

Mr. KILEY. That, Mr. Congressman, would vary considerably from State to State. There is really no way of telling exactly how many trucks might be able to take advantage of the increases that would be permissible under this bill.

You mentioned this is a permissive piece of legislation. This in and of itself changes nothing. It merely gives the States a right to move in a new direction if they wish to.

Now, in many States, as our testimony indicates, you already have axleload limits above this. So in this area, there would be no change and could be none.

Now, there are about a million truck combinations in operation today.

Now, the increases that could be obtained under this bill if the States that could move up by virtue of the fact their law is less than this bill did move up, most of the increase would be in this million, but not all of them would take advantage of it. It is very difficult to say.

For example, many trucks today are carrying cargoes of such densities that increased weights would not be necessary or needed. On the other hand, in other areas, the freight-carrying vehicle does need more weight and can use more weight.

Even out of the million category vehicle combinations, there are straight trucks today in operation which could take advantage of increased axle weight.

So I do not believe there is one answer we could give you on that on how many vehicles that could take advantage, and would take advantage, eventually of these increased weights if the State laws were changed. However, we can say this, that these increases are vital and are needed, because the vehicles that can take the increase ultimately, when the State laws are changed, are very vital to the Nation's commerce, carrying millions of tons of goods of all types all over the country. But the exact number is very difficult to determine.

Mr. SCHWENGEL. You have heard the testimony giving the figure of 250,000 trucks that would be affected. Is this anywhere near a correct estimate?

Mr. KILEY. I do not believe it is, because the 250,000 estimate is a combination, four- and five-axle group. Many trucks in that four- and five-axle group will not take advantage by nature of the cargo that they carry and type of operation they are in. There are some vehicles outside of the four and five, in the two- and three-axle category, who could take advantage of the increased axle weight. I do not think the 250,000 has any merit as far as that is concerned.

Mr. SCHWENGEL. We have to have some information. You are in the business. If you cannot give us some estimates on these questions, I do not know who can.

I would like to have you give us some figure so that we can make some judgment on how much, what percent of the traffic of the loads that are carried on the trucks would be affected, what percentage of increase, what would be the benefits in other words. That would be the ultimate answer that I would like to have.

Mr. KILEY. The only way we could provide such a figure would be to assume such law were increased and every State moved up, you might arrive at some estimate how many vehicles ultimately might use this.