

January 25, 1979

LB 49

PRESIDENT LUEDTKE: The Chair recognizes Senator Kahle. Do you wish to speak to the indefinite postponement?

SENATOR KAHLE: Mr. President and members, I think we have a problem here and I don't know just how to address it because in my area there are a number of semis that are owned by farmers and it seems like every year there are more and more but we also have the tandem wheeled trucks, the twin screw outfits. You could even put three sets of duals under if you desire and haul the same load. I just don't really know why we are picking on the semis alone because the full problem of farm trucks is involved. I feel that if we are going to let the farm trucks alone then we should probably allow the semis to haul too if they are owned by the farmer in the same way that this tandem truck is owned. I would like to ask Senator Cullan a question about the rate of the license if I could.

PRESIDENT LUEDTKE: Senator Cullan, will you respond?

SENATOR CULLAN: Yes, certainly.

SENATOR KAHLE: Senator Cullan, you mentioned the 30% of what the commercial rig would pay. Do you have any figures on that to tell us what say, a forty foot trailer would be? Maybe you gave it before but there is so much confusion I didn't hear it.

SENATOR CULLAN: Senator Kahle, the pages should have distributed to each member of the Legislature a table showing the weight in tons and I'm not exactly sure how that compares to length but all of the various weights included, in my understanding, will probably be a semi truck. For example it would range from a twenty five ton truck, commercially it would be \$535.00. The farm fee would be \$160.50 and forty seven tons would be \$1,140.00 for a commercial fee and \$342.00 for a farm fee.

SENATOR KAHLE: Okay. What are they paying now?

SENATOR CULLAN: Right now if a farmer does have such a vehicle he would be paying the full commercial fee.

SENATOR KAHLE: Okay, thank you. I guess at the present time I would be in favor of killing this bill. I think we need to think about this a little bit and what it would do to the other part of the farm trucking business. I realize we need to use semis. We are going to have to move a lot more grain by truck to terminals where they are loading grain in unit trains. Whether the commercial