

Workers will pay for auto inspection law delay

By TIM RICHARD

Michigan's failure to pass an auto inspection/maintenance law could cost the metropolitan area thousands of jobs this year.

"The train has left the station," Michael M. Glusac, executive director of the Southeast Michigan Council of Governments, told the SEMCOG Executive Committee last week.

"I was in Lansing Jan. 23 to testify before the House urban affairs committee on the Clodfelter bill," Glusac said, referring to HB 3367, a mandatory motor vehicle emissions inspection and maintenance program sponsored by Rep. Mark Clodfelter, D-Flint.

"A representative of the Michigan Department of Commerce testified that we need a bill by the end of March or it could affect as many as 10,000 jobs in southeast Michigan."

"HE GAVE no clues as to where," Glusac said, "but we know General Motors has already announced an engine plant in Pontiac that would require a permit."

'Why did it take so damn long to initiate debate on a federal law that was passed in 1977? We've waited until the winter of 1980.'

Under the federal Clean Air Act, he said, a plant emitting more than 100 tons of air pollutants a year would require a state permit from the air pollution control division of the Department of Natural Resources.

"The state can't issue permits unless it complies with the Clean Air Act," Glusac continued. "So the state must pass an I/M act."

"We need a law that applies at least to southeast Michigan by the end of March because that is when the construction season is to start."

THEN GLUSAC got visibly excited. "We knew. We knew all along. We told everybody last year that we had to have an I/M law."

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Passing an I/M law is no simple matter like lowering a speed limit, Glusac said. The Clodfelter bill defines vehicles (excluding farm implements), air quality standards, referee lanes, inspections, re-inspections, tampering, testing stations and vehicle emission standards.

It involves coordination by the Michigan departments of State, Natural Resources and Transportation and rule-making by State.

Excluded would be vehicles more than eight model-years old. The state could deal with private contractors to perform inspections. Fees for inspections are limited to \$10.

A MAJOR BONE of contention is whether the law should be written to apply only to the seven counties of southeast Michigan or to the entire state.

Glusac and SEMCOG argue it should apply to the entire state. One reason is equity in attracting business investment. Another is that vehicles everywhere emit pollutants.

Testifying in Lansing, Glusac criticized state monitoring techniques which led to talk of applying the law only in the southeast part of the state.

"There were only 14 ozone monitors in the entire state of Michigan," he said. "There was one each in the counties of Marquette, Muskegon, Kent, Ingham, Genesee, Bay, Oakland, Macomb and St. Clair while there were five in Wayne County alone. Thus, in the SEMCOG region, there were eight of the 14."

He quoted state documents as saying that "present air monitoring sites in several urban areas are poorly located. . . . The 'peak' ozone concentrations are not likely to be monitored."

SEMCOG is a voluntary association of 136 cities, townships, villages, counties and community colleges in the seven-county region. SEMCOG has been designated by Gov. William G. Milliken as the air quality planning agency for the region.

Photo class begins Feb. 23

The Center for Creative Studies (CCS) — College of Art and Design is offering a basic photography workshop on the use of the 35mm camera from 9 a.m. to 4 p.m. Feb. 23-24.

The program is designed for persons with little or no experience in photography. Those attending are asked to bring a 35 mm camera with adjustable aperture and shutter speeds.

The fee for the two-day workshop is \$40. Further information may be obtained by calling the registrar's office at 872-3118.

MICHAEL M. GLUSAC
"We knew all along"

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