

Mr. DADDARIO. Is there a question, Mr. Ryan?

Mr. RYAN. I was simply going to state for the record that I am sure on this committee that there is basic disagreement, certainly on my part, with Mr. Fulton's stated philosophy. I would hope that the witness does not agree with Mr. Fulton's statement. I do not think we need to go into it further this morning except to make that clear. I think the Government has a clear responsibility in this area and the Government should set standards for pollutants. It is up to the industry to comply or not to comply, whereas it is up to the Government to show industry how to comply.

Mr. DADDARIO. I think Mr. Ryan's statement, as Mr. Fulton's, ought to stand on the record as their own particular statements. I do not believe that you as the witness, Dr. Bennett, need to qualify your remarks to either of them.

Mr. FULTON. But should he?

Mr. DADDARIO. May I ask you to proceed?

Dr. BENNETT. Perhaps the latter part of the statement will clarify the matter somewhat.

Decisions concerning sulfur oxide emissions exemplify this problem. Although the health effects of concentrations found in most localities are debatable, the irritation and annoyance are reasonably clear. Observations concerning the effects made under controlled circumstances in the laboratory may or may not be applicable under more complicated conditions when it is admixed with other atmospheric contaminants in the presence of smog, for example. Yet the standards adopted may have far-reaching effects upon energy policy and can affect a wide range of industries quite differently.

In some cases changing to fuel of low sulfur content may suffice. But since not enough low sulfur fuel is available in many regions, effective means of getting rid of the sulfur economically will be needed—and that is a technical problem. Whether it should be removed from the fuel, in the first place, or removed later during burning or from the stack gases, will depend on the processes developed. Moreover, the best process will not be the same in every circumstance. The problem appears to be the selection of the best and most efficient process in any given situation.

The Federal Government, through HEW and the Bureau of Mines, is financing research on these problems and a great deal is being done as well in industry laboratories with their own funds. The development of adequate incentives to private effort will clearly have to be a key part of our program and in the end the cooperation of everyone concerned will be necessary for success.

Mr. DADDARIO. Thank you, Dr. Bennett.

Mr. Roush?

Mr. ROUSH. I have no questions, Mr. Chairman.

Mr. DADDARIO. Mr. Bell?

Mr. BELL. Yes, Mr. Chairman.

You mentioned, Doctor, in Dr. Hornig's statement relative to the transportation problem that you still make an effort to study in the area of noise abatement? Is that correct?

Dr. BENNETT. While the Office of Science and Technology took the lead in the original study of the problem of noise from jet airplanes, that responsibility has now been transferred to the Secretary of Trans-