

in the future. Nonleaded gas can, and is being sold in this country now but it is expensive to convert to nonleaded gas if high octane rating gas is also required.

Our discussions involved judgment based on careful technical health and economic data.

Mr. DADDARIO. I understand that.

Dr. MORSE. I think you have done remarkably well, considering the economic and technical factors involved to have made any headway at all because these economic judgments can be prevailing ones. The discussion seems to get us constantly back to the point that we need to have better medical knowledge.

At that stage of the game the economic judgments would be that much easier.

Dr. MORSE. The auto pollution problem isn't the cancer-cigarette problem. I don't care whether you smoke cigarettes or not; that is your problem. I don't particularly care if my own car has harmful emissions, but I am interested in the cars that others drive, if I'm driving through a polluted environment. There is, therefore, no incentive for the individual to worry about his own auto as an emitter.

We also recognized that there has been no economic incentive for any one of the automobile manufacturers to make a low-polluting auto. I think we have to appreciate that. They are in business to make money. They should be. This is our free enterprise system. It is a highly competitive business. Neither Ford, Chrysler, nor General Motors, or American Motors can add \$50 to their costs just because they want to be good citizens—because they are competing right across the line, car for car.

I'm glad to say that during our deliberations I talked to many automobile executives and had many constructive discussions. They all said, "we accept the role of the Federal Government to set reasonable standards. This is the only way the problem is going to get solved."

I was surprised to hear that, and I was delighted. All they wanted was to have realistic standards that didn't completely disrupt their production line, and they wanted these applied nationally. They also wanted to be sure that such standards applied to them and all their competitors. They would fight out their problems technically and engineeringwise, do the job, and still make a profit.

The establishment of standards and their effective date of enforcement presents many problems. We tried to spend a great deal of time in trying to establish the exact technical status of all pollution control devices and then effectiveness and future prospects. I hope that we clarified that situation so that HEW can set realistic standards which will be acceptable and which will work at the earliest possible time.

I would like also to point out that pollution does not only effect health. We should also recognize the impact on agriculture, particularly in California, and areas near high densities of autos.

Frankly, I don't know the economic impact of air pollution on agriculture and more quantitative data is needed. This seems to be a serious matter and must be given serious consideration.

Mr. DADDARIO. There is no question that there is an agricultural problem.