

Senators Moore, Johnson and Firsch. They are specifically, as I read the amendment printed on 1825, inserting "industrial or commercial" on page 3, line 18, period. I presume they are suggesting that we add those three words after the word "purposes" on line 18. Should that, in fact, be the case, and I feel certain it is, Senator...

PRESIDENT: Senator Lowell.

SENATOR L. JOHNSON: The corrected amendment that we proposed this morning to the Clerk included line 18, but after the word "agricultural" insert, ", industrial or commercial"

SENATOR BARRETT: All right, fine. Thank you.

SENATOR L. JOHNSON: So then it would read, incidental to the vehicles used for agricultural, industrial or commercial purposes.

SENATOR BARRETT: Yes. Okay, thank you. I did visit with Senator Johnson yesterday. He was kind enough to mention this possibility to me yesterday, which I appreciate, and I suggested at that time that I would probably be very lukewarm on the effort to amend the bill. I was very lukewarm with regard to my support of the Standing Committee amendments, as well, offered by the Transportation Committee, but I did agree to support the agricultural exception because the committee had patterned their amendment after an Iowa law, so we did have some precedent for it. But my concern then, as it is today, is that with this amendment to include industrial and commercial would open up the doors a little bit too wide. As I tried to explain in earlier discussion on the bill, the Department of Motor Vehicles has indicated that they have received letters from the four major manufacturers of ATVs, specifically Kawasaki, Honda, Suzuki and Yamaha, and in every instance the manufacturers have indicated that ATVs are not designed for use on public roads. They are designed for off road use only. By now adding the words industrial and commercial, are we not opening up the doors wide, wider? Most of those uses are going to be on paved public roads. The agricultural exception, I can buy, I have bought it. I understand it. But the U.S. Consumer Products Safety Commission has also recommended that these vehicles not be used on public roads. Now we have a case where, I think with the amendment we're going to be using, the industrial and the commercial use will be handled on paved roads, public roads. Frankly, when the U.S. Consumer Products Commission, the