

Warming and You...

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global warming and cooling effect historically has a 1500 year natural cycle that human efforts are unable to change.

The estimated impact of human activity on global warming amounts to 1 to 2 percent—the sun and volcanic action contributes the rest.

However, there will be some positive gains from some of this “greenhouse” activity, resulting in research and development of vehicles that function on alternate fuels and operate more efficiently, more widespread use of more energy efficient home appliances, such as washing and drying equipment, refrigerators and air conditioning units. Our dependence on foreign oil will gradually be reduced and power generation from nuclear sources embraced as the “greens” conclude a non-polluting fuel is preferred, after all.

The Federal EPA decision in December, 2007, to void California’s tail pipe emission law will only be a minor delay to the market of more fuel efficient cars and trucks, but the handwriting on the wall is plain to the industry.

Placer residents should take note that the ARB is conducting a research study of residential wood smoke pollution through California Polytechnic State University at San Luis Obispo. The likely outcome of this study will be restrictions on use of fireplaces within a few years, or complete prohibition of wood fires.

Global warming restrictions will increase cost of groceries at the market, as ARB restrictions on particle matter (PM) and nitrous oxides (NOX) emissions from diesel truck engines will be restricted requiring engine and fuel modification and, soon, new, less polluting, more expensive engines. Everything hauled by truck will see a ratcheting up of cost.

In addition, proposed regulatory action from AB32 will result in a flood of required reports of GHG emissions from industries such as electricity generating facilities, electricity retail producers and marketers, oil refineries, hydrogen plants, cement plants, cogeneration facilities, food processors, glass container manufacturers, gas production, mineral processing, etc.

Nuclear, hydroelectrical, wind, or solar power plants would be exempt from reporting. Some hospitals and certain primary and secondary schools would not be required to report. Some industrial sectors, such as cement and refineries, would also report their process emissions separately, as would CO2 emissions be separately

identified from biomass-derived fuels. All data will be annually reported to the ARB. Initial reports must be submitted in 2009 based on 2008 emission levels. After 2009, submitted emission reports and other data would undergo third-party verification to insure the completeness and accuracy of the data and the accuracy of the methods used in preparing the reports. *Are you drowned in paper work yet?* It goes on.

The Goods Movement and Reduction Plan (GMERP) initiated by the EPA and Governor Schwarzenegger in January, 2005, is beginning to kick in. Under the requirements of the EPA and ARB all port facility operations, including drayage trucks, loading cranes, stand-by power generators and other equipment will require upgrading to reduce GHG emissions. Intermodal rail yards will also come under ARB regulations, one of which is a Drayage Truck Registry (DTR) for operators of trucking at ports, rail yards and other such facilities. DTR will record and house vehicle information including make, model, engine model year, compliance status and owner contact information. DTR will issue vehicle labels to insure compliance status for enforcement purposes.

If all of this alphabet stew reminds one of FDR and the New Deal of the 1930s, it’s *deja vu* all over again.

In case you’re feeling “left out” of this global warming hoopla there is something for every car owner. The ARB is proposing to end the sale of used catalytic converters, which every car has, and require only original equipment or aftermarket approved converters for replacement at an additional cost of \$500 to \$800 a pop.

If all of this has you searching for an island of refuge, the EPA and ARB has regulations for all harbor craft such as ferries, excursion vessels, tugboats, tow boats, crew vessels, fishing boats, barges and others. Government agencies that own or operate diesel powered craft engaged in fire protection, dam inspection and repair, marine research and ferry services must comply. The regulations would affect all vessels that operate within 24 nautical miles of the California coastline—only those not stopping or anchoring would be exempt. Thus, all shipping loading or unloading cargo at California ports would be subject to the regulations.

The ARB states that these regulations may result in job losses at trucking and port facilities as well as affecting many other business interests as shippers may divert their activity to ports other than California, with a negative impact on the Golden State economy.

Jonathan Weiner, in his seminal book *Planet Earth* wrote, “If the earth was an icehouse 18,000 years ago, it was a hot-house 100 million years ago. In those days there was not a speck of permanent ice anywhere on the planet; at least, geologists have found no trace of it, even at the poles.”

As Dr. Fred Singer wrote in his book *Unstoppable Global Warming: Every 1500 Years* mankind can do little to affect global warming. Perhaps, as Singer wrote, reality may arrive to the public attention with cost-benefit evaluations of these programs and regulations. Perhaps scientific inquiry will liberate us from the hoopla hype to a more reasoned future.

- Wally Reemelin

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