

control air pollution is still very much a goal rather than an accomplished fact. As President Johnson has pointed out, we have only begun our work. The great majority of Americans are still not served by really effective State and local control programs. For the most part, the State and local agencies charged with responsibility for preventing and controlling air pollution do not yet have adequate budgets, manpower, or legal authority.

To indicate the extent to which all levels of Government and industry must augment their efforts we have established goals in three important categories and a timetable for reaching them. In each instance, it is apparent that reaching these objectives will require wide ranging efforts by Government as well as industry. And often, it will be necessary to adopt interim measures to keep specific problems from getting out of hand while we work toward the development and application of more permanent solutions.

The first such goal is a 25 percent reduction in air pollution from industrial and municipal sources by 1975; this applies primarily to manufacturing and processing activities and to such municipal activities as burning and incineration of refuse.

To accomplish this goal, there must be a substantial expansion of State and local control efforts and of research and development activities both by Government and industry. The Federal Government will clearly have to provide leadership and assistance in both of these areas.

With respect to the Federal responsibility to support State and local control efforts, Senate Bill 3112, which has just recently been passed by the Senate, would enable us to take further steps toward meeting this vital responsibility. The Bill would authorize grants to State and local governments to assist them in maintaining effective control programs; this would be in addition to our present authority to award grants to stimulate the creation of new programs or the improvement of existing programs. The proposed new activity will enable the Department of Health, Education, and Welfare to help State and local governments meet the need for sustained, long-range efforts to deal with their air pollution problems. In addition, Senate Bill 3112 proposes needed increases in authorized appropriations for our air pollution activities for the current and the next two Fiscal Years.

To achieve a 25 percent reduction in air pollution from industrial sources, we must also seek ways of stimulating private investment in research and control efforts. Currently, non-Governmental effort in this area is not at all commensurate with the magnitude and seriousness of the problem. In large measure, this reflects inadequate regulatory control action in our cities and States. But it is also due in part to the lack of economic incentives. Since research and control activity generally does not increase the efficiency of industrial operations or improve the quality of goods and services, such activity is often given a very low priority. The usual economic incentives of the free market have not been in the past, and are not now, an effective stimulus to industry efforts in the air pollution control field. A sound regulatory program with uniform legal requirements to insure equality of treatment among competing industries is an effective stimulus which encourages industry efforts to improve and apply control technology.

Our second goal concerns sulfur oxide pollution from the burning of fossil fuels, primarily at such large installations as electric power plants. 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 power plants, outside urban areas.

The third goal concerns motor vehicle pollution, which I have already discussed briefly. Our objectives here are a 25 percent reduction in this problem by 1975 and a forty percent reduction by 1985. In our view, these goals can be achieved by improvements in control technology applicable to the internal combustion engines. But even the most effective technology we can envision will