

there's nothing that is wrong. You are not going to be penalized. You can go till the end of September, until October 1st. The committee amended that so that you could extend that exemption until October 1st of 1995. Then we find out also, through that, that there's some federal tolerance. In other words, they've allowed for some liberalization of those hours of service. We incorporated that liberalization. Senator Hall's amendment brings in and says, look, you ought to go back to what the federal, the strict federal requirements were. The amendment, or the bill, as it sets now through Senator Matzke's bill that we've put into this, grants a little liberalization and it is of assistance to the construction and the seasonal users of intrastate people. Now Senator Hall's amendment does apply this to all intrastate commercial drivers, so it is a tightening down for a number of people, but it is a policy choice of do you want to take advantage of the federal tolerance that they granted us, and I am going to be handing out a memo from the Highway Administration here, if I can catch a Page, please, to show you that there is some tolerance allowed to do that. We are talking about the difference between ten and twelve hours, and the difference between sixteen and fifteen consecutive hours. So there is a policy choice. I think Senator Hall has correctly framed that, it is whether you want to give, as a Legislature, and take advantage of the tolerances guidelines the federal government does allow us to do for more liberal hours of service, and I'd suggest to you that you will find the construction industry extremely interested in this; you will find your local, oh, people that haul fill dirt, some of your contractors, some of the fertilizer dealers, and so on, who have seasonal operations where during a period of time, they run from sun up to sun down. You will find that they will probably enjoy this tolerance the federal government gives us. I think it is one way to...

SPEAKER WITHEM: One minute.

SENATOR KRISTENSEN: ...lessen the burden of the federal mandate that is here. I think that you will find a number of people who, if you adopt this amendment, probably will come in and say, boy, this really...you know, that mandate is tough enough, and you've just made it tighter for us. And, Senator Hall, my guess is that there are people who say, look, we have to live...the interstate people say we have to live under those guidelines, and if we have to live on them, so should everybody else. At least that was the policy argument that got made in committee.