

Generally, over the past 20 years the figures show that travel by bus is approximately 15 to 20 times safer than travel by private automobile.

Mr. McCARTHY. You do not have now the figures I asked you for?

Mr. WEBB. No, not in the form that you have requested, but we will be happy to put it in that form and supply it for the record.

Mr. McCARTHY. I would appreciate it if you would because I think Mr. Edmondson of Oklahoma brought up this subject and I think it is very relevant to our consideration here.

I mean if there is a correlation between size and fatalities then I think we are going to have to be very careful in what we do if by permitting larger sizes we are therefore creating more fatalities. I think we would be very reluctant to pass this bill to create more highway deaths.

I think we should know if there is any such correlation. It would seem to suggest from Mr. Bridwell's statement that there is, but I would appreciate it if you would supply us with that.

Mr. WEBB. I will be glad to.

Mr. KLUCZYNSKI. The committee will be happy to have that in the records.

(The information follows:)

NATIONAL ASSOCIATION OF MOTOR BUS OWNERS,
Washington, D.C., June 17, 1968.

Hon. RICHARD D. McCARTHY,
House of Representatives,
Washington, D.C.

DEAR CONGRESSMAN McCARTHY: The following information is in reply to the questions you posed to Mr. Charles A. Webb, president of the National Association of Motor Bus Owners, on June 12, 1968, in the course of the hearing by the Subcommittee on Roads of the House Committee on Public Works on H.R. 14474.

One question was for information relating to the proportionate numbers of interstate buses relative to total motor vehicle population in the United States and comparable accident experience in terms of fatalities.

The table below shows pertinent data for 1966, the most recent year for which such figures are available. Insofar as buses are concerned, these figures relate to Class I motor carriers of passengers reporting to the Interstate Commerce Commission. The smaller (Class II and III) interstate carriers are not represented because of the lack of pertinent data.

However, data for the Class I operations are considered to be representative in view of the fact that these larger companies account for more than 85 per cent of passenger miles traveled in the intercity service of all carriers reporting to the Commission. Also of importance in connection with the present inquiry is the fact that the Class I carriers operate most of the newer, larger buses in use in intercity service.

	All motor vehicles, Total	Class I buses	
		Total	Percent of all motor vehicles
Total fatalities.....	53,000	130	0.25
Vehicles.....	96,000,000	18,500	.02
Vehicle-miles.....	931,000,000,000	1,204,000,000	.13
Occupant-miles (intercity) ¹	990,000,000,000	24,200,000,000	2.40

¹ Including travel for busdrivers and bus passengers and for estimated numbers of truckdrivers as well as for automobile passengers.

Sources: Total fatalities, National Safety Council; bus fatalities and vehicle-miles for buses, Bureau of Motor Carrier Safety of Federal Highway Administration; total vehicles and vehicle-miles, Bureau of Public Roads of Federal Highway Administration; passenger-miles (total and for buses) and number of buses, estimated by this association from all available data.