



Written by [Raven Clabough](#) on August 2, 2011

Agenda 21 Targets Family Farms

Agenda 21 is defined by the United Nations as a “comprehensive plan for action to be taken globally, nationally, and locally by organizations of the United Nations system, governments and major groups in every area in which humans impact the environment.”

The New American's William Jasper wrote of Agenda 21 in February, explaining that the plan is virtually all encompassing:



The UN's Agenda 21 is definitely comprehensive and global — breathtakingly so. Agenda 21 proposes a global regime that will monitor, oversee, and strictly regulate our planet's oceans, lakes, streams, rivers, aquifers, sea beds, coastlands, wetlands, forests, jungles, grasslands, farmland, deserts, tundra, and mountains. It even has a whole section on regulating and “protecting” the atmosphere. It proposes plans for cities, towns, suburbs, villages, and rural areas. It envisions a global scheme for healthcare, education, nutrition, agriculture, labor, production, and consumption — in short, everything; there is nothing on, in, over, or under the Earth that doesn't fall within the purview of some part of Agenda 21.

Evidence of Jasper's assertions has already begun to take form. The Federal Motor Carrier Safety Administration, a component of the Department of Transportation, has proposed implementing [new standards](#) that require farmers and all those who work on a farm to obtain a license to operate farming machinery. To do this, the agency will be reclassifying all farm vehicles and equipment as Commercial Motor Vehicles (CMVs).

As noted by *The Blaze*, “if this allowed to take effect, it will place significant regulatory pressure on small farms and family farms all across America — costing them thousands of dollars and possibly forcing many of them out of business.” It explains:

The move by the DOT appears to be “legislation through regulation.” By reclassifying all farm vehicles and implements as Commercial Vehicles, the federal government will now be able to claim regulatory control over the estimated 800,000 farm workers in America, at the same time,



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overriding the rights of the states.

The change would prohibit family farms from using young workers to operate a tractor who are not old enough to drive a car on public streets; the same applies to seniors who are unable to drive on public streets.

Likewise, those who do operate the tractor would be forced to undergo advanced testing and fill out the same paperwork that is required of those who drive semi-tractor trailers.

The changes would ultimately infringe upon the operation of family farms by imposing loads of paperwork, such as detailed logs to be kept by all drivers, and regulations, which include a physical and drug test to be administered every two years on all drivers.

A number of groups have articulated opposition to the proposal, including the Wisconsin Farm Bureau Federation, which has sent a letter to the DOT voicing its opposition. The letter, constructed by WFBFD Director of Governmental Relations Karen Gefvert, reads:

WFBF opposes any change in statute or regulatory authority that would reclassify implements of husbandry or other farm equipment as Commercial Motor Vehicles (CMVs).

“The proposed guidance by the FMCSA would result in an initial increased cost to each Wisconsin farmer and employee of \$124 just for the CDL license, permit and test; not to mention the time and cost for the behind-the-wheel training that is several thousand dollars.

Similarly, farmers in Illinois have articulated concerns that the new rules will restrict the use of trucks for crop-share hauling, as approximately 30 percent of Illinois farmers use shared land. The *Hancock County (Ill.) Journal-Pilot* explains:

Earlier this year, the Federal Motor Carrier Safety Administration (FMCSA) began to define crop-share tenant farmers as “for-hire” carriers and implements of husbandry as “commercial motor vehicles.” The “for-hire” designation for crop-share tenant farmers would have a dramatic effect on farmers because it voids exemptions from the Commercial Driver’s License (CDL) program and would require a minimum of \$750,000 in insurance coverage for the farmer.

While the Department of Transportation claims it will be holding hearings to allow public comment on the topic, it seems all but certain that the proposal will be adopted. THE FMCSA defends it by asserting that the plan is to create uniformity in federal safety regulations.

Comments on the proposal are welcomed through the end of today, August 1, and can be submitted to www.regulations.gov. They may also be faxed in to 202-493-2251.

It may be worth noting that the Secretary for the Department of Transportation, Ray LaHood, is also a member of President Obama’s newly created [White House Rural Council](#), which some contend has been created for the single purpose of implementing Agenda 21.

President Obama created the council by way of [Executive Order](#) in June, which reads:

Sixteen percent of the American population lives in rural counties. Strong, sustainable rural communities are essential to winning the future and ensuring American competitiveness in the years ahead. These communities supply our food, fiber, and energy, safeguard our natural resources, and are essential in the development of science and innovation. Though rural communities face numerous challenges, they also present enormous economic potential. The Federal Government has an important role to play in order to expand access to the capital



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necessary for economic growth, promote innovation, improve access to health care and education, and expand outdoor recreational activities on public lands.

The council seems to be in step with Agenda 21, as it references “sustainable rural communities,” and Agenda 21 is a plan for Sustainable Development. Members of the council include heads of nearly every department of the federal government, including those who have close ties to Agenda 21-Valerie Jarrett, Melody Barnes, Hilda Solis, and Nancy Sutley.

Analysts of the council are concerned by the vague intentions outlined in the Executive Order, and the timing, as the signing of the Order coincided with a meeting of the Agenda 21 operatives in Washington, D.C.

Unfortunately, the creation of the council went unnoticed at the time the Executive Order was signed because the media and the public were a bit preoccupied with Weinergate.



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