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LB 143

PRESIDENT HEINEMAN: Thank you, Mr. Clerk. The Chair would recognize Senator Schrock on his motion to return to Select File.

SENATOR SCHROCK: Mr. President, members of the Legislature, this amendment has been agreed to by various senators on the floor of the body. And we have had discussions in my office, very...in the recent days. The first two sections of this amendment are clean-up recommendations by the Bill Drafting Office. Section 3 of the amendment requires the Environmental Quality Council to consider standards and practices established by the American Society for Testing and Materials, which is an industry-based organization and recognized authority on the application of scrap tire uses. Section 4 incorporates language from the Scrap Tire Incentive and Recycling Act, and regulations dealing with the permit requirements for scrap tire haulers, including an annual reporting requirement. Section 5 prohibits the placement of scrap tires in any form into the waters of the state after September 1, 2003, unless the project qualifies under the section of law which would allow the placement of tire mats for bank stabilization and for fish habitat. This section also contains that part of Section 4, subsection (3) of the Final Reading copy of the bill, and deletes it from that section of the bill. This section states that tires are not considered disposed of if they are processed into crumb rubber and reused, recycled, or manufactured products. They are considered reused, not disposed of. As tire-derived...if they are used as tire-derived fuel, retreaded, processed into chipped or shredded form and used as drainage material in landfill construction or septic tank fields, or used as raw material in steel making, or used as an alternative daily cover in a landfill. The new language would allow for a civil engineering project, if project is designated...I'm sorry, is designed and constructed in compliance with the Engineers and Architects Regulation Act, and approval for the project is obtained from the department. However, prior department approval isn't necessary for projects using up to 3,500 passenger tire equivalents, so long as the department received notification of the project not later than 30 days prior to the start of the construction of the project. This notice must give the name and address of the tire shredder and end user, the location of the project, a description of the