

needs to be made very very clear. The trucking industry has become the goat in this thing. This bill did not come from the trucking industry. I went to Mr. Jim Preston when my attention was drawn to the problem that we have from the small grain elevators that do not have railroads and are depending on the trucking industry. The trucking industry said we have nothing to say about this and we support what these little trucks need but we are not taking an interest in this. This is not a trucking industry bill. I hope we get that straight. This comes with the problem that is related to the movement of grain from our small elevators that do not have railroad service in many cases. They depend on the trucking industry and now they are having problems because they cannot move this commodity at the time of harvest. It lays out in the weather and these trucks are not coming to pick it up because they cannot haul this full load, this full axle load. So, Senator Fowler, I thought this should be made clear. It is not a trucking industry bill. In fact, they were kind of neutral on it. Jim Preston did appear at the hearing and said we have no objections. We think that these few units that are not allowed to haul the full capacity load need to have this consideration. I will fight to the best of my ability any increase in the axle weight because it relates to our highways and to our bridges. To the best of my ability if that ever comes up, we are not talking about increasing loads. We are only talking about these few vehicles that cannot haul that full 68,000 pounds because of this length limitation. That is no problem whatsoever in my opinion, so I object and I oppose the Dworak motion to kill this. We are talking about some unfortunate people that now have to take a reduction in the price they can get for their grain because they cannot accommodate the hopper cars. They do not have a railroad and they need this industry.

PRESIDENT: The Chair recognizes Senator Murphy.

SENATOR MURPHY: I really am not that involved in the issue but when the question was raised as to whether or not the trucking industry is escaping the wrath of state taxation and their fair support of roads, in my involvement in school financing in which the state ranks so miserably, if you can believe anybody, one of the issues that came forth was the fact that under the reciprocity truck licensing law the State of Nebraska as far back I think as two years ago, received nine and a half million dollars from reciprocity licensing alone which has nothing to do with the local licensing of those rigs and the sales tax and the like that