nature of the manifold exhaust system and the specific dimensions of it on a broad scale is an issue to be settled.

I am suggesting that the applicability of our known effective control system to used cars seems almost impossible, but if we can do this on a lab scale and check it out on existing cars then there may be further technical improvements to allow broad-scale application.

Dr. HIBBARD. I think this is the crux of the problem. For example, even with a 1968 car the first 50,000 miles of it will be driven with good maintenance.

Probably the second 50,000 miles will be driven with significantly less maintenance because it becomes substantially a different kind of car.

Of the large number of cars that are now on the highways, a significant number are in the second category. Really, then, the major inroad to the problem goes back to what we can do—with the cars that are on the road. I see no alternative than the one I mentioned before. You have to decide what you are willing to pay for it. Will you force these people to either fix up their cars or take them off the roads?

Will you insist on a series of fairly careful inspections? You cannot tell by looking.

For example, these concentrations of various exhaust components are not something you can determine by looking at the exhaust. These are more subtle. Therefore a car can be on the road having no apparent exhaust effluent and yet be pouring out CO without anybody knowing it. This is what I meant.

Mr. DADDARIO. I have already kept all of you far beyond the time I should have.

I am going to pose one further question. I will not ask you to answer it here but I will ask you to provide the answer for the record.

The 1967 Air Quality Act gives the Secretary of Health, Education, and Welfare authority to prescribe standards for auto emissions which in his judgment cause pollution. This is section 202(a). But in the case of other sources, criteria and recommended control techniques must be published before standards are set.

In the case of carbon monoxide, if we do not bypass the criteria set by Federal standards and assuming the Federal Government is following California's lead, what is the basis for that State's choice of carbon monoxide emission limitations?

Please provide the answer.

Dr. MIDDLETON. Very simply provided.

(Information requested is as follows:)

BACKGROUND INFORMATION ON PROCEDURES USED IN DEVELOPING POLLUTION CONTROL STANDARDS FOR MOTOR VEHICLES—CALIFORNIA

The State of California established its initial ambient air quality and motor vehicle emission standards in December 1959. They were revised in October 1964. California's standards were based on evaluation of available evidence reflecting the relationship between pollutants and their adverse effects on health, vegetation, and visibility. This was required by State statute. Section 426.1 of the California Health and Safety Code provides: "The standards shall be so developed as to reflect the relationship between the intensity and composition of air pollution and the health, illness, including irritation to the senses, and death of human beings, as well as damage to vegetation and interference with visibility." This language refers to the establishment of air quality standards. Section 426.5,