

## EXECUTIVE DEPARTMENT

Annapolis, Md., May 7, 1968.

The Honorable Marvin Mandel  
Speaker of the House of Delegates  
State House  
Annapolis, Maryland

Dear Mr. Speaker:

In accordance with Section 17 of Article II of the Maryland Constitution, I have today vetoed House Bill 772 and am returning it to you.

This bill provides for a tolerance of 10% in the axle weight of certain loaded trucks. An examination of statistics reveals that no other State in the Continental United States has a greater statutory axle weight than does Maryland. Maryland's maximum is 22,400 pounds per axle as opposed to the maximum weight recommended by the American Association of State Highway Officials which is 20,000 pounds per axle. If this bill is enacted into law, the maximum axle rate will increase to 24,640 pounds. A study of permissible weights throughout the Nation reveals that 32 states have maximum axle weights lower than 20,000 pounds as recommended by the American Association of State Highway Officials. This study also reveals that if this bill is signed into law, Maryland will have a permissible axle weight greater than any State in the United States.

I also point out that the design of all highway bridges had as a basis the existing statutory load limitations. To authorize increased loads will contribute to the overstressing of these bridges and potential earlier deterioration and possible failure.

The Maryland State Police advises that if this bill becomes law, it will permit different axle weights on the primary and secondary system of highways than those permitted on the Interstate System of Highways; and the police advise that this will present a most difficult enforcement problem.

Sincerely,

/s/ Spiro T. Agnew,

*Governor.*

Vetoed by the Governor—May 7, 1968

House Bill No. 772—By Delegates Osborne and Greer:

An Act to repeal and re-enact, with amendments, Section 315(a) of Article 66½ of the Annotated Code of Maryland (1967 Replacement Volume), title "Motor Vehicles," subtitle "Operation of Vehicles Upon Highways," to provide for a weight allowance of 10% over the maximum individual axle load of a vehicle as long as the combined load on all axles with such allowance on any individual axle does not thereby exceed the gross weight limit of such vehicle.

The Speaker put the question: Shall the bill pass notwithstanding the objections of the Executive?

Affirmative

Delegates—

Mr. Speaker, Briscoe, Fowler, Boyer, Athey, Lipin, Burkhead, Connell, Compton, Nimmerrichter, Arata, Coolahan, Malone, Rynd, Hopkins, Nice, Price, Hinkel, Jensen,