

Only 33 wildfires still burning in California

By AMANDA FEHD, Associated Press Writer

In the S.F. Chronicle, Modesto Bee and other papers, Tuesday, July 22, 2008

San Francisco (AP) --Cool, moist weather and steady attacks by firefighters have brought the number of wildfires still burning in Northern California dramatically down.

A month after lightning ignited firestorms across Northern California, driving thousands of people from their homes, just 33 fires were still burning, down from more than 2,000.

The June 21 lightning storm ignited what officials have called the largest fire event in California history. Nearly 1,480 square miles have been scorched across the state.

Authorities said most of California's remaining blazes are on remote federal forest lands and pose little threat to homes.

The progress has allowed officials to pull back weary fire personnel, which numbered about 25,000 at the peak of the blazes. Now that number is down to 15,600 and is expected to drop dramatically by week's end, said Daniel Berlant, spokesman for the California Department of Forestry and Fire Protection.

Some Californians' lungs also got a break as pollution readings returned to normal, but smoke continued to be a health threat in counties where fires still burned.

The California Air Resources Board issued a health warning late Monday for Northern California.

Fires spewed heavy smoke over Trinity and Humboldt counties, setting off dangerous readings at pollution sensors in Mendocino County, the Sacramento Valley and Sierra Nevada foothill communities.

Junction City in rural Trinity County was to be under evacuation orders because of the fires at least until Tuesday, said Lynn Ward, spokeswoman for the county's Office of Emergency Services.

The wildfire in the Shasta-Trinity National Forest that was threatening the town of 800 residents was 56 percent contained after charring 89 square miles.

"They're gaining ground on it, and with the weather cooperating, they're able to do burnout operations within the fire to remove hazardous fuels," said Tom McCampbell, a spokesman for the U.S. Forest Service.

A handful of residents also were still affected by evacuation orders in Shasta, Humboldt, Lake and Mendocino counties.

Near the coast, thick fog and backfires helped crews in their battle against a wildfire that previously had threatened thousands of homes in the Los Padres National Forest around Big Sur. That blaze was 70 percent contained after burning about 209 square miles and 27 homes.

Officials say this monthlong fire event wasn't expected to be the only one this year, as the state continues to be plagued with drought. September and October typically bring the most devastating blazes.

"We often see little thunderstorm cells that come in the summertime. The precipitation it brings is not enough to get into the vegetation, the grasses, to really have a long-term impact on the fire behavior or potential," Berlant said. "It may decrease it for that day or another couple days, but it only takes a few days of dry conditions to bring that potential back again."

GM, utilities join to study electric car impact

By TOM KRISHER - AP Auto Writer

Tri-Valley Herald, Tuesday, July 22, 2008

SAN JOSE, Calif.-General Motors Corp. has joined with more than 30 utility companies across the U.S. to help work out electricity issues that will crop up when it rolls out new electric vehicles in a little more than two years.

The Detroit automaker said the partnership, which includes the Electric Vehicle Research Institute and large utilities such as Southern California Edison and Duke Energy Corp., will deal with issues from tax incentives for the vehicles to where and when they can be plugged in for recharging.

GM is working to bring the Chevrolet Volt rechargeable car to showrooms in late 2010. It's being designed to run on an electric motor powered by lithium-ion batteries. When fully charged, it will be able to go 40 miles on battery power. For longer trips, a small internal combustion engine will recharge the batteries to keep the Volt moving.

"This vehicle is real. It's coming into production," said Britta Gross, a GM engineer who is helping to build the infrastructure for cars of the future. "We know that when the vehicle is in the showroom and ready for sale, it's got to work seamlessly with the infrastructure. It's the whole picture. We've got to make sure the infrastructure is ready."

GM and the utilities planned to announce the partnership Tuesday at a conference on plug-in hybrid electric vehicles in San Jose.

The consortium will work on everything from policy issues including tax incentives for purchasing what is likely to be an expensive car to whether the electric generation system can handle the increased power demand.

The cars will have to be designed so recharging them can be timed to low-demand periods for electricity, Gross said. The speed of the recharging, voltage, amperage and other issues all have to be worked out, she said. The group also will address issues such as how apartment dwellers can charge their cars and where the vehicles will be charged at work or on trips – and who pays for the electricity, Gross said.

"We want this to sell in just huge volumes, so we want to get it right," she said.

A team of GM engineers and designers is working on the Volt, hoping to be the leader in plug-in electric vehicles. Other automakers, including Toyota Motor Corp., also are working on similar vehicles.

GM already is showing Volt prototypes to focus groups and is testing a new generation of batteries that can carry enough juice to run the vehicles 40 miles. It is being designed so it can be recharged from a conventional household electrical outlet.

But the car will be priced anywhere from \$30,000 to \$40,000, far more expensive than most conventional cars.

The group, Gross said, likely will seek government tax incentives for buyers because of the benefits the car brings to society, such as lowered greenhouse gas emissions and reduced dependence on foreign oil.

"The price to the consumer has got to be affordable," she said.

Utilities, she said, can benefit from the cars because they will sell more electricity during off-peak hours when they have idle generating capacity.

But automakers and utilities will have to work out ways to decide how to stagger recharging so local substations do not become overloaded, Gross said.

The Volt likely will need about 8 kilowatt-hours of energy to recharge, Gross said. The average U.S. utility charges about 10 cents per kilowatt-hour, so it would cost the consumer about 80 cents to go the 40 miles, she said.

Asthma Medications: Not a Clear Advantage

By Gina Kolata

N.Y. Times, Tuesday, July 22, 2008

In 1992, just after she had returned from winning a gold medal in the Barcelona Olympics, the swimmer Dara Torres was running with a friend on a hot, humid day in Gainesville, Fla. She was wheezing, she said, which was nothing new. She had always had breathing problems and thought nothing of it.

But her friend, a hand surgeon, told Torres that she sounded like someone who has asthma. Torres's father has asthma, but it had never occurred to her that she might have it, too. She did, and as soon as

she started taking asthma medication, she realized how much, and how needlessly, she had been suffering.

"I was always coughing," she said in a telephone interview last week. "And my breathing was horrible. I really had a hard time."

Now, at 41, Torres has returned to competitive swimming and earned a place on the United States Olympic team. And she is outraged by those who say that she only recently declared she had asthma and that taking asthma drugs was the secret to her astounding success. The drugs, it is often claimed, are performance enhancers.

That is not, however, what asthma and doping experts say. Inhaled asthma drugs, according to medical consensus, allow athletes with asthma to breathe normally but do not make them better than normal. And they do nothing for athletes who do not have asthma.

Elite-level athletes with documented proof that they have asthma are allowed to take certain inhaled corticosteroids, which prevent inflammation of airways and can hold asthma symptoms at bay.

And they are allowed to take other inhaled drugs, beta-2 agonists, which relax the smooth muscle cells of airways, relieving symptoms. A few of the beta-2 agonists can increase muscle and decrease body fat if they are injected or taken orally.

But when they are inhaled, in doses used to control asthma, beta-2 agonists do not improve performance, asthma and doping experts say. And neither do corticosteroids.

"A lot of people believe they are performance enhancers," Dr. Gary I. Wadler said about inhaled asthma drugs. But, added Wadler, who is chairman of the World Anti-Doping Agency's prohibited list and methods subcommittee, "there is no evidence for that at all."

Dr. Kenneth Fitch, a member of the International Olympic Committee's medical commission, has provided some of that evidence. A professor at the School of Sport, Exercise and Health at the University of Western Australia, he conducted three double-blind studies of asthma drugs and concluded that they did not enhance performance. In the studies, neither the participants nor the researchers knew who was receiving asthma drugs or who was receiving a dummy substance.

Some, like Paula Radcliffe, who has asthma, have heard other explanations for why the drugs are banned. Radcliffe is the women's world record holder in the marathon. The drugs, she believes, are banned for those without the condition because they can mask the presence of other performance-enhancing drugs.

"That's what I've been told," Radcliffe said in a telephone interview from her home in Britain.

But that is not true, according to Dr. Patrick Schamasch, the medical and scientific director for the I.O.C.

Wadler explained that a drug "doesn't have to work to be on the list" of the World Anti-Doping Agency's prohibited substances.

To be banned, a drug has to meet two of three criteria: Taking it must enhance or potentially enhance performance, place an athlete's health at risk, or violate the spirit of sport.

In a person who does not have asthma, the drugs have no benefits, only the risk of side effects that can place an athlete's health at risk. An athlete taking them in an attempt to gain a competitive advantage would then be violating the spirit of sport. Therefore, Wadler said, inhaled asthma drugs can be banned.

Yet there is no doubt that many elite athletes have asthma, or that asthma symptoms can be brought on by intense exercise.

That is what happened to Radcliffe. She said she learned that she had asthma at 14, when she passed out while training because she could not breathe. Running, she said, and especially running when the air is cold or polluted, brings on her symptoms. It is hard for her to train without the drugs. She said that in order to receive permission to take asthma drugs in competition, she had to stop taking drugs for 10 days before being tested for asthma.

"I struggled," Radcliffe said. "I wheezed and my voice got creaky. And I had a dry, tickly cough that lasted for five or six hours after hard workouts."

One indication of the prevalence of asthma among elite athletes came when researchers tested every athlete in seven sports on the 1998 United States Winter Olympic team – biathlon, cross-country skiing, figure skating, ice hockey, Nordic combined, long-track speedskating and short-track speedskating. Nearly a quarter of the athletes, including half of the cross-country skiers, had asthma. In comparison, about 5 percent of the general population has asthma.

The percentage of all United States Olympians with asthma increased from 1996, when it was 12.4 percent, until 2000, when it was 18.9 percent, according to Fitch. But in 2002, when testing became more stringent, the percentage dropped to 12.9 percent. It was 9.1 percent in 2004 and 12.1 percent in 2006, Fitch said.

Asthma is especially prevalent in swimming, distance running, cycling and skiing. That may be because those athletes are exposed to pollutants and dry air, said Dr. Thomas Casale, the chief of allergy and immunology at Creighton University in Omaha. Those who are prone to asthma, he said, can have airways that are especially sensitive to irritants.

For swimmers, the irritants may be tricholoramines used to disinfect the water, said Kenneth Rundell, the director of the Human Performance Laboratory at Marywood University in Scranton, Pa. Ice skaters may be affected by pollutants released by ice-cleaning machines, which are often powered by natural gas or propane, he said. Skiers breathe Teflon when they go in and out of the wax room.

As for distance runners and cyclists, Rundell said, they can be affected by air pollution, especially fine and ultrafine particles, and by the drying effect of breathing rapidly for long periods of time.

Pollen can make symptoms even worse for those who are allergic to it, which includes the majority of athletes with asthma, as it turns out.

None of this bodes well for the Beijing Olympics, asthma researchers say. The Chinese government has said it will reduce the air pollution, but it also warned that the Olympics will be held during pollen season.

One approach the United States has taken has been to fly its athletes to Beijing to have them tested for asthma while they exercise there.

"Our concern is that many who are asymptomatic in a place like Colorado Springs run into problems in Beijing," said Randall Wilber, a sports physiologist at the United States Olympic Training Center in Colorado Springs. Although he said he could not reveal how many athletes were now documented asthmatics, "that certainly is being considered by many athletes as a strategy."

Incentive program targets diesel trucks

By Cheryl Lingo

Reedley Exponent (weekly), Wednesday, July 16, 2008

The San Joaquin Valley Air Pollution Control District plans a series of workshops next month to assist owners of Class 8 diesel trucks and engines that are used for goods movement to apply for grants to replace or retrofit them.

Brian Dodds, senior air quality specialist for the district, said the purpose of the workshops is to provide some one-on-one assistance to people who may be struggling with the applications.

"We're not always available at our regional offices, so this is a way to provide some personal assistance with the application process," Dodds said.

The district controls \$40.5 million from Prop 1B funds for the Goods Movement Emission Reduction program. Of the first \$250 million allocated in this first year, the San Joaquin Valley district came away with \$47 million, of which \$40.5 million funds the goods transporters grants program.

The program exists to "serve a much needed purpose in helping clean up diesel exhaust emissions," according to a press release issued by the air Pollution Control District, but it does not come without an economic impact on the trucking industry.

Local trucking firm Kimura Trucking is one of thousands of transport businesses in the state struggling to comply with federal and state mandates regarding air quality. Kevin Kimura said this is too busy a time of year to take time to try to understand the latest push from the state to clean up the air.

"They've been talking about this all year, and there probably is a benefit, but right now is our busiest time of year," Kimura said.

He said bigger companies are more likely to go after the grant money because they have the resources to go through the sometimes rigorous application process for government grants.

Kimura's family-owned business says they face bigger challenges when the government goes after the diesel-powered refrigeration trailers his trucks pull. He fears the government's on-going efforts to clean up the air may force small businesses to close in the process.

"We're just waiting to see what happens, but farmers with one or two trucks and small firms like ours may be in trouble," he said.

Dodds said the \$40.5 million is not nearly enough to address all the diesel trucks in the state, so the application process will be competitive. He also said large firms typically have newer vehicles, so operation's like Kimura Trucking might stand a better chance in the competitive ranking process. The applications will be scored based on eligibility and biggest bang for the buck, according to Dodds. The grants range from \$5,000 to \$50,000.

The central region workshop is August 6 from 10 a.m. to 3 p.m. It takes place at the Air Pollution Control District at 1990 E. Gettysburg in Fresno. More information is available on the district's website at www.valleyair.org or at 1-800-766-4463.

Tri-Valley Herald, Commentary, Saturday, July 19, 2008:

Smoke and smog tough on seniors

By Carol Olson - Senior Columnist

When I lived in the Los Angeles area, the smog was so bad that I couldn't drive for more than three blocks before my eye makeup started to run down my cheeks. No matter how long you live in a smog-infested area, it still affects you in some way.

It always seems to be tougher on children, seniors or people with respiratory problems. My mother had asthma and lived next door to me there for many years. She seemed to struggle for every breath. Sometimes, she couldn't breathe at all and had to call 911 to get the oxygen she needed. I couldn't get her to move somewhere with cleaner air, so she suffered almost every day.

I moved out to Rowland Heights, which was closer to Pomona. It had green hills, blue skies and air you breathe without choking – a virtual paradise to live in that was still within a reasonable driving range of your job in smog-ridden Los Angeles. This didn't last too long before they extended the freeway to Pomona and built thousands of homes.

One day, while listening to the radio for traffic reports prior to leaving for work, I heard the following announcement: "Hillside home owners do not go to work today." I stopped doing everything to listen carefully to the program. "Today, for the first time in a long time" ... you'll be able to enjoy the view you're paying your mortgage for!"

It was then I realized that the smog or haze from L.A. had reached my paradise. Although it wasn't causing my eyes to water yet, I knew it was only a matter of time before that happened. Time for me to move back to my beloved Contra Costa County, where the skies are always clear and blue until it rains.

Of course, there had been a lot of changes since I'd left after graduation in 1955. Walnut Creek was no longer a sleepy little town; instead it was a thriving city with high-rises, freeways and BART. Prices on homes had also skyrocketed, so I opted to move to Pittsburg to get more house for less money.

Lately, our skies here have been a grayish-brown from all the fires going on around us. Not as bad as the smog in L.A., but getting closer with each new fire that breaks out. My eyes have started to burn a bit, but the uncontrollable tearing hasn't started.

Our bodies have difficulty defending themselves against the harmful effects of smog. Smog is an irritant and can inflame pulmonary membranes, causing everything from chest pains and coughing to sore throats. Even though what we are experiencing is more smoke than real smog, the smoke is holding fumes from vehicles closer to the ground, so it's almost like smog.

Like many others, I forget how wonderful our air normally is up here in Contra Costa County because we have so many days of clear skies. It's always a shock to see the brown cloud that hangs over Los Angeles and surrounding areas when you fly down there.

You just have to look out the plane window as you pass over the Grapevine to see how large that smog-ridden area is. My last trip down to Southern California was in my car, so the smog really hit me hard and fast.

I'd just started going down from the top of the Grapevine. I could see the brown air reaching up to me. In no time at all, I couldn't keep my eyes open. Tears flowed down my checks and I could only see a small bit of the road through my blurred, squinting eyes. I knew I'd have a wreck if I couldn't see well enough to drive any farther.

I turned the air conditioning on high and aimed the vents at my face. Holding the steering wheel with one hand while wiping tears with the other, I pulled over to the far right lane and crawled down the mountain.

I know lately our air has been bad for us, but trust me, it could be much worse.

**Modesto Bee, Letter to the Editor, Tuesday, July 22, 2008:
Sun now 'pays' my power bill**

Last month we paid our last MID bill! We have joined the governor's "Million Roof Campaign."

For 5½ weeks, our new roof solar-panel system cranked out electricity; on July 14, it totaled 1 megawatt-hour of power output – a little slower than expected, due to smoky air recently. But since all the power it makes is credited to our bill, in a year it will total a bit more than we use. For 25 years it will do that, repaying the \$21,906 we paid for the system. After 25 years, its output will have declined a few percent, but further electricity will be our investment's profit.

MID helped with a \$10,413 subsidy; another \$2,000 came from the Feds. In 25 years, we expect to have saved 127 tons of carbon dioxide air pollution, equivalent to taking a car off the road for 25 years.

MID donates \$2.80 per installed watt of output (see www.mid.org/rebates/rbts-pv.htm). This is a great long-term way to decrease dependence on foreign oil, help clean valley air, decrease global warming, stimulate the local economy and eventually save money.

RICHARD ANDERSON, Modesto

Note: The following clip in Spanish discusses UC Davis receives funds from EPA to finance research studies on the consumption of alternative fuel and its impact on the environment. For more information on this and other Spanish clips, contact Claudia Encinas at (559) 230-5851.

Dona EPA 900 mil dólares a Universidad de California para investigación en combustibles

Los análisis requieren de un equipo de postgrado, experto en la materia, tanto de California como de otros estados

Manuel Ocaño

Noticiero Latino

Radio Bilingüe, Monday, July 21, 2008

La Universidad de California en Davis informó que la Agencia federal de Protección Ambiental (EPA, en inglés) donó 900 mil dólares para financiar estudios sobre combustibles alternativos y el impacto que tendría su consumo en el medio ambiente.

De acuerdo con el director de las investigaciones, Michael Kleeman, es muy importante el impacto que pudieran tener los combustibles alternativos con el cambio climático.

Se trata de saber si la contaminación se volverá más peligrosa por el sobrecalentamiento terrestre, y si los combustibles sin contaminación pueden ayudar a restar el peligro.

Los análisis requieren de un equipo de postgrado, experto en la materia, tanto de California como de otros estados

Note: The following clip in Spanish discusses thunderstorm that started over more than 2,000 fires in California, returns. Department of Forestry has sent out an alert that an electrical storm could possibly return and ignite more fires.

Regresa tormenta que originó más de dos mil incendios

Unos 15 mil bomberos, voluntarios y militares permanecen en el área con orden de preservar la vida ante todo

Manuel Ocaña

Noticiero Latino

Radio Bilingüe, Monday, July 21, 2008

Los departamentos forestales de California y de Estados Unidos alertaron que hoy pudiera repetirse en el norte de California una tormenta eléctrica seca, como la que originó más de dos mil incendios, algunos de los cuales perduran desde hace un mes.

Todavía quedan unos 30 siniestros pero cerca de 22 mil bomberos tuvieron que apagar hasta ahora dos mil 96 siniestros en la región.

La alerta forestal es especialmente para las zonas del norte y del noreste de California, cerca de los límites con los estados de Nevada y de Oregon.

Unos 15 mil bomberos, voluntarios y militares permanecen en el área con orden de preservar la vida ante todo.

Note: The following clip in Spanish discusses more than a million vehicles have stopped circulating through Pekín in order to reduce the air pollution.

Un millón y medio de coches dejan de circular en Pekín para reducir contaminación

El Periódico de México, Sunday, July 20, 2008

Pekín, (EFE).- Más de un millón y medio de coches dejarán de circular diariamente en la capital china a partir de hoy y hasta el 20 de septiembre, al entrar en vigor las medidas para reducir la contaminación durante los Juegos Olímpicos, que comenzarán el 8 de agosto.

La agencia de noticias Xinhua informó hoy de que el departamento de transportes anunció anoche que esta medida no se aplicará en las horas comprendidas entre la media noche y las tres de la madrugada, sin explicar los motivos.

La prohibición de tráfico viene a sumarse a otra aplicada desde el 1 de julio, cuando se retiraron de la circulación pequinesa 300,000 vehículos altamente contaminantes.

La medida no afectará a los vehículos olímpicos, que desde el 25 de julio cuentan con 265 kilómetros de carril especial para facilitar la movilidad de atletas, organizadores y prensa entre los estadios, la villa olímpica y los hoteles.

Para contrarrestar los problemas que supone para muchos no poder desplazarse en auto hasta su lugar de trabajo, este fin de semana se inauguraron tres nuevas líneas de metro con una capacidad de 800,000 pasajeros diarios y que vienen a sumarse a otras cinco existentes.

Desde hoy, además, 1,500 nuevos autobuses circularán por las 34 líneas adicionales que se han puesto en funcionamiento para trasladar a los pequineses obligados a abandonar su vehículo.

Con la retirada de la mitad de los vehículos de la circulación, las autoridades municipales esperan reducir en un 63 por ciento sus emisiones contaminantes, motivo de preocupación para atletas como el fondista etíope Haile Gebrselassie y que han obligado a algunos equipos a entrenarse en Japón.

Otra de las regulaciones aplicadas desde hoy es la paralización de todas las obras de la ciudad, lo que reducirá el polvo y la contaminación sonora, galopantes en la capital china.

Además, el número de empresas altamente contaminantes que han reducido o paralizado su actividad se ha incrementado hasta 150, una medida que afecta, entre otras, a petroquímicas, fundiciones y cementeras, durante dos meses.

El cierre de obras y plantas obligará, de paso, durante los Juegos a una enorme masa de obreros inmigrantes a regresar a sus provincias, las más pobres del país, una consecuencia aceptada por las autoridades para disimular las enormes diferencias entre ricos y pobres que afectan a China y son tan visibles en Pekín.

El régimen chino, sobre el que han pesado en los últimos meses enormes dudas acerca de su capacidad para organizar unos Juegos debido a su falta de respeto por los derechos humanos o sus métodos autoritarios, quiere unos Juegos Olímpicos perfectos, los mejores de la historia, para situarse en el nivel que cree que le corresponde como nueva potencia internacional.

EEM

[Note: The following clip in Spanish discusses Gore asks for the development of reusable energy, free of carbon.](#)

Gore pide acelerar el desarrollo de energía renovable

Opinion, Friday, July 18, 2008

WASHINGTON D.C. (EFE).- El ex vicepresidente Al Gore advirtió hoy que el cambio climático se ha convertido en una grave amenaza para EE.UU., y propuso que el país debería en 10 años obtener toda su electricidad de fuentes renovables, libres de carbono.

Si no lo hace "la supervivencia de Estados Unidos de América, como lo conocemos, está en peligro", señaló en un discurso en Washington.

La solución es "poner fin a nuestra dependencia de los combustibles basados en el carbono", señaló en su discurso en el que dijo que la crisis ambiental y la crisis económica están estrechamente vinculadas.

"No recuerdo ningún momento de nuestro país en el que tantas cosas negativas estuviesen ocurriendo de manera simultánea", señaló Gore quien después de dejar la vicepresidencia en 2001 se convirtió en uno de los paladines de la defensa ecológica.

Gore fue el presentador del documental "An Inconvenient Truth", dirigido por Davis Guggenheim, que ganó el Oscar en 2006 y autor de un libro del mismo título que se convirtió en uno de los de mayor venta en Estados Unidos ese mismo año.

El documental relató los efectos que está causando el aumento de las temperaturas en todo el planeta como consecuencia de la acumulación de dióxido de carbono y gases invernadero en la atmósfera.

Esos mismos esfuerzos le valieron el Premio Nobel de la Paz en 2007 un galardón que también recibió el Comité Intergubernamental de Cambio Climático.

El político demócrata, derrotado por el actual presidente George W. Bush después de una polémica elección, dijo que la meta de producir electricidad sin el uso del carbón en 10 años sería similar al objetivo que planteó el presidente John Kennedy en el decenio de 1960 de poner un hombre en la Luna.

También criticó a quienes proponen abrir nuevas áreas de exploración petrolera como una vía de solución a los problemas energéticos de EE.UU., un país que importa más del 60 por ciento de sus necesidades de hidrocarburos.

Es "una lógica perversa" pensar que la respuesta de corto plazo a los altos precios de la gasolina sea excavar más en busca de petróleo, señaló.

Uno de los factores desencadenantes del alza en los índices de inflación en Estados Unidos fue el mayor precio de la gasolina que esta semana se expendía por sobre los cuatro dólares por galón de 3,78 litros.

"La forma de bajar los precios es terminar nuestra dependencia del petróleo y usar fuentes renovables que nos pueden dar el equivalente a un dólar el galón de gasolina", afirmó. EFE

Note: The following clip in Spanish discusses California advances with its project Hydrogen Road Map for anti contaminating vehicles.

Avanza California en su programa de "carretera de hidrógeno" para vehículos anticontaminantes

En los próximos años la industria automotriz tendrá un creciente número de vehículos de hidrógeno disponibles en el estado

Manuel Ocaño

Noticiero Latino

Radio Bilingüe, Friday, July 18, 2008

El estado de California abrió este fin de semana en el oeste de Los Ángeles un nuevo expendio de hidrógeno para automóviles que consumen este tipo de combustible que no ocasiona ningún tipo de contaminación.

Se trata de la estación número 25, de un corredor conocido como "carretera de hidrógeno", que permite a los dueños de vehículos de ese tipo abastecerse sin problemas en largos recorridos.

California es el único lugar en el mundo que tiene un programa de esta naturaleza. En los próximos años la industria automotriz tendrá un creciente número de vehículos de hidrógeno disponibles en el estado.