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SENATOR BAKER: And those on-duty times, I've mentioned, it's technical, but you have to have eight continuous hours in the sleeper; the other two hours out of that ten are optional.

SENATOR BEUTLER: Let me ask the question this way. Are these changes making the requirements more difficult, or easier, with respect to the industry?

SENATOR BAKER: I think that they actually made it easier to understand and to comply with. I really do. I believe the lawsuit...the suit that was filed against the 2003, I believe, regulations was dealing with fatigue and health issues concerning those new rules and regulations, back in 2003. And I'd say this...the new hours of service are probably more user-friendly than the old, and also more practical.

SENATOR BEUTLER: Okay. And those new hours of service are what are...

SENATOR JANSSEN: Time, Senator Beutler.

SENATOR BEUTLER: ...currently required by federal law?

SENATOR BAKER: Yes, they are. That's correct.

SENATOR JANSSEN: Thank you, Senator Beutler. (Visitor introduced.) Senator Brown, your light is on next.

SENATOR BROWN: Mr. President, members, in responding a little bit to some of the issues that have been raised by Senator Beutler...and I am operating off of a report from the U.S. Department of Transportation about their new hours of service regulations. And Senator Baker can respond better in the specifics of the bill. But the 2003 rule is being maintained in the three factors of: may drive a maximum of 11 hours after 10 consecutive hours off duty, that is maintained; may not drive beyond the 14th hour after coming on duty following 10 consecutive days (sic--hours) off duty, that's being maintained; may not drive after 60 to 70 hours on duty in 7 or 8 consecutive days, that is being maintained. The only minor change is that a driver may restart the 7- or 8-day