

Hoagland's amendment because I see it as a vehicle by which the bill will be made more palatable, more people will vote for it and, therefore, it has a better chance to pass. That is my reasoning. Thank you.

SENATOR CLARK: Senator Beutler.

SENATOR BEUTLER: Mr. Speaker, members of the Legislature, I would support the amendment, but like Senator Schmit and Senator Lamb, I do hope the bill gets killed in the end. Senator Schmit really hit on a couple of the points that I thought were most important and so I won't reiterate in detail what he said but let me emphasize a couple things related to those same points. Almost everybody agrees that the energy savings are some place between one and two percent. Now that doesn't sound like a lot of savings until you start translating it into dollars and according to the Department of Transportation's statistics that is 3.4 billion dollars. So that is a lot of money that we are talking about. Another important item that they mentioned which I think you can accept as true, and if you do, I think it is very important and that is that the smaller the car gets, the greater the savings. Cars are getting smaller. According to an article in the World Herald yesterday automobile manufacturers estimate by the 1986 at least 50% of all cars bought in this nation will be what we today consider a small car. So those energy savings that we are seeing right now are likely to be increased significantly as cars get smaller. Secondly, in terms of safety I would reemphasize the point that Senator Schmit made with regard to cars getting smaller. As they get smaller they become more dangerous especially when there are big trucks on the highways and I would remind you that this year in the Legislature before the Public Works Committee we will be considering bills that have the effect of allowing trucks to haul more weight. The emphasis from the trucking industry is to come to this Legislature with requests for bigger and bigger trucks and I don't have to tell you also not only are the trucks bigger, but all the trucks have C.B.s and all the trucks are the ones that are tending to go a little faster than all the rest of us. So you have big trucks and you have trucks going faster and they are going to be going on a runway that has smaller and smaller cars on it. So I think that the danger that is there today is going to be exacerbated in the future. I would also mention that the insurance agents before the Public Works Committee indicated that if the law were changed that probably insurance premiums would go up. So you have energy savings, you have safety savings and the cost, and you save the cost associated with good safety practices and you have a savings on insurance premiums and on the other side, the way I see it, you have some losses in terms of the time loss that individuals will be spending on the highways and that is no small