

May 26, 1981

LB 285

SENATOR CLARK: The amendment is adopted. Do you have anything further on the bill?

CLERK: Mr. President, I now have an amendment from Senator Cullan.

SENATOR CULLAN: Mr. President, members of the Legislature, I hope this is the last of the amendments on the desk on this bill. This is an amendment that the Legislature has seen once before on consent calendar, that this amendment is one that was previously adopted by the Public Works Committee. What the amendment does is to allow for beets to be hauled from the stockpile in western Nebraska. Actually I think this affects a very very small part of the state, west of Scottsbluff to the Wyoming state line. It allows for beets to be hauled from the stockpile to the factory with the same weight limitations as they are hauled from the field to the stockpile. The reason that this is necessary is because of what I think is a very bizarre interpretation from the State Department of Roads that says that when you haul...that does allow the beets to be hauled in a certain way to market and they say that the stockpile is market and the factory is not the market and I think that is a very unusual interpretation. It costs a great deal of money and a great deal of inconvenience to the farmers of western Nebraska. I simply ask you to adopt the amendment which allows them to haul beets from a stockpile and I think the total distance involved is about twenty miles total. I think it is even less than that but it is a very small distance in the State of Nebraska and again, I think that these amendments carry out...was already adopted in one bill that the Legislature passed several years ago but the very unusual interpretation from the Department of Roads has created this problem so now we are trying to clarify it. I would ask you to adopt the amendments and move with the bill quickly.

SENATOR CLARK: Senator Dworak.

SENATOR DWORAK: Mr. Speaker and colleagues, I rise in opposition, a very strong opposition. I opposed it on consent file. I think we have to recall why we put this exemption from the field in in the first place. It was argued that it is night, they are out in the field, they are harvesting crops, it is difficult to know exactly when they have a legal load and they don't have a legal load so we passed a 25% variance. It was never intended that agricultural commodities should go 25% over legal weights. This is devastating to our highways, devastating. You know we passed an increase in gas tax. We have done it several

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