

Tell me whether in the overall you have a situation in which the likelihood of fatality resulting from the use of these bigger trucks is less or greater. That is not stated very well.

What I am trying to get at is do you get enough reduction of involvement in accidents—I think your figures are to show that there the volume of ratio is only about one-fifth what it is for the rest of the trucks. You get enough reduction of involvement in accidents to offset the statistics which you yourself presented that show the likelihood of fatality in an accident is a great deal higher in these trucks.

Mr. SONTHEIMER. Where they are the same type of truck, yes, we do.

It is a little difficult to explain at length, but I would be glad to put together some figures and submit along with this if you wish.

Mr. EDMONDSON. I think it would be useful. I think all of us are interested in safety and it is of paramount consideration with many on this committee.

Mr. McCARTHY. Would the gentleman yield?

Mr. EDMONDSON. As a person sponsoring legislation to support increase in your axleload and support the new approach that you have proposed with regard to gross weight, I would be very much interested in a documentation, if it can be supplied, that the overall effect of this step is going to be an improvement in the safety picture on the highway.

I think you may have the raw material for that conclusion in the supplemental statement that has been submitted, but I think it needs some analysis and some refinement to really make a convincing exhibit on that subject that I would like to see.

If you can submit something additional on this, I think it would be very helpful.

Mr. BRESNAHAN. We will undertake to do that.

Mr. McCARTHY. On that point, Mr. Edmondson, I have the speech of the Federal Highway Administrator, Mr. Bridwell, before the Truck Council, and he said heavy commercial truck vehicles comprising 27 percent of the registered vehicles, coming to 11 percent of the motor vehicle miles traveled, were involved in 19 percent of the highway fatalities. We are now killing about over 50,000 a year; that would be about 9,000 deaths.

I am wondering why is it that with only 7 percent of the Nation's registered motor vehicles, you are involved with 19 percent of the deaths? Does that relate to the weight factor?

Mr. SONTHEIMER. In the first place, Mr. Congressman, these figures used in that particular speech are extrapolated and extended figures, are not borne out actually by the facts. These were extended across some 6 million trucks, medium and light, as—

Mr. McCARTHY. He said heavy commercial vehicles.

Mr. SONTHEIMER. I understand, sir. But heavy classification in the Federal Government has always been 46,000 pounds or more gross. And there are, according to the Bureau of Public Roads statistics, but 1,461,000 heavy trucks.

However, the point which you ask about, when we use the proper figures on heavy vehicles, we are down to about 11 percent of the fatality involvement, rather than 19 percent.

Certainly it gets back to the same thing that any vehicle in collision with a heavier vehicle, there is much more likelihood in the light