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LB 529

hope that this satisfies all of those involved. And #4, it lowers the bonding requirement for truckers from \$25,000 to \$12,000. It keeps the same bond of \$10,000 for each additional truck and the maximum is lowered from \$100,000 to \$52,000. Now previously that amount I believe was \$5,000 for truck and the limit of \$50,000 and so this makes it a little bit easier on the truckers. The original bill called for \$25,000 for the first truck and many thought that this was a little steep. Section 5 strikes Section 10 that would require all purchase of grain to be weighed on a state approved scale. Now the reason for this amendment was that if you decide as a farmer to sell your grain to a trucker that is your business and where he weighs it is also your business, and one of the objections to having it weighed on a certified scale was that the local grain dealer would then know exactly who you were selling your grain to and it may cause some problems in the small communities. So that is the reason that that was taken out. The other sections, page 18, line 13, insert "and" and strike...exactly what that is about...okay, that just changes the statute numbers and then on #7 is rennumbers the remaining sections. I think this clarifies...makes the bill acceptable in the form that it is now in and, unless there is some questions, I move for the adoption of the rest of these amendments as a unit.

SENATOR CLARK: Senator DeCamp, on the second half of the amendments.

SENATOR DeCAMP: Mr. President, members of the Legislature, I think Senator Kahle was extremely wise in having a division of the question because these amendments he is offering now, basically, eighty percent of what he offered total certainly should be adopted to make the bill more functional. They are necessary and because the other part has now been split out those of us who had some reservations on that first part can certainly support this and I would encourage anybody and everybody to support the balance of the amendments.

SENATOR CLARK: Senator Sieck.

SENATOR SIECK: Yes, Mr. President, members of the body, I, too, feel that we can support this and this took a great deal amount of work to get this done, this compromise thing. We had to work with the truckers organization. We had to work with the private grain elevators and the coop councils elevators, the coop elevators, but in the process we got this job done and I feel the time we spent in doing this is really worthwhile because I feel we have got something here that we can live with and the Public Service Commission can