

We have no definite explanation in this area except that the trucks are much the same and the drivers are considerably alike, and there are the same number generally in each truck. So we come up with an occupancy fatality rate about the same when the vehicle is involved in an accident.

Mr. EDMONDSON. Now, your own exhibit says that it is assumed that because of the higher order of driver selection, of training, vehicle maintenance, general operating practices of this select group of common and contract carriers, that their safety record is better than the industry as a whole.

Notwithstanding that, you say that truckdrivers are about the same; the trucks are about the same.

I am just trying to figure out whether your exhibit really is meaningful on this point, or whether they are about the same, whether there is no reason to expect a lower fatality rate for your drivers in the select group that has been mentioned in your own exhibit here.

Mr. SONTHEIMER. Well, let me say that in regard to this particular statistic, the researcher—and we are both in the same position and you are correct, I am not sure that this particular occupancy thing is meaningful because we have been unable to understand it. This is a study that is done by Dr. Wolf, who heads the Automotive Crash Industry Research Department, Cornell University's Research Division.

Mr. EDMONDSON. It is somebody else's data, but you submitted an exhibit and I was just trying to get to the depth. I was moving to a much more serious item, the driver fatality, which appears on page 16 in the final paragraph. It says: "The average number for 'other' people killed per driver is 5.93," for this select group, "compared to the general fleet record of 2.19 as just discussed. This may be related to truck size and an indication of greater severity of accidents in the ICC group."

Would you comment on that, on why a truck's size would produce a greater severity of accidents and the "other" people killed ratio that is pretty close to three times as high as the general fleet record.

Mr. SONTHEIMER. Yes, sir. What is meant here is that in a collision, the truck, of any given size and weight, being so much larger than a passenger car, that the opportunity for fatality in that type of crash is far greater for the occupants of the lighter vehicle than for those in the truck.

Now, it might be somewhat different if trucks have more than one man exposed in each crash. Generally that is the case.

There is one driver on the truck. Often in the other colliding vehicles there may be five or six people. This same thing shows up even in the ACIR study in the small passenger car in collision with the heavy passenger car in the Cadillac or Lincoln class. For instance, the fatality rate of the Volkswagen in collision with the heavier vehicles was about 12 times that of the heavier car. And it is largely a matter of physics, I think, that the occupants of the larger vehicle are safer than the occupants of the smaller one when the two collide.

Mr. EDMONDSON. Mr. Sontheimer, would you put side by side the figures on accidents volume, figures on fatal accidents, results, for the large vehicles that are a part of this ICC select group?