

committee amendments because there has been discussion, there has been agreements and disagreements between the Public Service Commission, the motor carriers and the transportation co-ops. We've had several meetings. Senator Rogers has had meetings, I've had meetings in my office between those three groups. We have hammered out an amendment which has been agreed to by all those parties. It provides...well it's a fairly long amendment. But I think at this point it may suffice to say that all parties agree that transportation co-ops will not be regulated, per se, but they will...they will have to register so that the Public Service Commission really knows who they are and where they are. With that, Mr. Chairman, I would respond to questions. If there are no questions, I would ask that the committee amendment be adopted.

SPEAKER BARRETT: Thank you, sir. Discussion on the committee amendments to LB 78? Any discussion? If not, those in favor of the adoption of the committee amendments vote aye, opposed nay. Have you all voted? Record.

CLERK: 26 ayes, 0 nays, Mr. President, on adoption of the committee amendments.

SPEAKER BARRETT: The Transportation Committee amendments are adopted. To the bill as amended, Senator Warner.

SENATOR WARNER: Mr. President, members of the Legislature, the committee amendments, as explained by Senator Lamb, substantially address much of the purpose of the bill in its original form, probably at least in a way that is agreed to. Essentially the reason that the bill was actually introduced, there are, as you all are aware, current statutes that affect common carriers that have to have certificates that regulate how they can function. And there are instances, were instances at least where some carriers were or individuals perhaps were providing a service as a carrier for which they were not certificated because they were hauling goods other than their own, as a practical matter, which they should have carried the necessary authorization for the Public Service Commission. But as the law was there really wasn't any enforcement procedure that could effectively be used. If a carrier that is certificated was carrying items beyond what they were licensed for, that certificate would be revoked. Obviously one who did not have a license couldn't. The other option was through the court system, either filed generally by a county attorney, if