

This statement is being submitted on behalf of the American Paper Institute,¹ and the American Pulpwood Association,² joins in our pleading to the extent that their interest in transporting pulpwood is involved.

We support the principle of increased truck size and weight limits as contained in HR 14474 but, in the interest of gaining immediate relief for the shipping public, we are willing to accept the final provisions which were approved by the Senate in S. 2658, i.e.

- (a) Motor vehicle width from 96 inches to 102 inches.
- (b) Single axle weight limits from 18,000 to 20,000 pounds, and tandem axle weight limits from 32,000 to 34,000 pounds.
- (c) An overall gross weight formula.

1. INTRODUCTION

The American Paper Institute is the national trade association of the pulp, paper and paperboard industry. It is a nonprofit organization with approximately 250 member companies (see membership list attached as Exhibit "A"). The American Paper Institute is the recognized representative of the pulp, paper and paperboard industry in the United States. The paper and allied products industry operates more than 800 pulp, paper and paperboard mills and about 5,000 converting plants located in nearly every State of the Union. In 1966 industry-wide employment reached 667,000 people who were paid \$4.6 billion.

The American Pulpwood Association is the only national trade association representing producers, suppliers and consumers of pulpwood in the United States. Its membership includes 70 pulp companies consuming 80% of all pulpwood and chips, 27 supplier or dealer members, 285 producer members and 157 subscribers. In 1967 the pulp, paper and paperboard industry consumed 56 million cords of pulpwood and chips having a value of more than one billion dollars. Total employment in producing and transporting this wood exceeded 225,000 workers.

$$W = 500 \left(\frac{LN}{N-1} + 12N + 36 \right)$$

2. INTEREST OF THE PAPER INDUSTRY IN TRUCK TRANSPORTATION

Pulp, paper, paperboard and allied products accounted for 65,551,000 tons of shipments in the 1963 Census of Transportation.³ The relative importance of truck tonnage to the paper industry is explained by the statistical comparisons contained in attached Exhibit "B". Primary and converted paper and paperboard products constitute 5.5% of the nation's truck tonnage.

A large majority of the 56 million cords of round wood and chips, approximately 120 million tons yearly, is handled in motor vehicles. The paper industry also pays transportation charges for 30 million tons of other raw materials annually (a breakdown of this transportation via modes is not available). A partial listing of raw materials includes:

Alum	Coal	Limestone
Caustic Soda	Fuel Oil	Salt
Chlorine	Latex	Salt Cake
Kaolin Clay	Lime	Soda Ash
Corn Starch	Sulphur	Sulphuric Acid

3. HISTORICAL BACKGROUND

The history of our present law was recorded and placed in the Congressional Record,⁴ however, certain key factors deserve emphasis, namely:

(1) The current limitations were established in the Federal Aid to Highways Act of 1956 when Congress decided to proceed with the national system of Interstate and Defense Highways.

(2) The limitations included in the 1956 law were based on standards contained in a 1946 policy statement of the American Association of State

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³ U.S. Dept. of Commerce, Statement TC-63-C1.

⁴ Congressional Record dated 11/15/67, pages 16438 and 16439.