

are a lot of alternatives. You could, for example, apply the system to older vehicles only, to vehicles that are two or three or four years old or older. You could, for example, devise a system whereby there was inspection only upon the sale of vehicles regardless of their age. You could, for example, limit the number of inspection stations so that you could be sure that the inspection stations who were doing the inspecting were honest and were competent. You could require inspection only upon the first registration of the vehicle in the state. The point I am trying to get across is that this is a problem for which there are alternative solutions which can be explored if the legislative and its interim investigating committees are given sufficient time.

SENATOR CLARK: You have one minute left.

SENATOR BEUTLER: And this is what I hope you will do. You know, not only is the problem still there but there is at least some evidence and at least the officials in Nebraska felt at one point in time, in 1972, I think the only time they did any study on it, that the law was also effective and I quote here from a report to the Department of Transportation from Nebraska. "Nebraska claimed that the number of fatal accidents involving defective vehicles on rural/interstate highways decreased from 10% in 1968," that is before we had the inspection law, "to 5.6% in 1972. In all rural statewide accidents, fatal and nonfatal, the percentage dropped from 6.1% to 6.2%." Well there are a lot of statistics that you can quote for a lot of different, to show a lot of different results but there is a substantial body of statistics that would indicate that this kind of a law does help to some extent. I am personally convinced the law does need modification but I am equally convinced that it does not need....

SENATOR CLARK: Your time is up.

SENATOR BEUTLER: ...elimination in its entirety and I hope you will not advance this bill. Thank you.

SENATOR CLARK: Senator Fenger.

SENATOR FENGER: Mr. Speaker, members of the body, Senator Beutler mentioned the origination of the Motor Vehicle Inspection Program. This was a good program when it was installed in 1968. Unfortunately its original existence was weakened and watered down by amendments, '69, 1973, 1975, 1977 to the point where I think this program is now useless and I would remind you it is also under a constitutional cloud, but in spite of these