We know that our efforts to date with over 6 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-percent 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 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-percent reduction in emissions into the atmosphere of contaminants which would have been present if we had not taken action commencing in 1960.

These have been on all new vehicles, and we have a used vehicle program which requires them to be installed on used vehicles at the time of change of ownership back to 1955.

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 achieved and will achieve a great deal.

As Dr. Haagen-Smit indicated, 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.

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