

7.0 Alkyl-Lead Workgroup

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Progress Toward Challenge Goals

The U.S. has met the strategy challenge of confirming no-use of alkyl-lead in automotive gasoline. Following incorporation of public comments, a final challenge report, entitled *U.S. Challenge on Alkyl-Lead: Report on Use of Alkyl-Lead in Automotive Gasoline*, was made available in June 2000 on the GLBTS website.

The remaining portion of the U.S. strategy challenge, “Support and encourage stakeholder efforts to reduce alkyl-lead releases from other sources,” has been incorporated into the USEPA’s Draft National Action Plan for Alkyl-Lead. In response to the draft National Action Plan for Alkyl-Lead, representatives of the U.S. automotive racing sector are currently working with the supplier of NASCAR auto racing fuels to find substitutes for leaded racing gasoline. After the new formulations are developed, NASCAR is interested in having the new formulation reviewed by USEPA. These negotiations are continuing.

Canada has met the challenge to reduce by 90 percent the use, generation, and release of alkyl-lead. Sources, uses, and releases of alkyl-lead in Ontario decreased over 98 percent from 1988 to 1997. The two primary remaining sources of alkyl-lead in Ontario are aviation gasoline (avgas) and leaded motor gasoline for use in competition vehicles. In 1997, relative to total motor gasoline, aviation gasoline and leaded motor gasoline comprised only 0.2 percent and 0.05 percent, respectively, of Ontario’s gasoline mix.

Workgroup Activities and the 4-Step Process

United States

Following incorporation of comments received during the public comment period, a final report on Steps 1, 2, and 3 of the 4-Step process, entitled *Great Lakes Binational Toxics Strategy Report on Alkyl-Lead: Sources, Regulations, and Options*, was posted on the GLBTS web site in June 2000.

USEPA’s Draft National Action Plan for Alkyl-Lead was released for public comment in August 2000. Release of the final National Action Plan for Alkyl-Lead is expected by the end of 2001.

The Draft National Action Plan closely parallels the GLBTS Alkyl-Lead Workgroup U.S. Steps 1, 2, and 3 Report, and will be the primary mechanism for implementing further reductions of alkyl-lead in the U.S.

Canada

Steps 1 to 4 were incorporated into a report entitled, *Alkyl-lead an Inventory Study: Sources, Uses, and Releases in Ontario*, that was released in the Spring of 1999 and is available on the GLBTS web site. The report confirms that Canada has exceeded its challenge of a 90 percent reduction in the use, generation, and release of alkyl-lead.

Next Steps

A continuing challenge for both Canada and the U.S. in achieving further reductions in the aviation sector is the lack of safe alternatives to replace alkyl-lead in aviation fuel. Research is underway in the U.S., but developing an acceptable alternative is likely to take another 8 to 10 years.

Competition vehicles in Canada and the U.S. are the remaining minor source of alkyl-lead in fuel, aside



from the aviation sector. Currently, negotiations are taking place in the U.S. to phase in unleaded racing gas as soon as a safe octane-enhancing additive that meets current environmental standards can be found.

Competition vehicles in Canada are currently exempted from the Canadian Gasoline Regulations, which ban lead in fuel. The exemption for

competition vehicles expires in December 2002. Prior to the expiration of the exemption, consultations will be held with the competition sector. The consultations will be coordinated with parallel U.S. efforts.



Cloquet River, Minnesota

Photograph by Patrick T. Collins,
Minnesota Department of Natural Resources

