

SPEAKER MARVEL: Oh, I am sorry, there is...will you explain the bill, Senator Newell, and then we will go to the amendments.

SENATOR NEWELL: Yes, the amendments to the bill...the bill as it is amended presently would read that the ban of the sale, now we are talking about the sale of studded snow tires only, would begin approximately August 21, 1980. That means after that date that it would no longer be legal to sell studded snow tires, except to certain individuals. Those would be rural mail carriers, emergency and public safety vehicles, which would include the sheriffs that we have talked to today, the other public safety vehicles like emergency vehicles and county automobiles and city automobiles, and so forth. The emergency medical workers that can show a need, in other words those people who for various reasons are in emergency situation and can show a need to be exempted would also be exempted under the committee amendments. Now we have just adopted the class 5 misdemeanor which would be less than \$100, \$100 maximum fine, so we are not talking about a large amount for sale or use and I have an amendment coming from the bill drafters any moment now which will limit the actual fine for people who use studded snow tires, not for the sale but the use of studded snow tires, to \$30. It would be much like a traffic warrant, where there would be no court costs if one pleaded guilty. In terms of the other part of the bill that we require posting or notice in retail shops, outlets, from the date of the passage of the bill that there will be a notice that studded snow tires will be banned and the date of the ban will be three years hence. So consequently we are talking about April 16, 1982, and basically that would allow them to go through the winter of 1982. Now at this point there would be then the ban that would go into effect. So the posting has to take place in stores for that period of time. Lastly, the last requirement is that we would ask the Department of Roads to do a study as to the savings or the net effect of the ban and its incidence. So, basically, we are asking the Department of Roads to estimate any savings made, to look at traffic accidents and to try to determine whether there has been a net safety benefit or a net safety loss, and to make a report to the full Legislature three years after the ban has gone into effect. Now I would like to talk just briefly about studded snow tires. Studded snow tires are estimated to cost the state of Nebraska...I am only talking about the state of Nebraska and not political subdivisions at this time, approximately ten to twelve million dollars. Now those dollar amounts are quite substantial...in fact, would equal a penny on the gas tax. The fact is that the tremendous cost not only to the state of Nebraska but to local subdivisions of government like cities, counties, is also very significant. In