

I have not been able in this period of time to develop all the information that would be required to be completely responsive to your question, Mr. Bell.

Mr. BELL. Is there a place where I could find out what the action would be?

Dr. MIDDLETON. I will find out and will tell you.

Mr. BELL. I would appreciate that.

(The information requested is as follows:)

The Los Angeles County Air Pollution Control District adopted emergency regulations in 1954, because of widespread concern that air pollution in Los Angeles might produce disasters similar to those which have occurred in other places in the United States and Europe.

The system set up under these regulations provides for issuance of daily air pollution forecasts by meteorologists of the Air Pollution Control District. Forecasts are based on data on airflow patterns, inversions, atmospheric mixing height, wind speed, and other factors. Forecasts of adverse conditions are brought to the attention of the Air Pollution Control Officer, so that preparation can be made for taking any emergency action deemed necessary.

The District maintains a network of air sampling stations, some of which are operated continuously. Data are telemetered to the District's headquarters, where an around-the-clock communications center is operated.

Following are the alert stages which have been established for toxic air contaminants (in parts per million) in Los Angeles County:

Contaminant	Alert stages		
	1st	2d	3d
Carbon monoxide.....	100.0	200	300.0
Nitrogen oxides.....	3.0	5	10.0
Sulfur oxides.....	3.0	5	10.0
Ozone.....	.5	1	1.5

Whenever air contaminant concentrations reach prescribed percentages of the first alert values, the District's staff begins intensive monitoring. If a first alert levels is reached, notification by telephone is given to principal air pollution control and police officials of the County; enforcement staff members in patrol cars are notified by radio; mass media and selected industrial sources are notified by telephone or radio; and members of the Emergency Action Committee are advised. There is a general warning to the public to curtail driving and other air-polluting activities; no open burning of any type (even those few fires normally allowed under variance or permit provisions of the Los Angeles regulations) is permitted; and industrial sources are informed that they may have to cease certain operations.

Should concentrations approach second alert levels, a meeting of the Emergency Action Committee is called to determine whether a second alert should be declared. If a quorum of the Committee is not available and second alert levels are reached, the Air Pollution Control Officer is empowered to declare the alert. In addition to the actions undertaken during the first alert, industry is requested to discontinue operations in accordance with pre-arranged and scheduled voluntary shutdown plans. When voluntary implementation is ineffective, the Control Officer is authorized, with advice of the Emergency Action Committee and approval of the Air Pollution Control Board, to require curtailment of industrial activities.

If third alert levels are reached, the Air Pollution Control Board may request the Governor to declare a state of emergency and take actions under the California Disaster Act. To date, no alert has gone beyond the first stage.

As for reduction of motor vehicle traffic during alerts, the Air Pollution Control Officer is required to take all necessary steps, by using the facilities of the appropriate mass communication media, to request the general public to cease all non-essential use of motor vehicles in the Los Angeles Basin and to form car pools when practical. Compliance with such requests is totally voluntary.