

AIR/WATER pollution report.

• Waste Disposal

• Soil Pollution

• Desalination

• Noise

• Conservation

Leonard A. Eiserer
Editor and Publisher

Weekly Worldwide Environmental Newsletter

Business Publishers, Inc., P.O. Box 1067, Blair Station, Silver Spring, Md. 20910,
Telephone 587-6300. Subscription Rate: \$90 per year, \$50 for six months. Quantity
and foreign rates on request.

Vol. 8 No. 38

September 21, 1970

Page 377

SLANTS & TRENDS

TWO DEVELOPMENTS OF PAST WEEK -- one at Federal level, the other state -- may well have more effect on air and water polluters than proliferation of laws and court suits. FWQA decision to undertake first nationwide inventory of industrial wastes on voluntary basis is first step toward putting public spotlight -- and heat -- on polluters. Federal officials have made it clear that non-response by industry will only hasten mandatory reports on waste discharges. See story below.

ON STATE LEVEL, New Jersey won its catch-all drive against malodorous emissions along northern stretches of N.J. Turnpike, when 9 industrial giants filed consent stipulations agreeing to abatement measures and timetables even before going to hearing stage. Environmental Protection Commissioner Richard J. Sullivan instituted group action on regional basis, won his case quickly, even though state code contains no standards for odors but relies on citizen complaints. Could become model for others. See story page 380.

CONSERVATIONISTS ARE CLAIMING at least partial credit for unseating veteran Rep. George H. Fallon (D.-Md.), chairman of powerful House Public Works Committee, at polls last week. Fallon, who has served in Congress since 1944, is leading advocate of nation's Federal highway program and was one of the "dirty dozen" Congressmen marked for defeat by Environmental Action group (A/WPR, Sept. 14, 1970, p.369). Conservationists raised an estimated \$10,000 for his opponent... Rep. John Blatnik (D.-Minn.), sponsor of landmark water pollution control legislation, will succeed Fallon, if House remains Democratic.

MUSKIE-SPONSORED AIR POLLUTION bill, which squeaked through Senate Public Works Committee by narrow 8-6 margin, faces tough floor fight, Sept. 21-22. Amendments are certain to be pushed by supporters of auto and other major industries which see deadline and other provisions "impossible" to meet. Sen. Muskie said enactment would "affect patterns of housing, transportation, patterns of work, technology, and the entire economy."... House-Senate conferees may reach agreement this week on much less controversial Resource Recovery Act.

* * *

FWQA LAUNCHING FIRST NATIONWIDE INVENTORY OF INDUSTRIAL WASTES

After seven years of admitted "frustration," the House Conservation & Natural Resources Subcommittee was assured during hearing Sept. 17 by FWQA Commissioner David D. Dominick that the agency would launch a much-needed national inventory of industrial wastes in the "immediate future ... within the next month." Federal officials have fairly good data on waste discharged into waterways by municipal and Federal installations, and this will be the first nationwide effort to close the gap in industrial information.

(Continued on following page)

DSW 552397

Service for Subscribers: For further details on material appearing in A/WPR, subscribers are invited to write The Editor, P. O. Box 1067, Blair Station, Silver Spring, Maryland 20910. Prompt service given at no additional cost. Deluxe, vinyl imprinted binders available at \$3.00 each.

STLCOPCB4090814

FIRST NATIONWIDE INVENTORY OF INDUSTRIAL WASTES (Cont.)

abatement needs are identified in implementation plans of state water quality standards, and (2) plants with Standard Industrial Classification Codes covering (a) food and kindred products, (b) textile mill products, (c) paper and allied products, (d) chemicals and allied products, (e) petroleum refining and related industries, (f) primary metal industries, (g) transportation equipment (motor vehicles).

While prime purpose is to get data on nature of waste discharges, a review of the questionnaire already informally approved by the White House reflects a search for much broader information. In addition to listing of such pollutants as phosphorus, mercury, arsenic, oil & grease, solids, chloride, etc., FWQA is asking such questions as how much was spent on waste water treatment since 1948; how many employees, and in what categories, spend more than 40% of their time on water pollution control; how much was spent and how many people were involved in waste treatment for the past year, with estimates for next five.

Nader Hits Trade Associations

While Interior officials declined to tell who had blocked the waste inventory for past seven years, Ralph Nader joined Reuss in placing major blame on Bureau of the Budget which, under the Federal Reports Act, has authority to approve distribution of questionnaires by Federal agencies presumably to avoid duplication, but which has also assumed right to determine whether the data should be collected at all. Both Reuss and Nader charged BOB has withheld consent in the past because "many industries opposed it."

Specifically named by Nader as influential in stalling the inventory were American Petroleum Institute, Manufacturing Chemists Association, National Canners Association, American Paper Institute, National Association of Manufacturers, and U.S. Chamber of Commerce. There's no question they don't want this inventory, Nader said, warning that effectiveness of the upcoming voluntary inventory will be undermined since responses will be "coordinated by the trade associations." He insisted the inventory should be compulsory, since the public has right to know what pollutants are being dumped into public waterways, and that the "voluntary" record of industry in pollution abatement is "not encouraging."

Government sources confirm sharp differences within Interior over the inventory. Carl F. Klein, Assistant Secretary for Water Quality and Research, who has ambitions for top spot in the President's proposed Environmental Protection Agency, strongly opposed the industrial survey. FWQA Commissioner Dominick was just as vigorous in its support, and the issue was decided in his favor by Interior Secretary Walter J. Hickel. Neither Klein nor Hickel appeared at the hearing, although Reuss had invited both to testify.

* * *

GENERAL MOTORS TO INSTALL CATALYTIC CONVERTERS ON SOME '73 MODELS

General Motors Corp. will install catalytic converters to control carbon monoxide and hydrocarbon emissions on some 1973 model cars, on additional 1974 cars, and on the entire 1975 line, Fred Bowditch, GM director of emission control, told the California Air Resources Board last week. The converters will be combined with two other pollution control units -- air pumps and an exhaust gas recirculation system. The pumps will be a new version of the air injector reactor introduced in the 1966 model year on the first GM exhaust emission control systems in California. Exhaust recirculation will divert some of the gases back to the intake system, reducing oxides of nitrogen by lowering the peak temperature.

To prepare for catalytic converters, the auto industry has been redesigning most engines to run on unleaded gasoline, since the new devices work only with unleaded fuel.

Bowditch told California ARB that preliminary 1971 model certification tests of GM cars show that, compared with 1970 data, carbon monoxide emissions were reduced an average 12.5%; hydrocarbons 28%; oxides of nitrogen 21.4%. He predicted these gains would be reflected in the field when new vehicles get on the road.

In Detroit, GM declined to put a price tag on the converter systems, but some estimated that the clean air goals of 1975 could add from \$75 to several hundred dollars to car cost.