

# POLLUTION MAP'S DETAILS GUARDED

JAN 21 1967

## Three Agencies Refuse To Identify Air Offenders

By FRANK P. L. SOMERVILLE

Three city agencies refused yesterday to identify properties located only by dots on a map purporting to show the sources of Baltimore's "smoke, soot, fumes and odors."

The map was part of a 17-page "Report on Air Pollution in the City of Baltimore" prepared by the Comprehensive Planning Section of the city Department of Planning.

### Two Reasons

The other agencies which declined to produce a list of power plants, both institutional and industrial or commercial, from which the map was drawn were the Baltimore Urban Renewal and Housing Agency and the Health Department.

In the case of the Planning Department, the reasons given for not identifying the air pollution source by name were two-fold:

1. The data on which the map was based might not be up to date.

2. In any event, the data was in the hands of the urban renewal

agency because it had been collected as part of the three-year \$500,000 study known as the Community Renewal Program.

### Wary of Libel

At the renewal agency, the fear was expressed that identifying the pollution sources might be "libelous." SUN

Through two current employees of the Planning Department and a third person now employed by the renewal agency—all of whom worked on a "monograph" on air pollution when they were part of the Community Renewal Program staff—the information contained in the recent report was traced back to data supplied by the Health Department more than two years ago.

At the Health Department, the employee who supplied the original information called the map "virtually of no value."

The map was published and sent to Mayor McKeldin this month by the city planners.

It shows, through the use of various symbols of an otherwise

unmarked outline of the city, about 200 locations of institutional smoke, industrial and commercial smoke, sources of odors and the direction of prevailing winds in each case.

### Controversy Feared

Asked for the list of properties to which the map refers, a Health Department spokesman said: "We might get industry aroused against us. We have to keep good relations with industry on this thing."

He added this further explanation: "It would be foolish to antagonize them when we are trying to get some legislation. Let's not kid ourselves, they have plenty of power."

He said he doubted that the map given Mayor McKeldin was "factual" because the health agencies of the city and Anne Arundel and Baltimore counties are at present preparing a "complete" inventory of about 8,000 locations of air-pollution sources within a 15-mile radius of the center of the metropolitan area.

### Utility Doubted

The Health Department spokesman suggested that the map published by the Planning Department would not tell the average Baltimorean anything he did not already know.

He said most Baltimoreans are aware of the general sources of institutional or industrial smoke. He gave as examples:

1. The Johns Hopkins University and Baltimore Polytechnic Institute. SUN

2. All the major industrial concerns, such as chemical companies, or "wherever a gas and electric company plant is."

### A Basic Step

What has been most missing in Baltimore's air pollution controversy is some basic information about where the pollution is coming from. The City Planning Department has filled this need with the issuance of a 6,000-word report on the subject. The report deals not only with the more obvious offenders, like automobiles, but with a host of others. Included is a map on which are pinpointed some 200 sources of pollution—public institutions as well as private industries—

located within the city's corporate limits.

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Knowing the sources of pollution may not be half the battle, but it is an excellent start. It is nothing more than common sense to have the diagnosis in hand before a cure is prescribed. It remains of course for our legislative representatives to set up meaningful regulations and insist on their rigid enforcement.

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*Report not available. "Withdrawn because of valid objections." Information from a letter, April 1, 1967, from the Baltimore Department of Planning.)*

# 200 Pollution Sources Pinpointed On Map

By William J. Perkinson *EVE. SUN*

The City Planning Department has published and sent to Mayor McKeldin a map showing the geographic location of more than 200 sources of air pollution and offensive odors within the political boundaries of Baltimore.

Those known sources of "smoke, soot, fumes and odors" are located within practically every area of the city, including the so-called "high-rent" as well as the "low-rent" industrial areas.

The map even breaks down the air pollution sources into institutional, industrial and commercial categories. It does not identify the sources by name.

The map is part of a 15-page 6,000 word report on "Air Pollution in the City of Baltimore." The report was prepared by the Comprehensive Planning Section of the Department of Planning and sent to the Mayor and other interested city officials earlier this month.

#### Visible And Tangible

From a meteorological point of view, the report says, air pollution in visible and tangible form is most likely to occur here shortly after sunrise and around sunset.

*EVE. SUN*

It notes that:

"Ironically the two daily periods of maximum automobile traffic frequently coincide with the daily periods least satisfactory for the escape of pollution."

The report also contains some unusual and interesting information on the effects of auto exhaust on the pollution problem in Baltimore.

In explaining the automobile exhaust effect on air pollution the report says:

"Approximately a ton of air is required for every tankful of gasoline used by a motor vehicle. A ton of air occupies a volume of 25,000 cubic feet . . .

"The 704,224 motor vehicles in the Baltimore metropolitan area [during 1963] burned approximately 488,731,456 gallons [of fuel] and consumed 27,151,747,560 tons of air, or 678,793,689,000 cubic feet of air—a rather large drain on one of the most

vital natural resources from only one source—motor vehicles.

"The quantities of pollutants discharged into the air from the automobile are so great as to be difficult to visualize.

#### Carbon Monoxide

"For example, it has been estimated that for every 1,000 gallons of gasoline used by cars, there are discharged 3,000 pounds of carbon monoxide, 200 to 400 pounds of hydrocarbons, 50 to 150 pounds of nitrogen oxides, as well as significant amounts of such other contaminants as aldehydes, sulphur

compounds, organic acids, ammonia, lead, and other metallic oxides.

"An unfortunate situation associated with the automobile air pollution problem is traffic dust. This is the gritty, black substance that disfigures the exterior of buildings in the city, particularly the inner city.

"It is composed of tiny particles of asphalt and rubber created by heavy traffic on paved streets which float a short distance and then settle permanently on the nearest surface.

#### Cause Of Pollution

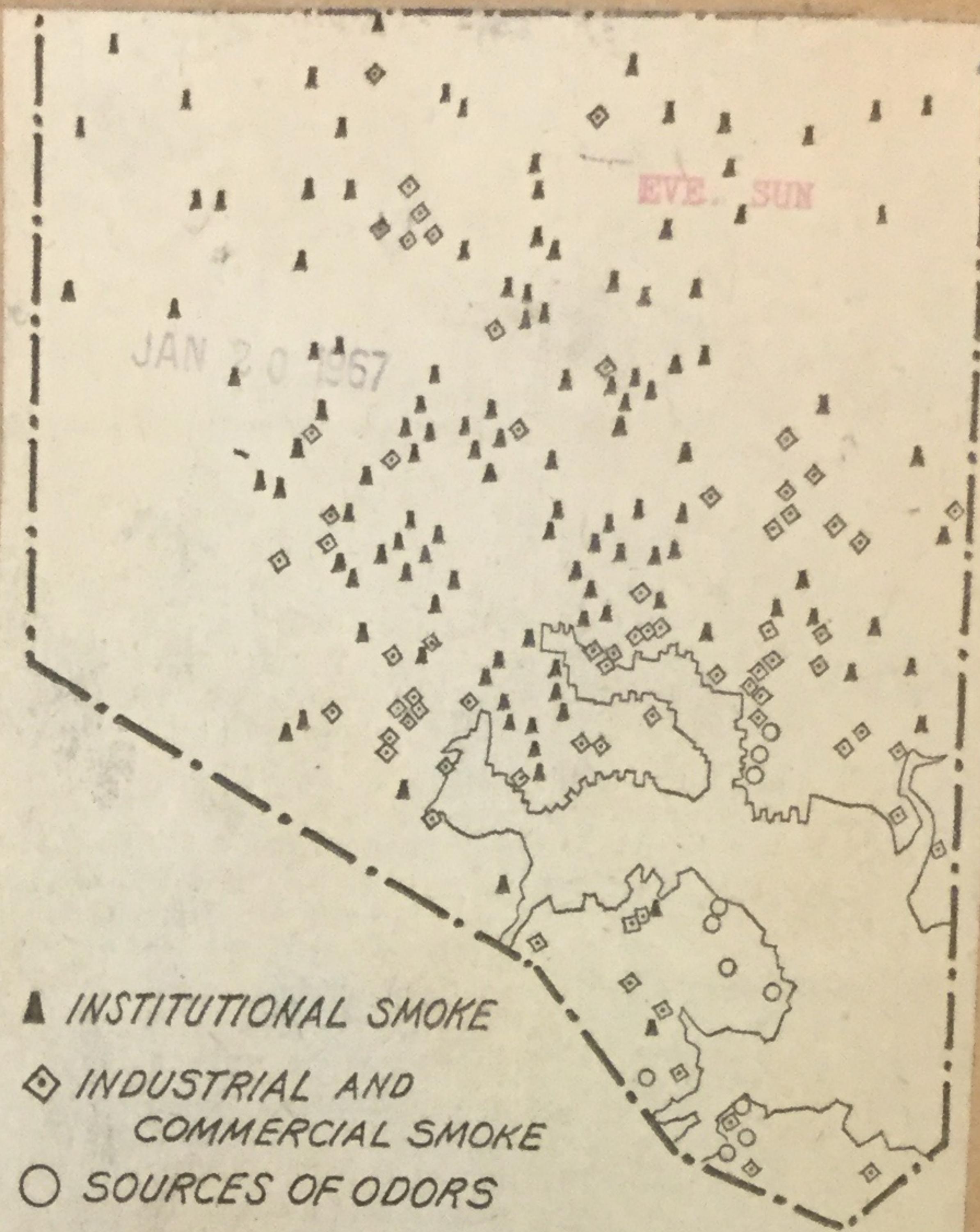
The report contains very little detailed information on the effects of pollution caused by the various unnamed institutions industrial and commerical sources.

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It is devoted mainly to an analysis of meteorological conditions that cause much of the pollution to settle in the valleys, and flatter areas of the cities and to drift mainly southeastward over the residential of the Dundalk-Essex areas of Baltimore county and over the residential areas of Northern Anne Arundel county.

A forward to the report states that:

"The compiled information has been collected from agencies and officials concerned with the local problems of air pollution and is presented for the purposes of clarifying the issues presented to those who share the polluted air—the residents of the city."



**SOURCES OF DIRTY AIR**—The city has published a map similar to the one above showing the geographic location of more than 200 unnamed sources of air pollution within the political boundaries of Baltimore city.