

BY: Judicial Proceedings Committee

AMENDMENTS TO SENATE BILL NO. 344

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, strike in their entirety lines 2 and 3, inclusive, and substitute:

“Task Force to Study the Comprehensive
Licensing of Automotive-Related Industries”;

strike beginning with “repealing” in line 4 down through “processors” in line 7 and substitute “establishing a Task Force to Study the Comprehensive Licensing of Automotive-Related Industries; specifying the membership of the Task Force; requiring the Motor Vehicle Administrator to assign staff and provide administrative support to the Task Force; requiring the Task Force to study certain matters; requiring the Task Force to report to the Governor and the General Assembly on or before a certain date; providing for the effective date and termination of this Act; and generally relating to the establishment of a Task Force to Study the Comprehensive Licensing of Automotive-Related Industries”; strike in their entirety lines 8 through 25, inclusive; and in line 27, strike “the Laws of Maryland read as follows”.

AMENDMENT NO. 2

On page 1, before line 26, insert:

“Preamble

WHEREAS, The movement and sale of vehicles and vehicle parts is among the largest industry sectors in the U.S. economy; and

WHEREAS, The types of businesses represented in this sector include automotive dismantlers and recyclers, body shops, auctions, scrap processors, towers, new and used vehicle dealers, wholesalers, and manufacturers; and

(Over)

WHEREAS, In Maryland, many of these businesses, including auctions, body shops, and towers, are not subject to regulation or licensing by the Motor Vehicle Administration and are able to avoid detection by other government agencies; and

WHEREAS, The lack of consistent regulation and enforcement creates an unfair advantage for the unlicensed entities operating in the State, making it competitively disadvantageous to be licensed; and

WHEREAS, The unlicensed activity also places the consumer at a disadvantage; and

WHEREAS, It is time to conduct a thorough review of all automotive-related industries to determine the feasibility and scope of a comprehensive licensing law; now, therefore,”.

AMENDMENT NO. 3

On pages 2 through 8, strike in their entirety the lines beginning with line 1 on page 2 through line 22 on page 8, inclusive, and substitute:

“(a) There is a Task Force to Study the Comprehensive Licensing of Automotive-Related Industries.

(b) The Task Force consists of the following 15 members:

(1) Two members of the Senate of Maryland, appointed by the President of the Senate, one of whom shall be designated by the President as Co-Chairman of the Task Force;

(2) Two members of the Maryland House of Delegates, appointed by the Speaker of the House, one of whom shall be designated by the Speaker as Co-Chairman of the Task Force; and

(3) One representative from each of the following industry or government sectors, appointed by the Governor:

(i) Auto dismantlers and recyclers - early model salvage;

(ii) Auto dismantlers and recyclers - late model salvage;

(iii) Auctions;

(iv) Scrap processors;

(v) Body shops;

(vi) Used auto parts distributors;

(vii) New and used vehicle dealerships;

(viii) The Motor Vehicle Administration;

(ix) The Vehicle Theft Prevention Council;

(x) Local law enforcement from jurisdictions currently regulating towers; and

(xi) The Maryland State Police Auto Theft Unit.

(c) The Motor Vehicle Administrator shall assign staff and provide administrative support to the Task Force.

(d) The Task Force shall study the scope of unlicensed activity in automotive-related industries, the feasibility of and standards for licensing of currently unlicensed businesses, and the resources necessary to effectively enforce a comprehensive licensing law.

(e) The Task Force shall report its findings and recommendations to the Governor and in accordance with § 2-1246 of the State Government Article, the General Assembly on or before December 1, 1998.”.

AMENDMENT NO. 4

On page 8, in line 23, strike “3.” and substitute “2.”; in line 24, strike “October” and substitute “June”; and in the same line, after the period insert “It shall remain effective for a period of 7 months and, at the end of December 31, 1998, with no further action required by the General Assembly, this Act shall be abrogated and of no further force and effect.”.

(Over)