

STRICTLY CONFIDENTIAL
CONTACT REPORT

Location: Los Angeles County Air Pollution Control Headquarters

Date: August 27, 1959

Those present:

For the Los Angeles County Air Pollution Control District:

Mr. Smith S. Griswold
Air Pollution Control Officer

Mr. Louis J. Fuller
Deputy Control Officer

Dr. Leslie A. Chambers
Director of Research

Dr. Robert L. Chass
Director of Engineering

For E. I. du Pont de Nemours:

Mr. Brent Malin

For Ethyl Corporation:

Mr. Huxtable and myself.

Mr. Griswold opened the meeting by commenting that while he was generally aware of the presentation of the TEL industries to the ad hoc committee convened by the Surgeon General, he had not been made aware of any specific details of the information presented. He had been advised by a letter from the Director of the Bureau of State Services that the report of the advisory committee had been issued, but had not received a copy to date. Mr. Griswold appeared surprised that the findings of the committee and report had been transmitted to the lead industries this week, since he had just been requested to comment on the contents. We reviewed in a general way the data which had been presented to the advisory committee. We emphasized the economic considerations warranting a consideration of increased TEL concentration. We also commented briefly on the use aspects of higher TEL concentration, and then discussed in a general way the facts relating to the public health aspects of increased TEL concentration.

At the conclusion of this initial summary, Mr. Griswold stated that he was already on record with the Surgeon General as

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opposing any increase in TEL concentration for the following reasons:

1. That it was his responsibility to prevent any changes that might increase the concentration of air pollutants, and
2. He was opposed on the grounds that increased TEL concentration would complicate the development of acceptable catalytic converters to reduce the contribution of automobiles to air pollution.

There was a great deal of discussion with all members of the District relative to what the increase in limitation might mean insofar as total lead-in-air contribution of the automobile. It was pointed out several times that economics would dictate the degree to which gasoline TEL concentration increased, and that both the Ethyl and DuPont studies indicated that this would be gradual. We pointed out that for the U.S. Pool Gasoline this rate would be about 0.2 ml. per year. Dr. Chambers took the position that we were here dealing with averages, which is the case, and the specific situation in the Los Angeles basin might be considerably different. He felt that the current olefin limitations might be a factor in a greater rate of increase in this particular area. We stressed that this would not necessarily be the case, since industry steps to meet the required minimum on olefins might conceivably actually lower TEL requirement.

Other areas which were discussed were the mean lead-in-air values currently existing in the Los Angeles basin. We attempted to emphasize that they were at an extremely low and safe level now, and that a many-fold factor of safety existed; also that the predicted increase in lead usage would not markedly change the level. This was countered by the District representatives with the fact that they must be concerned with ever-increasing amounts of gasoline consumption, and have estimated a 50% increase within a five-year period.

In reply to a direct question to Mr. Griswold as to what his course of action would be, he stated as follows:

1. He would request that his staff prepare an estimate of the influence of the proposed increase on the air burden of the basin area.
2. His staff would carefully study the report of the advisory committee when it is received.
3. On the basis of their studies they will prepare a presentation for the Scientific Advisory Committee to the District. The results of their studies would also be discussed with the consultants currently available to the District.
4. That he would advise the lead industries of the areas that they would propose to discuss with the Scientific Advisory Committee, and would request representation of the industries at this session.

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We advised Mr. Griswold that we would be prepared to participate in these discussions, and that we would like to have present specialists in the areas which would be considered. Here I made specific reference to having a representative of our Medical Department present to participate in the discussion relative to the public health hazard.

Mr. Griswold advised us that he would notify us at least two weeks prior to the time of the meeting with the Scientific Advisory Committee and would at that time give us sufficient information on which to base the presentations we would want to make.

As regards any public statements concerning the proposed increase in limitation, Griswold stated that they intended to make none. We must, however, be aware of the fact that should any publicity appear in the local press, Griswold will undoubtedly be asked to comment. We attempted to suggest that his comments might be along the lines that he has been informed in a general way regarding the situation and that he and his staff have the situation under study. It is possible, based on a comment made by Dr. Chambers, that the attitude of the District may be to pass the buck to the State Public Health officials, who have been charged by the State Legislature with developing standards for exhaust contaminants by February, 1960.

As a general summary, I would say that we were given a fairly reasonable hearing, but that there is strong evidence that the matter has been pre-judged, and eventually the District will recommend a maximum TEL concentration for fuels to be sold in the basin area. In this regard Len and I, seconded in a weak manner by Malin, made a strong point in opposition to any legislation limiting TEL concentration. While I am sure that the District representatives got the point we were trying to make, I do not feel that in the long run this will have any bearing on their decision. They feel that they have been precedent-setting in their sulfur and olefin limitations, and I believe they regard this as just another possible step in their attempts to control fuel composition. In a sense, they take pride in being first in many regulatory matters.

The Control District currently has a program for the analysis of all fuels sold in the basin area, including TEL concentration. They intend to watch very closely, I am sure, the trend in this direction, and we have volunteered to supply them with similar data obtained in our Ethyl surveys. We proposed to them that any decisions they might arrive at be tempered by industries' movements as regards TEL concentration, and we feel this is a point we should keep emphasizing in future contacts. If over-all weighted TEL concentration in the area increases at no more than our predicted rate, it is conceivably possible that we can forestall any regulatory action on their part until such time as potentially acceptable control devices might be on the horizon.

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Should it appear as this situation develops that Griswold intends to control maximum TEL concentration for the basin area, I believe that our efforts should be directed as having the controls carried out by the historical, gentlemen's agreement approach. We stressed the success of this method nationwide since the initial introduction of TEL and the fact that it was the method still preferred by the Surgeon General.

Howard Hesselberg

HH: I

cc:

Mr. B. B. Turner
Mr. M. P. Murdock
Mr. G. F. Kirby
Mr. K. Swartwood
Mr. R. K. Scales
Mr. H. J. Gibson

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