

teries, the use of fuel cells or, as I believe Professor Melman has also indicated, a vehicle that stores up energy in a rotating flywheel, and which occasionally stops at a place where an electric motor can re-supply energy to the flywheel. All of these ideas are grist for the mill.

Mr. MOSHER. That is all.

Mr. DADDARIO. Mr. Brown?

Mr. BROWN. No questions.

Mr. DADDARIO. Mr. Ryan?

Mr. RYAN. Mr. Chairman, I was concerned about a statement on page 12 of the Secretary's statement. He stated that the first goal is a 25-percent reduction in air pollution from industrial and municipal sources by 1975. My question is, could we get a greater reduction if we spent more money? And, if not, why not?

Mr. STERN. 1975 is quite close in terms of the time it takes to rebuild any substantial part of our industrial establishment. Since we are talking here not essentially of new construction but things that have to be done to plants which exist at present, I think it would be a tremendous achievement if we even made this goal.

Mr. MACKENZIE. May I comment on this further, sir.

Mr. DADDARIO. Certainly.

Mr. MACKENZIE. I think one of the impediments to making more rapid progress than has been indicated in Mr. Cohen's statement relates to the existence and scope of activity of State and local government regulatory control activities. I would like to point out to the committee that not more than half of the urban areas which are in need of regulatory control programs for air pollution control now have them, and of these the majority of them are operated at an inadequate level to do the kind of job that you are inferring might be looked for.

On the State government level, it was only about 14 years ago, in 1952, that the first State set up a State air pollution control law and started operating a significant air pollution control program.

In the intervening period we now have about half the States that have significant laws on the books. But, only a handful of these are operating programs that are at an effective level. So that I think what is lacking as related to this goal is not so much the technology as it is the development of the control programs on the State and local levels of government that would effectively see that the available technology is employed.

Mr. DADDARIO. If that were to be done, what effect would it have on the percentage figures Mr. Ryan referred to?

Mr. MACKENZIE. Well, of course, in any of these, as was indicated by Mr. Cohen, necessarily there is a time schedule that is involved in effecting a rollback of pollutant emissions.

As an example, many of the major steel manufacturing centers in the country in the past several years have been confronted with the problem of controlling pollution from steel manufacture, and in the main this has required looking at the feasible design and construction periods that could be incorporated in the scheduling in order to effect the necessary improvements. In the majority of these centers this has led to agreed-upon schedules that would reduce the pollution from this source, which I am using solely as an example, over a period which varied from 7 to 10 years generally.