without serious attention to the possible side effects of our activities on the environment. Today, it is apparent that we can no longer with impunity discharge wastes indiscriminately to the environment. It is apparent today that we must use our science and technology to control the byproduct problems of our industrialized society, as well as to produce the goods and services we all increasingly enjoy. And it is apparent that we are going to have to run very hard in the immediate years ahead just to keep pace with the problem. We must greatly expand our application of technology to the sources of pollution, and we must accelerate our efforts to further develop that technology. I am convinced, Mr. Chairman, that the attention focused on these needs by this committee will make a substantial contribution to our progress toward the control of environmental pollution.

Thank you.

Mr. DADDARIO. Mr. Mosher?

Mr. MOSHER. Mr. Stern, just a question concerning the Department's research activities.

Page 14 of Secretary Cohen's prepared testimony has to do with motor vehicle pollution, and he says there, "but even the most effective technology we can envision will not be adequate." Is your Department funding research, either in-house or independently, which you might refer to as "far out"—that is, technology which, even though you can't envision it today, may become a reality tomorrow? Are you using some of your research funds independent of the automotive industry, looking for "breakthroughs" that will make this statement of Secretary Cohen no longer true?

Mr. STERN. In our research plans for this fiscal year, we have allocated approximately a hundred thousand dollars for studies in the so-called far-out area that you are talking about—the electric battery-type automobile, the fuel cell-type automobile. We recognize that this is such a small sum that it can do no more than accumulate the necessary information on which to base a much more substantial program that can be recommended at a later time.

Mr. MOSHER. You are hoping, though, to put some people with creative capacity to work on this?

Mr. STERN. Yes; we already have some people who are quite conversant with the field, have made a number of visits to places that are working in this technology and assembled a large amount of data, so that we are in a position at this time to get an appreciation of the nature of the work that has to be done in order to even start on investigations in this far-out technology.

Mr. MOSHER. For example, I heard the other day about claims by a Professor Melman, of Columbia, concerning ideas that he has for reverting to steampower but using combustion from fossil fuels in a way that would not pollute the atmosphere. Does this committee have assurance that you folks are considering ideas like that even though they may sound impractical? Are you working on that sort of idea?

Mr. STERN. We have no reservations on new ideas. We are prepared to encompass any and all ideas in this far-out technology because we recognize that when you are looking this far in the future, you can't draw a diagram as to just what the vehicle is going to look like. You have to accept ideas which include the use of steam, the use of bat-