

Auto Smog Controls Must Work, APCD Tells Board

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Los Angeles County still will be suffering from smog in 1980 unless emissions from autos are slashed far below present requirements, members of the Board of Supervisors were told Tuesday by Air Pollution Control Officer Louis J. Fuller.

"It is the opinion of the Air Pollution Control District that current motor vehicle control programs will not achieve acceptable air quality in Los Angeles County in the next decade, and control of motor vehicle emissions must be intensified and ac-

celerated if Los Angeles County is to have acceptable air quality by 1980," Fuller told the Board.

HE SAID the opinion was based upon an APCD analysis of the present systems and standards for automobile control, and a projection of trends to 1980, which have been reviewed and concurred in by the concerned State and Federal agencies.

"There is no significant disagreement with our figures, data, or conclusions," he said.

Scientific advisors to the District have also reviewed the report and concur with it. Several of them appeared before the Supervisors with Fuller, including Dr. Arie J. Haagen-Smit, professor of biochemistry at California Institute of Technology, Dr. Ulric B. Bray, president of Bray Chemical Company, Dr. Francis Blacet, professor of chemistry at UCLA, and Dr. Leslie A. Chambers, director of the Allan Hancock Foundation at USC.

FULLER SAID that there is an "apparent frustrating overlap and conflict in areas of legal responsibility and authority between the Federal and State governments" regarding some aspects of motor vehicle control. He pointed to an opinion delivered only last week by the State Attorney General indicating that whether California could enforce standards more rigorous than those of the Federal government remains "an open question which must be resolved by the courts."

importance because the Federal standards, which become effective on the 1968 cars, limit emissions of exhaust hydrocarbons to not more than 275 parts per million, while California already has required this standard for the 1966 models. By 1970 California requires that exhaust hydrocarbons not exceed 180 ppm, but the Federal standards apparently remain at 275. Thus, there soon will be two conflicting standards for cars sold in California.

"EVEN IF the Federal government reduces its standard to conform to that of California, such standard will not achieve acceptable air quality in Los Angeles — even by 1980," Fuller declared.

He pointed out that neither the State nor the Federal programs require control of losses by evaporation from the gas tank and carburetor, that exhausts on used vehicles are not being controlled, and that oxides of nitrogen have not yet been touched.

He said that the goal of air pollution control efforts

is to reduce air pollution to levels existing here in 1940. In regard to stationary sources, which are the responsibility of the APCD, this goal has almost been reached.

"COMPARABLE reductions in motor vehicle emissions, however, have not been accomplished," he said. "This attack has proved to be neither sufficiently far-reaching nor timely to accomplish its anticipated objectives."

Fuller presented figures showing that without evaporation control, smog-forming auto emissions in 1975 and

1980 will still be about twice the 1940 level, and will be comparable to the worst smog years of the 1950's. He stated, "Authority and responsibility for adequate control of motor vehicles rests clearly with the State and Federal governments. Unless this is accomplished, residents of Los Angeles County can expect little noticeable improvement in pollution levels during the next ten years."

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