

up, whereas with the half hour you've got the grace period of 30 minutes to comply with the law.

SPEAKER BAACK: Thank you, Senator Warner. Now we go to Senator Nelson.

SENATOR NELSON: Mr. Speaker, I vaguely remember this discussion, too, a couple of years ago and I'm sorry that I can't exactly remember why it was brought to us, and I'm not one of those good attorneys that Senator Warner spoke of, but I've learned an awfully lot in Judiciary Committee. And I think this opens up quite a can of worms because when we get technical, if you're driving at Central City, Nebraska, and then you get picked up and then you're driving in Grand Island, Nebraska, and I think the half hour leeway is better, and I know that this was quite a discussion a year or so ago. If Senator Chambers was here I think he could help me out, but I rather think this is...it's hard then to, in a court of law to be that precise minute or we need a little bit of a leeway, a half hour, and I can't tell you, I'm sorry, I can't tell you what the problem is but it was not as simple as we thought.

SPEAKER BAACK: Thank you, Senator Nelson. Senator Elmer, yours is the only light on. Do you want to use this as your closing also?

SENATOR ELMER: That would be fine, Mr. Speaker.

SPEAKER BAACK: Okay, Senator Elmer.

SENATOR ELMER: As part of this, I sent the legislation to the Highway Patrol for their comments and thoughts and basically this is what they say. This would be a simplification of the statute. It would possibly enhance safety by requiring more use of lights on the roadways and thereby enhancing visibility. It may eliminate some question in citizens' minds as to exactly when they are required to use their lights. As far as I can determine, this has not been a significant enforcement problem. In 1989, 46 summons and 523 warnings were written by the patrol for driving without lights. During the first six months of 1990, 34 summons and 387 warnings were written. Accident experience is nearly impossible to determine because no category except other is on the accident reports that would apply. We could provide neutral testimony on this, but it would be difficult for us to actively support this for enforcement or