

SENATOR KRISTENSEN: Thank you, Mr. President, members of the Legislature. This amendment dovetails in with the motor carrier safety reg bill that we have and deals with another piece of federal legislation that we are currently faced with in the State of Nebraska. Last year we had to apply what's called the hours of service, in other words the hours that you're allowed to operate a truck to all intrastate, in other words trucks and vehicles that are to be driven and used inside the State of Nebraska. We're not talking about interstate regulation. We had a compromise last year, we were going to face a federal penalty, we extended the Nebraska rules and regulations for Class B and C CDL drivers until the first of April 1995. We did that to give Congress the opportunity to write rules and regulations because we had certain industries, particularly those with some agricultural interests and some construction interests in this state who that's very difficult for them to comply with. We allowed them, through the first part of the year, to go to Congress and get some waivers and some changes. Rule making at the federal level has been slow, and so Senator Matzke introduced LB 481 this year. And I will, in a little bit here, give this over to Senator Matzke to explain what we're doing. But the Transportation Committee, upon the hearing, felt very strongly that we should be able to extend our rules and regulations and basically to keep us out of compliance with the federals, federal legislation when they came in and testified the feds told us that if we really extended ourselves to September 30, 1995, we would be in good shape. Committee felt so inclined to do so. So Senator Matzke's bill, which gave a year extension, was amended to basically go up until the first of October of this year, and that's what the first part of this amendment does, it's Senator Matzke's 481 to make that extension on these rules and regulations. The second part of the amendment, since we've advanced this bill and 481 is in the works, Congress is also had the Federal Highway Administration doing some rule making. They're beginning to look at some other exceptions, and there's one change in those rules and regulations which is impacting our intrastate motor carriers, and it's something our industry and the state is interested in doing. It's also something the federal highway administration is willing to do and would make us compatible with those federal guidelines. So what the second part of the amendment does is basically allow us to take advantage of the federal rule making, dealing with the hours of service. This is something that would be particularly helpful to the construction industry on a