

*will the American Trucking Association support a proposition to levy some type of tax or assessment to pay for the cost of replacement or rebuilding?*

Answer. Underlying these two questions are assumptions which are both hypothetical and debatable. Therefore, to give an affirmative answer could be misinterpreted as acceptance of premises which we do not necessarily accept.

We can say, without equivocation, that the trucking industry has a long-standing and oft-stated policy expressing its willingness to pay its fair share of the cost of building and maintaining the highways. Determination of what constitutes a fair share is a very large, complex, technical and controversial subject which goes far beyond any isolated hypothesis.

*Question 24. What is your reaction to a proposal suggested by the Department of Transportation that Federal legislation establish a ceiling for truck size and weight for trucks operating over any Federal aid highway? Under the proposal the industry could establish limits up to the ceiling but could not exceed the ceiling on any Federal aid highway.*

Answer. If we properly interpret this question it deals with a recommendation by the Department of Transportation, submitted during the Senate hearings, to make the Federal weight limits applicable to all Federal-aid roads as well as the Interstate System. Although our governing body has not adopted a firm policy on this question, we do not think the industry would have strong attitudes about it one way or the other. On one hand, there probably would be some reluctance to advocate even deeper Federal intervention in an area that can best be handled by the states. On the other hand, as a practical matter, it probably would not make much difference.

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SUPPLEMENTAL STATEMENT OF HON. FRED SCHWENGEL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF IOWA

DEAR MR. CHAIRMAN: As an addendum I should like to point out first of all that the record shows that I have been very friendly to transportation interests and, especially, the trucking community of our country. I am interested because they are involved more effectively with what I call the "Fifth Great Freedom", "The Freedom of Movement of Men and Goods." A freedom that is so necessary for a prosperous society. Because of this freedom in America along with our other great freedoms, we have also a more prosperous and productive society than any other nation. From these freedoms, we have developed a distribution system that is unmatched by any other nation . . . we call it "Free Enterprise." Because free enterprise is competitive in America; because it has good management; because it has financial and fiscal structure that is sound, flexible and adaptable; because we have freedom of speech and with it the American ingenious advertising system, we have realized great prosperity for all our people. The trucking industry has taken advantage of, benefited more from and served the public better with greater volume than any other aspect of our transportation system. Competition has forced the research and experiments necessary to increase their efficiency. This, along with the help of the public who built the roads, have made its services unmatched by any other country in the world.

It is interesting to note and consider the impact of the tonnage movement by the class 1 and 2 carriers in the interstate areas by both the common and contract truck associations.

The ton mile traveled in 1967 was 381 billion tons of intercity freight. This I believe, surpasses the volume carried by truck in any other combination of four or five nations in the world and could conceivably equal the volume in the rest of the world.

This all was made possible because of a very happy understanding and effective relationship between the private sector and the public . . . the private sector furnishing the trucks, the drivers and the movement, the public offering unusual cooperation with private enterprise to aid in building and maintaining the roads and highways.

This record of volume does not include the "piggy-back" truck movement on the railroads nor does it include the freight carried by the railroads, the waterways and air ways within the United States. This is a part of the competitive system and is another most impressive story.

Mr. Chairman, I repeat it is unfortunate that we could not have more hearings so we could have developed a better understanding of the problems and