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very much.

SENATOR D. PEDERSON: Thank you.

SPEAKER BROMM: Thank you, Senator Janssen. Senator Baker.

SENATOR BAKER: Thank you, Mr. Speaker and members. One never knows where we're going on some of these bills like this. I thought it was all pretty simple, cut and dried, but as several of us traveled home over the weekend we saw trucks being towed on the interstate. I saw one. Senator Kremer says he saw one. I didn't realize it was such an issue. Part of the educational process is explaining what went on, I guess, in committee. And we talked about secure areas. One of the towing companies had been involved with a nuclear warhead accident or he actually refrained from handling it. He didn't have enough insurance and didn't know where a secure area was for a nuclear warhead, but they eventually got that taken care of. And for the record, Senator Raikes pointed out that we had discussed on General File what happens when the tow truck hooks on to an 80,000-pound unit; is the total unit then overweight? And according to carrier enforcement, they would consider it two units. They'd have enough multiple axles there that nothing would be overlimit on a set of axles. Some of these tow trucks now even have three axles on the rear of the tow truck rather than just tandem. So they did not feel that would be a problem. It would be considered a separate unit. It would not exceed their tandem axle weight limit of 34,000. So that is for the record and discussion purposes, that I believe that's not an issue. Thank you.

SPEAKER BROMM: Thank you, Senator Baker. Senator Smith, on the Pederson amendment.

SENATOR SMITH: Thank you, Mr. Speaker. If Senator Pederson would yield to a question or two?

SENATOR D. PEDERSON: Yes.

SENATOR SMITH: Senator Pederson, now with your amendment of 130 feet, I guess that's based on the assumption that there would be