

January 31, 1973

SENATOR STULL: Mr. President and members of the legislature, I might be able to help just a little bit in this area. Now in the case you were traveling over county roads, where you would go to your county board of commissioners and get your permit, if you were traveling on state highway, why you would go to the district office and get your permit, and as Senator Clark said you do specify the route that they may go over, so if you permit them to overload, your making the judgement whether the road that they designate will permit, the travel without damage to the road. Now I think that we should go ahead and advance this bill, I can't criticize the highway patrol too much for checking these trucks. I think when we pass a law, they should enforce the law, and I really can't criticize them for that. Now I had one trucker call me and he started out when we had a snow storm and he was under the legal limit, well traveling a long distance he picked up enough snow and ice under his vehicle that when he pulled on the weight scale he was overloaded. Now I don't think that the people at the weight station have any jurisdiction to not issue them a ticket if they're overloaded, and perhaps this is an area that needs just a little attention. I certainly wouldn't want to kill this bill and I noticed in what a states permits, it says they may cost, charge up to a certain amount for these fees, now if the issuing authority felt that they could, would want to go below that they could. Thank you.

SPEAKER: Chair recognizes Senator Kremer.

SENATOR KREMER: Mr. Chairman I would oppose the kill motion of this bill, I suppose due to the testimony that the committee heard, quite a delegation from western Nebraska came in and we learned that Colorado does provide for this kind of a permit, and the commercial trucks that are needed very badly at the time of harvest all go to Colorado and those harvesting their crops in western Nebraska cannot get sufficient trucks to move their products. There seems to be no opposition from the department of roads, this permit would have to be subject to their approval, they would stipulate the amount of weight that could be carried over the legalized weight, and they also would have to study these road conditions, study the bridges, and every thing involved and grant the permit for the length of time that they saw necessary. I can see nothing but good come out of this, I know how impossible it is to load a truck out in the field with sugar beets for example there is a variation in the amount of tops that are on a beet and it is absolutely impossible to determine what your load weight is until you get to the scales, and everytime one happens to be over weight a little bit he is subject to a pretty healthy fine. I can see the real value for this for the people in sugar beet and grain production especially in western Nebraska, so I oppose the motion to kill this bill.

SPEAKER: The motion before us is to indefinitely postpone LB 152, and the Chair recognizes Senator Nore.

SENATOR NORE: Mr. President, fellow members, I think if you will look on line 26 and 27 on page 152 it sort of leaves it to the discretion, this reads in the best interests of National Defense or General Welfare there is a certain amount of discretion as to how much they can haul, so I think that takes care of that pretty well and I think we need some flexibility, I think it will help our patrolmen to put a little flexibility in some of our regulations.

SPEAKER: The Chair recognizes Senator Simpson.

SENATOR SIMPSON: Mr. President and members of the legislature, I have a little knowledge in the area of driving trucks, I did that for several years over the road and I would have a concern about this bill but I would not wish to kill it and I would hope that we could maybe tie it down closer and I'm not thinking that