

have not been so well controlled, the automobile may not be so overwhelmingly important.

Mr. BELL. As far as you know, in the type of situation which Mr. Ryan just described, does Los Angeles have a workable plan that can be brought into action?

Dr. MIDDLETON. Los Angeles takes pride in its alert system and its course of action and the fact that they have developed something that they believe works well. It has been tried and tested at low levels, and I am quite sure they are hopeful they will never have to try it at the high levels because the ultimate relief is to expect the State to move in and take care of the local problem.

The issue here is, over the years since there has been an air pollution control district in Los Angeles since 1947, that they have had considerable time to evolve the kind of program required to protect the health and welfare of persons and property in the area.

Mr. BELL. It is your feeling that Los Angeles has one of the better plans?

Dr. MIDDLETON. They have one of the workable plans. I am sure that even in Los Angeles they feel the plan can be improved.

Mr. BELL. I would certainly think so. I was caught out there in November and the smog in Los Angeles was quite sickening, really. It is a terrible situation.

Dr. MIDDLETON. I think you would be very happy, then, to learn about the proposed new regulations the Department of Health, Education, and Welfare has published in the Federal Register, as I had expected to mention in my testimony, making the standards and requirements, the emission standards of the motor vehicles, the sole responsibility of the Department of Health, Education, and Welfare, more stringent, better to cope not only with the Los Angeles problem, but with the growing problem of carbon monoxide, a very important factor in the pollution in New York City. We must proceed with dispatch to better the control of motor vehicles wherever they are.

Mr. BELL. I certainly concur in this. When Mr. Ryan speaks of his city, I can speak with double emphasis for Los Angeles.

Mr. MOSHER. Is this plan in Los Angeles one which provides for the instant or immediate use of police power to forbid the movement of cars and that sort of thing? What is this plan? In other words, when an emergency arises, can the local authorities in Los Angeles stop traffic and require people to keep their cars in their garages and not use them?

Dr. MIDDLETON. Mr. Megonnell suggests that the most workable part of their plan, their scheme of action, is that which is related to the stationary sources, in which they have an alert system and a radio communications system and key men identified in certain key industries that would be responsible for controlling sources of pollution. At the time levels approach specific concentrations, then the Los Angeles Air Pollution Control District through its radio communication with the identified sources says, in effect, "We expect this pollution to continue for such and such a period of time; we call Alert 1; you are to proceed with your predetermined control action." The action is very specific. I regret I do not know the specific detail.

Mr. BELL. But they can stop cars?