

The meeting was called to order at 2:05 p.m. in Room 323 in the Legislative Building.

PRESENT: Senator Richard E. Blakemore, Chairman
Senator Wilbur Faiss, Vice-Chairman
Senator Keith Ashworth
Senator William Hernstadt
Senator Lawrence Jacobsen
Senator Clifford McCorkle
Senator Joe Neal

OTHERS

PRESENT: Mr. John Ciardella, Department of Motor Vehicles
Mr. Hon Crane, Department of Motor Vehicles
Mr. H.K. Peterson, Nevada Public Service Commission
Mr. Robert Guinn, Nevada Public Transport Association

S.B. 349 ALLOWS OPERATOR OF TOW CAR TO MAKE CASH DEPOSIT IN LIEU OF INSURANCE OR BOND TO COVER VEHICLES BEING TOWED.

Senator Blakemore stated this bill was incorrectly drafted as it is to cover cargo insurance that is required and not liability insurance.

Mr. Robert Guinn, Nevada Motor Transport Association, spoke on S.B. 349. He said this bill was occasioned by the fact that a small tow truck operator in Goldfield has to pay an annual premium on insurance to cover cargo under the Public Service Commission's rules and regulation. This premium costs the individual over \$100 a year and since he doesn't make that much out of towing, he wanted to be able to put up cash in lieu of insurance. Mr. Guinn went on to say that the amount of insurance that is required with respect to cargo and with respect to public liability is not in the law. It is set by a regulation of the Public Service Commission. He suggested that it should say, in lieu of the cargo insurance required by the Public Service Commission, that cash can be deposited in the amount of whatever that insurance might be because it would be variable. Mr. Guinn also suggested that if this bill were legislated, that language be incorporated in it that would permit an individual to deposit a time certificate or some other security in which the interest would accrue to him but the payment would accrue to the state. He said the prerogative for setting limits is presently with the Public Service Commission and he felt it should stay there. He stated that the above changes would make this bill applicable to everyone.

Mr. Harold K. Peterson, Nevada Public Service Commission, suggested that this bill be passed but the \$2,000 amount as stated should be deleted. He said this amount would lock the P.S.C. in any changes in regulations that they may have in the future.

Mr. Peterson said that currently all the P.S.C. has is insurance and if there is a claim made against someone, the P.S.C. refers it to the insurance company. He said that the Public Service Commission would not object to bonding.

Chairman Blakemore closed the hearing on S.B. 349.

S.B. 360 PROVIDES FOR LICENSING AND REGISTRATION OF EXPERIMENTAL VEHICLES.

Mr. John Ciardella and Mr. Hon Crane, both of the Department of Motor Vehicles, testified on S.B. 360. Mr. Ciardella said that S.B. 360 is a bill that is needed in respect to vehicles from which expertise could be developed by some of the people in the field. He said that in the past many of their garages and shops have come up with experimental equipment such as putting turbochargers on their vehicles and substantially modifying the vehicle. He said this is done, although in federal regulations and in some of our state regulations it is unlawful to do so. He passed two sample license plates around so the committee could see and discuss what design, process and cost would be for making license plates for experimental vehicles.

Mr. Ciardella spoke on the definition of an experimental vehicle and suggested amendments to the bill (Exhibit A).

Senator Blakemore said there is no requirement made where anything that might be developed would infringe on any type of patentable device. He said this is just to give validity to an individual's testing and would add validity to any report that may be required in marketing a product.

Senator Faiss felt this bill would give experimenters some incentive as well.

Senator Hernstadt asked how many vehicles or how many requests have been made for this type of thing. Mr. Crane replied that there are many requests. There are individuals out in the field who are experimenting with turbochargers and with the existing regulations, they are basically up against a wall.

Senator Hernstadt asked what would happen what with more and more unleaded vehicles being manufactured and if there is a real energy crisis, would the Department of Motor Vehicles have legal authority to allow some of these vehicles to be changed from a catalytic converter to a turbo charger. Mr. Ciardella replied that he thought the experimental vehicle would be a partial answer and secondly he said that a person can apply to the State Environmental Commission and if the alteration of a device does not deteriorate the effectiveness of the emission standards, he can make an exchange.

Mr. Ciardella continued on with the recommended amendments (see Exhibit A).

Senator Jacobsen asked what the die cost would be to have the plate read "test vehicle." Mr. Ciardella replied that it would run about \$350 to \$400 but if they were silk-screened it would run about 25¢ a plate.

Chairman Blakemore closed the hearing on S.B. 360.

There being no further business, the meeting was adjourned at 2:55 p.m.

Respectfully submitted,

Jane A. King, Secretary

APPROVED:


Richard Blakemore, Chairman

SB 360

Section 1 - Subsection 1, line 17 after the word section add the following: for the purpose of this section experimental motor vehicle means a vehicle that has been modified or improved either by design or engine modification to better control emissions, as well as automobile safety that could lead to advancement in technology in areas of fuel conservation, emission reduction and vehicle safety.

Subsection 2, line 20 after the word standards add the following: The Department of Motor Vehicles shall promulgate rules and regulations for the licensing of experimenters and establish procedure for the reporting of test results and modifications to the department for evaluation at least annually.

Subsection 3, line 21 after \$25 add the following: which shall be in addition to all other license fees and motor vehicle taxes. On line 22 change 6 month period to 12 months and on line 23 change 6 month period to 12 month period.