

velopment, Thomas MacDonald, a pioneer in highway matters, remarked that:

We were not a wealthy Nation when we began improving our highways, but the roads themselves helped us create a new wealth, in business and industry and land values . . . so it was not our wealth that made our highways possible. Rather, it was our highways that made our wealth possible.

The proposed legislation would provide for greater and more efficient use of our highways and help to improve our economy. Weights and sizes of motor vehicles are not the only factors in the durability of a highway, proper design, construction and maintenance, and the effects of climate are also extremely important. Broad public policy decisions require maximum dimensions and weights for highway vehicles, established to produce the lowest possible cost for movement of the Nation's goods.

Enactment of this bill would permit my own State of Hawaii to modernize methods of determining allowable size and weight limits. Some gross weight limits could also be increased if current restrictions were removed. While most of the highway hauling in Hawaii does not involve heavy loads, a very important transport service could be improved under the proposed legislation. Hauling of bulk sugar could be made more efficient as well as hauling of pineapple in designated highways. The timing in the movement of pineapple from field to cannery is very important in maintaining quality of production, and more efficient hauling would improve the competitive position of this product in the foreign market. Milk production has moved farther from markets and any improvement in hauling of bulk milk would stabilize rising costs of distribution of milk. Production costs would also be lower if feed moved to production areas on trucks loaded more nearly to capacity.

Commercial carriers are not the only people involved, for over 94 percent of all trucks owned and operated by businesses transporting their own goods. Furthermore, every business is dependent upon highway transportation. There is more truth than selling in the advertising jingle that "if you got it, it was trucked to you." Increasing size and weight limits would mean fewer vehicles would be needed and more efficient use would be made of our highways.

S. 2658 is not intended as a Federal determination that increased limits should be permitted indiscriminately, nor does it imply that roads, other than interstate, are capable of bearing the increased loads. It is rather a statement of policy that would permit the new designated weight limits and still not do violence to the Federal interest in developing a nationwide network of major traffic service highways. The changes embodied in S. 2658 are long overdue. However, I am convinced that the best interests of both the Interstate System and the trucking industry require that S. 2658 be approved without the addition of length restrictions. I therefore urge early and favorable action on the Senate-passed measure without weakening amendments.

Thank you very much.

Mr. ROBERTS. Thank you. Any questions?

Mr. CLAUSEN. No, just to say that I think that the gentleman's statement from Hawaii is certainly the type of statement that we have known to expect from him.

Mr. MATSUNAGA. Thank you very much.