

Modesto an oddity in warming trend study '06 called second-warmest in nation, but average temperature in city fell

By MICHAEL G. MOONEY

Modesto Bee, Tuesday, July 31, 2007

A report found temperatures in California and across the nation are rising and suggests it's more evidence that global warming is upon us.

Modesto, however, seemingly bucked the warmer-than-normal trend outlined last week by Environment California, a statewide environmental advocacy group.

Environmental California's report contends that the summer of 2006, as well as 2006 overall, were the second-warmest on record for the lower 48 states.

And 2007, according to the National Climatic Data Center, is on track to be the second-warmest year on record globally.

"Throw out the record books," said Environment California spokesman Jason Barbose, "because global warming is raising temperatures."

"The long-term forecast is for more of the same," he said, unless global warming pollution from power plants and passenger vehicles is significantly reduced.

So, what's going on in Modesto, where the average temperature for 2006 actually was slightly lower than the 2005 average?

No one seems to know for certain.

"There's obviously (temperature) variations and differences within areas," said Moira Chapin, an Environment California field organizer based in San Francisco. "We didn't collect data for Modesto."

The Bee did, however, conducting its own analysis of temperature trends using data provided by the Modesto Irrigation District.

Environment California compared temperature data for 2000 to 2006 from 255 weather stations located in all 50 states and Washington, D.C. That data was averaged over the 30 years spanning 1971 to 2000 to establish what scientists call the "normal" temperature for that time period.

The group reported that:

- Above-average temperatures in 2006 are part of a broader warming trend since 2000.
- Between 2000 and 2006, the average temperature was 1.8 degrees above the 30-year average in Fresno, 1.2 degrees in San Francisco and 0.5 degrees higher in Sacramento.
- Nationally, the average temperature during that seven-year period was at least 0.5 degrees above normal at 87 percent of the locations studied.

The Bee took the same approach in its analysis of the temperature data collected by MID — establishing a 30-year average temperature (from 1971 to 2000), and an average temperature for the years 2000 to 2006.

Those averages are based on the monthly high and low temperatures, as reported by MID, for each of the years used in the study.

As a result, the paper found a 30-year temperature average of 64.4 degrees. The temperature average for 2006 was 63.3 degrees.

That means 2006, at least in Modesto, was 1.1 degrees cooler than the city's average for the previous 30-year period.

Other cities were cooler, too

Barbose pointed out that 13 percent of the weather stations surveyed for the study also didn't record a temperature increase from 2000 to 2006.

"In our report," Barbose said, "there are examples of cities like Modesto that experienced cooler temperatures."

So, what's behind the lower temperatures in Modesto?

"I really can't explain that," said Jared Leighton, a National Weather Service meteorologist based in Sacramento. "The first thing that comes to mind is a difference in data collection."

The Bee's analysis, for example, did not include temperature data collected at Modesto Airport, which often differ (usually higher) from the temperature readings recorded by the MID in downtown Modesto.

"Your data must be consistent across the board, otherwise it's like comparing apples and oranges," Leighton said. "We use four or five (temperature) gauges in Sacramento and can get different readings at each one of them."

There are other variables that figure into the temperature equation, such as humidity, wind speed and direction.

"Different areas," Leighton said, "react differently to different weather conditions."

Board honors trio for improving air quality

FROM STAFF REPORTS

Tri-Valley Herald, Tuesday, July 31, 2007

The state's clean air cops honored a NASA scientist, a former lawmaker and a former regulator Monday for "outstanding, cutting-edge work" to improve air quality in the state and beyond.

James Hansen, Fran Pavley and Alan Lloyd each received the Haagen-Smit Award from the California Air Resources Board. The annual award recognizes significant career efforts in any number of areas, including research, public policy and community service.

Hansen, director of the National Aeronautics and Space Administration's Goddard Institute for Space Studies, is one of the world's most authoritative voices on the human impact on global climate and has drawn fire from the Bush administration over his calls to reduce industrial greenhouse gases.

Pavley, a Democrat who represented Agoura Hills in the state Assembly from 2002 to 2006, was lauded for two pieces of landmark legislation that force California to cut automotive emissions by 30 percent and cap greenhouse gases at 1990 levels. Pavley now works for the Natural Resources Defense Council.

Lloyd, president of the International Council on Clean Transportation, served five years as the chairman of the state air board and led the California Environmental Protection Agency for two years under Gov. Arnold Schwarzenegger.

He was cited for his efforts to spur the development of new technologies and approaches to emissions controls. But some environmentalists blame him for caving to the auto industry and scrapping the state's cutting-edge electric car mandate while he ran the air board earlier this decade.

Grant will fund bike path improvements

By Matthew Artz, STAFF WRITER

Tri-Valley Herald, Tuesday, July 31, 2007

UNION CITY — The city has received a \$23,550 grant to complete a bicycle route connecting the town's east and west sides.

The project, which is scheduled for completion in 2009, involves restriping several city streets to include designated bike lanes or adding signs designed to make them safer for cyclists riding with traffic.

Union City already has a bicycle route that runs under Interstate 880 connecting Almaden Boulevard on the east side of town and San Andreas Drive on the west side.

Most of the project centers in the Casa Verde neighborhood west of the freeway. The city will install bike lanes or new signs and street markings on about six streets reminding motorists to share the road with cyclists. Improved bicycle access to Union Landing will be offered via Santa Maria Drive.

The project, funded by the Bay Area Air Quality Management District, is the first to be implemented under the city's recently approved pedestrian and bicycle plan.

The city won't start work on the project until November 2008 because city engineers are busy with other projects, officials said.

New technology sweeps across industry and may forever change your corner dry cleaner

By Douglas Fischer - STAFF WRITER
Tri-Valley Herald, Monday, July 30, 2007

SAN LORENZO -- No sign touts the pile of cash Song Lee spent to switch his modest dry-cleaning shop to green technology.

He simply pulled aside a long-time customer, a Berkeley police officer whose perspiration-stained uniform would be the bane of any cleaner, to ask if he noticed anything different.

"Yeah," Lee recalls the cop saying. "It smells cleaner. There's no dry-cleaned smell. What'd you do?" "I spent \$90,000 for you," Lee replied.

Lee is part of a vanguard of clothing cleaners adopting new technology as California phases out the industry's chemical of choice, perchloroethylene, or perc, linked to a host of cancers, leukemia and other health problems. He's trying to get out ahead of a wave of green technology that threatens to wash away the mom-and-pop cleaner and reshape the industry.

Lee, owner of Hesperian Cleaners, spent his money on a new wet-cleaning system using water instead of perc. Other, more efficient systems launder clothing in liquefied carbon dioxide and cost upward of \$200,000 a pop.

That kind of cash is far beyond the reach of most dry cleaners running small plants tucked in strip malls or behind storefronts. What's more, no consensus has formed on what -- if any -- replacement technology works best. Nothing gets greasy, oily stains out of clothing like perc, and many shops, particularly in Northern California, have been slow to embrace change.

They do so at their peril. There's a risk, as regulators push the industry to clean up its act, that large companies will move in, sending the corner dry cleaner to join the butcher, the hardware store and the neighborhood grocer as relics of a bygone era.

It is already happening overseas. Linde, a deep-pocketed European industrial gas giant, is franchising carbon-dioxide dry cleaning shops across Germany. Should carbon dioxide-based cleaning take root here, the corner dry-cleaning shop risks replacement by storefronts that ship clothes to a central plant.

"They're in seven countries and they're coming our way," said Frank Shaghafi, co-founder of Blue Sky Cleaners in Union City, where three carbon dioxide machines are doing a booming business.

"You're going to have a European company taking over our industry."

Industry watchers caution that such dire predictions of consolidation have repeatedly failed to materialize -- the industry weathered both the no-wrinkle polyester craze of the 1970s and the casual dress wave of the late '90s. Americans, it seems, like their clothes professionally cleaned, want to know who's handling their laundry and show a fierce loyalty to their local cleaner.

Many acknowledge that California's \$2 billion dry-cleaning market is ripe for thinning. The state's bid to rid the industry of a potentially carcinogenic solvent will likely precipitate a consolidation.

The question, though, is whether it will spark a revolution.

Lynnette Watterson's San Mateo shop certainly isn't struggling. But she finds herself in a quandary just the same.

Her parents founded Crystal Cleaning Center in 1963. Today Chanel dresses and floor-length wedding gowns crowd couture jackets on the flourishing shop's racks. Workers greet customers by name. And the workhorse -- her shop's sole perc machine, purchased in 1991 -- must be replaced in three years.

She could wait and buy any number of alternative -- and relatively untested -- technologies. But if she wants another perc machine, Watterson, former president of the California Cleaners Association, must buy now.

No new perc machines will be allowed in California after this year. All perc machines 15 years or older must be replaced by 2010, and perc machines of any age must be gone by 2023, according to state rules. Southern California regulators give even less time.

"I'm just not sure what to do. It's very frustrating," Watterson said. "I'm not too keen on investing the amount of money we would need to invest to buy something that's a gamble for our industry."

Before the rules went into effect in January, Watterson's choice would have been reflexive: Perc. It remains the solvent of choice for 80 percent of the 27,000 or so dry cleaning shops in the nation.

Perc saved the dry-cleaning industry 60 years ago, replacing explosive petroleum-based solvents that were industry mainstays in the early 20th century.

Perc provided operators with an easy-to-use, colorless, nonflammable liquid that lifts stains without penetrating a garment's fibers. For the first time, dry cleaning was not a fire risk, and small plants opened in apartment buildings, stores, neighborhoods.

But perc is linked to leukemia and skin, lung, bladder and colon cancers, among others, according to the National Institutes of Health. Long-term exposure can damage the central nervous system, liver and kidneys.

Vented to the atmosphere, it contributes to [smog](#), although today modern dry-cleaning machines trap most of the perc in carbon filters and distilling tubes and return it, stripped of impurities, to the solvent tank.

Use has dropped so much -- 80 percent from 20 years ago, by some estimates -- that the largest use of perc today is as a brake-cleaning solvent.

California's schedule has thrown a chill over the industry. Last month one of the leading trade associations, the Drycleaning and Laundry Institute, jolted industry by recommending that any dry cleaner in the nation looking to install a new dry cleaning system consider alternate systems first.

"It saddens me to see what California did," said Nora Nealis, executive director of another trade group, the National Cleaners Association. "It's like punishing the children for the sins of the father."

Perc's leading replacement represents little change and could even be seen as a step backward.

It is a return to petroleum-based solvents similar to the explosive cleaners industry used in the 1920s and '30s. These so-called "high-flash hydrocarbon" solvents, often marketed as "organic" and manufactured by oil companies, are far safer than previous incarnations, with higher flash points and used in more fully enclosed machines.

For mom-and-pop operators, such products represent the least change. Machines cost about the same as a perc outfit, the same perc distributors sell the new solvents, and the technology requires few new skills.

But cleaning cycles are twice as long, forcing cleaners to either buy a bigger machine or work a longer day. And critics tar hydrocarbon solvents as akin to washing clothes in gasoline. They note that the perc's petroleum replacement has many of the same problems: A hazardous material with unknown health risks that is readily evaporated and contributes to smog.

Martin Gregson is group technical director of the Johnson Service Group in England, which runs 550 dry cleaning stores and faces a similar perc phase-out confronting California cleaners. He saw hydrocarbon solvents as the future and started switching stores.

The conversion abruptly ended after a number of customers developed serious skin irritations.

“And by serious I say they were hospitalizations,” Gregson said. “It wasn't just a bit of a rash.”

The ensuing publicity threatened to kill Johnson's \$180 million-a-year business, so the company jumped to the second leading perc alternative, a silicon-based solvent sold exclusively by Kansas City, Mo.-based GreenEarth.

It is like washing clothes in “liquefied sand,” said GreenEarth president Tim Maxwell. The main ingredient, dimethicone, is the base for most personal care products, and the solvent breaks down to silicon dioxide, carbon dioxide, and water.

Like the high-flash hydrocarbons, GreenEarth requires no new training or radically different equipment from perc operators. And that perhaps explains its popularity: In use by 1,000 cleaners globally, 600 in the United States and more than 200 in California, according to GreenEarth.

In England, Gregson has 270 shops running GreenEarth and intends to convert his others from perc soon.

--- But the future of dry cleaning may well be more radical.

At a mammoth trade show in Las Vegas last month, the world's largest congress of clothing cleaners, much attention centered on a giant cube of stainless steel, tubing and tanks dwarfing other machines nearby.

It was the Solvair, a hybrid machine by Illinois-based R.R. Street & Co. that cleans first with an alcohol-based glycol ether (found in Pine Sol and antifreeze) then rinses with carbon dioxide. It sells for \$150,000.

Run cycles are half the time of a perc machine. Clothes need not be sorted beforehand. Stain pre-treatment is unnecessary. Operating costs are a fraction of any other dry-cleaning method.

Street also sells perc and hydrocarbon machines. But the Solvair is the company's hope.

“What we've done is introduce a technology that in the end of the day will obsolete our (other) businesses,” said company president L. Ross Beard.

Larger companies and chains using carbon dioxide technology are already starting to proliferate. Shaghafi started Blue Sky Cleaners from scratch two years ago. Today he has three giant carbon-dioxide machines in Union City, has another plant in Seattle and is expanding into Oregon and Colorado.

He cleans with the same stuff that puts fizz into soda pop. Compressed to 625 pounds per square inch, carbon dioxide turns to liquid, carrying off dirt as clothes tumble in the washer. Except the liquid evaporates once pressure is released, leaving clothing cold, clean and dry.

“People are not aware of what they're wearing, and if they were, they might not be dry cleaning,” Shaghafi said. “You see a lot of dry cleaners saying they're ‘virtually non-toxic.’”

“Well, if they're non-toxic, I'd like to see them drink their fluid. Because we can.”

Shaghafi is convinced the little guy doesn't stand a chance as industry goes green. The model of the future, he said, is one big CO₂ dry cleaning plant in each city, with storefront shops shipping clothes to them. Costs to the consumer would even drop, given operating efficiencies and volume, he added.

But then there's Lee, making a living cleaning his neighbors' clothes in San Lorenzo.

He's pinned his hopes on the oldest solvent known: Water. Adjust the water's Ph, control humidity while drying, and almost all dry-clean-only garments can be wet cleaned, Lee said.

Lee is part of an outreach program run by Occidental College's Urban and Environmental Policy Institute in Southern California. Its aim is to convince more mom-and-pop owners to abandon perc and become wet cleaners. Lee originally resisted; now he's preaching the religion to others.

There's a steep learning curve, he acknowledged. His system may cost half a CO2 outfit, but it still runs three times a discounted perc machine and about 20 percent more than a hydrocarbon or GreenEarth machine.

Yet Lee, who spent 25 years cleaning with perc, doesn't need hazardous materials permits from the regional air board or the county health department. Energy use is next to nothing. Even water use is down: Lee's old perc machine needed a heater to vaporize solvent from clothes and liquid-cooled chillers to recondense it to liquid.

“If we don't play it right, then our industry is going to be swept by franchises or corporations,” Lee said. “But the upper hand of wet cleaning, if the owner/operator learns it properly, is that they can sustain a business. ... That's why I'm working so hard to make this wet cleaning work.”

This, then is the future of dry cleaning. The industry will likely consolidate. The number of neighborhood shops will shrink even as the consumer's choices expand.

“There should have been a purge of industry,” said Bill Fisher, International Fabricare Institute's executive director.

“It's still not happening, but Southern California will be the first place. People who are losing money right now will not be able to afford the \$60,000 to \$75,000 they need to put in new equipment.”

But you write off the corner cleaner at your peril, Fisher and others caution.

Blowing in the breeze behind Lee's Hesperian Cleaners is one reason why: A cart full of orchids.

Lee takes the plants in, nurtures them back into bloom, sends them back out with the clothes.

That kind of service is hard to beat. But Lee isn't taking chances.

“I really enjoyed perc,” he said. “It was the first chemical I ever encountered, and it was easy. Changing is hard.” “But change is good.”

Clean air plan threatens jobs

Daily News Wire Services

L.A. Daily News, Tuesday, July 31, 2007

As a new clean air plan threatens more than 10,000 jobs at the Ports of Los Angeles and Long Beach, companies and individuals at risk of being forced out of business as a result of the proposed plan have formed the Harbor Truckers for a Sustainable Future (HTSF). The group is a broad based coalition of short haul drayage firms and independent owner operator truckers.

The group's key initiatives are to push for a better alternative to the proposed Truck Replacement Plan (TRP), a component of the Clean Air Action Plan (CAAP), currently under consideration by both ports. If implemented as drafted, the plan will force more than 16,000 independent truckers to give up their trucks and become employees of a handful of large trucking firms.

Additionally, more than 1,300 small drayage firms will have to shut down. The proposed plan also threatens thousands more in the trucking services area. The economic effects will ripple out across Southern California and the nation in the form of higher prices on goods. The HTSF says it can not accept any part of the plan as written.

Supporters of the TRP say the plan is designed to cut down on air pollution caused by older trucks by forcing them out of the port and requiring all newer trucks to be retrofitted with expensive pollution control devices. Cleaning up the air pollution is a necessary step towards growing and expanding the ports.

“The Harbor Truckers for a Sustainable Future fully supports achieving cleaner air and other measures aimed at reducing pollution, and we are working to find a better alternative to the TRP initiative, which will achieve those environmental goals without eradicating more than 10,000 jobs,” said HTSF President Roger Ramirez. “Our group wants to ensure that decisions are made based on the best information available and with input from our industry. The current proposal is poorly researched and unnecessarily targets working class people, most of whom are Latino.”

Ramirez explained that an analysis of the current plan proved that finding an alternative solution is imperative. Available research clearly indicates that trucks in the port area contribute less than 4 percent to the region's air pollution. Additionally, the proposed methods in the current plan would have little impact on truck-caused pollution and will likely add to the pollution rather than alleviate it. The group believes that the ports' goals can be reached with less expensive technology.

The Harbor Truckers for a Sustainable Future is in communication with the Los Angeles Mayors' Office to develop a viable alternative plan to both clean the air and save jobs for this important segment of the trucking industry and local communities. The Port Commissions have already postponed a vote on the controversial plan and ordered an economic impact study prompted by the urging of HTSF members.

The group has begun a petition drive, which has met with great support and thousands of signatures opposing the current Truck Replacement Plan. HTSF is encouraging port and city officials to carefully consider the voice of all the affected constituents, especially the Latino community.

"It is clear that much more is at risk if this ill-conceived plan is enacted, including political consequences from voters who are directly affected," added Ramirez. HTSF is proposing that the plan be shelved until a new advisory group can be formed to study and recommend an alternative that spares such devastating impact to the region and industry.

Southern Research Institute Evaluates Clean Diesel Technologies for New York State

PR Newswire, News Fuze

Contra Costa Times, Tuesday, July 31, 2007

BIRMINGHAM, Ala. and MORRISVILLE, N.C./PRNewswire-USNewswire/ -- Southern Research Institute today announced that it has completed the first round of installations and testing of clean diesel technologies for the Clean Diesel Technology/Off-Road Field-Testing Program at the New York City Department of Sanitation in Maspeth, Queens, NY.

Under a three-year contract with the New York State Energy Research and Development Authority (NYSERDA), Southern Research has developed and assembled a testing protocol and is also managing the testing efforts for the project with the goal being to reduce air pollution in New York State. This universal testing protocol can be adopted and utilized by other state and federal agencies for in-use emission testing.

The project is sponsored by NYSERDA in collaboration with the New York State Department of Environmental Conservation (NYSDEC) and supplemented by a grant from the U.S. Environmental Protection Agency's (EPA) National Clean Diesel Campaign. The purpose of the program is to evaluate and improve diesel emissions from off-road equipment, generate emission factors with and without control technologies and assess the performance of the control technologies tested using a standard in-use testing protocol developed under the program.

"NYSERDA is eager to have these results from Southern Research, as increased scrutiny and emphasis on reduction of diesel exhaust pollution is critical," said Paul D. Tonko, president and CEO, NYSERDA. "This focus on off-road vehicles, typically used in construction, is an important element in understanding how emission-control technologies can play a role in improving air quality in the New York City Metropolitan Area and statewide. We are pleased to cooperate with several government agencies in this project."

"Reducing the emissions of diesel pollution is a crucial component of EPA's strategy for cleaner air and healthier Americans," said Alan J. Steinberg, Regional Administrator, EPA. "Diesel emissions are a significant source of pollution and a risk to public health, but together with our partners, we are moving America toward a cleaner, healthier, more productive future."

Southern Research, together with Environment Canada and NYSDEC, has completed nine of the 15 planned tests on diesel construction equipment operated by the New York City Department of Sanitation. In addition to the 15 planned in-use emission tests, Southern Research and its partners, Environment Canada and Emisstar, are managing the demonstration of 13 additional technologies. Nett Technologies,

Clean Air Systems, Engine Control Systems, Extengine, Airmeex, Donaldson, HUSS, DCL, Airflow Catalyst Systems and Johnson Matthey (via Caterpillar) have all provided technologies for the project.

"The Department of Sanitation is pleased to participate in this off-road field testing project especially since the department is nationally known for using innovative technology," said John J. Doherty, Commissioner, New York City Dept. of Sanitation. "We are always looking for new ways to improve our services while reducing truck emissions and being environmentally friendly to the areas we serve."

The demonstration and in-use testing of a variety of passive, active, and flow through diesel particulate filters, diesel oxidation catalysts, and a selective catalytic reduction system on the DSNY non-road construction equipment will provide needed information on the effectiveness of these technologies in novel applications, in addition to providing significant reductions in emissions from the DSNY fleet.

"This is an important initiative to help control air pollution caused by emissions from existing diesel engines," said Stephen Piccot, director of Environment and Energy Research at Southern Research Institute. "Our collaborative approach will provide important performance, economic, and operational information that will be invaluable in designing future diesel retrofit programs, not to mention developing better air quality policies and equipment usage guidelines."

More information will be available about this program in a report that will be issued at the conclusion of all testing. An event to discuss the project and its results with others interested in emissions control and new technologies is tentatively being planned for the spring in 2008.

About Southern Research

Southern Research Institute is an independent 501-(c)-3, not-for-profit center for scientific research. Founded in 1941, Southern Research is known for innovative leadership in environment and energy research, aerospace and materials engineering, and preclinical drug discovery and development. Public and private sector clients include the U.S. Departments of Justice, Defense, and Energy; the Environmental Protection Agency, NASA, the National Institutes for Health, as well as major private and public companies in pharmaceutical, biotechnology, energy, manufacturing and more. For more information visit <http://www.SouthernResearch.org>.

[Fresno Bee Editorial, Saturday, July 28, 2007:](#)

CARB curbs diesels

Aggressive new rules will help clean California's dirty air.

Significant improvements in air quality can be expected now that California has tough new rules in place to regulate emissions from off-highway diesel engines. The cleaner air will come at a high cost, but it is worth every penny in improved health for the state's residents.

The California Air Resources Board adopted the standards, the toughest in the nation, on Thursday, over the objections of construction firms and other companies that say they are being "punished by the very state we helped to build," in the words of one. The industry says the cost to replace and retrofit older diesel engines on a variety of equipment such as bulldozers, backhoes and forklifts will be as much as \$13 billion.

CARB disputes that figure, saying that it represents the cost of complete replacement with new equipment by the 2020 deadline. In fact, many engines can be retrofitted to meet the standards at a much lower cost -- by CARB's estimate, about \$3 billion.

That's still a lot of money, and the affected businesses should get help with the bill. Mary Nichols, CARB's newly appointed chairwoman, acknowledged in a telephone interview Friday that the governor and the Legislature should provide increased funding for the Carl Moyer program, a very successful effort that has helped replace or retrofit thousands of diesel engines used in farming operations up and down the state.

She's right. The burden of paying for this effort should fall on all state residents, rather than solely on the shoulders of the affected businesses alone. We all breathe the air, and we all should pay a share of the cost to clean it up.

Besides, dirty air costs the state an added \$26 billion in health costs each year -- more than \$3 billion in the Valley alone. These new regulations, and others still to come, will likely pay for themselves in lower health costs -- not to mention the less tangible but equally precious benefits of longer and healthier lives for Californians.

The problem these new regulations seek to address is not a small one. Replacing old diesel engines is projected to eliminate 48 tons per day of nitrogen oxide -- a principal ingredient in smog -- and 5.2 tons per day of particulate matter statewide by 2020.

That's a goal worth achieving, and CARB deserves praise for taking this bold step.

[Note: The following clip in Spanish discusses a research that suggests that people with high cholesterol are especially vulnerable to heart disease when exposed to diesel exhaust. For more information, contact Maricela \(559\) 230-5849.](#)

Descubren vínculos entre contaminación del diesel y riesgo cardiaco

Aunque el estudio académico puede beneficiar a la población en general, es especialmente importante para los latinos, el grupo étnico con mayor tendencia a desarrollar esta enfermedad

Noticiero Latino, Fresno, CA

Radio Bilingüe, Monday, July 30, 2007

La Universidad de California descubrió que la contaminación del aire que origina el consumo de diesel endurece las capas arteriales y aumenta el riesgo de sufrir ataques cardiacos y otros males del corazón.

El investigador, André Nel dijo que cuando las partículas de contaminación del diesel se combinan con principio de diabetes, aumenta tres veces el riesgo de daño a la salud y se crean peores complicaciones cardiovasculares.

El doctor, Jesús Araujo, también de la Universidad de California encontró que el diesel inflama células y cierra junto con la diabetes notablemente las arterias.

Aunque el estudio académico puede beneficiar a la población en general, es especialmente importante para los latinos, el grupo étnico con mayor tendencia a desarrollar esta enfermedad.