

Greetings,

The Vermont Safety inspection should be eliminated. Studies have shown that there is little no correlation between safety inspections and accidents on the road. New Jersey eliminated its inspection program ten years ago and has seen no increase in accidents due to faulty equipment. Our neighbor New Hampshire is also trying to eliminate inspections but has run afoul of the Clean Air Act.

I propose that the safety inspection be eliminated.

To maintain compliance with the Clean Air Act,

1. Implement an emission only inspection.
2. Emission only inspection would be performed every two years.
3. Pleasure vehicles 15 years and older would be exempt from the emission inspection.
4. A violation of the emission inspection requirement is a secondary offense.
5. A violation of the emission inspection requirement results in a fine of \$5 with no surcharges.

For too long Vermonters have been subjected to an inspection program that costs millions of dollars with no verifiable results. Vermonters have also been taken advantage of by unscrupulous repair shops that fabricate repairs to boost their profits. Back in the 1930s when the inspection program was created vehicles did not have today's technology which has essentially eliminated the need for safety inspections.

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District of Columbia eliminated its program; it analyzed crash data and found that most accidents resulted from driver behavior—not vehicle mechanical failure. And a New Jersey official told us the state couldn't justify the \$17 million annual costs of its inspection program since there was no conclusive data on its effectiveness.

#### [Effect of Periodic Vehicle Inspection on Road Crashes and Injuries: A Systematic Review - PMC](#)

the causal contribution of VTI programs to the reduction in road crash rates could not be definitely confirmed.

#### [VehicleSafetyInspectionSystemstxt.pdf](#)

The findings presented in the previous chapter suggest that, when other factors are taken into consideration, highway safety in states not using periodic inspections is at least comparable to and perhaps even greater than safety in states where periodic inspection is required. The question is, Why? Two possible interpretations may be offered. First, any additional resources devoted to vehicle maintenance as a result of periodic inspection simply do not improve the inherent safety characteristics of the vehicle; thus, those expenditures are not effective in reducing accidents. Second, additional expenditures induced by periodic inspections requirements do make the vehicle safer, but this potential for improved highway safety is dissipated by adjustments in driver behavior, as some studies have previously suggested.