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April 19, 1965

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The Honorable Edmund S. Muskie
Senate Office Building
Washington, D. C. 20510

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Dear Senator Muskie:

As one of the nation's leading producers of diesel-powered equipment, Caterpillar Tractor Co. supports the pollution control goals implicit in the proposed Clean Air Act Amendment, S. 306.

We have long supported our own comprehensive research program and contributed actively to the Scott Laboratory and to industrial committee programs in a sustained effort to reduce diesel engine emissions to their ultimate minimum.

We strongly recommend state regulation and control in this field; however, if federal standards are ultimately determined to be necessary, we believe the goals sought by S. 306 are both desirable and attainable. We conclude, however, that some realistic adjustments are required in this proposed legislation to make achievement of the goals a practicable matter.

We therefore offer the following recommendations for your consideration:

- (1) Because of the swiftly developing technology in this field, specific emission standards should not be written into law. Rather, we believe the proposed HEW Technical Committee should be enlarged to include qualified representatives of the diesel engine manufacturing industry. This enlarged committee membership, with their intimate knowledge and understanding of current technological advancement, should develop and periodically update pollution control standards on behalf of and in coordination with the secretary of HEW, who would then issue these standards in the form of federal guidelines on regulations to be used to achieve interstate conformity and uniformity.
- (2) Federal pollution control standards should apply only to nuisance and toxic pollutants. The standards should establish reasonable and attainable limits on emissions but should not specify the design criteria and/or processes by which the standards will be met.


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- (3) Federal standards should not be all-embracing. Consideration should be given to locale and operating environment. Dilution factors should be considered and less restrictive standards made applicable for equipments operating in remote and isolated agricultural, maritime, mining and logging activities.
- (4) We question the need for establishing a new Federal Air Pollution Control Laboratory since the government already has this kind of facility. The Robert A. Taft Sanitary Engineering Center in Cincinnati is already carrying on effective research on air pollution, smog forming materials, and measurement techniques. The U. S. Bureau of Mines has long been active, especially in establishing and standardizing analytical methods. In addition to these existing government facilities, the Secretary of HEW can get effective help through contract with industrial laboratories and research foundations. In addition, public payment of subsidies to federal laboratories to devise and hand down to industry a federally developed auxiliary engine component stifles industrial incentive in this area and wrongfully requires public payment of industry's research and development bills. Such industrial research injects tremendous vitality into the highly competitive environment in which our nation's economy best thrives.
- (5) Violations of any standards ultimately established should not be considered so criminal in nature as to justify punishment by imprisonment, as proposed in S. 306. If such a stringent enforcement tool is determined to be necessary, increased fines would be more appropriate.

I respectfully request your thoughtful consideration to these recommendations in your study of S. 306 and in the development of the legislation this proposal ultimately generates.

Sincerely,


Director of Research

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