

March 15, 1975

of all, should a certificate to operate be granted, it stipulates in the amendment that all fees and taxes have to be paid. I move the adoption of the committee amendment.

PRESIDENT: Any further discussion of the committee amendments? Question is, shall the committee amendments be adopted? All those in favor say aye. Those opposed say no. It is so ordered, the committee amendments are adopted. Senator Warner, back to you.

SENATOR WARNER: Mr. President, I move that L.B. 454 be advanced to E&R initial. In part Senator Kremer has explained the bill and the committee amendments, but what it does, is it, there is attempts to get some uniformity in the description of those kinds of trucks which are eligible for pro ration between different states. We are as many know, have a pro ration agreement now with some 17 states, western states. There are efforts to try and accomplish this across the country, state by state, so much of the bill is to bring uniformity into definitions. The change on fleet on page 1 reduces the--from 3 to 1 or more, the reason being that some states do require one or more; South Dakota would be an example and this would keep them, us in compliance there. The new language on page 5 is one of identification of what in mile state constitutes and if it's a pro ration situation, then it's the miles driven in this state percentagewise compared to those miles driven in another state. If it's reciprocity, it identifies then that it's the mile--total miles driven. The language on page 7 as Senator Kremer indicated, the word "apportionable"

(End of Belt #10)