

PRESIDENT: The motion carries. The debate is closed. Senator Hoagland and Beyer, divide up the time.

SENATOR HOAGLAND: Mr. Speaker and colleagues, you all have been passed out a copy of this particular amendment. Now let me describe what the amendment does. The amendment restricts the bill even further. The original handout you have describes the four different restrictions we placed on this bill in the Judiciary Committee, on this Judiciary Committee bill, and this amendment restricts it even further and it restricts it even further to take away the benefit of this act to people that drive the large trucks, particularly large trucks, and we think that there is a reasonable basis for doing that. If you're driving a tractor trailer combination or if you're driving a vehicle of over 50,000 pounds, if you're driving a taxicab with passengers and you're in your car all the time driving back and forth, obviously, you have more responsibility than the average driver. I think it's a legitimate distinction. I know Senator Chambers quarrels with it, but it's a legitimate distinction to not allow these people to benefit from the bill. Now, again, we have made this thing just as restrictive as we can. There is a group of people in the Legislature that feel this amendment is essential if the bill is to pass. Please understand that we have to adopt this amendment. Those of you who are in favor of the bill should understand that without this amendment it is going to be difficult to have the bill pass. There is a legitimate distinction the amendment draws. I think we can justify that. I think people that drive particularly large trucks should not necessarily have the benefit of this. So I would ask the adoption of the amendment and I know, Mr. President, Senator Beyer has a couple of closing remarks also.

PRESIDENT: Senator Beyer, the Chair recognizes you to have closing. There is about three and a half minutes left.

SENATOR BEYER: Mr. Speaker and colleagues, a lot of our insurance companies, and again, I'm speaking in behalf of the trucking industry. A lot of our insurance companies have already written in driver qualification standards which, if the company would be forced to hire that driver back, and they possibly could be through the union negotiations and everything, could make their insurance null and void and that's what a lot of them are worried about. They are having a hard enough time getting the insurance so