

Merced on eve of Wal-Mart report's issue

Citizens can get a copy of the hefty document and have 60 days to weigh in on its findings.

By SCOTT JASON

Merced Sun-Star, Tuesday, February 24, 2009

The much-anticipated and long-delayed report chronicling the proposed Wal-Mart distribution center's impact on Merced will be released Wednesday.

Once slated to be issued in November 2006, the report kicks off formal debate about whether the controversial project should be built.

Printed copies and digital versions on CD will be available in the lobby of City Hall beginning at 11 a.m. The city printed 85 copies and made 200 CDs. It will also be on the city's Web site.

Merced city planner Kim Espinosa puts copies the Wal-Mart distribution center environmental reports back in boxes at the Merced Civic Center on Monday afternoon. The draft report will be released Wednesday for residents to read and offer their opinion about the 1.2 million-square-foot warehouse proposed for the eastern edge of the city.

City staff will hold a question-and-answer session to explain how the public can be involved.

Though the release isn't meant to be political, it's likely that the project's supporters and opponents may make a strong showing of support to send a message about their causes.

To some, it'll provide an unbiased account of how the project would forever change the landscape and should persuade leaders to think long and hard about the warehouse.

And for others, it means the city would be one step closer to giving the go-ahead to the nation's leading employer, which pledges that there'll be 600 full-time jobs on the first day of operation; that figure would grow to 900 by year-end, according to the global retailer.

Wal-Mart wants to build the center on 230 acres between Childs and Gerard avenues. At capacity, more than 450 trucks would come and go each day.

The review analyzes how building the 1.2 million-square-foot warehouse would affect the city's roads, water and [air quality](#). It also suggests ways to lessen problems created by the development.

Wal-Mart first proposed building a distribution center in 2005. The report was initially slated for release in November 2006, but it continued to get bumped back.

Given the controversy surrounding the project, Wal-Mart and the city opted to have another set of eyes critique the report for any holes or mistakes. The company will reimburse the city for the costs.

An environmental impact report is required for big projects under state law.

The public will be able to read the draft report and offer their comments by sending letters to City Hall or by sending an e-mail to espinosak@cityofmerced.org.

The city is unveiling an extended, 60-day timeline so people can digest the inch-and-a-half-thick report with double-sided pages. The last chance to comment will be 5 p.m. April 27.

EDAW, the nonpartisan firm writing the report, must respond to each question and comment before releasing the final version that goes before the City Council.

The number of letters will determine how long it takes before the final report is released.

In the case of Riverside Motorsports Park, the last controversial project in the county, it took 10 months before the final report was released because there were more than 1,000 postcards and hundreds of letters.

It's hard to gauge the amount of public input that the distribution center will receive, city planner Kim Espinosa said.

"Most (reports) get 10 or 12 letters," she said. "I think we'll get quite a few more."

U.S. greenhouse gas rules for cars under study

By Juliet Eilperin, Washington Post

In the S.F. Chronicle, Tuesday, February 24, 2009

Washington -- The Obama administration is considering establishing national rules for regulating greenhouse gas emissions for automobiles, according to White House officials, a move backed by both auto manufacturers and some environmentalists.

For weeks, administration officials have been meeting with car companies as well as green groups and representatives from California - which is awaiting word on whether it will receive a federal waiver to regulate greenhouse gas emissions from vehicles - to try to broker a deal on the issue. On Sunday, Carol Browner, assistant to the president for energy and climate, said she and others backed the idea of a single standard for cars and trucks.

"The hope across the administration is that we can have a unified national policy when it comes to cleaner vehicles," Browner said at the Western Governors' Association meeting in Washington.

On Monday, a White House official who asked not to be identified because the policy has yet to be finalized said Browner's comments did not mean the administration was seeking to usurp Congress' role in regulating carbon dioxide and other emissions linked to global warming.

"The administration recognizes that these are hard times for the auto industry, and we are exploring a process to develop a national policy for autos within the context of larger restructuring negotiations," the official said. "The administration is engaged with Congress to pass cap-and-trade legislation, which the president believes is far superior to a regulatory approach using the existing Clean Air Act. If (the Environmental Protection Agency) finds that greenhouse gases endanger health or welfare, the next steps would be taken thoughtfully and with input from all stakeholders."

The administration is already counting on cap-and-trade legislation passing to generate new revenue for the federal government. Office of Management and Budget Director Peter Orszag told reporters the budget Obama will release this week includes the money that would flow from auctioning off pollution allowances under a cap-and-trade scheme.

Several auto industry officials said they backed the idea of a universal fuel-efficiency standard aimed at curbing greenhouse gases, even if it is stricter than the country's current goal of achieving a fleetwide average of 35 miles per gallon by 2020. California's proposed rule would produce a fuel-economy standard of roughly 42 mpg.

Greg Martin, General Motors' Washington spokesman, said automakers and consumers are seeking "certainty and consistency" when it comes to fuel efficiency.

Gloria Bergquist, spokeswoman for the Alliance of Automobile Manufacturers, said her group was encouraged by the administration's recent moves. "We were hoping the Obama administration could come in and hit the refresh button on this debate."

Power plant developers seek right of way approval

The Associated Press

In the Contra Costa Times, Tri-Valley Herald and other papers, Tuesday, Feb. 24, 2009

WINDOW ROCK, Ariz.—The Navajo Nation Council is scheduled to vote on right of way easements for a proposed coal-fired power plant on the reservation.

Tribal lawmakers are expected to hear from critics of the \$3 billion Desert Rock Energy Facility on Thursday before they cast their votes the following day on the easements.

The council tabled the measure last month.

The right of way measure is just one of a handful of things the tribe has to sign off on before construction on the 1,500-megawatt plant can begin. The lease, tax agreements and water rights have been approved.

Critics contend a third power plant in the Four Corners region would further degrade air quality, harm the environment and impact human health.

Proponents say it will bring much-needed jobs and revenue to the tribe.

NASA global warming satellite lands in ocean

The Associated Press

Merced Sun-Star, Tuesday, February 24, 2009

VANDENBERG AIR FORCE BASE, Calif. -- A rocket carrying a NASA global warming satellite splashed into the ocean near Antarctica early Tuesday after an early-morning launch failure.

The Taurus XL rocket carrying the Orbiting Carbon Observatory blasted off just before 2 a.m. from California's Vandenberg Air Force Base.

But minutes later, a cover protecting the satellite during launch failed to separate from the rocket, a preliminary investigation found.

The 986-pound satellite was supposed to be placed into an orbit some 400 miles high to track [carbon dioxide emissions](#).

"Certainly for the science community it's a huge disappointment," said John Brunschwyler, Taurus project manager for Orbital Sciences Corp., which built the rocket and satellite. "It's taken so long to get here."

The project was nine years in the making.

The rocket landed in the ocean near Antarctica. A group of environment ministers from more than a dozen countries met on the southern continent this week to get the latest science on global warming.

NASA said it will convene a team of experts to investigate the loss of the satellite.

The observatory was NASA's first satellite dedicated to monitoring carbon dioxide on a global scale. Measurements collected from the \$280 million mission were expected to improve climate models and help researchers determine where the greenhouse gas originates and how much is being absorbed by forests and oceans.

Last month, Japan successfully launched the world's first satellite to monitor global warming emissions.

Scientists currently depend on 282 land-based stations - and scattered instrumented aircraft flights - to monitor carbon dioxide at low altitudes.

Carbon dioxide is the leading greenhouse gas and its buildup helps trap heat from the sun, causing potentially dangerous warming of the planet. Carbon dioxide emissions rose 3 percent worldwide from 2006 to 2007, according to international science agencies.

Environmentalists Advance on Emissions

By Cornelia Dean

N.Y. Times, Monday, February 23, 2009

The Supreme Court cleared the way Monday for the Environmental Protection Agency to issue new regulations on emissions of mercury, lead, arsenic and other pollutants from the nation's coal-fired power plants.

Environmental groups hailed the action as a final blow to Bush administration efforts to frustrate tight regulation of the emissions, but any new Obama administration rules may draw their own court challenges.

The justices' action involved a suit brought by environmental organizations, Indian tribes and 14 states including New York, New Jersey and Connecticut. The suit charged that the Bush administration had acted improperly in trying to create a separate regulatory regime for the coal-fired plants rather than subjecting them to the general requirements of the Clean Air Act.

The groups prevailed last year in a lower court, but the Environmental Protection Agency in the Bush administration, with the support of industry groups, appealed the ruling to the Supreme Court. On Monday, the court declined to hear that appeal. Obama administration lawyers had filed papers seeking the appeal's dismissal.

Coal-fired plants produce about half the nation's electricity, but they are a major source not just of heat-trapping gases but of pollution as well. Mercury is a particular concern. While airborne concentrations are usually low, when mercury falls to earth it enters streams, rivers and estuaries and can accumulate in the form of methyl mercury in the flesh of fish.

James Pew, a lawyer for Earthjustice, a nonprofit environmental law firm that represented environmental groups challenging the Bush administration, said he hoped the Obama administration would quickly move to produce new regulations.

But Jeff Holmstead, the head of the environmental strategies group at Bracewell & Giuliani, a law firm that represents many utility companies, said "there's no way in the world" the court's decision not to hear the case was the end of the matter.

"If the administration does something aggressive, it will be challenged by the industry," said Mr. Holmstead, who in the Bush E.P.A. led efforts for the administration's alternate approach. "If they do something not aggressive enough, they will be challenged by environmental groups."

EPA's Taddonio Illustrates a New Generation of Thinking From the Partnership for Public Service

Washington Post, Monday, February 23, 2009

As a graduate student at George Washington University, Kristen Taddonio was taught that environmental protection was a trade-off: one could choose either economic or environmental progress, but not both.

Unwilling to accept the conventional wisdom, Taddonio is now using her position at the Environmental Protection Agency to bridge this gap with new technologies that help both industry and the environment.

Currently, Taddonio is working with General Motors on alternative refrigerant systems for automobile air conditioners designed to reduce pollution.

"This translates into money saved and better A/C reliability for drivers like you and me, all while protecting the environment," she said.

Taddonio's work could not come at a better time, with the financially struggling auto industry seeking to shift to production of "greener" cars, and the Obama administration committed to tackling the global warming crisis.

"Companies like GM invest a lot of resources in finding replacements with the high environmental and economic benefits," said Stella Papasavva, a senior researcher at General Motors. "Kristen's leadership has already made a significant impact."

Twenty years ago, Taddonio said cars used refrigerants that damaged the earth's protective ozone layer.

"Today, refrigerants are much better, but they are still powerful greenhouse gases: one pound of refrigerant in your car has the same global warming impact as over 1,400 lbs of carbon dioxide," said Taddonio.

Taddonio, 26, is part of a new generation of young federal workers choosing to use their tech savvy and advanced degrees to bring about change in the public sector, often forgoing the bigger salaries that lure others to private industry.

Her boss and mentor at EPA, Stephen Andersen, described Taddonio as an innovative powerhouse.

"Kristen has the right combination of skills to accomplish the impossible," said Andersen. "She's very smart, highly educated, widely experienced, environmentally concerned, technically optimistic, and consistently demonstrates people skills equally effective with environmentalists, engineers, and business managers."

Taddonio started at the EPA in 2003 as an intern with the Energy Star program, which helps Americans save money and protect the environment through energy efficient products and practices.

Today, she heads EPA's Climate Choice program that is designed to accelerate the market success of technologies with significant potential to reduce greenhouse gas emissions. The program provides a stamp of approval to select new environmental technologies; a model similar to Energy Star.

"Climate Choice is exciting because it appeals to trend-setting consumers that want high-tech, carbon-reducing options and to businesses that thrive on being early adopters of new technologies," said Taddonio.

Besides the auto air conditioning systems, the Climate Choice program has focused on a new option aimed at environmentally-conscious homeowners; micro-combined heat and power. This technology combines an internal-combustion engine generator with a high-efficiency home furnace, resulting in production of both electricity and heat for a home as well as energy savings and environmental benefits.

Another of Taddonio's Climate Choice programs is an advanced new home-construction technology package that includes energy-saving super-insulated wall systems, efficient heating and air conditioning, and advanced water heaters.

"Because of this program, people will ultimately have access to better technology for lower costs, experience fewer air-pollution related health problems, and be less at risk from the consequences of climate change," Taddonio said.

Scott Stone, longtime advocate of international environmental law and policy, admires Taddonio's work.

"Kristen's efforts will help address the paramount challenges posed by climate and energy issues, and at the same time, she'll also play an important role in boosting innovation, which in turn contributes new jobs, new products and services, increased productivity, and many other benefits to the U.S. economy," said Stone.

In addition to her dedication to the environment, Taddonio is quick to mention her devotion to the public sector.

"I've worked for EPA for five years now, and I've loved every minute of it. I got involved because I wanted to make a difference; I wanted to make a career out of doing something that I believed in," said Taddonio. "The EPA has provided me that opportunity, and more."

[Modesto Bee, Guest Commentary, Tuesday, February 24, 2009](#)

Even smoldering fires result in fines on no-burn days

By CLAUDIA NEWCORN

Getting popped for using our wood-burning stove on a no-burn day was a learning experience, even as it raised an important question.

I was upset when I received a written notice that smoke had been seen issuing from our chimney on a no-burn day, and I was going to be penalized \$50. I called the San Joaquin Valley Regional Air Pollution Control District, and explained we use the stove to heat our home. On a day declared no burn, we immediately shut the stove down -- but one does not simply turn off a stove. The remaining wood and coals take several hours to cool, during which there might be some smoke. We can't throw water on it; that would damage the unit.

So what's a body to do?

It's a real problem with no easy answer. To have the \$50 penalty waived, the district offers first-time offenders an option analogous to traffic school. In addition to the citation, you receive literature along with a test that you can take and return, and the only way to complete it accurately is to read the materials. It was an eye-opening process.

The well-written booklet, produced by the Cal/EPA Resource Board Enforcement Division, educates readers on how to reduce wood-smoke pollution and why it's so important to be hypersensitive to the issue because of our valley's air pollution problems. I discovered that outdoor wood-burning devices, such as chimineas, outdoor fireplaces, fire pits and burn bowls also cannot be used on no-burn days.

The "Check Before You Burn" season runs from November through February, a time when folks are most likely to use fireplaces and stoves, and when there's a highly probable chance of fog and inversion layers that capture the pollutants. A no-burn day runs from midnight to midnight.

If at midnight it becomes a no-burn day, what happens when our stove is still burning? The district representative offered this suggestion: By calling 800-766-4463, you can check the burn status for your county. The burn status for the next day is often posted by 8 p.m. the night before. This gives a person time to damp the fireplace and avoid restoking it before bedtime, thus significantly reducing the chance of any smoke issuing the next morning.

I'll admit it's been difficult with the large number of no-burn days this year. Not only has our heating bill gone up, but the house is less comfortable at night as the heat kicks on and off.

We fully understand and support the need to reduce air pollutants. We do wish there was a grace day when no burn is declared, giving wood stove users a fair chance to let their stoves go out.

One more thought: These days, for safety reasons, we are required to have spark arresters on our chimneys. What if they also could "scrub" the smoke as it passed through, using specialized filters, and dramatically reduce the pollutants? They could be changed each time a chimney is cleaned and inspected. Seems like a good solution.

County burn advisories appear at the top right of The Bee's weather page each day.

Newcorn is an author and freelance writer living in Modesto. Contact her at columns@modbee.com.

[The Bakersfield Californian, Letter to the Editor, Tuesday, Feb. 24, 2009:](#)

Tips to clear the air

Wow, wasn't it great to see the mountains on Valentine's Day? The recent weather has been great, but unfortunately, we don't see enough rain to cleanse the air very often.

As an inspector with San Joaquin Valley Air Pollution Control District, I know the lengths to which the stationary sources in the valley work to reduce their impact on air quality. Unfortunately, cars and trucks, not stationary sources like refineries, cause more than half of the pollution here. If you drive a vehicle, you are a contributor to the valley's poor air quality. As a contributor, it is up to you to make a difference, and you can start by applying these two words: use less.

- Use less gasoline. Car pool, trip link, bike, walk, ride the bus, etc. You can make a difference in the air quality and save money at the same time.
- Use less non-renewable resources. If you don't have a blue can, get one. If you can't afford one (the price has dropped), go in with your neighbor.
- Use less firewood. Natural gas heat is much more efficient than a wood fireplace.

The SJVAPCD has more ideas. The Healthy Air Living program can provide you with ways you can improve our air quality on a daily basis. Look into this program at the district website, www.valleyair.org. If everyone helps, maybe we can have many more, "Wow, isn't it great to see the mountains" days.

BOB GOON, Bakersfield

[Note: The following clip in Spanish discusses Mexico City joins the world's lights out event against climate change. For more information on this or other Spanish clips, contact Claudia Encinas at \(559\) 230-5851.](#)

Se une DF a apagón mundial contra el cambio climático

Mónica Archundia

El Universal, Tuesday, February 24, 2009

El Zócalo de la ciudad y el Ángel de la Independencia se quedarán sin iluminación durante una hora el 28 de marzo. El motivo no es la falta de energía eléctrica, sino la campaña denominada Hora del Planeta, un evento cuyo propósito es concienciar a la gente y a los líderes mundiales sobre el cambio climático.

Esta será la primera ocasión en que el Distrito Federal se sume a este evento simbólico que organiza el Fondo Mundial para la Naturaleza (WWF, por sus siglas en inglés) y que este año reúne a 500 ciudades.

En conferencia de prensa, Marcelo Ebrard, jefe del Gobierno capitalino, dijo que los efectos del cambio climático ya se experimentan en la ciudad, y con el plan de acciones formulado por su administración se prevé reducir en 14% la aportación de gases de efecto invernadero.

Esto significa que "tenemos que construir la nueva línea del Metro, tenemos que cambiar el modelo del manejo de residuos en la ciudad, estamos ya en estos momentos utilizando diesel ultrafino en la red de Metrobús".

En el Centro Cultural Estación Indianilla dijo que aunque esta problemática depende de las decisiones que tomen líderes mundiales, en buena parte también encontrarán su solución en las acciones que la gente haga de forma individual.

Esto tiene que ver, dijo, con nuestros consumos de energía, el manejo que hacemos del agua y de los residuos, pero también con los hábitos de movilidad; “en pocas palabras, sí es un asunto de vida o muerte, no es un tema que podamos posponer, que podamos suponer que alguien más lo va a resolver”.

En tanto, Omar Vidal, director general del WWF, consideró que la vulnerabilidad de México es grande ante el cambio climático debido a que buena parte de su territorio es semiárido.

Explicó que desde 1990 se han registrado en el mundo los años con mayores temperaturas, y 2006 fue el más caliente de todos. Incluso, se estima que para 2030 los osos polares habrán desaparecido.

Se prevé que el hielo del Himalaya tendrá una disminución de 20% para 2030, y habrá más plagas y enfermedades en el planeta.

En el caso de nuestro país, dijo que México contribuye con 15% de las emisiones industriales, esto es, más de 640 millones de toneladas de dióxido de carbono, con lo cual se ha posicionado en el decimosegundo país generador de ese contaminante.

Pero además de tener un costo ambiental, el cambio climático también se ha convertido en un problema social y económico, ya que se estima que en los próximos 50 años el costo para el mundo será equivalente a 20% de su Producto Interno Bruto (PIB) si no se atiende la problemática.

[Note: The following clip in Spanish discusses warnings about the formation of ground level ozone. If no measures are taken against climate change, the current registered heat levels in Mexico City will form ground level ozone, toxic gases with massive effects on the population's health.](#)

Advierten sobre formación de ozono a nivel del suelo

Mónica Archundia

El Universal, Tuesday, February 24, 2009

De no tomarse las medidas adecuadas contra el cambio climático, el calor que se registra en la ciudad de México ocasionará la creación de ozono a nivel del suelo, gas tóxico con efectos graves en la salud de la población.

Omar Vidal Pinzón, director de Fondo Mundial para la Naturaleza, dijo que el Plan Verde del gobierno capitalino tiene un enfoque correcto para contrarrestar el cambio climático, pero se debe contabilizar si medidas como el transporte escolar obligatorio y el Metrobús aportan una disminución significativa en la generación de gases de efecto invernadero.

Lo importante en todo esto, dijo, es educar a la población y enterarla de cómo nos impacta el cambio climático, y cuáles son las medidas que podemos realizar para revertir estos efectos negativos.

El especialista comentó que será en 30 años cuando comiencen a verse los efectos en la mitigación de estos gases, aunque el cambio en la población es algo que ya ha comenzado a manifestarse.

Al referirse a las alternativas que existen para aminorar los efectos del cambio climático, señaló que se puede manejar la basura de forma correcta, cuidar el agua, mejorar el consumo de energía en los hogares y no perder más el tiempo.

Note: The following clip in Spanish discusses NASA updates the satellite that measures global warming.

Acuatiza satélite de NASA medidor de calentamiento global

The Associated Press

La Voz de Houston, Tuesday, February 24, 2009

BASE AEREA VANDENBERG, California, EE.UU. -- Un cohete que transportaba un satélite de la NASA destinado a medir el calentamiento global cayó al mar cerca de la Antártida el martes tras un lanzamiento fallido.

El cohete Taurus XL que transportaba el Laboratorio Orbital de Carbono partió el martes por la madrugada de la Base Aérea Vandenberg en California. Pero los protectores del satélite durante el lanzamiento aparentemente no se separaron del cohete, dijeron los directivos de la NASA.

El observatorio era el primero de la NASA dedicado a rastrear las emisiones de anhídrido carbónico a escala global. Las mediciones del satélite debían ayudar a elaborar mejores modelos climáticos.

El mes pasado, Japón puso en órbita el primer satélite del mundo que realiza estas tareas.

Una investigación preliminar reveló que la estructura protectora del satélite no se separó varios minutos después del lanzamiento a la 1.55 (0955 GMT).

El satélite de 447 kilogramos (986 libras) debía colocarse en una órbita sobre los polos terrestres a 645 kilómetros (400 millas) de altura.

"No pudimos llegar a la órbita", dijo Brunschwyler, directivo de Orbital Sciences Corp., que construyó el cohete y el satélite.

El cohete cayó en el océano cerca de la Antártida, donde un grupo de ministros ambientales de más de una decena de países se reunieron esta semana.

La NASA dijo que convocará a un equipo de expertos para investigar el accidente.

El observatorio era el primer satélite de la NASA dedicado a medir el anhídrido carbónico a nivel mundial. Los registros que debía recopilar la misión de 280 millones de dólares se proponían mejorar los modelos climáticos y ayudar a determinar de dónde provienen los gases de efecto vivero y cuánto absorben los bosques y océanos.

El anhídrido carbónico es el principal gas que produce ese efecto y su acumulación contribuye a atrapar el calor del Sol, causando un calentamiento peligroso. Las emisiones de ese gas subieron el 3% en el mundo del 2006 al 2007, según agencias científicas internacionales.

En la Internet:

Carbon Orbiting Observatory: http://www.nasa.gov/mission_pages/oco/main/index.html

Note: The following clip in Spanish discusses air pollution levels rise and an environmental contingency arises.

Se eleva la contaminación y surge contingencia ambiental

Ramón Chaparro

El Diario, Monday, February 23, 2009

Una espesa mancha blancuzca cubrió ayer gran parte del cielo nublado del territorio fronterizo derivado de la contingencia ambiental que se presentó principalmente al sur de la ciudad.

Héctor Sandoval Kesney, director de Normatividad Ambiental, mencionó que ayer el índice Metropolitano de Contaminación Ambiental (Imecas) estuvo por encima de los 100 puntos, lo que clasificó de no satisfactorio la calidad del aire que se respira aquí.

De acuerdo con el funcionario, en estos niveles la polución se convierte en un factor de afectación a la salud, principalmente a las vías respiratorias.

Las mediciones más preocupantes son las referentes a las partículas suspendidas en el aire (PM10) y las de monóxido de carbono, que en los primeros 53 días del año se han mantenido en un promedio de 85 Imecas, refirió.

Señaló que una vez que se pasa de los 100 Imecas, la polución empieza a causar estragos en la salud de los ciudadanos.

Inicialmente se presenta comezón en la nariz y resequedad en la garganta, pero al subir la densidad de la nube contaminante el daño es ya mayor.

En lo que va de febrero se han registrado cinco excedencias en el surponiente de la ciudad, con rumbo de la cementera en el jardín de niños Niñez Mexicana, donde se ha instalado uno de los 17 aparatos medidores de la contaminación de PM10.

En ese sector se han presentado mediciones de 166 Imecas la primer semana de febrero: 137 el 6; el 9 de febrero 102; el 12 se registraron 129 y el 15 se dieron 113 en lo relativo a las partículas suspendidas en el aire.

Dijo que uno de los factores que provoca este fenómeno es la llegada de humedad a la región, así como la falta de pavimentación en esa zona de la ciudad en el caso de las PM10.

“Al sur de la ciudad la calidad del aire es muy mala, ahí se encuentra por lo general por encima de la norma y se da por la falta de agua, así como por la presencia de viento que arrastra arena y polvo, pero también la falta de pavimentación”, expresó.

Manifestó que este tipo de contaminación se combina con el monóxido de carbono por las deficientes condiciones mecánicas de los automóviles, lo que llega a provocar un serio daño a la salud de la gente.

En la zona existe un clima seco que se conjuga con el viento al elevar las partículas en el ambiente, por lo que cuando hay ráfagas ya se consideran excedencias naturales.

Comento que en el año se han promediado en los últimos tiempos hasta 30 días con una muy mala calidad del aire.

Si se considera que al alcanzar los niveles de los 100 el aire que se respira no es de buena calidad, las mediciones menores a este parámetro se consideran aceptables, indicó.

Mencionó que pese a no ser algo normal, la presencia de ozono se ha comenzado a registrar en los últimos meses de una manera más frecuente.

Durante un mes al año el aire para respirar en Juárez es muy malo, pero el resto no significa que sea muy bueno, ya que las mediciones que se dan de monóxido de carbono, así como de partículas suspendidas y de ozono se mantienen entre los 85 y los 95 Imecas.

Comentó que debido a que se ha presentado un clima atípico en esta temporada se han dado altos registros de ozono, que normalmente se da en verano, debido a que en estas fechas se han dado temperaturas cálidas.

Para abatir estos problemas es necesario que la gente sepa que pueden contribuir con un mantenimiento frecuente de sus autos y usarlos menos al compartir recorridos con vecinos, amigos o familiares.