

However, even assuming that the BMCS data are valid, an extension of these figures to cover all operations of vehicles of over 26,000 pounds yields far different results than were related for the speech. The Federal report shows a fatality rate of 12.42 per hundred million miles. Applying this to the mileage shown above, the total heavy truck involved fatalities were 6,160 in 1966. This is 11.6 percent of the national total—as compared to 10,500 fatalities and 19 percent of the total stated in the speech.

The Federal report shows a non-fatal accident rate of 1.41 per million miles. Extension of this factor yields 69,930 non-fatal accidents involving heavy trucks—compared with the speech figure of 124,000 accidents. In this connection, it might be noted that the speech referred to these as “disabling” accidents. In actuality, the data do not distinguish between disabling and non-disabling accidents, and the 69,930 figure includes both.

Finally, the speech stated that heavy trucks accounted for \$420 million in property damages. Using the Federal data and the factors shown above, a more reasonable estimate is \$239.2 million.

3. Recent changes in record of reporting carriers

The speech implied that the safety picture of the heavy trucks has shown deterioration over recent years. This is not borne out by the BMCS data which shows improvements in all categories of reporting. These are tabulated as follows:

	1964	1966	Change (percent)
Fatalities (per 100 million miles).....	15.65	12.42	¹ 21
Nonfatal accidents (million miles).....	2.02	1.41	¹ 30
Property damage (million miles).....	\$5,791	\$4,823	² 17

¹ Better.

² Better despite inflation.

Despite the errors and discrepancies in the data, they are being accepted widely by the news media and used with delight by certain opponents of the size and weight bill.

THE TRUCK SAFETY RECORD

The truck safety record as revealed by the statistics contained in the National Safety Council's annual publication, *Accident Facts*, is the best of any type of motor vehicle in use in this country. Information covering all vehicles contained therein shows all trucks as a composite group and all passengers cars as a group.

The following table (Figure 1) shows the record of accident involvement as related to registrations for the years 1948 through 1966. It will be seen that the percent of trucks involved in accidents has grown smaller and smaller over the years even though the truck percentage of total vehicle registrations has remained much the same.

FIGURE NO. 1.—ACCIDENT INVOLVEMENT VERSUS REGISTRATION

Year	Trucks		Cars	
	Percent of vehicles involved in accidents	Percent of registered vehicles	Percent of vehicles involved in accidents	Percent of registered vehicles
1948.....	17.0	18.0	80.0	81.0
1949.....	15.0	17.0	82.0	82.0
1950.....	14.0	17.0	84.0	82.0
1951.....	14.0	17.0	84.0	82.0
1952.....	13.0	17.0	84.0	82.0
1953.....	13.0	17.0	85.0	82.0
1954.....	12.0	16.0	86.0	83.0
1955.....	12.0	16.0	86.0	83.0
1956.....	12.0	16.0	86.0	83.0
1957.....	11.0	16.0	87.0	83.0
1958.....	11.0	16.0	87.0	83.0
1959.....	11.0	16.0	87.0	83.0
1960.....	11.0	16.0	87.0	83.0
1961.....	11.0	16.0	87.0	83.0
1962.....	11.0	16.0	87.0	83.0
1963.....	11.0	16.0	87.0	83.0
1964.....	10.9	16.1	86.1	82.3
1965.....	10.8	16.1	86.0	82.0
1966.....	10.9	16.1	85.5	81.3

Source: National Safety Council