

So this year we took a different approach in solving the same problem establishing that a farm vehicle, semitrailer tractor truck combination could be registered for 30% of a commercial vehicle. The pages are distributing to you now a schedule which shows the different weight classifications for semitrailer truck tractor combinations, the annual commercial fee and then the annual farm fee if this piece of legislation would be enacted. As you can see this is much more reasonable as compared to the \$22.00 in previous legislation. The range for registering such a truck tractor combination would be from \$160.00 for a twenty five ton unit to \$342.00 for a forty seven ton unit and so I believe the fee arrangement is much more equitable when you look of course at the damage that any truck does with increased weight, the damage that that does to county and state roads. So I think this bill is more fair in reimbursing the government kind of for the damage that these vehicles do to the roads. I do believe that the difference between a commercial semitruck, or semitrailer truck tractor combination and a commercial one, a farm one and a commercial one is justified when you look at the use of these various vehicles. One that would be registered under the farm tag could be used only to haul an individual's farm products. They could not be used to haul a neighbor's farm products. They could only be used to haul that individual's own products and therefore it is likely that these units would be used only in peak seasons and very sparingly throughout the year. Due to the fact that they would be used in some cases two weeks a year and in some cases just a couple of months of the year, it doesn't seem fair to have as high a fee for the farm registered vehicles. The penalty section which is a very important part of this piece of legislation as well, under this bill would be a Class 4 misdemeanor which is a maximum fine of \$500.00 and a minimum fine of \$100.00 with no imprisonment plus the amendment which was adopted by the committee. The amendment would require that a farmer who used his farm registered semitrailer or semitrailer truck tractor combination commercially would require that he, if he were convicted of using it commercially, he would be required to pay the registration for that vehicle for that particular year commercially. He would also be required to register it commercially in the following year. So that is a financial penalty which should discourage anyone from using a farm truck as a commercial vehicle. I believe this piece of legislation is important for the agricultural community in the state when we begin to look at the shortage of grain cars across the State of Nebraska. This is going to demand that farmers do move their grain in trucks and they are going to have to move greater quantities of grain at greater distances if they are to get their grain to