

urban areas. Today, more than one-half of the Nation's total population of some 190 million people lives on about 10 percent of our land area. Estimates are that by 1975, the population will reach 235 million with three-fourths of it concentrated in the same small land area.

In the face of these anticipated future rises in the trends that contribute to air pollution, we must recognize *that the amount of air available for our use will remain constant. There is no way to increase it.* Our only sensible recourse is to control the sources of pollution.

We now know that we can no longer be content with control efforts which are focused almost entirely on abatement of the most obvious and bothersome types of pollution. A more comprehensive and more sophisticated effort is needed to deal with the air pollution problem in its present dimensions and to prepare for its expected future growth.

While the control of the many sources of the problem is clearly the only practical solution to air pollution, this does not necessarily mean that the application of control devices or process changes represent the only means of source control. Such matters as the proper selection of fuels, proper location of installations or facilities that can contribute to air pollution, a decision to invest in mass transit facilities rather than in a new highway can also be means of source control. These and similar considerations must be taken into account if we are to mount a really effective attack on air pollution in the second half of the Twentieth Century.

Our Department's experience in this field makes it clear that major reliance must be placed on measures designed to control the sources of pollution and that effective regulatory control programs at all levels of Government are the only really practical means of achieving our goal. Those who seek an oversimplified, single, painless solution to air pollution are, in our opinion, refusing to face the technical, economic, and social facts that bear on the problem.

The challenge that confronts us, then, is twofold: first and most immediate, to find the means of insuring that existing control technology is applied to the fullest possible extent, and second, to find solutions to those technical problems which still stand in the way of bringing air pollution under fully effective control. There can be no doubt, Mr. Chairman, that there is now a very substantial body of technology for the control of air pollution. To be sure, technical knowledge and skills in this area are continuing to expand and improve, *but the fact remains that full application of what is already available would produce a significant reduction in community air pollution problems.* This is not to say that research and development to find new and better control techniques should not be pursued as vigorously as possible; both Government and industry have important responsibilities in this area. But at the same time, we must redouble our efforts to insure application now of the techniques and equipment available for reducing pollutant emissions from many of the most important sources of air pollution in our cities and towns. As a matter of fact these approaches are so interdependent that it can be misleading to view them separately. The application of existing technology stimulates the improvement of technology as no other single factor can. In return, the resulting improvement of technology enhances and facilitates improvements in the economic application of controls.

The task of insuring wide application and improvement of technology for the control of air pollution is one which clearly calls for action by all levels of Government and by industry. The need for such action was recognized by the Congress when it adopted the Clean Air Act in December 1963 and again when it enacted major Amendments to the Clean Air Act in October 1965, including the Motor Vehicle Air Pollution Control Act and the Solid Waste Disposal Act. A major purpose of the activities which the Department of Health, Education, and Welfare is carrying on under this legislation is to provide national leadership and assistance to State and local governments in seeking abatement of air pollution.

The Federal air pollution program now includes research and training activities, financial and technical assistance to State and local control agencies, action to abate interstate air pollution problems, and the establishment and enforcement of national standards for the control of air pollution from new motor vehicles. Mr. Stern will describe many of these activities in greater detail, Mr. Chairman; I want to discuss briefly some aspects of this program that are particularly germane to these hearings.