

them under the provisions of the Air Quality Control Act. In addition, funds may also be made available to support the work of planning commissions set up by States to assist in the development of air quality standards in interstate air quality control regions.

The establishment of national standards for the control of air pollution from new motor vehicles, first authorized by the 1965 amendments to the Clean Air Act, will also be continued. Such standards are now in effect for 1968 model cars and light trucks using gasoline as their fuel. Two weeks ago, we proposed more stringent standards for such vehicles for initial application in the 1970 model year. In addition, standards were proposed for the control of smoke emissions from diesel buses and trucks.

Our activities relating to the prevention and control of air pollution from Federal installations will also continue. There has been marked progress in this work, due in large part to the high degree of cooperation we have been getting from other Federal departments and agencies. For the first time, the Federal Government now has a detailed inventory of air pollution sources at all its installations and comprehensive plans for control action, wherever such action is necessary.

A number of new activities will be initiated under the Air Quality Act in support of the research-and-control system which the act sets up. Among these will be a program for registration of fuel additives, whose use already contributes, and in the future may well contribute even more, to all environmental pollution problems; a study of the need for and effect of national emission standards for major industrial sources of air pollution, with a report to the Congress due 2 years from enactment of the act; a comprehensive study of the economic costs of controlling air pollution, including costs that will be incurred by both government and industry; an investigation of manpower needs in the air pollution field and of needs for training programs; and, finally, a study of ways to control air pollution from aircraft and of the feasibility of establishing national emission standards applicable to aircraft.

In implementing the provisions of the Air Quality Act, we will have opportunities to solicit the advice and assistance of all those segments of the Nation's population who are concerned with the problem of air pollution and who are in a position to help us. The act provides for the creation of a Presidential Air Quality Advisory Board as well as technical advisory committees. The membership of these groups will include State and local officials, representatives of business and industry, scientists, and so on.

This completes my summary of the provisions of the Air Quality Act. This legislation, as I said at the beginning of my statement, opens a new era in the Nation's fight against the threat of air pollution. Exactly how fast our progress in this new era will be will depend heavily on how promptly and effectively all levels of government and all segments of industry pursue the roles they are expected to play. The Air Quality Act binds all levels of government and industry together and provides for us all a comprehensive plan for attacking air pollution; if any of us fails to do his job, the plan cannot completely fulfill the promise it holds. In signing the act, President Johnson re-