

practical matter, that's what you're dealing with. And so it was changed to 20 and then roads, since that time, have been designed for 20,000 on a single axle. If we go to change this, it's only going to be a matter of time before it will be expanded. There's constant attempts to do it. I don't buy the argument and, like a lot of people here, I've loaded a lot of trucks with a combine and with an augur and, other than maybe the first load that you load in a field, there isn't any problem to come within five bushel, what you have on that truck. The only thing that makes a difference is the test weight. And there isn't any problem with having the first load a little lighter if you need to know the test weight, if you don't know it, but you can guess that pretty close. I take the position that we already have a favored position in agriculture with farm trucks as it is because our license plate is significantly less. Obviously, we don't haul as much as a commercial license but nevertheless it is significantly less. And I cannot justify adding to the damage to the roads because when they are designed for 20,000, that's what they're designed for. I cannot justify adding to the damage when I already have a lower registration fee on the assumption that it is not used as frequently, which is true. But I certainly would be opposed to the 10 percent overweight. I know we all get up and argue that we can't tell how big the load is. We may get caught. The problem is that one is increasing the damage to the roads when you do it, for which we are paying the cost as it is. And I just simply cannot justify providing that kind of an exception when it's really not necessary. If you give me a 5 percent limit, I'm not going to be any better...I'm going to attempt to load to that, or most people will, and you won't be any better off than you were with the lower percentage. You're still going to...you can guess wrong, but I would maintain that you can guess much closer than that. If you can't guess very well, it's a very simply matter, all you do is drop a board the approximate distance back of the truck so it keeps it from shifting to the back end and you have no problem, and that can be done very easily as well. So I would hope you would vote against the amendment to go even higher than 5 percent...

PRESIDENT MOUL PRESIDING

PRESIDENT MOUL: One minute.

SENATOR WARNER: ...so I also will be opposing that.