

bill ought to be killed. The bill should not be considered by this Legislature or passed this year. There are all kinds of different reasons for that. One of the big things that is talked about that LB 408 provides is all this fuel economy and efficiency in transportation. Well, that is a sham as far as I am concerned. The different savings that were estimated, the 45% that you will get with a triple trailer over a double trailer, well, how do they estimate that. Are they considering that all three of those trailers are going to be fully loaded? Are they talking about partial loading up to 80,000 pound limit? What are the figures that they are using on that? I think you will find there is no way presently that they can go above 80,000 per load so that means that you are carrying the same amount, whether it is a double or a triple, and you are just spreading it out to an extra trailer. Where is the efficiency in that? I doubt that there is any efficiency whatsoever. If you are carrying the same amount of a load and you are carrying it over three instead of two trailers, why you are just increasing what you have to carry, not making it any more efficient. The only way you are going to get greater fuel efficiency, which everybody should be concerned about, is if you up that 80,000 pound limit, and when you up the 80,000 pound limit, then you start talking about damage to the roads. Now they can't really go through that upping that 80,000 pound limit other than...I am not sure exactly how they might do it. There may be an option under a permit system that might allow for it. I know that there are some discretions that are now allowed in the State of Nebraska that could be used. So what I am saying is all this talk about efficiency is only going to be there I believe if you allow for more than 80,000 pound on a load that this triple trailer is talking about. Then you go back to the argument that triple trailers with 80,000 pounds spread over more wheels does less road damage and you totally subvert that whole concept right there because you are going to talk about more weight, more weight on the roads, larger loads that we are going to be carrying over our highways and I think you are again getting back to the base problem I have and that is that heavy trucks do tremendous damage to our roads and we have to be very concerned anytime we talk about extending the length and talk about increasing the weight limit on them. All those factors have got to be looked at in the context of what they are doing to our road system. That is my bottom line. We have all got to be looking after the taxpayers of this state. At the time that we are talking right now, one of the largest and most severe budget crisis in the State of Nebraska, we are talking about an effort that may ultimately cost the taxpayer a great deal of money. I have a report here from the comptroller general in a report to Congress. It says...

SENATOR CLARK: You have one minute.