

New California Study Finds More Particulate Emissions From Charbroiled Burgers Than Diesel Trucks

By Diesel Technology Forum

In the Sacramento Bee, Friday, Sept. 21, 2012

WASHINGTON, Sept. 21, 2012 /PRNewswire-USNewswire/ -- The major advancements in clean diesel technology have been highlighted in a new and unique study by the University of California-Riverside that found commercially cooked hamburgers emit more particulate matter than 2007-2010 model year clean diesel trucks.

The UC-Riverside study was funded by the South Coast Air Quality Management District and the [San Joaquin Valley Air Pollution Control District](#). The study was first reported by CBS-TV Los Angeles.

"While the primary focus of this new study was on emissions from commercial charbroilers, this comparison clearly illustrates the significant improvements from clean diesel technology on California's air quality. In fact, the study also found that the particulate matter (PM) inventory from commercial cooking is more than double the inventory from heavy-duty diesel trucks," said Allen Schaeffer, the Executive Director of the Diesel Technology Forum.

"I will say this is an extremely unusual comparison. Generally, clean diesels are matched up against natural gas, hybrids or electric vehicles for emissions or fuel efficiency tests. This is the first time we've gone head-to-head against fast food," Schaeffer said.

"But more of these kinds of comparisons are likely, especially in California, where clean diesel technology has been such a success story. Today in California the majority of particulate emissions come from brake and tire wear, with diesel emissions making up small and declining fraction."

The Diesel Technology Forum is a non-profit national organization dedicated to raising awareness about the importance of diesel engines, fuel and technology. Forum members are leaders in clean diesel technology and represent the three key elements of the modern clean-diesel system: advanced engines, vehicles and equipment, cleaner diesel fuel and emissions-control systems. For more information visit www.dieselforum.org.

[Fresno Bee Earth Log, Tues., Sept. 25, 2012:](#)

No study of diesel traffic for large warehouse in Visalia

By Mark Grossi

A 500,000-square-foot distribution center is supposed to open this fall in Visalia, and I do not know how much diesel pollution will be created by the truck traffic.

There was no environmental review for the center, according to a Fresno Bee story written last week by reporter Pablo Lopez.

How could a warehouse of this size escape the California Environmental Quality Act?

It's explained in the lawsuit that already has been to Tulare County Superior Court, where it was dismissed, and then to the 5th District Court of Appeal, which reinstated it. Now it's back in Superior Court.

The Bee story delved into the legal gymnastics of the exemption and the fight over it. I'm interested in talking about diesel, the pollutant at the top of the enemies list for air quality in the Valley.

Diesel engines are the biggest source of NOx, or oxides of nitrogen -- a key ozone-making gas that also contributes to tiny particle pollution in winter.

The ozone problem is the reason Valley motorists and some businesses are paying a \$29 million federal fine.

Yet without environmental review, there's no way for the public to know how much diesel pollution will be created. How will local air authorities account for the pollution without the review?

The distribution center is moving from the Bay Area to Visalia. Environmentalists say it amounts to the Bay Area exporting pollution to the Valley. I've heard others call it "dumping" pollution in the Valley, which is one of the dirtiest air basins in the country.

The company making the move is VWR International, a global laboratory and chemical supply firm. It expects to boost the economy in Visalia and surrounding areas by hiring 100 or more workers when it opens the center in the next few months.

Is that a fair trade-off for the pollution moving into the Valley?

Ozone violations could top 100

The summertime pollution story in The Bee on Monday mentioned 91 ozone violations in the Valley this year. I wrote the story last week. The count has since climbed to 95.

Heat helps ozone to form, and we've had plenty of it in August and September. Fresno had its hottest August on record, and September may set a record, too. So far, Sept. 1 has been the only day this month with a high temperature below 90 degrees.

Curiously, the Valley has not reached 100 ozone violations, as it has done in the past. May and June were less riddled with violations than they usually are.

But I wouldn't rule out the 100 mark yet. October can be a messy air-quality month.