

You can conclude that the entire economy will benefit substantially from increased width limitations.

Width limitations affect material handling costs

The *inside* width of trailers is approximately 93 inches and effectively frozen under the current law which limits overall trailer width dimensions to 96 inches. Handling of standard pallets, 48" x 40" or 48" x 42", is cumbersome because two 48 inch pallets cannot be placed side by side within 93 inch wide trailers.

Standard pallets must be staggered in a trailer by alternating faces, 48 inches with 42 inches, across the 93 inch trailer width. This operation requires extra handling care and creates empty space gaps in a trailer.

An increase of 6 inches in trailer width will permit easier handling of palletized shipments and improved space utilization.

Weight limits affect freight costs

The Association of American Railroads published the following report on railroad freight car weight carrying capacity, i.e., "new freight cars cost about \$15,300 apiece and average some 80 tons of carrying capacity as compared with an average to 56 tons being retired."⁸

It is evident the railroads found that economies of scale are made possible through heavier loadings. The same law of economics applies to heavier loadings of motor truck equipment which is now limited by Federal law.

Primary paper and paperboard is characteristically dense. Large rolls of printing paper and linerboard can be loaded heavier, and, ultimately we can expect to save \$5 million annually on paper and paperboard mill products.

Increasing the weight limits as proposed in H.R. 14474 would permit a maximum savings of 10% of the cost of hauling pulpwood. A more realistic saving would be approximately one-half this percentage or about \$5 million based on the 1965 figures, and a potential \$12 million by 1969.

8. PETITION OF AMERICAN PAPER INSTITUTE AND AMERICAN PULPWOOD ASSOCIATION

The pulp, paper and paperboard industry is characterized by relatively low value per ton manufactured products, and has a vital interest in maximizing the productivity achieved in its distribution system.

We have demonstrated that motor transportation is an important factor and cost element in our distribution network. Furthermore, truck transportation is essential to the movement of pulpwood which is the major raw material in the paper industry. *Total savings for our industry will be \$23 million annually if the improved limitations are adopted generally.*

We have demonstrated that improved width limits will permit easier handling of standard pallets, and permit transportation economies for consumer sanitary tissue and industrial packaging material.

The American Paper Institute and the American Pulpwood Association support H.R. 14474, but we are willing to accept the compromise provisions which were approved in companion bill S. 2658. We request your Subcommittee to approve increased size and width limitations as contained therein.

EXHIBIT A

AMERICAN PAPER INSTITUTE 1967 MEMBERSHIP LIST

A

Albemarle Paper Mfg. Co., Richmond, Va.
Alton Box Board Company, Alton, Ill.
American Can Company, New York, N.Y.
American Forest Products Corp., San Francisco, Calif.
American Greetings Corp., Cleveland, Ohio.
American Paper & Plastic Products, Inc., Milwaukee, Wis.
Appleton Coated Paper Co., The Appleton, Wis.
Austell Box Board Corporation, Austell, Ga.

B

Baldwinville Products, Inc., Baldwinville, Mass.
Banner Fibreboard Co., Wellsburg, W. Va.

⁸ Association of American Railroads release dated 12/28/67.