

fications established by the Secretary of Health, Education, and Welfare. The development and application of these specifications have been a subject of regular contact between personnel of the Division of Air Pollution and the Department of Housing and Urban Development. In similar fashion, standards established by the General Services Administration for control of air pollution from the new motor vehicles it purchases were developed through consultation with the Division of Air Pollution.

No mechanism exists for regular liaison with the National Science Foundation. The National Science Foundation has not requested that it be kept advised of technological needs in the air pollution field.

The accompanying report provides additional information on coordination of Federal activities in the field of air pollution control.

CURRENT TRENDS IN FEDERAL INTERAGENCY RELATIONS CONCERNING AIR POLLUTION

(By the Division of Air Pollution, Public Health Service, Department of Health, Education, and Welfare, June 1965)

An important and interesting aspect of the Federal air pollution control program, since its inception in 1955 with the passage of Public Law 84-159, has been the participation in this program by several Federal departments and agencies. However, recent developments have been altering the pattern of interagency relationships in this field.

Prior to the enactment of P.L. 84-159 in 1955, "an Act to provide research and technical assistance relating to air pollution control," an Ad Hoc Interdepartmental Committee on Community Air Pollution was established, in accordance with an informal request from the Office of the President, to survey the Federal role in air pollution and to make recommendations. In its report of April 8, 1955, the Committee included, among its several recommendations, the following: "In conducting this program, the Department of Health, Education, and Welfare should utilize the available facilities and resources of other Federal departments and agencies for such necessary services as can best be provided by them."

P.L. 84-159, which was the first Federal statute authorizing an organized Federal air pollution program, incorporated many of the key recommendations of the Ad Hoc Committee. It authorized the Surgeon General, U.S. Public Health Service, of the Department of Health, Education, and Welfare, to develop broad air pollution research programs, in cooperation with other Federal agencies. The Report of the Committee and the Federal air pollution legislation which followed in 1955, clearly designated the Department of Health, Education, and Welfare to be the responsible agency for planning, directing, and conducting the overall program.

This early and definite recognition of the desirability of broad Federal agency participation, under the general direction of the Public Health Service, Department of Health, Education, and Welfare was based on several key factors:

(1) The potential serious health hazards of air pollution, as exemplified by the Donora and London disasters and the acute problem in Los Angeles, constituted the basic impetus for the initiation of the Federal program. As a consequence, central responsibility for the program was lodged in the PHS-DHEW. At the same time, the potential health hazards created a sense of urgency to protect the public health through the rapid development of an effective air pollution control program. The use of existing organizations, with applicable technical competence and experience, appeared to offer the most promise for the earliest possible progress.

(2) On general principles of efficiency and sound management, it appeared desirable to make use of existing specialized technical expertise in the Federal establishment, and to avoid the potential cost of unnecessary duplication in building up parallel technical groups. In essence, the rationale of the Economy Act of 1932, which authorized the transfer of funds between Government agencies for the exchange of appropriate services, is pertinent to this approach.

(3) The terms of P.L. 84-159 were such as to place major emphasis on research programs. Broad research activity was authorized toward the end of elucidating the causes, behavior, effects, and means for control of air pollution. Such research activity necessarily involves many scientific, engineering, and related