

detriment to any particular community in Nebraska, David City or otherwise, whether this bill passes or not. Now in addition according to the testimony of company officials at the committee hearing, the benefit per trailer that they produce is someplace between \$60 and \$80. Now the cost of one of those trailers according to the company is between \$15,000 and \$18,000. So here on the one side of the equation this bill just doesn't have that much economic benefit, \$60 to \$80 on a \$15,000 to \$18,000 unit. So there is very little to weigh on that one side. Now what about the increased danger? Everybody would admit I think that the braking distance for these kinds of trailers is greater, that the increased bulk is more difficult to control in emergency situations, and that it is more difficult to pass and be passed with this kind of a triple trailer. The Department of Roads in their testimony, and I want to read this to you because I want it clear, and I don't know of any literature that would indicate otherwise, that empty trailers are more hazardous than loaded trailers. The Department of Roads in talking about double said the second finding indicates that operating empty doubles may be especially hazardous. Empty combination trucks have a substantially higher accident involvement rate than loaded combinations. One of the things that the Department of Roads and all experts have been adamant about is the danger of triple trailers on two lane highways. I don't know of any experts that have advocated the use of triple trailers on two lane highways. In this particular bill, of course, they are limited mainly to the interstate highways. However, there is a provision that in my opinion is poorly drafted which allows them up to six miles off the interstate. Now one of the big omissions of this particular provision is that it only says six miles from the highway. It doesn't say whether that distance...how you account for that distance. For example, there are a number of highways, two lane highways in Nebraska that run parallel to the interstate highway and are not six miles away, Highway 30 along the Platte Valley, Highway 6 between Lincoln and Omaha, and under the terms of this bill, if the Department of Roads so wanted, the location could be fifty or sixty miles away from the highway along a parallel two lane highway, 6 or 30, because that is the way the language of