

March 6, 1981

LB 50

struck by the committee and I support the committee amendments.

SPEAKER MARVEL: First of all, the motion is to adopt the committee amendments to LB 50. All those in favor of that motion vote aye, opposed vote no. Record.

CLERK: 28 ayes, 0 nays, Mr. President, on adoption of the committee amendments.

SPEAKER MARVEL: The motion is carried. The committee amendment is adopted. Senator Landis, do you wish to explain the bill?

SENATOR LANDIS: Yes, Mr. Speaker.

SPEAKER MARVEL: There are two additional amendments up here but I think we will let you go ahead first.

SENATOR LANDIS: Fine. I want to at this point remind the body that LB 50 has no relationship with the guest statute. It makes no change in that regard, and in fact, the policy decision of this body is moving towards with respect to the guest statute is entirely consistent now with the language of LB 50. Having said that and removed that issue from consideration, let me point out that on your desks should be a summary of the terms of LB 50 and what it is designed to do. It is a section by section analysis that very briefly outlines what we intend to effectuate by the passage of LB 50. There is a definition of the ride sharing arrangement as the carrying of from one to fifteen passengers by motor vehicle either regularly or occasionally with or without compensation but not for profit and the transportation of these passengers is not the primary occupation of the able operator. That is your basic legal definition of ride sharing. It goes on to exempt ride sharing arrangements from the Public Service Commission. Now the Public Service Commission at this point has not required any licensure or regulation of ride sharing arrangements but it is possible that they may begin doing so under the kinds of statutory powers that they have. This will indicate clearly that there is no intent to have ride sharing regulated by the PSC, as well as no statutory demand for the special insurance, equipment or accident reporting requirements which are designed to specifically regulate motor or commercial carriers. In other words, ride sharing arrangements are not commercial carriers nor motor carriers under the PSC regulations. It also exempts them from the laws imposing a tax on fuel purchased in another state by a motor vehicle, again, PSC regulations which potentially may be applied to ride sharing arrangements unless LB 50 is passed. Sections 3 and 4