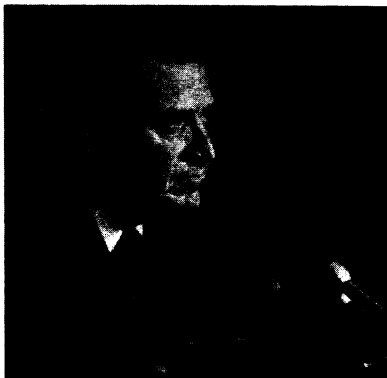


Train to head EPA: Calls for commitment

President Nixon last week nominated Russell E. Train to replace Acting Administrator Robert Fri as head of the Environmental Protection Agency. Train told a news conference that he hopes to be confirmed by the Senate before the Congressional August recess. Fri returns to private business.

Since 1970, Train has been chairman of the Council on Environmental Quality—the President's chief adviser on environmental matters and the key Administration spokesman on pollution legislation. As chairman, he represented the United States at various international negotiations including those of the U.S.-Soviet joint committee on environmental protection and the International Whaling Commission and at conferences of NATO and the United Nations. Train sought his new job because "we are over the early excitement of getting major legislation on the books," and "we



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Train: Change way we do things.

are now in the implementation phase."

As EPA administrator, Train would become the nation's chief enforcement officer, implementing the environmental legislation he has helped create. "The commitment of the American people is going to be tested," he said. "We are going to have to make some changes in the way we do things."

Promising a "strong, vigorous enforcement policy," Train declined to

say what changes he intends to make in the agency, until after his confirmation hearings. He did, however, say he favored tax incentives to encourage recycling, opposed mass Federal equipment subsidies to control solid waste ("The Administration doesn't want to get into the business of buying garbage trucks") and suggested that EPA's commitment to change Americans' transportation habits would continue.

A man who enjoys the outdoors—he just returned to Washington from a fishing trip on the Salmon River—Train first became involved in environmental protection while serving in the United States Tax Court. He resigned the court position to become president of the private Conservation Foundation and later accepted various appointments in environmental matters from Presidents Johnson and Nixon. Train did not formally disclose his recommendation to the President concerning appointment of his chief assistant at EPA, but he reportedly favors the present Deputy Administrator, John Quarles, an old friend.

mission in any substantial way.

Weightlessness does affect the body in other ways to varying degrees. After two weeks back in earth's gravity and atmosphere, for example, the first Skylab crew had not replaced the red blood cells they lost in weightlessness. "We don't know why yet," said Hawkins. It could be related to the loss in muscle tissue the crew experienced in their legs. The loss could also be due to the oxygen atmosphere in the space station. The body may just not need as many red blood cells in that enriched atmosphere. One function of the cells is to transport oxygen.

Because of the nausea, the crew fell behind at least a day in their space station chores. The first spacewalk, originally planned for Tuesday, was postponed at least five days. During that walk, Lousma and Garriott will replace the film in the solar telescopes and emplace a new heat-shield umbrella over the Skylab 1 parasol.

Early Tuesday, Garriott, a solar scientist, felt well enough to want to get down to his business of operating the solar telescopes. "He has been patiently walking back and forth, telling us what we're doing," said Don Puddy, flight director. The ground has been operating the telescopes remotely since the Skylab 1 crew left.

Garriott also made a request that should be familiar to most dads of traveling sons. He asked mission control to telephone his father—collect—to wish him happy birthday. □

Plans to block a future Big Brother

In the 11th century, William the Conqueror inventoried his newly acquired English lands and subjects. The result was the Domesday Book, a title that is still appropriate in view of 20th century fears that have been expressed about the pervasiveness of computerized data collection. From the time a person is born, bits and pieces of personal information are given to different organizations for different reasons. Without the subject's permission or knowledge, all of this information could end up in one data bank. Such an intelligence record or dossier could possibly represent an invasion of privacy or an infringement on civil liberties.

In an attempt to slow down Big Brother's domesday machinery, the Department of Health, Education and Welfare set up an advisory commission to analyze and make recommendations about the harmful consequences that can result from using automated personal data systems. The committee report, "Records, Computers and the Rights of Citizens," was issued this week by HEW Secretary Casper W. Weinberger. He called it "an example of free people, governing themselves, who refuse to submit even to the possibility of technological tyranny."

The report says there must be no personal data record-keeping systems whose very existence is secret, and there

must be a way for an individual to prevent personal information obtained for one purpose from being used or made available for other purposes.

To ensure privacy, it recommends Federal legislation guaranteeing individuals the right to find out what information is being maintained about them in the computerized systems, and to obtain a copy of it on demand. The legislation should allow anyone to contest the accuracy, pertinence and timeliness of any computer-held information. And the report says record-keeping organizations should be required to inform individuals on request of all uses being made of information being kept about them.

The keepers of records have suggested that mistakes could be avoided if every man, woman and child in the United States were given a number or Standard Universal identification (SUI). The HEW commission sees this as a move toward 1984 and says there is no need for such a system. But realizing that a person's Social Security number is a potential SUI, the commission calls for Congressional action giving each individual the right to refuse to disclose his or her Social Security number to any person or organization not authorized by a Federal statute to collect and use it. And those organizations, the commission says, should be prohibited from disclosing the number to others that lack the authority to use it.

The HEW report concludes that many technical difficulties would have

to be overcome, at enormous expense, before an Orwellian system of government dossiers could be put into operation. But it admits that public apprehension about such a possibility is justified and, therefore, legal barriers should be erected. Weinberger said, "Working from the proposals of the committee, the Department is now developing legislation and appropriate administrative regulations." The legislation is expected to be ready by Oct. 1. □

How U.S. cities can meet air standards

Holding his last two press conferences as Environmental Protection Agency Acting Administrator, Robert Fri reported on the agency's progress and frustration in negotiating transportation controls with traffic-congested cities and announced a year's extension to automobile manufacturers in meeting the 1976 nitrogen oxides standard.

When the first traffic control regulations were announced in June (SN: 6/23/73, p. 400), they brought cries of anguish from the cities involved. Some said the regulations could not be enforced; others threatened lawsuits, saying EPA had overstepped its bounds. The tumult has now subsided, and a procession of city officials, including Mayor Bradley of hard-hit Los Angeles, have come to Washington to discuss alternative plans with EPA. Emerging from these discussions comes a list of revised deadlines and priorities for 29 urban areas (see chart) which may offer the first realistic picture of what the air over American cities may look like in 1977, and what the impact on the average motorist will be.

In Group I cities, the impact will be minimal. In Rochester, for example, the ambient air quality standard for hydrocarbons will require a 45 percent reduction of emissions from present levels. Most of that will result from cleaner new cars and stationary source controls. Only about 15 percent of the reduction must come from transportation controls—in this case, accomplished by new vehicle inspection and maintenance regulations. The cost to the motorist will be about \$12 a year.

In Group II cities, major mass transit improvements will be required in addition to more stringent inspection and maintenance. Cars in Group III cities must be retrofitted with exhaust catalysts to remove pollutants and must impose some restrictions on downtown driving. The retrofits will cost from \$90 to \$140 and will not be ready until 1977. Traffic reductions up to about 20 percent can probably be accomplished by restricting parking, raising auto taxes and improving mass transit.

STATUS OF REGIONS REQUIRING IN-USE VEHICLE EMISSIONS CONTROLS TO MEET THE OXIDANT AND CARBON MONOXIDE STANDARDS			
Group	Regions	Planned Strategy	Projected Year of Compliance
I	El Paso Rochester Cincinnati	Stringent stationary sources control; automotive inspection and maintenance	1975
II	Springfield Seattle Spokane Dallas Minneapolis-St. Paul Chicago Portland	Same as Group I + major transit improvements	1977
III	Philadelphia Pittsburgh National Capital Salt Lake City San Antonio Downtown New York City (CO)	Same as Group II + hardware retrofit + reductions in vehicle miles travelled of up to 20%	1977
IV	Los Angeles San Francisco Denver Boston Phoenix-Tucson Beaumont Fairbanks Sacramento San Diego San Joaquin Desert near Los Angeles Interstate New York City region (OX) Baltimore Houston	Same as Group III but with reductions in vehicle miles travelled of more than 20%	Post-1977

Reductions of vehicle miles traveled (VMT) of more than 20 percent, as required for Group IV cities, may simply not be possible. "We can't do everything," Fri said, but argument over what reductions are not reasonable has obscured "intelligent acceptance" of "how much we *should* do."

The first problem in reducing private vehicle traffic is to ensure adequate mass transit. Bus manufacturers have so far planned to build only about half the buses that would be required by the regulations. Fri has met with Department of Transportation Secretary Claude Brinegar to establish a high-level task force to correct this deficiency. Brinegar earlier announced a \$2.5 million grant to California's Metropolitan Transportation Commission to promote regional transit planning.

Even if the 1977 goals are not reached, says Fri, creative planning by

"responsible local leadership" could, by then, cut by 50 percent the number of people in the United States exposed to health-threatening levels of oxidants and by 90 percent those exposed to hazardous levels of carbon monoxide.

* * * *

Fri also announced a one-year delay of implementation of the 1976 standards for emissions of nitrogen oxides (NO_x). EPA will recommend a modified NO_x standard to Congress this fall, and Fri says some sort of special electronic feedback catalyst system will be required to meet that new standard. Under the Clean Air Act, manufacturers were required to reduce NO_x emissions to 0.4 grams per mile by 1976. Automakers now have an additional year to meet this standard (or a new one) but they must now meet an interim standard of 2.0 grams per mile for 1976.

Fri said he was encouraged by a new technological development that could help automakers meet the interim standard and change the competitive picture of conventional reciprocating engines vs. the Wankel and stratified charged engines (SN: 4/28/73, p. 276). By using a proportional exhaust gas recirculation system (EGR), conventional engines can not only reduce NO_x emissions but also improve gas mileage over present levels. General Motors is reportedly planning to incorporate EGR into its 1975 models. Other manufacturers are expected to follow suit, ensuring that all 1976 cars can meet the 2 grams/mile standard. □



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Fri: Two important final decisions.