

ever, at the same time we know that our control efforts here must continue at the strong leadership level we have established.

Essentially, 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.

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.

Mr. BROWN. Thank you, Mr. Grant.

Mr. Bell?

Mr. BELL. Thank you, Mr. Grant. Let me welcome you to the committee and commend you for your very excellent statement.

Mr. GRANT. Thank you, Mr. Bell.

Mr. BELL. Has there been a difference in acceptance of the automobile devices between Los Angeles basin residents and those in smog-free areas?

Mr. GRANT. It is a twofold question, Mr. Bell. It is a yes and no.

As to the new devices going on new vehicles, there has been very little concern. They are built into the vehicles and are covered by the manufacturer's warranty. There are next to no problems. With these there has been citizen acceptance.

As to the used vehicle application, I would have to say there has been a hazy area. Many of the people in the initial portion of the program were faced with the absolute need of putting a device on within a schedule during the year in 1964 and 1965, and this caused concern. There were motorists who felt it was unfair.

We do have devices and there were many problems, as I am sure you are aware of, in relation to the emission control program.

However, with the legislation being changed in 1965 so that only at the time of transfer of ownership was it necessary to put a device on the vehicle, and only in those metropolitan counties, such as Los Angeles and other areas, there has been very little problem. We have almost reduced complaints in the motorists concerned down next to nil.

This is not to say there is not some concern. Still you hear that some of the mechanics don't like them. But properly installed devices will not give you trouble, and we have yet to find a motorist who has a device on a vehicle, unless it is a total wreck, where the device gives him any problem.