

Many companies still using trucks

BY VALERIE GIBBONS

Visalia Times-Delta and Tulare Advance-Register, Saturday, Aug. 23, 2008

Developer Richard Allen went to great lengths to build two San Joaquin Valley industrial parks next to railway lines, just in case a company wanted to use the line for its distribution.

In 15 years he hasn't had any takers.

It's not that the Allen Group's West Visalia and Shafter parks aren't thriving - they are - it's that the Central Valley's 300 mile-long span between the major urban centers of San Francisco, Sacramento and Los Angeles is too short to be an efficient use for rail.

"Using rail to go 200 miles is like using a semi-truck to go 100 feet; it's just not competitive," Allen said.

The Allen Group's MidState 99 Distribution Center in west Visalia has 2 million square feet of space, all occupied. Current tenants include VF Corporation, International Paper Company, JoAnn Stores, Coast Distribution Systems, Workflow One, Worms Way, Bound Tree Medical, ORS NASCO and DATS Trucking.

All of the companies use trucks to ship their goods.

The scene is much different at the Allen Group's other parks in Dallas and Kansas. There, major retailers are building towering warehouses and distribution hubs stretching millions of square feet simply because of the rail lines.

"They have to be there," he said. "Because if their center is 30 miles from the railway, they need to load it onto a truck and ship it in - and that's inefficient."

But with the rise in fuel prices that business model may be changing -at least for bulk items such as lumber, steel, coal, sand and agricultural products.

Zoe Richmond, a spokeswoman for Union Pacific Railroad - which runs trains along the east side of Highway 99 - says traffic has been up nationally this year.

"Our commodity shipments have been up," she said. "But our other traditional customers who ship containers or cars have been down."

Union Pacific saw its profits rise 18 percent this year. Burlington Northern Santa Fe's profits from freight were up 16 percent.

It's a mixed blessing for Tulare County. While more companies are moving to rail to ship their goods through the Valley, the trains don't stop in Visalia. That leaves the vast majority of the area's imports and exports moving by truck.

Truck emissions

Officials with the San Joaquin Valley Unified Air Pollution Control District said emissions from heavy- and medium-duty trucks account for 17 percent of the Valley's air pollution.

By 2020, daily truck traffic will grow from today's average of 18,760 trucks a day to 37,500 trucks a day, the air district said.

That pattern won't change any time soon for some east county businesses. Reliability and accountability issues have left many orange growers shipping their product by refrigerated truck.

"It's a perishable commodity and it's imperative that it get there quickly," said Bob Blakely, the director of grower services for California Citrus Mutual.

Although oranges have a longer shelf life than a tomato or a peach, local orange growers switched from using rail to trucks once the modern highway system came of age. Today, growers can truck their products to anywhere within the country in a matter of days.

"It can make it there within the same time period by train but you never know when it's going to be parked on [a side track] somewhere for a week," he said. "The more time it spends in shipping, the higher the rate of decay. If railroads were more reliable that would be a big hurdle. Rail would be a lot more attractive."

One New York-based rail company is hoping to bridge that gap.

This June Railex, LLC, began building a 200,000-square-foot cold storage facility just off of Highway 99 in Delano. The company plans to ship agricultural commodities east on its own 55-car train to the company's warehouse in Rotterdam, N.Y.

Railex plans to hire 300 people.

The company's literature says it will guarantee shipments to New York within five days.

Officials with Railex did return calls for comment by press time.

But it may take more than a one company's efforts to make rail a priority for local growers.

The problem: Blakely said even though many growers ship overseas to Asian markets, they still use trucks to get the oranges to the ports.

"The oranges can be in-route for up to 14 days but then again they have a higher tolerance for what's allowable in their products."

But even if more of those goods were to be shipped to California's ports by train, Allen said right now the railroads don't have the capacity to accommodate a whole new class of freight.

"The railroads are making money for the first time in 30 years," Allen said. "They're moving a lot more non-containerized goods."

"The problem is that it's not happening to and from Visalia."

Truck traffic in the San Joaquin Valley accounts for:

- 87 percent of the goods shipped out of the Valley
- 81 percent of the goods shipped into the Valley
- 50 percent of all commodities shipments
- 24 percent of all of the traffic on Highway 99
- 30 percent of all of the traffic on Interstate 5

Source: San Joaquin Valley Unified Air Pollution Control District

- U.S. railroads originated 1,606,877 carloads of freight in July 2008, up 16,825 carloads (1.1%) from July 2007.
- Number of railroads: 24
- Shipped 7.5 million carloads of freight
- Food products: 9 percent
- Primary metal products: 5 percent
- Glass/stone: 5 percent
- Chemicals: 5 percent
- Mixed freight: 54 percent
- Other: 21 percent

Source: The Association of American Railroads

Death of young football player 'is going to open everyone's eyes'

BY MAGGIE CREAMER AND EMILY HAGEDORN, Californian staff writers

Bakersfield Californian, Monday, Aug. 25, 2008

The recent death of a Bakersfield Christian High School football player after practicing in 100-plus degree weather begs the question: Are we pushing young athletes too hard?

That Aug. 14 day, temperatures hit 104 degrees and humidity 36 percent. Kern High School District moved practices to 5 p.m. because of poor air quality.

Bakersfield Christian, not a part of KHSD, still had practice scheduled for 4 p.m., its president said. That evening, center and linebacker Patrick Allen had leg cramps, vomited and passed out.

He died two days later.

The cause of death is pending toxicology results. And the BCHS squad's workout for the day is unclear because school officials refuse to talk about it.

But Allen's family and school officials at least partially blame the heat.

"I'm sure that day in the Central Valley there were a couple thousand kids practicing football," said Jim Crichlow, central section commissioner for the California Interscholastic Federation, or CIF, which governs high school sports.

"The unfortunate death of Patrick is going to open everyone's eyes."

THE RISKS - AND WHAT HAPPENED

Heat illness is rare, said Brendon McDermott, a certified athletic trainer with the University of Connecticut's Department of Kinesiology.

McDermott recalls 10 deaths due to heat stroke in all levels of athletics nationwide in the last five years.

It's harder to count the number of nonfatal heat strokes, he said.

"If people recognize the signs ... death is not a necessity," he said.

The only specifics about what happened at BCHS practice the day Allen collapsed come from Crichlow, who talked to the school's football coach, Doug Barnett.

The team practiced in the morning and had a light practice, not in full pads, that night, Crichlow said.

"Doug is one of the most cautious persons I know," Crichlow said. "I'm sure the kid would have no problem going up and talking to him" if something was wrong.

Based on air quality that day - in a range unhealthy for sensitive groups - the San Joaquin Valley Air Pollution Control District guidelines recommend outdoor activity only before 10 a.m.

Arvin High football coach Edgar Mares said his team spent the first half of practice in the weight room, which it usually does at the end. He said even without the KHSD advisory, he probably would have modified practice.

"It made no sense to go out there at that time because there was heat and humidity, and you can tell the difference," he said. "Our kids are not used to the humidity."

PARENTS, COACHES, PLAYERS

Three parents of BCHS football players say they have no reservations about their kids continuing to play for the school.

"It's unfortunate a kid doing all the right things, still things can happen beyond your control, and you have to be ready to accept that," said Greg McGiffney.

BCHS senior center and inside linebacker Taylor Roche said he is encouraged to talk with the trainer and drink lots of water.

"I don't know that there's much more we could do," he said. "Some things are just out of your hands."

Patrick's symptoms mirror those of 13-year-old Kendrick Fincher, who died from heat stroke following football practice in Rogers, Ark., in 1995.

"He had cramps, throwing up," said his mother, Rhonda Fincher. "By the time he got to the ER, his core temperatures was over 108."

The Finchers started a foundation to prevent heat illness.

Based on Aug. 14's temperature and humidity, Fincher thinks "they shouldn't have been practicing."

POLICIES

School districts decide when and how students can practice.

The CIF recommends coaches avoid holding two practices a day during the first week and holding two a day on consecutive days.

Athletes should be examined prior to participation, take frequent water breaks and not practice during the hottest parts of the day. KHSD coaches must undergo training at the beginning of the season, which includes lessons on heat and hydration, said Bakersfield High School coach Paul Golla.

BHS parents must attend a similar two-hour meeting.

"The five-minute water breaks, we don't wait for that," Golla said.

State law gives the air district authority to call off outdoor activities at schools when air pollution levels reach 150 parts per billion during any one hour of the day, a point where the air is considered very unhealthy for everyone to breathe.

Pollution levels in Bakersfield on Aug. 14 were nowhere near that point.

The district also has guidelines for schools when air quality hovers in unhealthy ranges just below that point.

"Some schools will think it's a little strict, but it's designed to look at what's best," said district spokeswoman Brenda Turner.

Turner said the worst time of day for sports practice on a bad air day in summer is between 4 and 6 p.m.

Bakersfield is fortunate that most days are dry, said Mike Medeiros, manager of athletic training services for the Bakersfield-based Terrio Therapy Fitness.

Still "there really needs to be a concrete policy in place and somebody going around policing it," he said.

Golla said this season, BHS has moved back two practices and cut short others because of heat or air quality. Players have worn less gear during hot days or noncontact drills.

"There's a point in practice when it's hot and you are not getting what you want," he said. "There's no need beating the kids up when you are not getting anything done."

At BCHS, Barnett had a mandatory meeting with parents at the beginning of the season, Cole said.

The school has a certified athletic trainer on campus every day and during practice, athletes receive water breaks every 10 minutes and have a canopy to stand under, he said.

Coaches constantly review policies, Cole said.

"We believe we have good policies," he said. "Anytime you deal with issues like this, you re-evaluate how can we do this better?"

- Staff writers Zach Ewing and Stacey Shepard contributed to this report.

The hunt to eliminate toxins

BY LINDA BICKFORD

Visalia Times-Delta and Tulare Advance-Register, Moday, Aug. 235, 2008

What do a Visalia accountant, a Woodlake farmer, a massage therapist from Three Rivers and a Tulare art teacher have in common that would bring them together at an evening class?

Because of their past experiences and circumstances, they all have a strong desire to eliminate toxic chemicals from their environments. The catch is that their definition of toxic is probably a lot stricter than the average person's.

That is why the farmer, massage therapist and art teacher were among 24 who attended accountant-by-day Teri Van Huss' class in making nontoxic cleaning products on Aug. 12 at Meridian Center for Wellness in Visalia.

Basically, they have learned - most of them the hard way - that any substance that is not safe to eat also is not safe to make contact with their skin or mucous membranes. Some have discovered what havoc can be wreaked upon the body by synthetic chemicals.

They know that the skin, the body's largest organ of elimination, also absorbs things, and those things then get stored in the cells - mostly fat cells.

"Synthetic chemicals get into the body, mix with each other and disrupt hormones," Van Huss told the gathering of 24.

Megan Assaf, a massage therapist at Meridian who helped organize the class, says her own research, training and experience bear that out, and, as a result, she has learned to make her own skin- and hair-care products.

"I got into making my own products because I wanted to avoid the toxic chemicals you find in commercial beauty products," she said.

Estrogen dominance

Many of the unpronounceable, inedible man-made chemicals in commercial cleaning, laundry and personal-care products have a tendency to mimic the hormone estrogen, have a cumulative toxic effect in the body or mix with other chemicals to produce a toxic load, Assaf said.

Called xenoestrogens - literally "foreign estrogens" - these substances "take up parking places that your own hormones are supposed to occupy," Assaf said. The body is then unable to use its own hormones effectively, she said. Xenoestrogens have a much stronger effect on the body than the ones the body produces, which creates hormone imbalances.

"You get a burden in your system, and you get a condition called estrogen dominance that can produce symptoms like fibroid tumors, endometriosis and difficult menopause," she said. Men aren't spared either, Assaf said, with the possibility of prostate enlargement or cancerous tumors, as well as abnormal breast development.

Assaf has first-hand knowledge of the burden on the body caused by synthetic chemicals.

Three years ago, before moving to Three Rivers, she was living in the country east of Visalia near a research station for petrochemical development. She was exposed on at least three separate occasions to clouds of chemical mist, she says.

Assaf and her dog experienced severe symptoms after the third such exposure, with the 8-pound dog, Charlie, having blood in his urine from prostate damage, she said.

"I took Charlie to the vet that day [after the exposure] and told him my concerns and what had happened," she said. "God bless him, but he didn't believe me."

As for herself, in addition to the immediate symptoms of difficulty breathing, a pins-and-needles feeling all over the body (which lasted three months) and extreme fatigue, Assaf, now 33, says she began to experience increased difficulty with her menses, such as clotting, mood swings, other PMS symptoms and exhaustion.

Having had a long-time interest in the healing and beautifying potential of herbs, she began a course of study with an herbologist in Vacaville, Kami McBride, that took one year to complete.

There, she learned to make herbal tinctures, which she uses to make her own massage oils and skin- and hair-care products.

"I used an herbal oil on my breast tissue, and for two weeks I had gray, waxy fluid coming out of my breasts," Assaf said. When she asked McBride about it, her teacher told her that "toxins settle in our fat tissue; in women, that means breasts." The therapeutic oil had caused Assaf's body to release the petrochemicals it had been storing there, she said.

Assaf says she has a lingering sensitivity to man-made chemicals after those serious exposures, and her regimen also includes airing her house out daily to rid her environment of toxins that "out-gas" from building and furniture components.

The farmer

Woodlake nurseryman and farmer Jason Knight has a similar situation, only he became so sensitive to toxins that he had to completely gut his house of its fiberboard cabinets, flooring, sub-flooring and sub-roofing and replace them with real wood containing no preservatives or toxic glues. He also had to rip out the new carpet, leaving bare wood floors.

Knight's problems began when he was exposed to an organophosphate pesticide in his greenhouse in 1989. He had used the product in spite of the label's saying it was not for greenhouse use.

"I paid a good price for it," he said.

Knight was sick for 15 years - so dizzy and weak he could barely work much of the time. He says most of the 10 or more doctors he consulted refused to even consider that his symptoms had come from the pesticide exposure.

He says they "didn't believe something that happened three months ago or even a week ago could still be causing problems."

"It's very humiliating when doctors don't believe you," Knight said. "When you are feeling so sick, and they look at you like you're crazy, and they send you to the shrink. I didn't go. I knew there was nothing wrong with me except pesticide poisoning. I had never felt weak before [the poisoning incident]."

Knight says he finally found one doctor who had attended a pesticide-poisoning class.

"He described my symptoms to me before I even had a chance to do it," Knight said.

That doctor gave him a prescription for something to calm his nervous system down until Knight was able to get the toxins out of his body using herbs.

But, like Assaf, he has been left with a sensitivity to just about all synthetic chemicals, he says, including deodorant; perfumes; lotions and hair spray.

"My nervous system is on 24-hour alert," Knight said. "Stuff that wouldn't bother other people bothers me. Even now, sometimes my jaw gets tight, I get dizzy, weak, my scalp burns and I have numbness.

"I stay inside when one of the neighbors sprays," he said.

Knight's wife of seven years, Julie, who also works on the farm and the nursery, says she knew he had problems before they got married, but she didn't grasp the scope of it until she found there were virtually no commercial products she could use to clean house or for her personal care that Jason could tolerate.

"I knew that he was sensitive to smells," Julie said. "I didn't know it was going to affect me so much. Every time I used a product, I was told I couldn't use it."

Until Julie attended Van Huss' class, she was mainly using water to clean house. Now, she says she feels good about using the products she mixed up in the class using vinegar, nontoxic dish soap, baking soda and hydrogen peroxide with essential oils added for fragrance.

"They work," she said.

The art teacher

Tulare art teacher Kay Smith spent her summer vacation in New Mexico where the sky is blue and the air is clean, she says.

"When I got back, I started cleaning, because I had been gone six weeks," she said. "My eyes were tearing up and swelling. It was like having a sinus infection."

[At first, Smith says she thought it was just the polluted outside air.](#)

But when she attended Van Huss' class and heard the instructor tell about a coworker whose child got complete relief from her asthma after the coworker changed over to nontoxic cleaning products, she says a light came on.

"I realized there was something to this," she said.

Her next thought was of the children she teaches.

"My eyes were puffing up and I was sneezing," she said. "This is what kids are doing in the classroom, and it's the middle of summer - not even virus season."

When Smith got home from Van Huss' class, she started using the nontoxic products.

"I went crazy," she said. Having just cleaned her house with commercial products, she went through and re-cleaned everything with the nontoxic ones.

"My eyes cleared up after using it three or four days," she said. She took the products to school and cleaned her office and workroom. She says her sinuses cleared up and so did those of her office mate.

"Last Thursday and Friday, I did not go home with my usual headache," Smith said.

She says she wonders how many children are being negatively affected because of things people use on a daily basis.

"We take for granted the products we have used for many years because of advertising campaigns, and we never give it a second thought," she said.

"This has been a real eye opener for me."

AQMD instructs small business owners on air quality rules

From staff reports

LA Daily News, Monday, August 25, 2008

The South Coast Air Quality Management District has a team of engineers and inspectors on hand to help businesses with fewer than 100 employees understand and meet air quality rules and regulations.

Small businesses looking for a free on-site technical consultation, no tickets or fines, can call 1-800-CUT-SMOG (288-7664) Tuesday through Friday.

The district asks that business owners agree in advance to correct any violations.

For more information, visit www.aqmd.gov/.

Construction site dust draws complaints

By Nick Green, Staff Writer

LA Daily News, Monday, August 25, 2008

The construction company building an assisted living center on Hawthorne Boulevard at Rolling Hills Road in Torrance says it has improved control measures after receiving dust complaints. (Steve McCrank/Staff Photographer)

When construction began in early August on an assisted living center on the southern outskirts of Torrance, nearby residents began noticing clouds of fine white dust in the area.

The dust - soft, light and chalky - was wafting through the air as workers excavated soil from the site at Hawthorne Boulevard and Rolling Hills Road and drove it in trucks to a nearby dumping ground at Hawthorne Boulevard and Via Valmonte.

In all, about 20,000 cubic yards of the crumbly soil will be moved during construction, said Felipe Segovia, the city's building and safety manager.

Kristine Kobe, who lives on Candlewood Road, has complained that a lack of dust-control measures has caused a fine white layer of dust to coat her car parked inside her garage and on venetian blinds inside her home.

She said within a week of returning from vacation her family - including her 13-year-old daughter and 9-year-old son - were suffering from sore throats and burning noses.

So plentiful was the dust in the air one day, she initially thought the marine layer had rolled in.

"The wind was blowing," Kobe said. "You could not even see the road and they were out there digging away with one guy with a little hose squirting it."

The city registered 10 to 15 complaints, Segovia said, while the South Coast Air Quality Management District also received a handful of complaints, confirmed spokesman Sam Atwood.

The city issued a one-day stop work order at the export site Aug. 7 to ensure measures to control dust were put in place, Segovia said.

The company responsible for the work - Torrance-based Gaunt Construction - was operating dirt-filled trucks without covers and lacked other basic dust-control measures on the site, he said.

Also on Aug. 7 the AQMD issued a notice of violation for dust leaving the facility property line, Atwood said. It's undecided whether Gaunt Construction will be fined or face some other penalty, Atwood said.

Bill Brand, a chemical engineer who used to be involved with air quality work and lives in the area, was aghast to see "white particulates" trailing from trucks.

"I knew it was illegal as soon as I saw them pulling out, dust flying everywhere and I was glad to hear AQMD cited them," he said. "It's very unhealthful and illegal, and I really don't understand why they thought they were going to get away with that. It's comforting to know they didn't."

Tom Knot, the superintendent in charge of construction for San Fernando-based Bernard's Construction, which is building the Sunrise Assisted Living Center, said the subcontractor had no dust measures in place at all.

Compounding the problem was a hillside at the site where vegetation had been removed, which also caused dust to blow around, he said.

"All of this material is so unstable," he said.

For now, soil removal has ended at the assisted living center construction site and complaints have subsided, Segovia said.

The \$8.5 million Sunrise Assisted Living Center was approved by the city in 2005.

That probably contributed to the reaction from residents who may have forgotten about the project and were likely taken aback to see heavy construction machinery chewing into a hillside, where a strip mall once sat, city officials said.

The project was controversial in the neighborhood at the time, due to concerns as to its size and its stability after the hillside turned out to be less stable than originally believed.

The city required an environmental analysis, largely to study the hillside's stability, before approving the project.

When complete, the five-story building, including a partially underground parking garage, will have 120 beds in its 85,000 square feet of space on the 70,000-square-foot site, Segovia said.

Knot said clean dirt and sand will soon be imported onto the site. But because it is not dusty diatomaceous earth, nearby residents won't see a repeat of the dust-control problems, he said.

Moreover, the company now has two workers on dust-control duties.

"We went above and beyond what we had to do," Knot said.

Cleaner trucks on the way to port

By Art Marroquin, Staff Writer

LA Daily News, Friday, August 22, 2008

Two major national motor carriers are scheduled to begin operations at the Port of Los Angeles in October as part of the Clean Trucks Program, officials announced Thursday.

Swift Transportation and Knight Transportation, both based in Phoenix, will collectively bring 2,000 new trucks meeting 2007 emissions standards, port officials said.

"The entrance of these two innovative national carriers into drayage service at our port is the culmination of months of discussion between our team and the motor carrier community regarding our program and the opportunities it can provide to trucking companies," said Geraldine Knatz, executive director of the Port of Los Angeles.

To date, about 20 other licensed motor carriers have also signed up with the program, pledging to use more than 1,100 cleaner-burning trucks.

In a related matter, the Los Angeles Board of Harbor Commissioners on Thursday made a series of adjustments to the Clean Trucks Program, less than six weeks before it is scheduled to go into effect.

Drivers who own a truck built before 1989 can still enter the Port of Los Angeles after the program's Oct. 1 start date, but only if they show proof of purchasing a cleaner-burning big rig, according to officials.

A pre-1989 truck can enter the port until Jan. 1, if the owner has already agreed to replace it with a diesel rig meeting 2007 emissions standards. Additionally, pre-1989 trucks can enter the port until April 1, 2009,

if the owners show proof of buying a truck powered by liquefied natural gas.

The reprieve was suggested after port officials found that many of the cleaner-burning trucks already ordered by drivers might not be ready by Oct. 1. Port officials estimated that about 1,000 drivers own trucks built before 1989, about 100 of whom have ordered new trucks.

"If a driver orders a new truck before Oct. 1, but the truck isn't going to be ready, then we'll allow them some more time to get the truck delivered," said John Holmes, executive director of operations at the Port of Los Angeles.

"We don't want drivers who ordered a new truck to go without work for a few months just because of delivery delays," Holmes said. "We want to keep these guys working."

The harbor commission also agreed to launch a pair of financial incentives to encourage licensed motor carriers to enter the port's concession program.

Concessionaires can receive a one-time payment of \$20,000 for each truck meeting 2007 emissions standards, as long as the vehicle was privately funded without prior financial

assistance from the port, state or other agencies. Participating companies must also agree to use the truck in the port's drayage market for at least six weekly trips over the course of five years.

Those concessionaires are also eligible to receive \$10 per cargo haul in and out of the port, according to officials.

The harbor commission also agreed to provide day passes to truckers who don't usually haul goods to the port. Those drivers will be able to obtain the credential for \$100, with a limit of 12 day passes within a year.

The new provisions were approved the same day that the ports of Los Angeles and Long Beach filed their opposition to a lawsuit filed against their respective Clean Trucks Programs.

The American Trucking Association filed a federal lawsuit last month, alleging that the program favors large-scale motor carriers and imposes labor controls on the trucking industry, which was deregulated by the federal government in 1980.

The U.S. District Court in Los Angeles is scheduled to hold a hearing on the ATA's motion for a preliminary injunction on Sept. 8.

"I believe that a substantial delay in implementation of the Clean Trucks Program will have dire consequences for the air quality in the area in and around the port, for the people who work at the port or live nearby and for the future of the port as an enterprise," Knatz said.

Air pollution, asthma link studied

By Melissa Evans, Staff Writer

La Daily News, Friday, August 22, 2008

A new study shows a strong link between asthma and air pollution, with South Bay cities that are situated near the ports and the airport at highest risk for the respiratory condition.

Carson is the most impacted city, with 50 out of every 10,000 residents affected by the illness, according to a report by the California Air Resources Board recently presented at a state Senate hearing. Not far behind are the areas surrounding Los Angeles International Airport, Lennox and North Long Beach.

State Sen. Jenny Oropeza, D-Redondo Beach, who organized the hearing, said her office plans to release a more in-depth analysis about asthma in the South Bay and Los Angeles areas next month.

Later this year, she also plans to propose legislation to further curb air pollutants that can clog lungs and cause long-term problems for residents.

"Pollution affects all of us, but those who suffer from asthma are more sensitive and experience the effects more quickly and severely," the senator said in a statement.

Several experts testified at last week's hearing, including officials from the California Air Resources Board, the American Lung Association, the California Department of Public Health, Physicians for Social Responsibility and the National Latino Research Center.

The results of the study showed cities concentrated near industrial zones had far higher asthma rates than others. Hermosa Beach, Manhattan Beach and Redondo Beach had lower

incidences, with about 12 out of every 10,000 residents suffering from the condition. Meanwhile, Carson, parts of Torrance and areas in Los Angeles had the highest rates.

The prevalence of asthma in the United States as a whole has increased by more than 75 percent since 1980, said Barbara Weller of the California Air Resources Board. Almost 12 percent of California residents will suffer from the condition at some point in their lives.

Asthma causes the airways of the lungs to narrow, limiting a person's ability to inhale air. The condition can affect sporting activities, as well as kids' ability to play outside.

Some of the legislative solutions being discussed include the adoption of "buffer zones" that would keep air pollution away from the public, particularly places like schools and hospitals.

The California Air Resources Board also has suggested encouraging better land-use decisions, including preventing the operation of industrial businesses in certain areas.

Another suggestion is to promote more healthy infrastructure by prioritizing projects that minimize the impact of pollution.

Officials from local agencies that combat asthma and other lung conditions say they would support more aggressive regulations on pollution.

The Asthma and Allergy Foundation in Los Angeles provides "breathmobiles" for several schools in the South Bay, which are mobile clinics designed to treat and distribute information about asthma prevention.

More, however, needs to be done, said Francene Lifson, director of the program.

"We do see very high rates in places close to the port and industrial areas," she said. "It's a very serious problem."

A major new effort to eliminate California's suburban sprawl

By Paul Rogers, San Jose Mercury News
Tri-Valley Herald, Sunday, August 24, 2008

For 30 years, as California's growing population led to sprawling suburbs, traffic jams and fewer farms, attempts to craft statewide laws to stop it have failed again and again.

City councils worried about losing local control. Property rights advocates bristled. And the ranch house with a backyard — the centerpiece of Sunset magazine and the Brady Bunch lifestyle — proved a powerful symbol.

But now, in what many observers are calling the most significant environmental bill of this year's state legislative session, builders and environmentalists have found common ground on a compromise they hope will limit global warming by changing where homes are built.

The bill would make California the first state in the nation to attempt to reduce global warming emissions by drawing up regional plans to reduce miles driven by passenger vehicles, then directing most transportation funding only to so-called "smart growth" projects.

If it becomes law, the measure could affect everything from San Jose's proposed Coyote Valley development to future construction in eastern Contra Costa County, Watsonville and Napa.

"We know people are going to drive. We want them in their cars for less time," said state Sen. Darrell Steinberg, D-Sacramento, who authored the bill, SB 375.

Steinberg, elected Thursday as the new state Senate leader, wants cities and counties to develop new housing close to rail lines, bus stops and bike lanes, and housing that's clustered near existing development, rather than built out in the countryside, necessitating long commutes.

You can't do that without regional planning, he argues.

"I believe in local control. I come from a city council," he said. "But traffic congestion doesn't all of a sudden go from bad to good when you cross any particular city or county border, and air quality and climate challenges don't respect artificial boundaries."

The measure is expected to face key floor votes in the Assembly and Senate early next week. Because Democrats have the majority, the bill faces likely passage. Gov. Arnold Schwarzenegger has not said whether he would sign it.

But it has sparked controversy. In June, state Sen. Tom McClintock, R-Thousand Oaks, lambasted a version of the bill as all but un-American.

"Most people don't want to live in dense urban cores. Most people want a little elbow room— they want a yard for their children to play in," said McClintock. "They want a little grass, a little garden, a little breathing room they can call their own And who the hell are you to tell people they can't?"

At the core of the debate is how to reduce global warming.

In 2006, Schwarzenegger won worldwide attention for signing a law requiring California to reduce greenhouse gas emissions roughly 25 percent by 2020.

But now, as the state Air Resources Board faces a Dec. 31 deadline for writing the rules to reach the targets, a troublesome fact has emerged.

Passenger vehicles are the largest source of greenhouse emissions in California, accounting for 30 percent. State lawmakers already require auto companies to build more plug-in hybrids and clean technology cars. And they have approved a new "low-carbon fuels standard," to reduce emissions.

But California's population, now 38 million, is projected to grow to 46 million by 2030, the equivalent of adding eight new San Franciscos.

More people means more cars. And more cars means more miles driven. And that growth threatens to wipe out all the other global warming reduction plans.

But getting Californians to drive less is politically explosive. The options include dramatically raising gas taxes and charging vehicle registration fees based on how many miles are driven.

"It's either going to be some regulation restricting your behavior or some huge tax. And neither of those is politically popular," said William Fulton, publisher of the California Planning and Development Report. "So there's been a big debate about whether we can do this all with carrots."

Steinberg has rewritten the bill five times, adding lots of carrots and removing sticks.

Now it has the support of the California Building Industry Association, the Silicon Valley Leadership Group, the League of California Cities, and nearly every environmental group in the state.

Specifically, the measure requires the state Air Resources Board to set targets to reduce greenhouse emissions from cars and trucks for each region of the state by 2010. Then each of the state's 17 metropolitan planning associations would adopt a plan to meet those goals.

Cities and counties still could approve any development they wanted. But only developments that qualified as "smart growth" in the regional plans — those that are located near transit or clustered — would be eligible for the \$15 billion or so a year in transportation money the state doles out.

Last week, 10 groups opposing the bill, including the California Chamber of Commerce and the California Manufacturing and Technology Association, released a letter saying the measure could lead to lawsuits over new bureaucracy.

The California Building Industry Association endorsed the bill, however, after Steinberg agreed to allow builders of smart growth projects waivers from having to offset greenhouse gases.

"I've spent most of my 30-year career fighting regional planning and regional government," said Ray Becker, a San Benito County developer and chairman of the building association. "But what you are seeing here is a pretty thoughtful approach. There are incentives for in-fill development and building along transportation corridors. And in the end it doesn't prevent development in suburban areas. It just says there are standards and it has to be done well."

Environmentalists say the bill won't mean the death of the ranch house.

"In order to have affordable housing, you shouldn't have to live in Tracy if you work in San Jose," said Ann Notthoff, state advocacy director for the Natural Resources Defense Council. "You should have a range of housing and transportation options."

They note that other regional planning efforts, like that of the California Coastal Commission, although controversial, has helped protect sensitive areas.

"Tying transportation funds to land use patterns is something people in Sacramento have been talking about for 20 years," said Fulton. "It is a big deal in California. It is a necessary step. And it was climate change that pushed it over the top."

First mass U.S. crossing for hydrogen cars completed

By Bernie Woodall – Reuters

Washington Post, Sunday, August 24, 2008

LOS ANGELES (Reuters) - Hydrogen fuel cell cars from nine automakers completed a 13-day cross-country trip this weekend, in the first such mass U.S. crossing for vehicles powered by a zero-emission technology still in its infancy.

As firsts go, the event, which ran from Portland, Maine, to the Los Angeles Coliseum, probably would not qualify for the record books. There were stretches without hydrogen fueling stations when the vehicles were carried on flatbed trucks, the longest from Rolla, Missouri, to Albuquerque, New Mexico.

But then one of the goals of the "Hydrogen Road Tour '08" was to demonstrate the need to build more fueling stations if the nascent technology is to develop, said Paul Brubaker, administrator for research and innovative technology for the U.S. Department of Transportation.

There are about 60 hydrogen stations in the United States, and only two are open to the public without prior arrangement.

The industry- and taxpayer-sponsored tour stopped in 31 cities in 18 states. Backers included two hydrogen producers, Air Products (APD.N) and Linde (LING.DE), which hope to become household names if hydrogen becomes a key to transportation.

Catherine Dunwoody, executive director of major tour supporter California Fuel Cell Partnership, said fueling stations will develop first in big cities such as Los Angeles, San Francisco, New York and Washington, D.C.

"There's a lot of curiosity about these vehicles," Dunwoody said near the finish line in Los Angeles on Saturday. "As we got to Allentown, Pennsylvania, people lined up and cheered."

The partnership she heads is based near California's capital, Sacramento, and funded by public and private funds.

"There's a hunger out there for clean, safe vehicles," Brubaker said. "The common refrain everywhere we went was 'Where do we get these cars.'"

For most people, the answer is nowhere soon. [Honda Motor Co](#) (7267.T) has begun leasing about 200 FXC Clarity fuel-cell autos in Southern California and [General Motors Corp](#) (GM.N) is testing about 100 fuel-cell Chevy Equinox SUVs on the road.

But those deployments, as well as the autos in the road tour, are experimental, since the technology is not ready for showrooms. Carmakers have spent billions on their development in hopes of capitalizing on a public desire to buy cleaner cars and a U.S. push to reduce its dependence on foreign oil.

The United States consumes about a quarter of the world's oil, and imports 70 percent of its crude. Cars and trucks consume 44 percent of oil used in the country and contribute about a fifth

of the carbon dioxide emissions. CO2 makes up nearly 90 percent of U.S. greenhouse gas emissions.

Even in a best-case scenario, automakers will only sell about 2 million electric vehicles powered by hydrogen fuel cells by 2020, a study by the National Research Council found.

Cars on the tour came from Honda, GM, [Toyota Motor Corp](#) (7203.T), [Ford Motor Co](#) (F.N), BMW AG (BMWG.DE), Daimler AG (DAIGn.DE), Hyundai Motor Co (005380.KS), [Nissan Motor Co](#) (7201.T), and [Volkswagen AG](#) (VOWG.DE).

Linde and Air Products showed off their hydrogen-making machines to the public and at times refueled the autos.

The idea for the tour originated with Brubaker when he watched a Ken Burns documentary, "Horatio's Drive," at the same time that he was reading a biography of Dwight Eisenhower.

The Eisenhower biography mentioned the future president's cross-country trip as a young man, when he noticed long stretches without paved roads. When he was president in the 1950s, Eisenhower started the U.S. interstate highway system.

Burns documented the 1903 drive of Horatio Nelson Jackson who, on a bet, crossed the country in a 20-horsepower Winton car hoping to be the first to make the trip in an automobile. His journey from San Francisco to New York took 64 days.

[The Bakersfield Californian, Letter to the Editor, Friday, Aug. 22, 2008:](#)

Nuts have taken over

So the U.S. Fish and Wildlife Service thinks setting fire to grasslands is the best way to manage grasslands and that cattle are ugly and leave ugly trails?

What the cattlemen and cows have been doing since the days of the Spaniards is the same thing that was being done in the time of the woolly mammoth and saber-toothed tiger. These lands were grazed upon by elk, antelope and deer in an abundance that would dwarf any cattle herd. These wild animals had to walk somewhere and scar the precious earth and they sure left something behind when they got done grazing.

The cattlemen are continuing a natural act, nature's way of grooming the land. This is what happens when environmental nuts are put in positions of responsibility. They care about feel-good policies made over cheese and wine in San Francisco rather than stark reality.

When they set these fires, how many endangered kangaroo rats will they kill? Lest we forget the idiocy some 15 years ago when a farmer was held at gunpoint on a tyrannical judge's orders because he plowed over one.

Will the EPA hold them accountable for the particulates in the air or just disregard the San Joaquin Valley Air Pollution Control District altogether? Will I get to sue them when my child develops lung diseases?

California's natural resources are horribly mismanaged, leading to the worst fires this state has ever seen. How much more can our lungs take from these bureaucratic nuts?

BRIAN LANDIS, Bakersfield

[L.A. Times editorial, Monday, Aug. 25, 2008:](#)

Sacramento stalls on renewable energy

Important legislation is still in committee despite broad support in the Legislature.

California is seen as a national, even worldwide, pioneer on environmental issues such as fighting global warming and pursuing renewable energy. But somewhere along the trail, the state has broken a couple of wheels on its Conestoga wagon.

Four other states -- Texas, Iowa, Minnesota and Colorado -- are adding new renewable energy projects faster than California, according to an analysis by the advocacy group Environment California. As utilities crawl rather than sprint toward meeting the state's goal of deriving 20% of its power from solar, wind and geothermal sources by 2010, an effort to extend the mandate and remove some of the barriers to accomplishing it has stalled in the Legislature.

Gov. Arnold Schwarzenegger backs a bill that would require the state to get 33% of its power from renewable sources by 2020, as does Senate President Pro Tem Don Perata (D-Oakland), and the concept enjoys overwhelming support among the Democrats who make up the majority of both houses of the Legislature. What's more, it would be all but impossible for the state to meet its goal of cutting greenhouse gases to 1990 levels by 2020 without the 33% standard. Yet despite the importance of the issue and its powerful backing, it apparently falls so low on the priority list for Assembly Speaker Karen Bass (D-Los Angeles) that she has allowed the bill, SB 411, to gather dust in the Assembly Appropriations Committee, where it will almost certainly die unless there is immediate action.

Just as mystifying as the lack of urgency on the part of Bass and other Assembly leaders is the reaction of the state's utilities, many of which oppose SB 411 because they don't like some of its rules or think it would benefit their competitors. But if they don't like the bill, they positively loathe Proposition 7. The initiative on the November ballot requires that the state get 50% of its power from renewable sources by 2025, a goal the utilities claim would be devastatingly expensive to meet. Yet polls show that Proposition 7 enjoys strong support among voters, and that support will only grow stronger if state lawmakers prove unwilling or unable to act; the smartest move by the utilities would be to lobby hard for SB 411.

More important than the political considerations is the fact that another year's delay in approving the renewable standard will only make it more difficult and costly to achieve. Bass is rightly focusing on getting the state budget passed, but she also needs to get busy moving the session's most crucial bills, such as SB 411, before it's too late.

[Sacramento Bee, Letters to the Editor, Saturday, August 23, 2008](#)

**Letters: Clean air rules, candidate forum, city's procrastination, etc.
Diesel-rules story bigger than told**

Daniel Weintraub's report on one San Diego-area contractor's efforts to comply with the new off-road diesel regulation was compelling but didn't tell the complete story ("For builders, clean-air rules' timing is tough," Viewpoints, Aug. 20).

For every one of the machines Mike Shaw has been forced to sell out of state, one high-paying operating engineer's job goes with it. More than 150,000 construction industry jobs have gone since the California Air Resources Board rules were enacted last summer. Many jobs disappeared in the housing crunch, but an increasing number are going because of these regulations.

CARB's answer, that its rule is designed to deal with economic cycles, is incorrect. These rules have rigid annual requirements, unbending, mandatory fleet actions that will force more than 80 percent of the existing equipment out of state in 10 years.

Some of that equipment will be replaced, but only a fraction -- new- equipment costs are spiraling upward as new technology is required. Contractors will not be able to replace all the missing horsepower ... and even if they had the money, the manufacturers can't meet the supply requirements.

Weintraub's piece concludes with "something's got to give," and in this case, it will be companies closing, jobs disappearing and costs for all construction skyrocketing.

– William E. Davis, Los Angeles

Hey air board, back off

From age 1 to 21, I grew up on an almond and apricot tree farm in Arbuckle. I was exposed to limestone, bluestone, DDT, 24D and various other pest and weed killers, along with gasoline and diesel exhaust fumes. Given these exposures, how have I managed to live to my current healthful age of 67? Go figure! California Air Resources Board, back off from your quest of super-regulation.

– Dick Manford, Sacramento

[Letters to the N.Y. Times, Sunday, Aug. 24, 2008:](#)

The Quest to Solve Our Energy Needs

Your article about Mayor Michael R. Bloomberg's plan to erect windmills in New York ("Bloomberg Offers Windmill Power Plan," news article, Aug. 20) states that "the city has experimented with wind power before."

Indeed it has! Let us not forget that our city was founded by the world's greatest windmill devotees, the Dutch. The windmills they built defined Manhattan's skyline long before today's glass and steel towers. After the British took over, windmills helped make colonial New York a boomtown thanks to the Bolting Act, passed in 1678, which granted our city the exclusive right to grind flour.

If the mayor seeks a favorable portent for his plan, he need not look any further than the seal on the city flag, which prominently features the arms of a colonial-era windmill.

Michael Miscione

New York, Aug. 20, 2008

The writer is the Manhattan Borough historian.

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It's great that Mayor Michael R. Bloomberg wants New York City to use more renewable energy. But let's not trade air pollution for noise pollution. Windmills are very loud, and sealing windows against the noise will lead to increased energy usage.

All windmills should be placed far enough offshore so that no one who lives or works in the city can hear them.

Ginny Donnelly

New York, Aug. 21, 2008

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The suggestion of putting wind turbines on the roofs of skyscrapers is another glaring example of our mayor's ever-increasing agenda of self-promotion.

Why take such a chance in a city already scarred by falling construction cranes and other construction debris? And who could ever forget the sight of a helicopter crashing on top of the former Pan Am building and blades tumbling into the street below?

It goes without saying we all need to conserve, but New York City will never be a shining beacon of energy conservation, because of the nature of the beast. If he wants to leave his mark on this city, the mayor would be better advised to attend to its crumbling infrastructure, which is an embarrassment to the greatest city in the world.

Sabine Thomas

New York, Aug. 21, 2008

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Re "All the Oil We Need," by Eugene Gholz and Daryl G. Press (Op-Ed, Aug. 21):

All the oil we need because of national reserves? It would be hard to find an argument more likely to reinforce public complacency and encourage business as usual. This kind of thinking widely shared would forestall any hope of a realistic national energy policy.

Moreover, it is an argument out of touch with deeper realities than a short-term oil supply crisis. The crucial issue is long-term needs of an industrial society adjusted to sustainable energy consumption, not patching up immediate demand by finding more oil in reserves or in the ground.

The second issue is reducing demand for petroleum so more of it can be used as a subsidy for an orderly transition to alternative sources, since it takes energy to produce energy.

The third issue is phasing out destructive fossil fuel consumption as quickly as possible to keep the planet habitable for higher life forms, including us. Kenneth R. Stunkel

Neptune, N.J., Aug. 21, 2008

The writer is the author and editor of the book "National Energy Profiles."

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Lately the need for more and cheaper energy has become a central issue in politics and the daily life of Americans. While drilling in protected areas of the United States would temporarily give us more oil, it would also destroy wildlife and the environment. This is not the solution we need.

One step in solving the energy crisis would be investing in renewable resources that are available in the United States. For example, North Dakota has the potential wind energy to supply one-third of America's energy needs.

In addition, solar energy is abundantly available. "The energy in sunlight striking the earth for 40 minutes is equivalent to the global energy consumption for a year," according to an article in Scientific American. Investing in renewable resources will create jobs, protect the environment, and reduce the political and military tensions in the Middle East.

This is not just a matter of taste; it is a matter of necessity. The next generation is inheriting wars, poverty, AIDS and a faltering education system. Let's not add a broken earth and energy shortages to the list.

Miriam Moran

Livermore, Calif., Aug. 21, 2008

The writer is a high school student.

[Note: The following clip in Spanish discusses people of Pekin rediscover clean air. For more information on this and other Spanish clips, contact Claudia Encinas at \(559\) 230-5851.](#)

Pekineses redescubren el aire limpio

By JORGE EBRO

El Nuevo Herald, Saturday, August 23, 2008

Los Juegos de Pekín no sólo les han permitido a los habitantes de Pekín el regocijo de descubrir la nueva avalancha de campeones propios, sino el deslumbramiento ante un hecho que no disfrutaban hace 10 años: cielos más claros.

La capital china está disfrutando del aire más limpio en más de una década y los pekineses afirman que harán todo porque este redescubrimiento no cambie cuando se haya apagado la llama en el estadio Nido del Pájaro.

"De veras, lo siento en los pulmones", afirmó Queng Chi. "Me parece que tengo más energías. Antes no me daba cuenta, pero la garganta me molestaba y los ojos siempre los tenía rojos. Ahora es distinto".

Pero la gente teme que lo distinto vuelva a ser lo normal cuando se haya marchado el último deportista y los Juegos sean historia.

Un estudio del Buró de Protección del Medio Ambiente en Pekín reveló que las partículas contaminantes disminuyeron en casi 30 puntos --de 81 a 56-- con respecto a lo medido en agosto del año pasado.

"En cuanto a la limpieza del aire, este es el mejor verano en una década", comentó Du Shaozhong, director del buró.

Las autoridades locales aseguran haber tomado conciencia del tema y afirman que harán todo lo posible para que la calidad del ambiente se mantenga más allá de la Olimpiada, pero muchos dudan que eso sea cierto a corto plazo.

Decenas de fábricas --cuyos obreros están en una especie de semiparo por estos días-- aguardan para entrar de nuevo en producción con sus chimeneas listas para volcar en el aire su humo contaminante.

Aunque el gobierno ha dado indicios de que estudiará la medida y habla de los "excelentes resultados", todavía no se ha decidido nada sobre la posible continuidad de la ley que prohíbe a los vehículos circular ciertos días, de acuerdo con los números de la matrícula.

"El crecimiento de China en el sector económico ha sido de un 10 por ciento anual", expresó otro residente de la capital. "Eso no se logra con fábricas cerradas. Quiero creer que es cierto y se tomarán medidas para mejorar la calidad de vida".

China es el país que más partículas contaminantes arroja a la atmósfera, pues el 85 por ciento de su generación de energía proviene del carbón natural, con alto contenido de dióxido de carbono.

Según reportes de visitantes, la situación en Shanghai, el corazón económico del país, y otras grandes ciudades, es mucho peor, porque allí el efecto de las Olimpiadas no existe.

"En Shanghai volví a experimentar los mismos efectos del Pekín de los primeros días de los Juegos", confirmó un ciudadano norteamericano hijo de chinos sobre la urbe que será sede de la Exposición Mundial en dos años.

Más allá de la polución, Pekín tiene por delante un dilema aún mayor.

Los territorios del norte de China se están convirtiendo en un desierto que devora la tierra cultivable y que, con mayor frecuencia, envuelve a la capital con sus monstruosas tormentas de arena.

El desierto se acerca de modo implacable --a 50 millas por año-- mientras que las reservas de agua desaparecen. Lenta, pero inexorablemente, Pekín está siendo tragada por estas dunas.

A pesar de la estricta ley que prohíbe a los campesinos establecerse aquí, la población de la ciudad crece.

Las autoridades afirman estar al tanto de estos problemas y aseguran que destinarán billones de dólares para combatirlos en los próximos años. y cambiar un modelo de producción exitoso por una parte, pero lleno de efectos colaterales negativos.

Por lo pronto, al menos los pekineses están extasiados con un cielo más azul que lo usual. "Da gusto sentarse en un banco de un parque y mirar hacia arriba", agregó Queng, un septuagenario que sirve de personal de apoyo a los Juegos. "Otros dirán que son pequeñas cosas en la vida, pero a mi edad ver un cielo más azul es un tesoro que no se encuentra todos los días".

Note: The following clip in Spanish discusses carbon credits are an option for financing Mexican industries. There is a need to reduce 500 million tons of CO2 emissions worldwide.

Bonos de carbono, opción de financiamiento para empresas mexicanas

El Periodico de Mexico, Friday, August 22, 2008

México, (Notimex).- México ocupa el cuarto lugar en el mercado de bonos de carbono, con una participación de 3.0 por ciento, por lo que este mecanismo se ha convertido en una oportunidad de negocios que podrían aprovechar empresas como Pemex y la Comisión Federal de Electricidad (CFE).

El socio de la Práctica de Asesoría en Riesgos a cargo de los servicios de sustentabilidad de KPMG, Jesús González, señaló que mil 118 proyectos de empresas en el país reciben financiamiento a través de este tipo de certificados. Del total de proyectos, 65 por ciento corresponde al sector ganadero y granjas.

Durante un seminario organizado por la firma, explicó que tras el Protocolo de Kyoto, de 1997, los países industrializados, excepto Estados Unidos, se comprometieron a reducir sus emisiones de gases de efecto invernadero en 5.2 por ciento entre 2008 y 2012.

Sin embargo, dijo esas economías han reconocido que no necesariamente lograrán la meta; como una forma de compensarlo y para cumplir con el Protocolo, acordaron pagar a países en desarrollo que reduzcan sus emisiones contaminantes.

Al acercarse el vencimiento del plazo para el cumplimiento del Protocolo de Kyoto, hay una necesidad de reducir emisiones por más de mil 500 millones de toneladas de CO2 a nivel mundial y "México podría llevarse 90 millones si Pemex participara", ya que la empresa actualmente no tiene certificados.

El directivo destacó que Estados Unidos concentra más de 30 por ciento de la contaminación y si su opinión pública presiona a esa nación para participar en el Protocolo de Kyoto, la necesidad de bonos se abriría hasta tres mil 500 millones de toneladas.

González recordó que China abarca 61 por ciento del mercado de bonos de carbono, India tiene 12 por ciento, Brasil 4.0 por ciento, México 3.0 por ciento, Africa 3.0 por ciento y el resto de América Latina 3.0 por ciento.

Señaló que en el mercado de Estados Unidos el precio de un certificado, que representa una tonelada del equivalente de dióxido de carbono (CO2), es de 10 dólares, mientras que en Europa es de casi 20 euros.

Para empresas como la del acero, vidrio, cemento y ganadera este mercado abre una nueva ventana de financiamiento, adicional al crédito bancario y la Bolsa de Valores. La diferencia es que con los bonos no se tiene que "repagar o endeudarse, ni compartir la empresa".

Se refirió al caso del Gobierno del Distrito Federal que emitió bonos por el proyecto del Metrobús, por los cuales recibe un financiamiento.

Note: The following clip in Spanish discusses air pollution in ports is much more dangerous than previously anticipated.

La contaminación de los puertos es más peligrosa de lo que se anticipaba

Manuel Ocaño

Noticiero Latino

Radio Bilingue, Friday, August 22, 2008

Investigadores de la Universidad de California determinaron en San Diego que la contaminación en los puertos marítimos es mucho más peligrosa de lo que se anticipaba.

Hasta ahora se había calculado que el deterioro del aire en los puertos causaba unas 60 mil muertes prematuras anuales en el mundo, pero una nueva investigación dice que las llamadas partículas finas de la contaminación viajan largas distancias y afectan a muchas otras personas.

El concepto de muerte prematura es de unos diez años de vida menos que el promedio de expectativas de vida en cada región.