

Mr. CLAUSEN. Thank you, Mr. Kachlein, your testimony will certainly be of very great value to the committee, particularly from the standpoint of presenting a balanced point of view for the committee.

On page 2 of your testimony, you make reference to the fact:

Mr. Bridwell * * * recently told the Private Truck Council that heavy commercial vehicles comprising 7 percent of the nation's registered motor vehicles and accounting for 11 percent of the total vehicles miles traveled were involved in 19 percent of the highway fatalities.

Now, I am wondering if either one of you gentlemen could give me an idea of how they arrived at the figures, or in your judgment, as it relates to your testimony, does this include the small pickups, the panel trucks, and of course the number of farm trucks; or was this a separate figure do you know?

Mr. KACHLEIN. I will ask Mr. Brady to answer that one.

Mr. CLAUSEN. Yes, indeed.

Mr. BRADY. Mr. Bresnahan testified yesterday, at least he submitted for the record a supplemental statement going into this matter. According to this statement, the presentation of Mr. Bridwell was based upon all vehicles that were larger than two-axle, four-tire vehicles. The thrust of Mr. Bresnahan's statement was that these are not really the heavy trucks that are involved. However, he estimates that the heavy truck percentage is 1.54 percent of the registrations, or least it was 1.54 percent of the registrations in 1964; and that the mileage of the heavy trucks, according to his computations, was 5.33 percent of the total mileage; and that of fatal accident involvement, that was 11 percent of the fatal accidents.

So either Mr. Bridwell's statement or Mr. Bresnahan's statement is equally acceptable to us on this issue. They are both equally bad.

Mr. CLAUSEN. I see. It indicates there are differences?

Mr. BRADY. There apparently was—I do not know the detail of what the Bureau of Motor Carriers used in preparing Mr. Bridwell's statement. If Mr. Bridwell is going to be before you, you might check with him on this. But we will accept either one. They show relatively the same picture.

Mr. CLAUSEN. Now, also the next paragraph says: "He noted that studies by the Bureau of Motor Carrier Safety revealed that four of every 10 vehicles selected for inspection in road checks were ruled off the road temporarily."

I wonder, for clarification, could you define this selection for inspection?

Mr. BRADY. I believe these were the regular ICC inspections that were made at the specific road checks; but this, again, I do not know the basis that was used in supplying the material to Mr. Bridwell.

I do have a copy of his speech here. Perhaps that will reveal something.

Mr. CLAUSEN. Well, I guess I will not pursue that any further.

Now, the next final question that I would have just for clarification, you mentioned earlier something about the need to establish standards. You were discussing this with Mr. Cramer.

Were you talking about design standards?