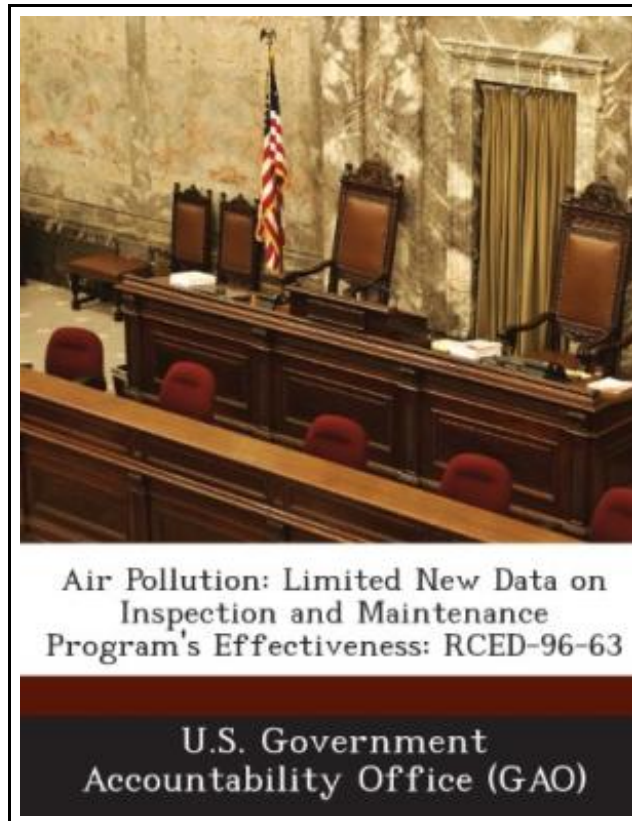


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### ***Reviews***

*Basically no words to clarify. Of course, it is perform, still an amazing and interesting literature. Its been printed in an exceptionally basic way which is only soon after i finished reading through this ebook where actually altered me, change the way i really believe.*

***(Newton Runolfsson)***

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Bibliogov, United States, 2013. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*.Pursuant to a congressional request, GAO provided information on the 50-percent penalty, also called a discount, that states suffer under the Environmental Protection Agency s (EPA) Clean Air Act enforcement for operating vehicle emissions inspection and maintenance (IM) test-and-repair networks instead of test networks. GAO found that: (1) EPA issued the 50-percent discount rule after it found that test-and-repair networks were less effective in controlling motor vehicle emissions; (2) since issuing the rule, EPA has not conducted any studies to obtain new data on the effectiveness of test-and-repair networks; (3) 14 of the 23 states required to implement enhanced IM programs have not conducted studies on the 50-percent discount, mostly because they implemented, or intended to implement, test-only programs; (4) the other 9 states did not conduct studies to assess the relative effectiveness of the two kinds of IM networks; (5) California studied relative effectiveness and concluded that there was little difference between test-and-repair networks and test-only networks; (6) Georgia is conducting a study, and the preliminary findings lead Georgia to believe that it should suffer only a 35- to 45-percent discount for its hybrid IM program; and (7) Congress enacted legislation to eliminate automatic discounts based on the type of testing network and allow states 18 months to study their IM programs effectiveness. GAO also found that EPA has allowed the states great flexibility in implementing enhanced IM programs by: (1) providing IM system models; (2) establishing credits for test-only networks, for states that require that only certified mechanics perform repairs, and for less costly testing systems; (3) relaxing performance standards for states that can still meet their overall targets for reducing emissions.



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