

from state regulation. So what we are going to do is require them to do some minimal things that we're allowed under the act to do, and they've got to demonstrate their financial responsibility, in other words, liability sorts of things, and they'll be issued a credential. That, the feds have said it's okay, you've got to have some of those minimum safety sorts of things so we'll be able to issue them a credential. Now they're also going to have to stay and comply with our safety audits, in other words, some of the provisions that we have, weight, size and so on, and some of the other things that we have that Congress has sort of allowed us minimal amounts of regulation and we have auditors and we have people who check that. If you violate our safety standards, under the current law and basically through this amendment, they can yank the credentials, so there is still some ability to control those sorts of people. The other thing the bill does, it deals with hazardous materials. In the past, basically, the Public Service Commission, and this is allowing them the ability with the hazardous material. If they're a tank wagon and they have that placarded, they're going to have to have their proof of financial responsibility. They're going to have to register who owns them. They're going to have to have the description of those materials being transported and they're going to have to show that their credentials have been issued and they carry it with them. This is an area of basically where we felt, as a committee, I think the Public Service Commission has agreed, that you want to maintain or, in fact, we're actually increasing some of the things that those hazardous material people must show to the commission and there will then be the hammer that they have for violation of those of taking away those credentials and thus stopping them from doing that transportation for those violations. Again, the committee amendment, I believe there should be an amendment to the Standing Committee amendment and it deals with a bill we just passed a little bit ago and moved on with the hours of service. There is a very narrow group of people that the bill that we did this morning with hours of service that will pick them up if they're ones that had been excluded from the federal regulation, there's a very small number of those people that we want to bring under the hours of service. If this seems a tad bit confusing with hours of service, it basically is because Congress had said, look, we're running the show, here's what you get to do, and this is our small area. The committee has dealt extensively through the summer. We had an interim study with the Public Service Commission, we have had the industry in. We