

think that there is a problem in training this manpower and in putting the money into the scientific development. Scientific development and the roles of the universities, all need further push, vigorous push if we are to get to these goals that I am describing.

Mr. DADDARIO. There are certain areas of pollution which have not, as yet, been studied fully. You would not be able to come before the Congress and ask for funds for these because you wouldn't know what to do with it.

Mr. COHEN. That is correct. And, there is another aspect, of course, if you said to me we are going to give you all the money you want, it would still take a good deal of time not only to develop the various aspects but to train the manpower and develop the programs. It is just a matter of forward motion, and that's why I'm urging that we set our goals sufficiently ahead of time to see if we can work toward them more effectively than we are doing at the present time.

Mr. DADDARIO. Mr. Conable?

Mr. CONABLE. I simply want to underscore this conservatism further. I represent a constituency that is conservative and most of my people don't think we are spending enough on air and water pollution. But I feel we have to hang back at this point because we are not ready to make the investment intelligently. In these hearings, we don't have to discuss the question of need. I have the impression that the Congress is quite willing to be shown the way by the experts. The purpose of these hearings is to find out what the experts can tell us about where funds would be best invested.

Mr. COHEN. Well, we have two of our best experts here today that will go into that with you, and I would just like to finish the three goals that I think are important.

Our second goal, which I have enumerated on page 13, concerns sulfur oxide pollution from the burning of fossil fuels, primarily at such large installations as powerplants. This is one of the most important air pollution problems for which control technology is still deficient; however, several promising approaches have been developed and are ready for full-scale testing.

Our goal is to demonstrate the feasibility of such techniques by 1970. But, because sulfur oxide pollution is already a serious problem in many large urban areas, it is essential that interim measures be adopted to keep the problem from worsening. In brief, such measures involve greater consideration of air pollution problems in decisions on the allocation and use of fuels. We are already trying to encourage greater use of low-sulfur fuels in areas where the sulfur oxide pollution is now serious.

In addition, serious consideration must be given to modifying our national fuel import policies in order to give priority to low-sulfur fuels and to locating major new fuel-burning installations, primarily powerplants, outside urban areas.

The third goal concerns motor vehicle pollution, which I have already discussed. Our objective here is a 25-percent reduction in this problem by 1975 and a 40-percent reduction by 1985. In our view these goals can be achieved by improvement in control technology applicable to the internal combustion engine, but even the most effective technology we can envision will not be adequate to keep this problem