livestock carrier to utilize the full potential increase of 9,000 pounds, but he certainly could use a good portion of it.

In transporting fat cattle in possum belly units, the livestock carrier today has a payload of 43,000 pounds or slightly more, depending upon the empty weight of the combination. The unit, however, even today has space for roughly 5,000 additional pounds of payload which cannot be achieved because of the gross weight limit of 73,280 pounds.

Proportionate similar gains could be made on existing conventional livestock tractor-semitrailer combinations, using the standard floor trailer instead of the possum belly.

In all types of equipment today, the livestock carrier has a constant problem with axle limits, because of the shifting nature of the cargo as well as the actual limits themselves. (In a few states, including Iowa, special provision has been made in the law to accommodate the shifting nature of livestock cargo. This is not general, however, and is limited to those several states which had provided legislative sanction for noncompliance with axle limits by livestock carriers prior to 1956. The Iowa provision, for instance, was passed in 1949.)

Question 6.—During the hearings that brought the interstate system into being there was a testimony that if the highway system was built there would be a great savings to the trucking industry and increase in the efficiency in its operation. What can you say in response to this? Has it resulted in savings?

Answer. We were among those who supported the legislation providing for construction of the Interstate and Defense Highway System, including the portion of the legislation calling for the assessment of substantial user charges to finance the program. We were motivated by a belief that the nation needed such a system from the standpoint of its economic health and its national defense. In addition, of course, we hoped that someday the tax burden imposed to make the program possible would be offset by more efficient and economical operation of trucks as well as buses and automobiles.

It must be stated—not by way of complaint, but merely as a statement of obvious fact in answer to the question—that the balancing of benefits with the tax burden remains only a potential goal which might be achieved sometime in the future.

Although the program generally is called a pay-as-you-go program, in reality it has been a pay-*before*-you-go program. The taxes started before the first shovel of dirt was dug. The system is still a long way from complete and substantial sections now in operation are toll roads. In the case of many regulated trucking companies, the Interstate Commerce Commission still is in the process of determining whether and to what extent they may use the Interstate System in lieu of older routes specified in their operating certificates.

There naturally have been some savings to some truck operators in some parts of the country where meaningful mileages of the Interstate System are being used. The true extent of this is difficult to measure. Annual reports filed with the Interstate Commerce Commission by the Class I and II motor carriers mentioned above show that the per mile costs for intercity units for repairs and servicing, fuel and tires and tubes have leveled off or reduced slightly in recent years. These reductions, however, have been due mainly to rigid, new inspection and maintenance programs and new cost control techniques. Operations on the new Interstate System have not begun to reflect themselves as many of these carriers are regular route common carriers who, as mentioned above, are still attempting to have the Interstate Commerce Commission authorize operations over the Interstate System.

Question 7. Can you give us any examples of how the development of this system has helped in the maintenance and operation of machinery—especially the motors? Has the number of daily revenue miles driven by truckers increased or decreased in recent years and, if so, how much?

Answer. The first part of this question is answered in our reply to question #9 below.

Data on annual average miles for trucks are only available for Class I and II ICC carriers. These carriers have increased their average mileage over the years. This is a long term trend and has not accelerated since enactment of the 1956 Highway Act. From 1945 through 1956 annual average miles for all power units in intercity service rose from 45,000 to 54,000. By 1965, the latest year for which data are available, the figure had risen to 59,000. In the period before enactment of the Federal law the average annual increase in mileage was 820 miles; in the