

16-year-olds, as I understand it, to allow them to operate these vehicles in sort of an over-the-road capacity. Yes, there's a 150-mile restriction of...I've been uncomfortable with doing that primarily because there's always been a break in the fee, and my interest in this area is that if you're going to relieve them from those requirements of the commercial operators' license that I always thought the impression might be there would be members of the Legislature want to come in and increase the fees for agriculture. In the long run, that wasn't good for agriculture's interest. But I don't know that to be, I guess, the fact until somebody actually does that. But the bill did not come out of committee for that purpose. I will not be voting for the Coordsen amendment. I'm torn because there's certainly some people who would make good use of this mechanism and would not abuse it. There are those that certainly would and I guess, in the interest of protecting what we've got at this point, I am much more comfortable about the commercial operator's license and keeping it in place. The second part of Senator Coordsen's amendment, when you come up to the co-ops, that's probably one that I could accept at this point in time to do. With that, I would oppose this particular amendment. Thank you, Mr. Speaker.

SPEAKER BAACK: Thank you, Senator Kristensen. Senator Bromm.

SENATOR BROMM: Thank you, Mr. Speaker. I rise in support of Senator Coordsen's amendment. I think that, for the most part, we're dealing with a group of people here that drive within a close proximity of their farm, of their ranch. We're not talking about driving eight hours at a time. We're not talking about over-the-road trucking, for the most part. We're talking about seasonal situations. We're talking about people that are arrested, for the most part, when they drive, and I think that...I know in our area when this law was enacted there was a grave amount of concern and a lot of inconvenience to a lot of people and I don't think it really solved anything. And I think where we can exempt something like this to help our number one industry just a little bit that we ought to do that. And I think by the mere fact that the federal government allows this exemption means that it's recognized on a national level that this kind of an exemption is perhaps appropriate. I think the information with Senator Coordsen's amendment also, from the American Association of Motor Vehicle Administrators, is also worth repeating and that is that most states do exempt farm trucks under these circumstances from the CDL requirements. So