

LEAD INDUSTRIES ASSOCIATION, INC.

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NEW YORK, N. Y. 10017

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OR 6-6062

February 2, 1965

To All Members of the Lead Industries Association, Inc.:

Re: Lead and Air Pollution - Public Law 88-206, 88th Congress

The passage of this law represented the first effort of the U. S. Congress to legislate in an effective manner against air pollution. The question which concerns us here and which was covered in the law is air pollution from automotive vehicles. This was covered in the following section and we here quote.

"One year after enactment of this section, and semi-annually thereafter, the Secretary" (of the Department of Health, Education and Welfare), "shall report to the Congress on measures taken toward the resolution of the vehicle exhaust pollution problem and efforts to improve fuels....."

This portion of the Act was implemented by the establishment of an advisory committee, now called the Quigley Committee, since its Chairman is James M. Quigley, Assistant Secretary of HEW, which met and discussed the problem and prepared the report. The report entitled "Automotive Air Pollution" has now been sent to Congress.

We thought you would be interested in a section of this report since it could have been damaging to lead, and since it fortunately turned out to be a rather favorable summation from our point of view. The following, taken from page 14 of this report, is the complete section on lead.

"Lead

Effects on Humans

Recent review and study of the concentrations of lead emissions from auto exhaust as a source of community atmospheric pollution suggest that there has been little change in the atmospheric lead concentration over the past ten years. Since atmospheric concentrations may vary significantly from year to year because of source factors and meteorological conditions, principally the latter, it is not possible to establish trends on the limited amount of atmospheric air monitoring data available. It can be demonstrated however that lead concentrations of blood and urine samples show the effects of environment. Data on lead concentrations in blood and urine samples of humans in the general population indicate these to be in the range presently defined as "normal".

When one considers that this is the Federal Government report on the contribution of lead to the automotive exhaust problem we feel that the statement is very good. Obviously if there had been any damaging facts available to this committee they would have been recorded. The foregoing quotation shows that this situation is not too bad from our point of view. There is no other mention of lead made in the entire report.

This is for your information.

Very truly yours,

Don G. Fowler

Don G. Fowler

Director of Health and Safety



with Lead