

THE DRIVER OF A MOTOR VEHICLE AND DETAINS THE DRIVER FOR ANY PERIOD OF TIME FOR A VIOLATION OF THE MARYLAND VEHICLE LAW.

(II) "TRAFFIC STOP" DOES NOT INCLUDE:

1. A CHECKPOINT OR ROADBLOCK STOP;
2. A STOP OF MULTIPLE VEHICLES DUE TO A TRAFFIC ACCIDENT OR EMERGENCY SITUATION REQUIRING THE STOPPING OF VEHICLES FOR PUBLIC SAFETY PURPOSES; OR
3. A STOP BASED ON THE USE OF RADAR, LASER, OR VASCAR TECHNOLOGY.

(B) THE POLICE TRAINING COMMISSION, IN CONSULTATION WITH THE MARYLAND JUSTICE ANALYSIS CENTER, SHALL DEVELOP:

(1) ~~A UNIFORM FORM DESIGNED TO ALLOW THE RECORDING OF DATA REQUIRED UNDER SUBSECTION (D) OF THIS SECTION IN AN EFFICIENT MANNER THAT EACH LAW ENFORCEMENT AGENCY SHALL REQUIRE ITS OFFICERS TO USE FOR DATA COLLECTION PURPOSES~~ A MODEL FORMAT FOR THE EFFICIENT RECORDING OF DATA REQUIRED UNDER SUBSECTION (D) OF THIS SECTION ON AN ELECTRONIC DEVICE, OR BY ANY OTHER MEANS, FOR USE BY A LAW ENFORCEMENT AGENCY;

(2) GUIDELINES THAT EACH LAW ENFORCEMENT AGENCY MAY USE AS A MANAGEMENT TOOL TO EVALUATE DATA COLLECTED BY ITS OFFICERS FOR USE IN COUNSELING AND IMPROVED TRAINING;

(3) A STANDARDIZED FORMAT THAT EACH LAW ENFORCEMENT AGENCY SHALL USE IN REPORTING DATA TO THE MARYLAND JUSTICE ANALYSIS CENTER UNDER SUBSECTION (E) OF THIS SECTION; AND

(4) ON OR BEFORE JULY 1, 2002, A MODEL POLICY AGAINST RACE-BASED TRAFFIC STOPS THAT A LAW ENFORCEMENT AGENCY COVERED UNDER SUBSECTION (C)(1) OF THIS SECTION CAN USE IN DEVELOPING ITS POLICY IN ACCORDANCE WITH SUBSECTION (G) OF THIS SECTION.

(C) (1) SUBJECT TO PARAGRAPH (2) OF THIS SUBSECTION, THIS SECTION APPLIES TO EACH LAW ENFORCEMENT AGENCY THAT:

(I) ON JANUARY 1, 2002, HAS 100 OR MORE LAW ENFORCEMENT OFFICERS;

(II) ON JANUARY 1, 2003, HAS 50 OR MORE LAW ENFORCEMENT OFFICERS; AND

(III) ON JANUARY 1, 2004, HAS 1 OR MORE LAW ENFORCEMENT OFFICERS.

(2) EXCEPT AS PROVIDED IN SUBSECTION (E)(2) OF THIS SECTION, THIS SECTION DOES NOT APPLY TO A LAW ENFORCEMENT AGENCY THAT, ON OR BEFORE JULY 1, 2001, HAS ENTERED INTO AN AGREEMENT WITH THE UNITED STATES