

inaccurate deductions from this formula. But even if you accepted that formula, which we do not—and we do not think you can accept it—the so-called increased cost assumes that, for example, if a State today had an 18,000-pound axle load limit and then it cannot move above that because of the Federal law, then the Federal law moved to 20,000 and this State revised its law to 20,000, every 18,000 pounds on the highway today would become 20,000; that is not correct. Some of these axleload limits would stay down by virtue of the commodity. They would not automatically go to the limit.

Mr. SCHWENGEL. You are adding to my evidence here I want to present. We are actually talking about a very small percent of the total tonnage carried by the trucking industry? That is the point I am trying to establish here. And so I am trying to match that against the benefits now that would come to the consumer. So can you give us any estimate on what benefits, percentagewise or otherwise, would come to the consumer as a result of the increase in weights? Just weight, now.

Mr. KILEY. I think it is difficult to tell you offhand what this would amount to, but I do not think it is infinitesimal by any stretch of the imagination; no, sir. It is very important. It is a very important increase of benefit to the entire economy. But you are asking to indicate exactly how many vehicles ultimately might be able to take advantage of this, and this is just a difficult thing to do. You just cannot say at this time. But I do not believe, by any stretch of the imagination, it would be called infinitesimal; no, sir.

Mr. BRESNAHAN. Mr. Schwengel, I might expand on that—

Mr. SCHWENGEL. Yes, sir.

Mr. BRESNAHAN. We are neither trying to minimize nor maximize the potential benefit for the industry and the consumers and the country from this legislation. It is awfully difficult to try to pinpoint it with the statistic here and that statistic there. I think it should be borne in mind that the trucking industry of the United States carries more tons of freight than any other form of transportation, including the railroads; and that although trucking companies individually are relatively small, in the aggregate the gross revenues of the for-hire trucking industry regulated by the Interstate Commerce Commission exceeds the total freight gross revenue of the railroads. Now, I think you have to think in those large terms, and we could be led astray by trying to come up with indefinite statistics that are not available on a precise basis and then apply them and try to reach a conclusion.

Mr. SCHWENGEL. First, Mr. Chairman, I want to point out something to this gentleman. The loads you carry on your trucking in this Nation surpass that of the world in all forms of transportation.

Mr. BRESNAHAN. Surpasses what, sir?

Mr. SCHWENGEL. Transportation in the world, excluding shipping on the water. But on land transportation, your industry transports more goods and material across the country, on this continent, than the rest of the world.

Mr. BRESNAHAN. I had not been aware of that.

Mr. SCHWENGEL. You have been a tremendous influence.

I know something about this. I think I could substantiate that, document that, because I made a special study of what I call the fifth great