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consecutive period after taking 34 or more consecutive hours off duty, which is all very complicated, but those things are being maintained. The change is that CMV drivers using a sleeper berth provision must take at least eight consecutive hours in the sleeper berth, plus two consecutive hours either in the sleeper berth, off duty, or any combination of the two. That's the only piece that's being changed. Previously it was that the sleeper berth must take ten hours off duty, but may split the sleeper berth time into two periods, provided neither is less than two hours. So it's become more stringent in terms of the time off requirements for those drivers using a sleeper berth. And I hope that that's helpful to Senator Beutler and Senator Schimek. And I would...thank you.

SENATOR JANSSEN: Thank you, Senator Brown. Senator Beutler.

SENATOR BEUTLER: Senator Baker, I think I'm understanding better. And correct me if I'm wrong here now. We're changing to incorporate new federal law. The new federal law contains the changes that Senator Brown has described. All right. Now just tell me again why on page 25 we have all of these new definitions.

SENATOR BAKER: The reason we have those, Senator, is we had a federal audit by the Department of Transportation, said we didn't have those definitions in the statutes, we should put them in there, and we did.

SENATOR BEUTLER: Oh.

SENATOR BAKER: That's the result of a federal audit. And obviously, we didn't have them in there before. We have them in there now. And granted, it's a lot of definitions. And I'm like you; I'm surprised they weren't in there before. But the audit caught it, and says, put them in, so hence, here they are in LB 1007.

SENATOR BEUTLER: Okay. Now I understand. And with respect to the repealed statutes, 75-381 and 75-382, which was a misdemeanor penalty for violating hours of duty statutes, why are they repealed?