

I am impressed by the data which appeared on pages 13 and 14 with regard to the safety accomplishments of the trucking industry, the fact that the general accident involvement rate for trucks is much more favorable in terms of the record of the industry, than is the general accident involving passenger cars and also buses, and that the fatal accident statistics and occupant fatality statistics also compares favorably for the industry.

I confess some confusion and your own material confesses some confusion about the comparisons for the select ICC group, the fact that some of the statistics for the select ICC group do not reflect quite as favorable a picture for that particular segment of the industry as you would expect in view of the reference that is made to the higher order of driving, selection, training, vehicle maintenance, and general operating practices.

I think you would expect the statistics on fatalities of operators to be better than they are, and I wonder if you would care to comment on why it is that the operators do not compare more favorably than they do?

Mr. BRESNAHAN. I am trying to locate the points you have reference to in my statement here.

Mr. EDMONDSON. It shows the accident involvement rate of the ICC group is only about one-fifth of the general fleet, shown on page 15. It goes ahead and shows the driver fatality rate of 2.25 per 100 million vehicle miles for the ICC group, corresponding very closely with the 2.6 rate for the general fleet.

What accounts in your mind for this driver fatality rate being pretty close to the general fleet, while the accident involvement is only about one-fifth of the general fleet?

Mr. BRESNAHAN. Mr. Chairman, I wonder if it would be all right if I brought up to the table the director of our safety department, Mr. Goley D. Sontheimer?

Mr. HOWARD. Please do.

Mr. EDMONDSON. The statistics to which I refer appear on page 15 and page 16 of the supplemental statement, and I think it shows a very favorable picture insofar as accident involvement. But the driver fatality figure does not appear to be correspondingly lower. In fact, just about the same way.

Mr. HOWARD. Would you please state your full name and position for the benefit of the record?

Mr. SONTHEIMER. Yes, Mr. Chairman.

My name is Goley D. Sontheimer. I am the director of the Department of Safety of the American Trucking Associations, located in Washington, D.C.

In regard to the fatality rate, Mr. Congressman, this is the occupant rate that is referred to here, the occupant of the vehicle. The two rates seem to be so closely related because the truck occupancy—that is, there is usually one driver or not more than two in most of the cases where they are involved in an accident.

Now, these accidents that are reported involve both collisions with other vehicles, collisions with trucks or run off of the roadway accidents. These seem to be, as far as we could determine, about the same regardless of type of truck, in accord with the number of miles operated.