

We ought to be able to do much more than to say to people, "We would like you to do this" if in fact it could cause great harm to a great number of people.

Dr. ECKARDT. In effect, the plan developed by New York, depending upon the levels of air pollution measured, goes from voluntary action to mandatory action.

When the mayor of the city of New York declares a state of emergency, they can prevent traffic from coming into the city because you have to cross a bridge or a tunnel or something to get into New York City and I know during one of the heavy blizzards that they had in New York, as a New Jersey resident, I was not able to get into New York with my automobile because they would not let you through the Lincoln Tunnel, or the Holland Tunnel.

Mr. DADDARIO. Does your knowledge of that situation give you the ability to answer as to whether or not the mayor does have the ability to declare a state of emergency in the case of air pollution, or does the law confine him to certain other things such as snowstorms? Has the necessary step been taken so that he might declare a state of emergency for this purpose and would not the state of emergency under this set of facts compel him to do different things? I would imagine there would need to be hospitalization of certain people. Perhaps even moving them from a city.

Dr. ECKARDT. All of this is incorporated into the plan. I don't know the legal implications because I am not a lawyer and whether this would hold up in court, but my understanding is that he does this under a general type of law declaring a state of emergency and then under this he can make the individual adhere to certain regulations which he issues.

Mr. DADDARIO. It may be that the plans to meet such emergencies seem to be more tenuous than real and that they would necessitate a great deal of improvisation. We are not going to come to an answer about that now. But certainly it does call upon us to follow through, as Mr. Gammelgard has said, to have monitoring capabilities which are adequate, and then to take other steps when the situation requires it. Otherwise the monitoring system would be unnecessary.

Dr. ECKARDT. My understanding, Mr. Chairman, is that in Chicago, Mr. Stanley, who is head of their air pollution control department, has what he calls a "hot line" to the utility companies and when the air levels on his telemetered monitoring stations get to a level where he feels something should be done about it, then he calls the utilities and suggests that they change also to a lower sulfur fuel.

Mr. BELL. Dr. Eckardt, to what extent is the American Petroleum Institute, which includes most of the large oil industries in the Nation, involved in gas production as compared to fuel oil?

Dr. ECKARDT. I don't really know. Would you like to answer?

Mr. GAMMELGARD. I will make a general answer to that, if I may.

In the production of crude oil almost invariably gas is produced along with it, to a widely varying extent. The gas-oil ratio can be all over the map. So we in the oil business are involved in gas production too. However, well over half of the natural gas produced in this country comes from gas wells which produce no crude oil.

Mr. BELL. As I understand your testimony earlier, it would indicate to me that gas is less a source of a pollutant than is fuel oil, is that right?