

that effort has been very successful. We saved in the range of 350 lives and untold thousands of dollars in property damage and personal injury as a result. But there have been some hitches. There have been some minor problems and this is intended to take care of one of those minor problems and that minor problem is that there is a certain set of people out there that are much more severely penalized than the general population from a 60-day license suspension. Everyone loses his license for 60 days, no ifs, ands and buts, but there are a certain number of people out there who, in addition to that license suspension, also lose their jobs and this very tightly worded bill takes care of those people if they can convince a judge by clear and convincing evidence that they will lose their jobs. They they are given a restricted work permit to drive only on the job, not to and from work. Now Senator Beyer and I have discussed an amendment and agreed upon an amendment which takes out of the bill people that have high risk jobs, like tractor-trailer drivers with CC licenses, drivers that drive trucks at 50,000 pounds or more and taxicab drivers and if Senator Beyer is prepared to speak now, what I would suggest that we do, Mr. Chairman, is to yield the rest of the opening time to Senator Beyer to discuss this amendment that we have thoroughly discussed and worked out since this bill was on General File about two and a half weeks ago.

PRESIDENT: Senator Beyer, you have about seven minutes.

SENATOR BEYER: Mr. Speaker and colleagues, I had a lot of problems with the bill as Senator Hoagland first presented it and I grant you, there are problems with these people that do get caught after partying and having a driver as far as putting them out of work and then we end up supporting them anyhow. Also had problems on this because of insurance reasons and in this day and age everybody is having trouble with insurance. The letter that I have from one of the largest trucking insurance carriers in Nebraska and basically in the nation stated what they would have problems with it. So that was the reason that I worked out, hopefully, an amendment that we can live with and the trucking industry with the high exposures of the drivers. The biggest exposure, of course, is when you're traveling nationwide and if that driver would have an accident. So, hopefully, you would support the amendment that we have to this bill. Thank you.