californian, Tuesday, Sept. 15, 2009

As a structural engineer, longtime Bakersfield resident Ed Creswell is thrilled that America's first bullet trains will fly right through his city's downtown district.

"It's a great project," he said. "And I'm excited for our community."

But for Ed, his wife Judy and some of their neighbors there's also a downside: The 220-mph electric rail line is being routed right through his Rosedale-area neighborhood on an elevated track 30- to 40-feet off the ground. And that will affect property values and the quality of life in their horse-friendly tract.

"A lot of families have been out there 35 to 40 years or more," Creswell said. "They're not really anxious to move."

The Creswells were among dozens who showed up at the Red Lion Hotel in Bakersfield on Tuesday to attend a scoping meeting held by the California High-Speed Rail Authority.

Filled with a variety of large maps and exhibits, the meeting was designed to help members of the public learn more about the Bakersfield-to-Palmdale section of the 800-mile long system -- and allow them to ask questions and express concerns.

After so many years of talking about a futuristic rail system that could speed from Bakersfield to Los Angeles in just 54 minutes, many Californians have become skeptical that the \$40 billion project will ever come to fruition, said Carrie L. Bowen, regional director for the Rail Authority.

"People want to know, is it real?" she said. "It's real."

"No one has done this before in the United States," Bowen said. "The jobs it's going to bring ... include an estimated 160,000 construction related jobs alone."

And those jobs will generate hotel stays, restaurant purchases, retail shopping and other spending that creates an "economic multiplier" effect on local communities.

That doesn't count the many technicians needed to help operate the "brains" of the system once it's built, plus the workers who must maintain the trains and the track.

By mid-2012, the environmental reviews should be completed and the routes designated, rail authorities say.

"Construction should begin shortly thereafter," said Rail Authority Regional Manager Tom Tracy.

Probably the first big project will be a 100-mile test track, which will later be integrated into the larger rail system. And near the test track a heavy maintenance facility will be built to store, repair and maintain the trains.

This will mean thousands of the earliest jobs -- and counties from Kern to Merced will be vying to be home to the test track.

That's right, the test track will be built somewhere between Bakersfield and Merced.

North America backs plan to cut greenhouse gases

By John Heilprin, Associated Press Writer
In the Modesto Bee, Wed., Sept. 16, 2009

UNITED NATIONS -- Small island nations gained North America's powerful backing Tuesday for a plan to convert the U.N. ozone treaty into a tool for phasing out some of the globe's most powerful climate-warming gases.

The Obama administration announced the United States, Canada and Mexico now support using the treaty to require cuts in powerful greenhouse gases known as hydrofluorocarbons, or HFCs.

The treaty, called the Montreal Protocol, is aimed at fixing the globe's ozone layer. It has been signed by 196 nations, with East Timor announcing its decision to sign early Wednesday. That makes the ozone treaty the first global environmental agreement to achieve universal ratification.

U.N. officials say they believe there would be millions more cases of cancer and eye cataracts without the treaty. But the treaty's success is not yet assured; even with such global cooperation, U.N. officials say, the damaged ozone layer is still expected to take another 40 to 50 years to fully recover.

In its current version, the treaty encourages using HFCs in refrigerators and air conditioners to replace ozone-depleting chlorofluorocarbons, or CFCs, which have now been virtually eliminated.

But in April, Micronesia and Mauritius proposed formally amending the treaty to phase out use of the coolants. They argued that other chemicals would be better for the climate while still helping the ozone layer.

The U.S. State Department called that plan Thursday "a significant down payment" on efforts to reach a new global climate pact in Copenhagen, Denmark in December. President Barack Obama is attending a U.N. climate summit next week to build momentum.

"Once adopted, the proposal would make great strides to achieve President Obama's call to reduce U.S. greenhouse gas emissions 80 percent by 2050 as well as contribute to multilateral efforts to reduce global emissions 50 percent by 2050," the State Department said.

The U.S. said the proposal "calls on all countries to take action to reduce their consumption and production of HFCs, although developed countries would take the lead in this effort, as they have consistently under the Montreal Protocol."

Nations will consider whether to alter the Montreal Protocol at a meeting in Egypt in November.

Though HFCs account for only about 2 percent of the globe's climate-warming gases, their share is expected to grow by up to a third of all greenhouse gases by mid-century - mainly because of their promotion under the ozone treaty.

A global fund affiliated with the treaty has invested billions in creating new markets for HFCs and other chemicals that do not harm the protective ozone layer above the earth.

But Micronesia has called that promotion "irresponsible," since HFCs, like CFCs, are powerful climate-warming chemicals - up to 10,000 times more so than carbon dioxide - other climate and ozone-friendly alternatives are available for use.

The Associated Press first reported in early May that the Obama administration considered HFCs "a very significant threat" to climate change and probably would seek to use the ozone treaty to dramatically reduce HFCs, but not phase them out entirely.

Senate Foreign Relations Chairman John Kerry applauded the Obama administration Tuesday and described the decision as a sign of things to come from the U.S.

"Anyone who doubted the intentions of the new administration should pay close attention to this announcement and to those of us in the Senate who urged this ambitious action under the Montreal Protocol," Kerry said. The proposal, he said, "sends another clear signal to the global community that the United States will not remain on the sidelines and will lead efforts to achieve a strong agreement in Copenhagen.""

It is uncertain whether the Senate will pass climate legislation in time for the Copenhagen climate talks, but Kerry said the ozone treaty was another appropriate tool for tackling the urgency of planetary overheating.

In April, Kerry and another leading Democrat, Senate Environment Committee Chairwoman Barbara Boxer wrote Obama calling for using the ozone treaty to phase down HFCs by 85 percent by 2030.

"The growth projections of HFCs alone better be a wakeup call to anyone still left in Congress who doubts the urgent need to address climate change," Kerry said. "If allowed to grow, this extremely potent greenhouse gas could counteract global efforts to reduce carbon dioxide."

EPA to place limits on power plant water pollution

By Dina Cappiello, Associated Press Writer

In the Contra Costa Times, Tri-Valley Herald and other papers, Thursday, Sept. 16, 2009

WASHINGTON—For the first time in nearly 30 years, the Environmental Protection Agency plans to limit the quantity of toxic metals that coal-fired power plants release into waterways.

The agency said Tuesday that equipment required to reduce pollution in the air has increased harmful contaminants in water discharged by power plants, particularly heavy metals such as selenium, cadmium, mercury and lead. Current regulations do nothing to control metals and are not enough to protect water quality and wildlife, the agency said.

The agency said the new rules will be unveiled in 2012, but EPA Administrator Lisa Jackson is pushing for an earlier target date.

In a preliminary study released last year, the EPA found that only a fraction of the nation's power plants were using readily available technologies to remove pollutants before they are released into waterways. The water pollution comes from scrubbers that strip gases of acid-raining causing sulfur dioxide and coal ash storage ponds where power plants store the leftovers of burning coal.

A spill at a coal ash pond in Tennessee late last year, which flooded hundreds of acres of land, damaged homes and killed fish in nearby rivers, helped raise awareness about the toxic contents of coal combustion waste and has put increasing pressure on the government to take action.

The announcement comes a day after three environmental groups threatened to sue the EPA for failing to update its regulations, first put in place in 1982. Federal law requires the agency to review regulations annually and revise them if necessary, which the advocates say the agency failed to do.

"EPA should have limited these discharges decades ago as the law requires," said Eric Schaeffer, the executive director of the Environmental Integrity Project, which along with the Sierra Club and Defenders of Wildlife, informed the EPA Monday of its plans to file a lawsuit.

Representatives of those groups said Tuesday they still planned to pursue the case, and pressed EPA to set a firm deadline for the new rules.

But Scott Segal, director of the Electric Reliability Coordinating Council, a coalition of power companies, urged EPA to take its time. He also said the agency is obligated to consider the cost of any new regulations.

"The power sector is already heavily regulated," Segal said. "Failure to adequately consider cost hurts consumers."

Note: The following clip in Spanish discusses by 2050 atmospheric ozone will be reduced to normal levels when 190 countries concur on attaining the reduction or eliminating emissions. For more information on this or other Spanish clips, contact Claudia Encinas at (559) 230-5851.

Se recuperarían niveles normales de ozono en estratósfera en 2050

El Peridico de Mexico, Tuesday, Sept. 15, 2009

México. (Notimex).- El empleo del modelo matemático prevé que para 2050 la concentración de ozono en la estratósfera, sobre la Antártida, recupere los niveles normales, señaló Graciela Binimelis, integrante de la Academia Mexicana de Ciencias.

En el marco del Día Internacional de la Preservación de la Capa de Ozono, que se conmemora el 16 de septiembre, indicó que lo anterior será posible gracias al éxito que ha tenido el Protocolo de Montreal, mediante el cual 190 países acordaron reducir o eliminar las emisiones de sustancias que agotan el ozono.

La investigadora del Centro de Ciencias de la Atmósfera de la Universidad Nacional Autónoma de México destacó el ejemplo de cooperación entre los casi 200 países que lograron la reducción de emisiones ligadas a la destrucción del ozono estratosférico.

Consideró que el éxito del Protocolo de Montreal refleja que es posible que la comunidad de países se ponga de acuerdo y logre cumplir objetivos concretos que redundan en beneficio de todos los habitantes del planeta.

Asimismo, destacó la importancia de que exista el mismo impulso para lograr acuerdos sobre otros problemas de contaminantes que afectan a todos, como las emisiones de gases de efecto invernadero.

La experta agregó que tanto el ozono como la mayoría de los gases creados por el hombre que lo destruyen tienen efecto invernadero.

Planteó que la eliminación gradual de dichos gases por un lado permitirá que se recupere el ozono con el beneficio de dar protección de los dañinos rayos ultravioleta y, por otro, redundará en disminuir el calentamiento global.

Insistió en que los ciudadanos comunes, mediante sus representantes en los gobiernos, son quienes lograron que se firmara el acuerdo y que se implementaran las medidas que dieron por resultado que las industrias hayan decidido reemplazar los compuestos dañinos por otros que no lo son. as de refrigeración.

Al hablar sobre la importancia de cuidar la capa de ozono, que reside en la estratósfera a una altura de entre 10 y 30 kilómetros, advirtió que es vital para la vida del planeta.

La molécula de ozono, explicó, absorbe la radiación ultravioleta del Sol, que puede causar daños al ADN de muchas especies, además de ser el factor principal en casos de cáncer de piel en humanos.

Note: The following clip in Spanish discusses Gov. Schwarzenegger signing an executive order for alternative energy generation.

Dice Schwarzenegger que creará su propia ley ambiental pro decreto

Manuel Ocaño

Noticiero Latino

Radio Bilingüe, Tuesday, Sept. 15, 2009

El gobernador de California, Arnold Schwarzenegger informó que creará por decreto una nueva ley para protección del medio ambiente y generación de energía alternativa. La legislación que

ordene el gobernador será muy parecida a otra que la legislatura aprobó la semana pasada, y que Schwarzenegger dijo que vetaría. La única diferencia entre ambas propuestas es que el gobernador proporcionará una mayor protección comercial a la industria energética en el estado. La presidenta de la Oficina de Recursos del Aire de California, Mary Nichols informó por su parte que formulará medidas para que la ley que firme el gobernador se aplique en el lapso que va desde su promulgación al año 2020.