

MAINE STATE LEGISLATURE

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STATE OF MAINE
116TH LEGISLATURE

FIRST REGULAR SESSION

BILL SUMMARIES
JOINT STANDING COMMITTEE
ON
ENERGY AND NATURAL RESOURCES

JULY 1993

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**ONE HUNDRED AND SIXTEENTH LEGISLATURE
FIRST REGULAR SESSION**

**JOINT STANDING COMMITTEE
BILL SUMMARIES**

JULY 1993

This document is a compilation of the bill summaries prepared by this office for the Joint Standing Committees and Joint Select Committees of the Maine Legislature. The volume is organized alphabetically by committee; within each committee, the summaries are arranged by LD number. A subject index is provided at the beginning of each committee's summaries.

The committee report or reports, the prime sponsor for each bill and the lead co-sponsor in each house if one has been designated are listed below each bill title. All adopted amendments are listed, by paper number (e.g., H-584 or S-222), together with the sponsor for floor amendments. Final action on each bill is listed to the right of the title. Various types of final action are abbreviated as follows:

<i>PUBLIC XXX</i>	<i>Chapter # of enacted Public Law</i>
<i>P&S XXX</i>	<i>Chapter # of enacted Private & Special Law</i>
<i>RESOLVE XXX</i>	<i>Chapter # of enacted Resolve</i>
<i>CON RES XXX</i>	<i>Chapter # of Constitutional Resolution passed by both Houses</i>
<i>EMERGENCY</i>	<i>Enacted law takes effect sooner than 90 days</i>
<i>CARRIED OVER</i>	<i>Bill carried over to Second Session</i>
<i>ONTP</i>	<i>Ought Not to Pass report accepted</i>
<i>ENACTMENT FAILED</i>	<i>Bill failed to get majority vote</i>
<i>INDEF PP</i>	<i>Bill Indefinitely Postponed</i>
<i>FAILED EMERGENCY ENACTMENT</i>	<i>Emergency bill failed to get 2/3 vote</i>
<i>FAILED MANDATE ENACTMENT</i>	<i>Bill imposing local mandate failed to get 2/3 vote</i>
<i>DIED BETWEEN BODIES</i>	<i>House & Senate disagree; bill died</i>
<i>CONF CMTE UNABLE TO AGREE</i>	<i>Committee of Conference formed but unable to agree</i>
<i>VETO SUSTAINED</i>	<i>Legislature failed to override Governor's Veto</i>
<i>UNSIGNED</i>	<i>Not signed by Governor within 10 days</i>
<i>DIED ON ADJOURNMENT</i>	<i>Action incomplete when session ended; bill died</i>

These summaries were prepared by the analyst or analysts assigned to the committee. But, this document was produced by the efforts of all the office staff, including secretaries: Charlene Raymond and Valarie Parlin.

If you have any suggestions or comments on these summaries, please let us know.

4693NRG

LD 1348

An Act to Clarify the Time Frame in Which the Board of Environmental Protection Is to Establish a Numeric Water Quality Criterion for Dioxin

PUBLIC 240

SPONSOR(S)
GWADOSKY

COMMITTEE REPORT
OTP-AM

AMENDMENTS ADOPTED
H-254

SUMMARY

This bill would have authorized the Maine Board of Environmental Protection to defer adoption of a permanent dioxin water quality standard until April 1, 1994 and directed the board to consider the results of the United States Environmental Protection Agency national scientific reassessment on the human health impacts of dioxin.

The committee amendment (H-254) replaces the original bill and prohibits the Board of Environmental Protection from adopting all or any part of a water quality criterion that would regulate dioxin in the waters of this State prior to January 1, 1994. (See also LD 49)

LD 1351

An Act to Amend the Motor Vehicle Emission Inspection Program

PUBLIC 418

SPONSOR(S)
MARSH

COMMITTEE REPORT
OTP-AM MAJ
OTP-AM MIN

AMENDMENTS ADOPTED
H-537
H-583 POULIN
S-301 BRANNIGAN
S-318 LAWRENCE

SUMMARY

This bill amends the law establishing the motor vehicle emission inspection program required by the federal Clean Air Act Amendments of 1990. It provides for enforcement of the biennial emission inspection requirement in certain counties by requiring the Secretary of State to suspend the registration and license plates for any person who has not complied with the emissions testing program. Current law enforces the testing requirement by denial of the safety inspection. The bill also repeals the fleet inspection program, provides a \$450 penalty for operating a motor vehicle after suspension for failure to comply with the test, permits on-road testing as a supplementary testing method, and requires a person to actually spend \$450 in repairs before they are given a waiver, rather than merely to obtain an estimate that the cost to repair the vehicle would exceed \$450.

Committee Amendment "A" (H-537), the majority report, exempts motor vehicles that are driven fewer than 5,000 miles in a 2-year period from the testing requirement and makes technical changes to the bill. The amendment also lowers the penalty to \$125 for driving a pre-1981 motor vehicle after registration suspension, to correspond to the maximum repair amount for those cars under the federal Clean Air Act. The amendment also removes language prohibiting the court from suspending the penalty.

House Amendment "B" (H-583) lowers the maximum fee for an inspection from \$30 to \$24.

Senate Amendment "A" (S-301) requires the DEP to reimburse the Highway Fund for costs associated with enforcement of the emissions testing program through registration denial or suspension.

Senate Amendment "B" (S-318) increases the low-mileage waiver from 5,000 miles in two years to 10,000 miles in two years, and requires the Commissioner of Environmental Protection to report to the Legislature as to whether the motor vehicle emission inspection and maintenance program, including the low-mileage waiver provision, meets the requirements of the Federal Clean Air Act.