

Still another project, conducted for API and the Lead Industries Association by Wayne State University, is studying the lead burdens of laboratory animals exposed to heavy concentrations of automotive emissions with the lead burdens of other animals that have not been exposed to such concentrations. This study is a continuation of a major study begun by the Public Health Service.

Although questions have been raised concerning the possible health hazards of lead, the API, on the basis of available medical data, does not believe that a hazard now exists or will exist in the immediate future. However, we are ready to carry forward the mandate of continued surveillance that is implied in the report of the Environmental Pollution Panel, the proceedings of the symposium on lead of December 1965, and the report on the tricity study itself. API would welcome the joint sponsorship by the Public Health Service of such a project.

This concludes my statement and, gentlemen, I thank you for the opportunity of appearing here today.

Mr. DADDARIO. I am somewhat confused, Doctor, about the meaning of your last paragraph. Are you conducting this research on the possible effects of lead under some kind of a compulsion which is not based on any real need?

Dr. ECKARDT. No; the prediction has been made that if the automobile population doubles by 1980 and if lead continues to be used in the gasoline during this period, then although there is not a hazard now, ultimately a hazard might develop. We feel that we should continuously monitor the atmosphere for its lead concentration and the people, a representative sample of the population, in order to make sure that there has been no increase in either the lead in the atmosphere or the lead in the people. I think our industry is perfectly prepared to take lead out of the gasoline or at least reduce its content if there is any evidence that this is occurring or this has been increasing. The thing that has interested us in this area is that in the city of Cincinnati which is one of the few cities that have good data because Dr. Kehoe has been doing work there since 1920, even though the automobile population tripled, the average concentration of lead in the atmosphere in that area has been going down, so we do not feel that necessarily there is a relationship between the automobile population using lead and the lead in the atmosphere that people may be breathing. Therefore, we feel that this type of survey should continue to make sure that nothing is going to happen in the future.

Mr. DADDARIO. Wouldn't you emphasize the studies of the effect of lead in animals and in humans on the premise that a cumulative dosage over a long period of time could be harmful?

Dr. ECKARDT. Well, this is certainly true. Let me say there is no question about the toxicity of lead. The question is the hazard and the hazard is related to the level of lead that people are exposed to. In other words, if you take too much lead there is no question that it is toxic. Our position in the API is that people are not taking in too much lead and they are not being subjected to a hazard. Does this answer your question, sir?

Mr. DADDARIO. Partially, but I am still concerned about the overall problem. Because we have no way of measuring the potential harm.