

EXHIBIT B

	For all industries		Paper group	
	Tons shipped	Truck tons	Total tons	Truck tons
Total.....	1,334,838,000	561,967,000	65,551,000	30,809,000
Paper group (percent).....	4.9			
Truck, all industry (percent).....	42.1	100.0		
Truck, paper group (percent).....	2.3	5.5	47	100
			Total tonnage	Truck tonnage
Sample:				
All industries.....			1,334,838,000	561,867,000
Paper group.....			65,551,000	30,809,000

Source: 1963 Census of Transportation; percentage calculations computed by American Paper Institute from tonnage tables reported by U.S. Department of Commerce, TC 63-C3-1.

BOISE CASCADE TRANSPORTATION DEPARTMENT,
Boise, Idaho, May 23, 1968.

HON. GEORGE H. FALLON,
Chairman, Committee on Public Works,
U.S. House of Representatives, Washington, D.C.

DEAR CHAIRMAN FALLON: I understand that all appointments for oral presentation at your hearing commencing May 24 on H.R. 14474, Senate 265S, a bill to increase motor vehicle sizes and weights on the interstate highway system, have been scheduled. I would appreciate your allowing this statement in support of this legislation to become a part of the record in this proceeding and am enclosing 50 copies for distribution.

As a forest products company, we are very much interested in seeing this bill become a law. Specific reasons for our support of this bill are:

(1) To prosper we must maintain markets outside of our producing region because our western production capabilities far exceed the region's ability to consume. Highway transportation plays a major role in enabling our industry to remain competitive.

(2) Present restrictions on minimum weights and widths of trucks are not conducive to efficient and economical loading of forest products. For example, unitized packages of forest products measuring four feet are impossible to load side by side in a van when outside maximum width is restricted to 96 inches.

(3) There are tremendous areas of the Western states which are miles from railroad trackage; this plus chronic rail car shortages necessitates more realistic weights and widths for truck hauling of forest products.

(4) The present weight and width limits are based on 1946 standards set by the AASHO. Current engineering and factual knowledge reveal these standards are sadly out of date.

(5) The so called "freeze" of 1956 caught the Western states with a considerably lower uniform axle limitation than that which existed in many other portions of the country. The proposed legislation will allow uniformity by raising the federal limits and thus permit each state, if they so legislate, to set new standards.

(6) As a company which operates a large private truck fleet, we contribute a significant sum of money to construction and maintenance of our system of highways through payment of various "user taxes". Thus, we are interested in being able to generate a more efficient return on these monies through more realistic weights and widths which are more in accord with present day highway conditions and truck hauling capabilities.

In summary, I again urge your favorable consideration of this important legislation which is so vital to the economic growth of the Western states and specifically the forest products industry.

Very truly yours,

F. L. SIGLOH,
Director of Transportation and Distribution.