

voice an opinion. I am not really going to say whether I am for or against. If you notice on the committee statement I did make the motion to bring it to the floor but I want to voice some concerns. Senator Barrett and Senator Doyle said it would be a consumer bill. This could and could not, due to the fact that a company that is in the business of selling this material is going to have to still sell it at the rate that he knows he can get it hauled for and then hopefully can get it hauled for less. So that consequently could hurt or would not be helping the consumer because the person is going to have to know either ahead of time or that he is going to have the trucks to haul it at that rate. Under our present rate structure as is established by the Public Service Commission at least they know what those rates are going to be when they haul. Now I am all for getting things moved as cheap as I can but it is going to have to show a definite benefit to the consumer. It does start a deregulation on rates. It is not deregulating anything as far as safety in the trucking industry and I am speaking as an individual only and not as a representative of the trucking companies. I have been in the trucking business for quite a while so I can see some good and some problems to this but I just want you to know that they are there. It is not all a lily white proposition that is going to save the consumer money. Thank you.

SPEAKER NICHOL: Senator Cal Carsten.

SENATOR CARSTEN: Mr. President and members of the Legislature, I would like to ask Senator Barrett a question if he would yield.

SPEAKER NICHOL: Would you respond, Senator Barrett, please.

SENATOR BARRETT: Certainly.

SENATOR CARSTEN: Senator Barrett, we have in Nebraska some motor carriers that specifically have a fleet of trucks that deliver, for example, crushed rock. That is their sole means of support in their business. They do not haul grain. They do not haul other products, only crushed rock. Now as I understand this bill, if this fleet of trucks may be contracting to haul some crushed rock to a construction site some miles away from the quarries they could very well be in competition in bidding for that project with a grain truck that is delivering grain east, filling that grain truck with rock and hauling it back west further away from the quarries at a reduced rate. Is this assumption and understanding correct which then would, as you say, be a saving to the consumer but yet being a direct very critical