

FROM COAL, THE CREDIT IS ~~0.05~~ 0.5 CENTS FOR EACH KILOWATT HOUR OF ELECTRICITY PRODUCED FROM THE QUALIFIED ENERGY RESOURCE INSTEAD OF 0.85 CENTS.

(C) IF THE CREDIT ALLOWED UNDER THIS SECTION EXCEEDS THE STATE INCOME TAX, ANY UNUSED CREDIT MAY BE CARRIED FORWARD AND APPLIED FOR SUCCEEDING TAXABLE YEARS UNTIL THE EARLIER OF:

- (1) THE FULL AMOUNT OF THE CREDIT IS USED; OR
- (2) THE EXPIRATION OF THE 10TH TAXABLE YEAR AFTER THE TAXABLE YEAR IN WHICH THE CREDIT AROSE.

~~SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July 1, 2000 and shall be applicable to all taxable years beginning after December 31, 2000 but before January 1, 2005. It shall remain effective for a period of 5 years and, at the end of June 30, 2005, with no further action required by the General Assembly, this Act shall be abrogated and of no further force and effect.~~

SECTION 4. AND BE IT FURTHER ENACTED, That the Maryland Energy Administration, in consultation with manufacturers, retailers, and public interests groups, shall develop voluntary labeling and public information materials to identify products eligible for the tax incentives provided under this Act.

SECTION 5. AND BE IT FURTHER ENACTED, That Section 2 of this Act shall be applicable to all taxable years beginning after December 31, 1999.

SECTION 6. AND BE IT FURTHER ENACTED, That Section 3 of this Act shall be applicable to all taxable years beginning after December 31, 2000.

SECTION 7. AND BE IT FURTHER ENACTED, That this Act shall take effect July 1, 2000.

Approved May 11, 2000.

CHAPTER 297

(Senate Bill 673)

AN ACT concerning

Motor Coaches - Not-for-Profit Entities

FOR the purpose of requiring not-for-profit entities that own and operate certain motor coaches to obtain a license from the Public Service Commission, with certain exceptions; requiring certain motor coaches to be inspected on a certain schedule in a certain manner; providing that certain motor coaches licensed under this Act and providing only certain services are not subject to certain tariffs and rate making; and generally relating to motor coaches and not-for-profit entities.