

in which we provide transportation for ourselves and our goods, the ways in which we derive energy from our fuel resources, the ways in which we produce and use a multitude of goods and services, and the ways in which we dispose of all the leftovers of modern life. The effects of air pollution are diverse and often subtle. Polluted air contributes to human sickness, disability, and premature death; it soils and damages buildings and materials of all kinds; it injures and destroys farm crops and other vegetation; and it blights our cities and degrades the quality of our lives.

A problem such as air pollution, which has such far-reaching economic, social, and technological ramifications, must obviously be attacked along a broad front. The solution does not lie only in the enforcement of laws and regulations or only in the application of engineering techniques or economic formulas. Achieving effective control of air pollution will require a combination of these approaches and many others. Moreover, it will require the combined efforts of all levels of government and all segments of industry.

In the 4 years since the enactment of the Clean Air Act of 1963, the Nation has made progress in the fight against air pollution. Federal grants have helped to produce an unprecedented expansion of State and local governmental control programs. Federal abatement action has paved the way for State and local agencies to join the Federal Government in attacking interstate air pollution problems in several places, including the National Capital area.

National standards have been adopted for the control of air pollution from new motor vehicles, thus extending to the entire Nation the initial benefits of technological progress in dealing with one of the most important aspects of the total problem of air pollution.

Finally, the increasing emphasis placed on control action during the past 4 years has served not only to bring a few more sources of air pollution under control, but also, and more significantly, it has helped to stimulate a greatly intensified effort to develop new and improved control technology—an effort which has already begun to bear fruit, particularly with respect to motor vehicle pollution and sulfur pollution arising from fuel combustion.

But there are still many gaps remaining to be filled. Our scientific and technical knowledge in many areas is still incomplete. We need more complete information on the importance of the many pollutants whose adverse effects are not as readily apparent as are the effects of such common contaminants as the sulfur oxides, photochemical smog, and visible particulate matter. Economic data on the impact of air pollution and the costs of controlling it are still not as precise as we would like them to be. Needs for manpower must be better defined and plans made for meeting them. Above all, since air pollution is inherently a regional problem, we must make certain that we attack it on a regional basis.

The Air Quality Act of 1967 was developed in full awareness of how comprehensive an effort it will take to achieve truly effective control of air pollution in this country. This new legislation is a blueprint which, if properly employed, will allow us to correct all the important deficiencies in our current control efforts—the gaps in our scientific and technical knowledge, as well as the inadequacies in our application of existing knowledge.