

Controversy flares over dairy expansion

By Seth Nidever

Hanford Sentinel, Wednesday, Jan. 6, 2009

A disputed dairy expansion turned into a debate Monday night at the Kings County Planning Commission, an issue that could have major implications for the county and its struggling dairy industry.

Commissioners were set to consider revoking an expansion of the J.D. Mello Dairy on Grangeville Boulevard in Hanford after Kings County Community Development Agency staff told them that the expansions violate the dairy's zoning permit.

According to county staff, the dairy without authorization added calves that put it approximately 1,179 animal units over the allowed number in the original permit.

But Michael LaSalle, Mello's attorney, quickly stood up and asked for a continuance, stating that he planned to challenge the rules Mello would have to meet to get his expansions approved.

Those rules are part of the "dairy element," a set of standards adopted in 2002 that govern new and expanding dairies in Kings County. The element was designed to do a comprehensive environmental review of all dairies in order to save each one from having to do its own separate -- and expensive -- environmental impact report every time a new one is built or an old one is expanded.

But the dairy element still requires that applicants file certain technical reviews based on state environmental law.

Those requirements don't sit well with LaSalle and Mello. LaSalle said Mello would have to submit "17 technical reports" that might cost \$25,000 to prepare.

"My client really can't afford to spend this kind of money," he said.

Calling it "bureaucratic insanity," LaSalle argued that some parts of the dairy element duplicate information dairies already have to provide to the California Regional Water Quality Control Board and the San Joaquin Valley Air Pollution Control District.

LaSalle's comments drew a strong response from commissioner Louise Draxler, who was visibly frustrated.

"The rules are just totally being ignored. I'm just seeing our laws and rules are not being followed," Draxler said.

Draxler's concern echoes a story reported in The Sentinel in October last year that described how dairy operator Frank Fagundes built a barn extension too close to a county road.

Fagundes received a notice of violation from the Kings County Community Development Agency ordering him to remove part of the barn.

Fagundes appealed to the Kings County board of supervisors and won a 4-1 vote there allowing him to keep the barn in place.

Fagundes pleaded his case based in part on economic hardship in the dairy industry.

When the commissioner voted on LaSalle's request for a continuance until March, the count was 3-2 in favor. Draxler and commissioner R.G. Trapnell were the "no" votes.

Commissioner Mark Cartwright argued that it was legitimate to give LaSalle a chance to challenge the dairy element. But Cartwright also argued strongly that the dairy element was designed to protect individual dairies from environmental lawsuits and make the process easier.

"The dairy industry agreed to all this [in the dairy element] and said it was OK," Cartwright said.

Mello told commissioners that "everybody in the ag industry is tired of being pushed around."

He declined to comment to The Sentinel as he left the meeting.

But LaSalle made it clear to commissioners that his goal is to get parts of the dairy element declared invalid.

LaSalle gave every indication that he'll appeal to the board of supervisors if the planning commission rules against his client.

"We need to do all we can to protect and preserve our agriculture," he said.

Grant helps local farmers implement conservation plans

By Sabra Stafford

Turlock Journal, Wednesday, January 6, 2010

The Natural Resources Conservation Service is inviting Stanislaus County farmers and ranchers to apply for the 2010 Environmental Quality Incentives Program and the Wildlife Habitat Improvement Program.

The U.S. Department of Agriculture has \$31.2 million available in California for the two programs. The applications for funding consideration in the 2010 fiscal year are due by Jan. 15. Applications for EQIP are accepted year round, but those received by Jan. 15 are given first priority.

EQIP provides technical, financial, and educational assistance to farmers and ranchers through a variety of agri-environmental programs and activities. Its primary objective is to optimize environmental benefits by helping farmers implement conservation plans.

WHIP helps private landowners and agriculture producers increase the diversity and habitat of wildlife and endangered species in California.

Two parts of EQIP have an extended sign-up period — the organic initiative and combustion engine emissions reduction initiative. These two facets of EQIP are only in their second year and producers may need extra time to enroll. The engine emissions reduction portion has \$13.4 million available and the organic initiative has \$2.4 million available. Sign-up is open until Jan. 29 for both special initiatives.

In fiscal year 2009, California NRCS worked with farmers and ranchers on \$77 million of conservation contracts, setting a new record high in the state. The contracts covered a broad spectrum of natural resource enhancements including increasing irrigation efficiency; nutrient and manure management on dairies; grazing land management; riparian buffers and wildlife habitat; wetland protection; and forest management.

"All Farm Bill programs provide agriculture producers an incentive to improve the environment and the functionality of their operations, but EQIP is our flagship conservation program," said NRCS State Conservationist Ed Burton. "Combined with technical assistance and conservation planning, EQIP has had a crucial impact on California's farms and ranches."

Stanislaus County agriculture producers received \$5.8 million in 2009 for projects like increased irrigation efficiency, nutrient and manure management on dairies, and grazing land management, according to Diana Waller, the NRCS acting district conservationist.

"Combined with technical assistance and conservation planning, EQIP has had a valuable impact on Stanislaus County's farms and ranches and on San Joaquin Valley's air and water quality," Waller said.

To view EQIP information and obtain an application, visit the California NRCS Web site at www.ca.nrcs.usda.gov/programs.

Fairbanks air remains unhealthy

The Associated Press

In the Contra Costa Times & Tri-Valley Herald, Wed., Jan. 6, 2010

FAIRBANKS, Alaska—The Fairbanks North Star Borough is asking residents to heat with oil instead of wood or coal—if they can.

Air pollution has been high since mid-December and is unhealthy for many people.

Residents have been asked to limit prolonged exertion. The young, the old and people with health problems should avoid exertion.

The National Weather Service says the temperature inversion that caused the pollution is on its way out.

The green crush

Ripon firm reduces carbon footprint with project site aggregate crushing

By Glenn Kahl, Reporter

Manteca Bulletin Tues, Jan. 5, 2009

RIPON - Anthony Beato has a passion for his lot in life – between his family, rock crushing, and his church. Beato joined the Ripon based CalCrush – the California Rock Crusher Corporation – five years ago as its environmental health and safety manager.

Today he's serving as its general manager with emphasis on environmental health and safety. He describes the operation as being a unique "specialty niche. The firm will celebrate its 10th anniversary this year under the direction of its president Charlie Evans. It was in the spring of 2000 that Evans and his brother Brian put their conceptual business plan into a reality and CalCrush was born.

"We are really unique. It really comes down to environmental issues and cost issues, because contractors – when they are doing demolition projects – as in the demolition of freeways or roadways find the trucking very expensive," he said.

The cost of diesel fuel and the carbon foot print that those diesel trucks leave behind can be alleviated with CalCrush coming in with four or five trucks and their impact crusher and pulverizing all of the material on the job site with the demolition aggregate product being reused on the project.

"It's cheaper, it's more environmentally friendly," he said. "If you pull the material off and truck it (for offsite crushing) you have to truck it right back – it really lowers the carbon footprint."

Bateo is quick to explain that the crushing operation has played a part in reducing that carbon foot print in his firm's on-location demolition operations at sites in all of California and Northern Nevada. The firm has reduced the use of three diesel engines down to one, using hydraulics as a backup.

"Charlie realized there was really a market just for a crushing operation," Beato said. He had worked with his dad Bob of Manteca in the skilled trade on a smaller scale in earlier years after the elder Evans expanded out of his trucking business. Evans laid everything on the line to get his first crushing operation up and going, and it has been growing ever since, he added.

The firm recycled the asphalt, concrete, and brick from the recent demolition and restoration of Main Street in Ripon and turned it into aggregate that was placed back on the street serving as its new roadbed. Also, the Jack Tone Road bike path development south from Main Street and the connecting bike path along the Stanislaus River bank from the Jack Tone Golf Course to the city fueling station is packed with CalCrush aggregate.

Other Northern California job sites included the Highway 680 at the Highway 92 interchange in addition to the crushing for the South San Joaquin Irrigation District project on River Road.

He noted that his firm can customize the aggregate to the customers' construction needs with its crews of 22 to 30 workers. While most of the CalCrush operations are outside their four acre Ripon headquarters site on Doak Boulevard, crushing was actually taking place at the home base last week. The impacter was spewing out aggregate onto conveyor belts – carrying the product to the top of three-story-high piles.

Beato said the winter months provide a natural dust control for the operations, unlike the warmer seasons when crews have to water down the production to keep dust away from the community environment. He noted that the operation is also unique in the way it has addressed both environmental and health issues throughout the state.

"We are never shy to say the City of Ripon really treats us well," he said. "They have been good partners – they really push recycling."

The mobility of the operation to specific sites is designed to save its clientele the cost of hauling the raw materials. It quickly turns the on-site rubble into usable and marketable finished products without requiring transportation. The industry is regulated by (OSHA), the Occupational Safety and Health Administration and (MSHA), the Mine Safety and Health Administration.

"Right now our biggest challenge is air quality with the State of California," he said.

U.S. scrapped more cars than bought new ones

By Timothy Gardner, Reuters

Washington Post, NY Times, Tuesday, January 5, 2010

WASHINGTON (Reuters) - Americans scrapped more automobiles than they bought last year as the ragged economy reduced demand and some major cities expanded mass transit service, according to a new report.

The United States scrapped 14 million autos while buying only 10 million last year, shrinking the country's car and light duty truck fleet to 246 million from a record high of 250 million, according to the report to be released on Wednesday by nonprofit group the Earth Policy Institute (EPI).

The United States, the world's biggest petroleum user, "is entering a new era, evolving from a car-dominated transport system to one that is much more diversified," said Lester Brown, the president of the EPI.

While many cities like New York have had to cut mass transit services and raise fares during the recession, Phoenix, Seattle, Houston, Nashville and other cities have expanded or improved mass transit systems.

Cities are taking a variety of steps, like adding rapid bus lanes and light duty rail, to fight traffic congestion and air pollution. Some are raising parking meter prices and cutting down the required parking spaces per building, the report said.

President Barack Obama's "cash for clunkers" program, which last summer gave consumers a rebate of up to \$4,500 for trading in older cars and light trucks, led to the scrapping of more than 700,000 vehicles. But since the incentive was only available to consumers who bought new fuel-sipping vehicles, it did not affect the ratio of scrapped vehicles to new sales.

Market saturation of autos, urbanization, high oil prices that reached a record \$147 a barrel in 2008, and the uncertain economy have helped cut car sales, Brown said. Given those forces, sales may never reach the 17 million per year level they were between 1999 and 2007, he said.

Because more people live in cities than a few decades ago, young people, particularly those burdened with student loans, are foregoing car purchases, the report said.

As more people live in cities, some teens are not even bothering to get driver's licenses. The number of teenagers with licenses peaked at 12 million in 1978 but is now under 10 million, the report said.

"When I was a kid socializing revolved around getting into a car and going for a drive," said Brown. "Today kids socialize over the Internet and on smart phones."

A continued drop in auto purchases could cut long-term oil demand and greenhouse gas emissions from transportation, he said. It could also lead to increases in steel supplies as big cars

get recycled, Brown said. Brown used data from the U.S. Federal Highway Administration and R.L. Polk & Co to write the report.

Another fresh start on cleaning up Chesapeake Bay

By David A. Fahrenthold, Washington Post Staff Writer
Washington Post Wednesday, January 6, 2010

On Tuesday morning, it became official that the government-led cleanup of the Chesapeake Bay had missed its grandest, most ambitious deadline. In 2000, state and federal leaders had agreed to solve the Chesapeake's pollution problems "by 2010."

Here it was, 2010, and efforts to reduce bay pollution from manure, fertilizer and sewage were more than 40 percent short of their goals.

But as the governors of Virginia and Maryland and the head of the U.S. Environmental Protection Agency met for a summit on the Chesapeake, none of them even mentioned the shortfall. Instead, they made a new pledge.

This time, we're serious, they said. For once, there is some evidence that they're right. Already, state officials say they are seeing results from a renewed save-the-bay push that began last year, driven by an influx of federal money, new environmental laws and threats from the Obama administration.

"I can't guarantee it. I can't say, 'Take it to the bank,'" said John Hanger, Pennsylvania's secretary of environmental protection, when asked whether his state would deliver on the pollution reductions it has promised. "But we're on track. We're confident."

On Tuesday, in a rooftop conference room in Arlington County that overlooks the frozen Potomac River, EPA Administrator Lisa P. Jackson formally became chairman of the high-level council that oversees the Chesapeake cleanup. There were speeches, gifts and promises that the bay's degraded condition would not stand.

"We have to send a clear message," Jackson said after presenting Virginia Gov. Timothy M. Kaine (D), the council's outgoing chairman, with an engraved canoe paddle. "The time for talking has indeed passed. We have to act, and we are settling for nothing less than real results."

It was a stirring scene, but awfully familiar. Since the government-led effort began 26 years ago, the Chesapeake cleanup has produced a number of ceremonies. At one held in Baltimore in 1987, officials promised a clean Chesapeake by 2000. At another, held in Rose Haven, Md., they promised the same thing by 2010. None of it came true.

EPA statistics show that states have taken measures that will achieve just 58 percent of the promised reduction in phosphorus and nitrogen, the bay's most troublesome pollutants, which are found in treated sewage, farm manure, septic leaks and lawn fertilizer. Even if the deadline was meant to be the end of 2010, the states won't come close.

But in the past year, President Obama issued an executive order calling for an overhaul of the cleanup, and governors resolved to get serious. Officials said the new focus on the bay is already producing results.

In Maryland, a new law is cutting [air pollution](#) from power plants, which settles on water and dissolves. And an influx of money in the federal farm bill allowed the state to partially reimburse farmers who tackled pollution. Across the state, government money helped buy 55 new sheds to keep manure out of the rain and 22 composters to keep dead chickens out of waste piles.

Those measures have helped Maryland achieve 34 percent of the overall pollution cuts that it must meet to achieve new short-term goal, set for 2011. Officials in Virginia and Pennsylvania, the other two states that provide most of the bay's pollution, said they were also on track but could not provide more specific information about their progress.

All the states have pursued the pollution cuts without changing a key tenet -- some environmentalists have said it is a flaw -- of the Chesapeake Bay cleanup: Farmers generally don't have to clean up unless they're paid to do it.

"We don't want to be in the position of swapping out our farms for . . . McMansion fields," said Maryland Gov. Martin O'Malley (D), because residential development could produce much more pollution in the form of septic leaks or sewage discharges.

There is still a long road ahead. In Maryland, for instance, new money has paid for upgrades to about 1,000 septic systems. But there are about 420,000 septic systems in the state, and most need an upgrade.

And for now, the Chesapeake isn't reflecting this optimism. Maryland researchers have found that its pollution load and its "dead zones" -- areas where fish and crabs can't breathe because algae blooms caused by pollution have depleted the oxygen in the water -- haven't changed significantly. Because of variations in weather and other factors, they said, the estuary might not bounce back right away.

"It's not getting better," said Bruce Michael, of the state Department of Natural Resources, "and it's not getting worse."

[Letter to the Fresno Bee, Wed., Jan. 6, 2010:](#)

Doubts global warming is hoax

William J. Scott [letter Dec. 29] believes global warming is a hoax perpetrated by partisans who hide the real evidence. I sincerely hope he is right. I hope the environmental changes we have witnessed so far, e.g. melting glaciers and diminished habitat for polar bears, are the worst of it. But I doubt it.

Other things being constant, a small rise in average temperature might seem manageable, but other things never remain constant. Earth's ecology is a complex system in which changing one part creates consequences in many areas. If this rise in temperature is accompanied by a shift in precipitation patterns with, for instance, less snow and more rain in the Sierra Nevada, then life in and around Fresno will change drastically.

If one doesn't like the conclusions of such groups as the Intergovernmental Panel on Climate Change, then I humbly suggest that one is free to access the available data on temperature and the amount of carbon dioxide in the atmosphere and use them to suggest one's own hypothesis. Just ignoring the findings from numerous peer-reviewed publications does not seem promising.

Robert Pethoud, Fresno

[Tracy Press, Letter to the Editor, Wednesday, January 6, 2010](#)

Your Voice: It's just good, clean fun

As a non-motorcycle owner, I would like to comment on the "Carnegie closure postponed as lawsuit continues" article in the Tracy Press on Dec. 30 (Page 4).

On occasion, I drive Corral Hollow Road to work in the Pleasanton area. I always thought Carnegie Vehicular State Recreation Area was located in a perfect place, away from residents who would complain about the noise and dust.

I know a few people who used to ride at Carnegie more than 30 years ago, so I know the park has been there for quite some time. But after all these years, it seems to be an issue.

The city of Tracy and the Redbridge community tried to keep out the peaker plant, but were not successful. But here we have one resident who appears to be able to shut down Carnegie after all these years of operation, and yet I am not supposed to believe it has nothing to do with Mark Connolly's political connections?

I'm sure Lawrence Livermore National Laboratory's Site 300 is producing much higher levels of pollution in the groundwater and air. So why isn't Mr. Connolly concerned about this?

It's really too bad someone doesn't use their time and connections to clean up something that

truly would make a positive impact to the residents and city of Tracy.
These motorcycle riders are out having good, clean fun. They are not shooting up our city, dealing drugs or stealing. They are in a remote location, not bothering anyone.

by Jenny Jenkins, Tracy

[Letters to the N.Y. Times, Tuesday, Jan. 5, 2010:](#)

Y2K and Warming: Alarm or Realism?

Re: "It's always the end of the world as we know it" (Op-Ed, Jan. 1):

Denis Dutton makes a compelling case for the triumph of hysteria over actual knowledge in the case of Y2K, but he overreaches in concluding that any other apocalyptic scenario must be similarly foolish.

In suggesting global warming as a current example, Mr. Dutton ignores the fact that dire warnings come neither from religious zealots nor capitalist profiteers, but rather from the vast majority of the world's scientists, a generally sober bunch.

Yes, we may possibly err in thinking that we need to spend uncounted billions on green technologies, new industries and fostering worldwide unanimity of purpose. But if climate fears do turn out to be less than apocalyptic, we can ease our embarrassment with a full-employment economy, fiscal surplus, clean air, a more peaceful world and a more optimistic future for our children. I'm ready to be thus embarrassed.

Paul Schickler, Brooklyn

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Denis Dutton argues strongly that age-old human paranoia influences our fears of climate change. He compares current "climate catastrophism" to the unfounded hysteria that surrounded the Y2K computer problem, in 1999. But his article also reminds me of the popular saying "Just because you're paranoid doesn't mean someone isn't out to get you."

Someday soon, Mr. Dutton may realize that the "storms, droughts and mass extinctions" associated with climate change are already a rational reality.

Chris Landriau, Brooklyn

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Thank you for the witty and erudite reminder from Denis Dutton that we seem hard-wired for end-of-the-world predictions. As an environmental writer raised among Rapture true believers, I cannot help but also notice the parallels between religious end-timers and increasingly apocalyptic greens.

Original sin among fundamentalists is easily translated into pollution among environmentalists. In the biblical story, we eat of the forbidden tree and are fallen; in the green story, we cut down the sacred tree and are self-doomed. Biblical Armageddon parallels mass extinction.

By using fear more than foresight to face the future, we constrict our imaginations — and our ability to adapt. The meaning of the word "apocalypse" is "revelation." How about less end-of-the-world escapism and a more creative vision of a world that simply endures?

Brenda Peterson, Seattle

The writer is the author of "I Want to Be Left Behind: Finding Rapture Here on Earth."

[MediaNews editorial, Wed., Jan. 6, 2010:](#)

California needs better support for solar farms

IS CALIFORNIA going to take the lead in developing large-scale solar power projects, or are NIMBY (not in my back yard) challenges going to stand in the way?

That is the question now being posed as developments of large solar-power farms are being opposed by narrow interests who claim potential environmental damage.

One of the most galling challenges comes from a few regional chapters of the Audubon Society. They do not want Solargen Energy, a Cupertino company, to build a huge solar farm in the remote Panoche Valley, 25 miles southeast of Hollister.

The \$1.8 billion project would consist of 1.2 million solar panels spread over an area the size of 3,500 football fields and produce 420 megawatts of electricity, enough to power 315,000 homes. It would be the largest solar farm on Earth and help California reach its goal of producing one-third of its electricity from renewable sources.

Yet there are some who call themselves environmentalists who oppose the solar farm because of its size and possible impact on local wildlife, even though domestic and wild animals would be able to move under the panels.

Shani Kleinhaus, one of the opponents of the solar farm, says she favors renewable energy, but not in Panoche Valley. If not there, then what would be a good location?

Kleinhaus suggests putting solar panels over parking lots and along freeways. That is totally unrealistic and uneconomical.

Then she argued that in five years new technology may allow for smaller farms.

What she and other solar farm opponents are really saying is they don't want solar power near them regardless of what the conditions are.

Solargen's Panoche Valley project is ideally situated. It is 20 miles from the nearest town and has 90 percent of the solar intensity of the Mojave Desert, willing property sellers and large transmission lines running through the site. No new lines would have to be built, a factor that has stalled other projects.

Solargen is not the only one facing NIMBYism. Two large solar proposals in San Luis Obispo County, a 250-megawatt farm proposed by SunPower of San Jose and a 550-megawatt proposal by First Solar of Arizona, are opposed by environmentalists.

Also, Sen. Dianne Feinstein has introduced a bill to establish two national monuments in the Mojave Desert, which would kill 19 solar and wind farms proposed for the area.

If remote valleys and even large tracts of the Mojave Desert are off limits to solar farms, one has to wonder if large-scale solar energy projects can ever get started in California.

It is critical that Solargen receive approval before the end of this year. If not, it could lose out on federal grants and tax credits worth about 30 percent of the capital investment in its Panoche Valley project. That would be a huge loss for renewable energy and the environment.

[Note: The following clip in Spanish discusses thousands of truck drivers have two weeks to reduce their pollution by retrofitting their trucks. For more information on this or other Spanish clips, contact Claudia Encinas at \(559\) 230-5851.](#)

Miles de camioneros tienen dos semanas para reducir su contaminación

Manuel Ocaño

Noticiero Latino

Radio Bilingue, Tuesday, January 05, 2010

Miles de camioneros independientes, de los puertos de California que no han cambiado motores o instalado sistemas de filtros a la contaminación de diesel en sus unidades tendrán dos semanas para hacerlo. Los camioneros y la Oficina de Recursos del Aire de California acordaron anoche de último momento emplazar dos semanas el reglamento que tendría que haber entrado en vigor el primero de enero. La medida obedece a que los puertos son los mayores focos de contaminación del aire en California, precisamente por ser centros de descarga a decenas de miles de camiones de carga comerciales que consumen diesel. El reglamento busca mejorar el

aire y prevenir hasta cuatro mil muertes prematuras anualmente en California por motivos relacionados con la contaminación.

Note: The following clip in Spanish discusses many trash dump sites are turning waste into fuel. In Livermore, hundreds of trash trucks use clean fuel created by the waste that they pick up and haul.

Más vertederos convierten la basura en gas

JASON DEAREN / Associated Press

La Opinión, Wednesday, January 6, 2010

LIVERMORE, California (AP).- Centenares de camiones para basura en toda California circulan por las calles usando un combustible limpio creado a partir de una fuente sucia: la basura.

El combustible se deriva de residuos en descomposición que los ciudadanos de San Francisco y Oakland, además de los negocios de la zona, han tirado al basurero de Altamont desde 1980.

Desde noviembre, el gas de metano generado por desechos en el vertedero de 96 hectáreas (240 acres) ha sido absorbido por tubos y enviado a una instalación novedosa, que los purifica y transforma en gas natural licuado (LNG, en inglés).

Casi 500 camiones de basura y reciclaje de Waste Management Inc. funcionan a través de esta nueva fuente de combustible, poco perjudicial para el medio ambiente, en lugar de usar diesel.

En un estado que ha aprobado las medidas más exigentes de reducción de gases contaminantes en Estados Unidos, los beneficios del vertedero son dos: el metano del basurero es absorbido antes de salir a la atmósfera y el uso del combustible produce menos dióxido de carbono que la gasolina convencional.

"Hemos construido la mayor planta de transformación de vertedero a gas natural licuado. Esta planta produce 49,400 litros (13,000 galones) al día de gas natural licuado", dijo Jessica Jones, una encargada del vertedero de Waste Management, con sede en Houston. "Retirárá del medio ambiente unas 30 mil toneladas al año de dióxido de carbono", agregó.

Altamont es uno de los dos vertederos en California que produce gas natural licuado. El otro es una instalación más pequeña a unos 65 kilómetros (40 millas) al sur de Los Angeles.

Waste Management está planeando otras instalaciones de gas natural en algunos de los 270 vertederos en funcionamiento en el país y el número podría aumentar con rapidez a medida que aumenta la conciencia sobre la contaminación de los gases de efecto invernadero.

La Agencia de Protección Ambiental de Estados Unidos (EPA) descubrió 517 proyectos de energía limpia en funcionamiento en 2009 en los 1,800 vertederos municipales en funcionamiento del país. Esa cifra representa un aumento de casi el 50% desde el año 2000 y del 28% desde el año 2004.