

occupants involved in the 742 fatal car-truck collisions. This is the basis for the references that have been made to the effect, in referring to accidents involving trucks of common carriers in collision with an automobile, that "for every truck driver who died in such accidents 38 others died." The reference is obviously misleading. The actual data cover all such accidents and all fatalities in such accidents, and from this complete coverage we have the figures of 25 truck drivers killed and 964 fatalities of others.

2. The great majority of the general truck fleet is made up of trucks operating in cities and urban areas where, while exposure to accident in congested traffic is high, exposure to fatal accident is low because of the slow speeds generated by that same congestion. All available records show that while speed per se is not an accident cause, speed of vehicles at time of collision is a very definite factor in the seriousness of an accident. Traffic surveys in city and suburbs also show that in rush hours, the time of greatest exposure to accident, car occupancy averages less than two persons per car which means that the majority of cars carry only one person. In fatality producing accidents under the foregoing conditions by far fewer "others" fatalities result from car-truck collisions. This has a salutary effect on the total general fleet record of "others" killed per truck driver in the general fleet records.

Reference was also made to studies by the Bureau of Motor Carrier Safety showing that four out of every 10 vehicles selected for inspection is road checks were ruled off the road temporarily.

This figure was referred to by Mr. George Kachlein, testifying on behalf of the American Automobile Association. On page 2 of his prepared statement, Mr. Kachlein attributed this statement to a speech prepared for delivery by Mr. Lowell Bridwell in St. Louis, Missouri, March 26, 1968. However, Mr. Kachlein omitted from his reference an extremely important part of Mr. Bridwell's prepared remarks which stated:

"Staff limitations force us to make these inspections highly selective. Currently these field inspections account for only one percent of total vehicles."

This is by way of saying, quite importantly, that the inspections conducted by the Bureau of Motor Carriers involved a select sampling by their field inspectors, so that the statistics of vehicles inspected relative to those found defective has no bearing at all on the condition of the fleet in general.

It is the general practice of the inspectors to select for inspection only those vehicles which visually give the impression that such an inspection is warranted. This, according to the Bureau of Motor Carriers, amounts to one percent of total vehicles. If we were to assume that the vehicles not stopped have no defects then we could conclude that only four-tenths of one percent of all vehicles have defects. We realize, of course, this is not a completely justifiable conclusion as to the condition of the truck fleet but neither is the reference to four out of ten.

In our direct statement, on page 3, we mentioned that the provisions of S. 2658 as passed by the United States Senate were in line with the recommendations of the American Association of State Highway Officials. This statement was challenged by Mr. Kachlein who, in testifying for the American Automobile Association, stated that our statement as to the AASHO position was made inadvertently. In his direct statement, Mr. Kachlein indicated that AASHO was opposed to the bill as it passed the Senate. The record shows that there can be little question as to the position of AASHO on the bill before the Subcommittee which is the bill as amended and passed by the Senate. The record of the hearings² before the Subcommittee on Roads of the Committee on Public Works, United States Senate, shows (at page 231) the following dialogue between the Chairman of the Committee and the president of AASHO, Mr. John Morton:

The CHAIRMAN. Thank you all for being present today. Our subcommittee and committee are appreciative of your cooperation in matters of counsel.

I understand, I believe, that you would favor the 20,000 and 34,000 but not the 20,000 and 36,000 pounds. Is this correct?

Mr. MORTON. Yes.

² Hearings before the Subcommittee on Roads of the Committee on Public Works, United States Senate, 90th Cong., 2nd Sess., on S. 2658, February 19, 20, 21, and March 7, 1968, page 231.