

SENATOR COORDSEN: Thank you, Mr. Speaker. Members of the body, now this particular bill, to refresh your memory on the amended version, is that it provides for a harvest time exemption for farm licensed trucks with not more than two axles when hauling grain or other seasonably harvest produce from the harvest field to the bin site, stockpile or elevator within a range of 70 miles...or 40 miles, pardon me, to overload...to have an overload of up to 5 percent which is, in the case of our figuring out, up to a 1,000 pounds, or in the case of corn 17 bushels, about 20 cubic feet. And that's the bill. It was interesting to me in looking at the vote when it failed to advance on General File on March 25th how the breakdown was. Those members of the body who represent some or mostly rural constituencies are aware of the problem that exists from time to time throughout the state irregardless of the type of material being harvested were all in support. Others were not sure or in opposition. Tried to come up with some sort of analogy to explain the condition that exists in that particular narrow part of the transportation issue and the closest I could come was our...our speed limit laws. And we have for most state highways and urban portions of the interstate 55 miles an hour, 65 miles an hour on the rural interstate, varying speed limits within municipalities. The situation that the operators of farm trucks find themselves in at harvest time when they're loaded in the field is not unlike that situation that we exist in, number one, no vehicle had a speedometer, you had to guess how fast you were going; and, number two, the speed limits were strictly enforced. If you were going 56 miles an hour, there was an automatic \$25 fine. And if you were going 58, there was an automatic \$75 fine. It's an impossible situation in many cases. I do not believe that that type of enforcement, while legal, is within the realm of good common sense. It impacts the entire industry at harvest time. No one out there wants to be overweight because, folks, it costs a lot of money. Had an interesting conversation several years ago with the manager of the stockpile operation of a beet plant in Senator Hillman's district. And he said he didn't have to hear when the portable scales were out, he could just look at their tonnage figures for the day because rather than being fairly close, and took him two and a half minutes, by the way, to unload a truck without regard to what that truck had on it, that all of a sudden those trucks would come in, 2,000, 4,000, 6,000 pounds light because no one wanted to run the danger of having an overweight and paying the subsequent fines which multiply rather quickly on this. Now our weight limits in Nebraska are designed, and rightfully so, to