PREPARED STATEMENT OF MR. ERIC GRANT, EXECUTIVE OFFICER, CALIFORNIA STATE MOTOR VEHICLE POLLUTION CONTROL BOARD

Mr. Chairman and Members of the House Committee, it has always been the policy of the Motor Vehicle Pollution Control Board to keep you well informed as to the activities and progress which we have been able to accomplish toward control of emissions from motor vehicles.

It is my pleasure to indicate to you today that our accomplishments have been significant; that our control programs are eliminating large amounts of raw gasoline from the atmosphere; and that the future results from our continued efforts we feel confident, will ultimately eliminate the motor vehicle as a source of pollution.

This chart (p. 560) shows, we have made great progress, but there is still a long way to go. We know that each day less pollutants are going into the atmosphere. In Section 1 of the pamphlet submitted for the record, the information contained therein indicates that the control systems on 1966 model vehicles are working effectively, and the 1967 model vehicles will be equipped with even better systems. The efforts of the Motor Vehicle Pollution Control Board, as a result of the strong support received from this Committee, the Governor's Office, and the Senate Transportation Committee, have allowed us to cooperatively demand from the American automobile industry controls that actually do function effectively and conserve our natural resource, air.

We know that our efforts have caused the manufacturers of motor vehicles to not only install control equipment, but to be more concerned about quality control in their production. They have up-graded the quality of carburetors, ignition systems, and many other components of the engines. We also know that throughout the State of California, pre-delivery service performed by dealers prior to delivery of the vehicle to the purchaser has greatly improved. The ultimate result is that the motorist in California is purchasing a better vehicle.

We know that our efforts to date with over six million vehicles equipped with crankcase control devices, and with approximately 800,000 1966 model vehicles equipped with exhaust control equipment, keep from our skies nearly 400,000 gallons of gasoline each day. A unique factor involved in this is that a large percentage of this gasoline is being used by the motorist at a considerable saving to him. As an example, we know that a properly installed crankcase emission control system results in about a 3% increase in mileage, since raw gasoline which was going out into the air is now kept in the engine and used as fuel.

There is also a report made to the Board by Mr. John Maga, of the State Department of Public Health, Bureau of Air Sanitation, which indicates in Figure 1 that the results of our efforts to date have caused about a 30% reduction in emissions into the atmosphere of contaminants which would have been present if we had not taken action commencing in 1960.

In Section 3 of the information is a report on the crankcase control program. Of particular importance are the statistics on Page 4 which indicate that there are still about 1,250,000 vehicles which still need to be equipped, and presumably a sizable percentage of these will be subject to our regulations because of sale and transfer of ownership in the future.

We have also made a real effort to control emissions from diesel vehicles. The obnoxious black smoke which, under some conditions is emitted from diesel vehicles, has been reduced on the highways of California due to legislation passed at the last Session, and the cooperative efforts made by ourselves and the California Trucking Association, which organization has made a diligent effort to secure cooperative interest on the part of its own members to achieve control of their diesel vehicles.

We now have standards for odor and visible smoke, and possibly in the future devices will be developed that may be applied to diesel vehicles. In the meantime, however, due to the complexities of the control of these emissions, we feel that strong on-the-road enforcement, plus cooperative interest, have and will achieve a great deal.

There has been considerable interest shown in the control of oxides of nitrogen. In Section 5 of the submitted material, we have Title 13 of the California Administrative Code. On Page 5 are the criteria which have now been finalized. We are prepared to evaluate any device to control oxides of nitrogen. None as yet has been presented to the Board.