

(8) Shall adopt a schedule for the emissions equipment and misfueling inspections; and

(9) Shall establish, under Title 2 of the Environment Article, emissions standards to be used for the exhaust emissions tests and emissions equipment and misfueling inspections of motor vehicles under this subtitle.

(d) (1) IN THIS SUBSECTION, "TRANSIENT MASS-EMISSION TESTING" MEANS AN EXHAUST EMISSIONS TEST UTILIZING A DYNAMOMETER TREADMILL DEVICE AND THE IM 240 DRIVING CYCLE REFERENCED UNDER 40 C.F.R. PART 51.

(2) Notwithstanding subsection (c)(6) of this section or any other provision of law, [during the period from January 1, 1995 through May 31, 1997,] the emissions control program established under this subtitle may not require for any vehicle other than a State-owned vehicle or, to the extent authorized by federal law, a federally-owned vehicle:

(i) Transient mass-emission testing [using the IM 240 driving cycle referenced under 40 C.F.R. Part 51];

(ii) An evaporative system integrity (pressure) test or an evaporative system transient purge test that requires the disconnection or manipulation of any engine component, including any hose or emissions equipment, that is located in the vehicle's engine compartment;

(iii) Removal of the driver from a vehicle being tested or inspected; or

(iv) On-road testing.

[(2)] (3) (i) The Administration, in consultation with the Secretary, shall [develop]:

1. OFFER TO OWNERS OF VEHICLES SUBJECT TO THE EMISSIONS CONTROL PROGRAM THE OPTION OF COMPLYING WITH THE EXHAUST EMISSIONS TEST REQUIREMENTS OF THIS SUBTITLE BY VOLUNTARILY SUBMITTING TO TRANSIENT MASS-EMISSION TESTING; AND

2. DEVELOP and offer to owners of vehicles subject to the emissions control program an incentive program designed to encourage voluntary submission to [the test described in item (1)(i) of this subsection] TRANSIENT MASS-EMISSION TESTING.

(ii) Notwithstanding the provisions of § 23-205(a)(2) and subsection (c)(1) of this section, the incentives offered under this paragraph may include reduced test fees, flexible test schedules, the waiver of late fees, the reduction of expenditures incurred for emissions related repairs necessary to obtain a waiver, and any other cost-effective incentive that is consistent with State and federal law and is reasonably expected by the Administration to increase the number of vehicles that undergo [the test described in item (1)(i) of this subsection] TRANSIENT MASS-EMISSION TESTING.