

*Resolved*, That this study by the Joint Budget and Audit Committee be completed and submitted to the General Assembly by January 1971.

Approved April 22, 1970.

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No. 61

(Senate Joint Resolution 56)

Senate Joint Resolution requesting the Governor of Maryland to appoint a Task Force to develop a system of Periodic Motor Vehicle Inspection in Maryland that will provide for improved highway safety in this State in the most efficient and effective manner possible while bringing Maryland into greater conformance with the highway safety standards promulgated by the National Highway Safety Bureau of the United States Department of Transportation.

WHEREAS, it has been demonstrated in a number of studies conducted at Federal and State levels and by private associations interested in highway safety that Periodic Motor Vehicle Inspection will reduce the accident and death rates, and

WHEREAS, the National Highway Safety Act of 1966 requires the National Highway Safety Bureau to establish minimum standards for State highway safety programs, and

WHEREAS, to promote improved highway safety throughout the Nation, the National Highway Safety Bureau has adopted sixteen (16) minimum standards for State highway safety programs, including periodic motor vehicle inspection, and

WHEREAS, failure to comply with the minimum national standards could result in the loss of ten (10) per cent of Maryland's share of Federal highway construction funds, and

WHEREAS, while the present system of inspecting used cars in Maryland prior to their being titled and registered in this State has been effective in preventing Maryland from becoming a dumping ground for unsafe autos, it does not afford to the vast majority of our citizens the full measure of benefits that can be offered by a system of periodic motor vehicle inspection nor does it satisfy Federal requirements, and

WHEREAS, the present system is subject to abuse resulting either in motorists paying for unneeded repairs or, conversely, not being required to make essential repairs to conform to requirements, and

WHEREAS, the present system does not provide for either uniform fees or uniform administration and is not capable of developing into a comprehensive inspection program that will provide for an impartial examination of automotive equipment to determine if it satisfies safety requirements; does not provide assurances that automotive exhaust emissions do not exceed air pollution tolerances, and does not provide automotive diagnostic services to insure that vehicles will continue to operate properly; now, therefore, be it