

with the information given to the State enabling them to allow a standard to be established. What is "consistent," I have only used as an illustration here. They, the States, may be less concerned with the particular pollutant and decide they are not going to have an "adequate" standard; that is, it will not protect the health of people.

In this case the Secretary perhaps would indicate the inadequacies of the State standard and perhaps by consultation, indicate to the State the need for its improvement.

In the event this is unacceptable to the State, a legal course of action and establishment of a hearing board, making a finding, resolves the issue.

Mr. BELL. On page 10 you made a statement relative to the 1968 model cars and trucks. You said that 2 weeks ago you proposed more stringent standards for such vehicles for initial application of the 1970 model years. I do not believe in the rest of the statement that you indicated what those were.

Dr. MIDDLETON. No, I did not. I can introduce this material for the record.

Mr. BELL. If you would.

Dr. MIDDLETON. The Federal Register provides very extensive documentation of what these standards are.

Mr. DADDARIO. Please do so.

(The standards referred to may be found in the Federal Register, vol. 33, No. 2, pp. 110-130, dated Jan. 4, 1968, and entitled "Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines—Proposed 1970 Standards.")

Mr. BELL. Thank you, Dr. Middleton. I appreciate your very fine statement and your answers to the questions. I remember hearing considerable praise about your efforts in Los Angeles and the good job you have done.

Dr. MIDDLETON. You are very generous. Thank you.

(Dr. Middleton's complete prepared statement follows:)

PREPARED STATEMENT BY DR. JOHN T. MIDDLETON, DIRECTOR, NATIONAL CENTER FOR AIR POLLUTION CONTROL, PUBLIC HEALTH SERVICE, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Mr. Chairman and members of the Subcommittee, I am pleased to have this opportunity to discuss with you the activities of the Department of Health, Education, and Welfare in the area of air pollution research and control. In the period since your 1966 hearings on environmental pollution, important new dimensions have been added to the Department's air pollution program. I am referring, of course, to the enactment of the Air Quality Act of 1967, which became law last November 21st and which is destined to have a profound influence on all the air pollution research and control activities of government and industry for many years to come.

The enactment of the Air Quality Act marked the start of a new era in the Nation's attack on the growing problem of air pollution—an era in which the knowledge we already have about this problem and its prevention and control will be systematically and scientifically applied in all parts of the country, while at the same time, a greatly increased effort will be made to develop the additional knowledge we must have if we are to prevent the air pollution problem from continuing to grow and worsen.

The Air Quality Act offers no short cuts to effective control of air pollution. There is no short cut to the solution of such a complicated problem. Air pollution is a by-product of all the major growth factors of modern society; it is rooted in the way we build our cities, the ways 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