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LB 112

trucks in the State of Nebraska, they are conventional trucks. The motor is out in front. So they cannot haul the length of load in order to accommodate the full potential of total weight. Now we are not increasing the axle weight. So I offered this bill in order to allow them to go an extra five feet so they could haul the total permissible weight that the semi trucks can haul. Okay, now if we say just agriculture products, we have defeated our purpose because most of these trucks will establish a certain rate to pick up this grain in Nebraska and haul it to a port, whatever it may be, and if they cannot have a return load, they raise that rate. They have to to compensate for the total cost. If they can bring back another load of some nature, of some kind, you do the cheaper rate. We are all aware of that. It is just one of those things. So I would have to object because if we adopt your amendment we have defeated the purpose of the bill.

SENATOR CHAMBERS: Senator Kremer, if an attempt were made later on in this session or next year to try to increase the loads that these longer trucks could carry, would you oppose such a movement?

SENATOR KREMER: Senator Chambers, if there is an effort made to increase the axle weight, that is what destroys our highways, how much per axle you haul, I will oppose it to the best of my ability. I will join you or anyone else who wants to oppose it. Until such time we can prove we have constructed highways that will accommodate greater axle weight, I will never support it. You have my word on that.

SENATOR CHAMBERS: Thank you and I accept that. Is Senator Vickers here yet? Senator Vickers, I talked to you about this amendment and you were opposed to it for reasons similar to those of Senator Kremer, is that correct?

SENATOR VICKERS: That is correct.

SENATOR CHAMBERS: You heard the question I asked him about increasing the axle weight load. Would you oppose an effort to increase that weight load?

SENATOR VICKERS: Yes, I would. As Senator Kremer says, until we have proof that our highways can withstand such heavier weights, until the technology is developed, and I don't think it has been at this point in time, yes, I would oppose raising the weight limit on it per axle.

SENATOR CHAMBERS: Then, Mr. Chairman, Mr. Chairman, I will