

Kristensen. Closing has been waived. The question is the adoption of the committee amendments. All in favor vote aye, opposed vote nay. Record, Mr. Clerk.

CLERK: 25 ayes, 0 nays, Mr. President, on the adoption of the committee amendments.

SPEAKER WITHEM: The committee amendments are adopted. Senator Schmitt, to open on your bill.

SENATOR SCHMITT: Yes, Mr. Speaker, members, LB 59 has been around for two years. This is the third year we have worked on this. Most of you probably remember LB 227 which was the original bill that was drafted two years ago. What this bill does is clarifies, I believe, the statutes on the lights and also makes a few requirements, I believe, that will be safety features. One of them, this will require turn signal lights on all vehicles and trailers. Farm implements and fertilizer trailers are exempt during daylight hours. And the trailers must be equipped with at least one taillight visible from 500 feet to the rear. The mounting height restrictions for the auxiliary lights won't apply to the vehicles that are equipped with snow blades, plows that are there for the removal of snow because the lights are mounted above those. And the auxiliary driving lights, in this section, must be turned off at the time when headlights are required to be dimmed when approaching another vehicle either from the front or the rear. Doesn't restrict the auxiliary driving lights, the fog lights. They can drive with them on but if they're requested to dim by a motorist, they would have to turn them off at that time. The reason...and all trailers, except the farm implements and fertilizer trailers used during daylight hours, they must be equipped with the taillight or the turn signals. This doesn't restrict anyone that wants to have lights on their trailers or farm equipment and be out there after dark. As long as they're out there legally, they can still do it. The reason that the fertilizer trailers and farm implements were exempted from this is because many of your fertilizer dealers out there may have excess of a hundred trailers and the plug-ins on the different vehicles that farmers and different people pull these trailers with don't match the ones on the trailer. So we exempted it during daylight hours, but if they do want to run after dark, they can still put the lights on them. Another thing that was always controversial out there was the rural mail carriers using their rotating and flashing amber lights. Now they can turn