

In Section 6 of the pamphlet, you have for your files a copy of all the laws relating to motor vehicle emission control in the Health and Safety Code. This includes those sections from Assembly Bills 72, 73, 74, 75 and 98, passed at the last Session.

I hope, Mr. Chairman, that this has defined the present status of the Board. I would like to indicate additional areas of concern. The Board, at its last meeting, took a strong position in support of the need for continued increased effort to secure more and better control of emissions from motor vehicles. As the charts indicate, we cannot achieve 1940 air unless this action is taken. The automobile industry and the Federal Government have been made aware of the absolute necessity of accomplishing the 1970 standards recommended by the State Department of Public Health.

We strongly support the need for a state-wide concept of conservation of our air resource, which necessitates the creation of a state-wide agency which will function as a coordinating, and if necessary enforcing agency, to control emissions from all sources. We are convinced that the people of California, the Legislature, and the Administration no longer can permit indiscriminate, uncontrolled, illegal contamination of the air we breathe.

Present standards established by the State Department of Public Health are only recommended for 1970 under present law. They would not become mandatory until two or more devices have been developed to meet the requirements. I feel that as the charts indicate, it is essential that we make these 1970 standards mandatory and give notice to industry that their vehicles shall not exceed these basic requirements. I feel that it is within the ability of the industry to control their vehicles to this degree, and that certainly a timely notice to them would give them sufficient time to comply and deliver to the California motorists vehicles that do not emit excessive pollutants into our atmosphere.

We in California cannot take a chance that the Federal Government will answer our needs. We recognize that your Federal efforts will result in a strong vehicle emission control program nationwide. However, at the same time we know that our control efforts here must continue at the strong leadership level we have established.

All present controls on stationary sources in America are patterned after the Los Angeles County Air Pollution Control Districts' program.

All present controls on vehicles in the world are patterned after our State Motor Vehicle Pollution Control Board's actions and leadership.

You and your colleagues in Washington must recognize the importance of this and not allow Federal entry into this area to diminish its effectiveness. Local, State and Federal efforts to collectively work together to accomplish our needs have in the past and should in the future result in significant program gains.

Gentlemen, in conclusion I would like to indicate to you again that the Board is confident that considerable pollution is being kept from the air, and that this is an important factor in the fact that there have been fewer incidents of air pollution; and that with each day that passes, there will be more and more vehicles on the road which are controlled. I would like to emphasize, however, that we are a long way from our goal. There is still serious air pollution, and if the weather is adverse we shall have smog alerts. We shall put forth continued effort so as to assure the people of California that eventually the air of California will be fit to breathe.