

Ultrafine particles in alveolar macrophages from normal children

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Abstract

Background—Increased ambient levels of particulate matter <10 µm (PM₁₀) from fossil fuel combustion are associated with an increased prevalence of respiratory symptoms in children. However, it is unknown whether, and to what extent, pollutant particles penetrate the paediatric lower airway. The capacity of alveolar macrophages (AM) to phagocytose inhaled material was used to directly assess exposure of normal children to particles.

Methods—AM from 22 children aged 3 months to 16 years with no respiratory symptoms were obtained by non-bronchoscopic bronchoalveolar lavage prior to elective surgery. In each child the size and composition of environmental particles within single sections from 100 separate AM was determined by electron microscopy and microanalysis.

Results—Single and clusters of particles were seen in AM from all children. The percentage of particle-containing AM ranged from 1% to 16% per child. Particles consisted of a carbonaceous core and all were ultrafine (<0.1 µm). Other elements such as metals and silicon were not detected. The percentage of particle-containing AM did not change with age, but was increased in children whose parents lived on a main road compared with those living on a quiet residential road (median 10% *v* 3%, *p* = 0.014).

Conclusions—All children had AM containing ultrafine carbonaceous particles. The predominant source of these particles is most likely to be from the combustion of fossil fuels.

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Keywords: alveolar macrophages; ultrafine particles; pollution; children

One of the major air pollutants associated with adverse respiratory health is particulate matter <10 µm diameter (PM₁₀), the most important source of which is road traffic.¹ PM₁₀ represents a heterogeneous distribution of particles ranging from coarse (<10-→2.5 µm) and fine (<2.5-→0.1 µm), to ultrafine (UF, <0.1 µm). Primary PM₁₀ emitted by traffic is composed of a carbonaceous core surrounded by organic and inorganic material.² Children may be especially susceptible to its adverse effects since the modelled deposition of respirable particles is increased compared with adolescents and adults.³

Attention has recently focused on the toxicity of the UF fraction of PM₁₀.⁴ However, the intercorrelation between the different size fractions contributing to PM₁₀ makes it difficult in epidemiological studies to identify the component causing respiratory disease. One way of resolving this uncertainty would be to analyse the size and composition of particles within the lower airway of normal subjects. Alveolar macrophages (AM) move on the air/tissue interface of the lung and are a natural reservoir for inhaled material.⁵ Furthermore, substantial numbers of UF particles have been reported in AM from three non-industrially exposed healthy adults.⁶ In the present study we aimed to use the phagocytic capacity of AM to identify which environmental particles impact on the bronchoalveolar surface of normal children. We also aimed to generate preliminary data on whether exposure to road traffic influences exposure of the lower respiratory tract to particles.

Methods

Children with no respiratory symptoms undergoing elective surgery were recruited for bronchoalveolar lavage (BAL). BAL fluid samples were excluded from analysis if there were insufficient cells for analysis or if bacteria were present. Parents were asked: "is your home on a busy main road, or is it on a residential street/quiet road?" The study had ethics committee approval and written informed consent was obtained from parents of all children participating in the study. Where appropriate, verbal consent was obtained from the child.

Immediately after intubation children underwent non-bronchoscopic BAL as previously described.⁷ Briefly, 1 ml/kg body weight of sterile saline at room temperature was instilled via a wedged suction catheter and immediately aspirated into a suction trap. The procedure was repeated twice (total instilled volume 3 ml/kg, maximum total 60 ml). The cell differential count was determined on cytocentrifuged BAL fluid (Shandon, Runcorn, Cheshire, UK) stained with Diff-Quik (Dade Behring, Deerfield, IL, USA). The BAL fluid cell differential count was determined by counting >300 leucocytes by light microscopy. For electron microscopy, BAL fluid was centrifuged at 250*g* for 5 minutes at 4°C. After removal of the supernatant the cell pellet was resuspended in phosphate buffered saline. This procedure was repeated twice. The cell pellet was then resuspended in fixative (2% glutaraldehyde with 0.1 M cacodylate buffer, pH 7.3) and repelleted at 8000*g* for 10 minutes. Fixation of the resulting pellet was continued for at least 24

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paediatric AM is therefore surprising. We speculate that some metals have leached from carbonaceous particles either in AM in vivo or during resin embedding.

An inhalation study has reported a 35% increase in the rate of deposition of 2 µm particles (normalised for lung surface area) in the lower airway of children compared with adolescents and adults.³ However, we found that the proportion of particle-containing AM did not change across the paediatric age range. Under normal exposure conditions other variables such as activity level and time spent outdoors may therefore confound any developmental change in deposition. By contrast, we found that the percentage of particle-containing AM was higher in children living on a main road, a finding compatible with the epidemiological association between increased road traffic density near the home and respiratory symptoms in children.¹¹ The excluded samples are unlikely to have biased this observation since the proportion of excluded children living on a main road was similar to the study group.

In summary, AM from normal children contain particles, the size and composition of which suggest a fossil fuel origin. The association of an increased proportion of AM containing particles with increased traffic density near the home provides preliminary evidence for a direct relationship between

exposure of the paediatric lower airway to particles and proximity to road traffic.

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