

February 13, 1979

LB 112

of Nebraska has a very serious responsibility, has a very serious trust to the taxpayers in this state. I do think personally this bill probably can be strengthened and corrected by amendment and as a consequence, Mr. Speaker, I would like unanimous consent to remove the kill motion.

PRESIDENT: You are withdrawing your motion? All right. It is withdrawn. We are now on the motion to advance LB 112. Senator Kremer.

SENATOR KREMER: Mr. Chairman, members of the Legislature, I think the discussion has been good. There has been some misunderstanding. I think a lot of us are more enlightened than we were when we started the discussion. In my closing remarks I would like to emphasize two things. First of all, it is unfortunate that the trucking industry was drawn into this debate. It was not their idea. It was not their problem. I again repeat, the problem is with the movement of some of these commodities at certain times of the year and any time we feel that we do not have a problem we are entirely wrong and I would like to take some of you that have never been close to this problem to come with me and see the area, the problem that the elevators are experiencing today because Nebraska does have the ability to produce foodstuffs for the world like perhaps few states do. The grains do pile up at the harvest time and when the railroads are not there or even if the railroads are there and they cannot accommodate the hopper tanks which in turn, if a marketer of grain cannot market his grain with a hopper tank, he takes all the way from ten to twelve cents per bushel less to start with. Then if he cannot get the trucks to move it and it is piled on the ground it takes an additional reduction in what he can get for his grain. We are not getting enough now. This is a little help that we can give to the problem that we have before us today to solve it, at least to some extent and that would allow the trucks that have the conventional type of motor to come in and hook on to a longer trailer or can use the conventional thirty six foot from axle to axle to haul a full 34,000 per axle weight. That is all we are trying to do and it is not a trucking industry bill. I would like to make that real emphatic. Mr. Chairman, I move that LB 112 be advanced to E & R Initial.

PRESIDENT: Motion before the house is to advance LB 112 to E & R Initial. All those in favor vote aye, opposed nay. Record the vote.

CLERK: 33 ayes, 3 nays on the motion to advance, Mr. President.