

maintenance to prevent that kind of problem from arising in other parts of the country.

Mr. BELL. In other words, you think there has to be some uniformity? My next question would involve that. Should there be some type of uniformity?

Mr. GRANT. Yes, I do. There is your uniformity built into it at the present time. You have the nationwide application, the one standard for the car device being approved. However, at the same time, as I indicated in my statement, I would feel it would be very ill-advised action for the Federal Government to preempt the activities of those areas that have done so much to control emission.

At the same time I seriously question—I know the Federal people, and I work with them, and I say this with great respect for them, but I question whether or not they will be able on a national level to demand the devices or systems we are going to have to have in California.

We were 2 years ahead of the national program on crankcase devices. We are now 2 years ahead on the exhaust emission control.

I foresee that by 1970, and I might indicate the industry is pretty well in line with and recognizes that California has to go a little further than we are now, and I feel confident we will have 180 parts per million devices in California.

It would take a great deal of not only personal but unified effort on the part of you people in Congress to recognize the need for the strict control, but I honestly and seriously question this on the national level, whether it would be successful.

Mr. BELL. I agree with you. However, you do believe that further research and effort should be made on the part of all?

Mr. GRANT. Very definitely.

Mr. BELL. Perhaps the Federal Government can play some part in that.

Mr. GRANT. Yes, very much so. The Federal Government has shown considerable leadership in this particular area. They have been active many years now in supplying assistance not only through their own facilities, but in funds to other agencies to assist them in their programs.

Mr. BELL. Thank you.

Mr. BROWN. Mr. Grant, there are a number of other questions we will not be able to ask, because of the shortness of time this morning. We have an additional witness. I am particularly interested in the research needs, if we are going to have mandatory standards in 1970 of 180 parts per million, for example. I also wonder whether the automobile industry is going to be able to meet this deadline.

Mr. GRANT. I would like, Mr. Chairman, to reiterate the statement Mr. Fuller indicated, and that I initially said, we are delighted to have the opportunity, shall I say, to spread the gospel and give you and a committee such as yours whatever information we have available.

Mr. BROWN. We are grateful for your appearance here this morning. It has been extremely valuable, and we thank you for it.

Mr. GRANT. Thank you.

Mr. BROWN. Our next witness is Mr. W. L. Rogers, of Aerojet-General Corp.

As he comes forward, and before he makes his statement, I would like to acknowledge the presence of a group from the Stamp Out Smog organization, headed by Mrs. Slade, who is here this morning.