

Washington Report

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Federally-Certified Auto Mechanics

A bill (H.R. 13588) authorizing a program for the voluntary certification of motor vehicle mechanics by the Secretary of Transportation was introduced in the House of Representatives by Congressman Robert N. Giaimo of Connecticut on October 19, 1967.

The bill also calls for a program whereby the States would establish programs for the compulsory licensing of motor vehicle mechanics.

As a matter of fact, the way the bill reads, the Federal certification of auto mechanics presumes the compulsory licensing of mechanics by the States prior to their Federal certification.

More than that, the heart of the program focuses squarely on apprenticeship.

The bill would empower the Secretary of Transportation to pay up to 50 percent of the eligible costs of any State-sponsored compulsory licensing programs.

1. Each State would set up its own compulsory auto mechanic training and apprenticeship program.
2. Such programs would require the approval of the Secretary of Transportation.
3. The State would conduct formal mechanic examinations.
4. Auto mechanics licensed through the compulsory State training and apprenticeship programs could

then apply voluntarily to the Secretary of Transportation for Federal certification.

This means, of course, that each State would have to set up the machinery, devise the training program, and train and certify the personnel who would conduct the program.

Training Standards

The training and apprenticeship standards adopted in such programs would, in turn, require the approval of the Secretary of Transportation. (Editor's Note: Apprenticeship standards for truck and automobile mechanics are registered and approved by the Bureau of Apprenticeship and Training and/or 30 State Apprenticeship Agencies at present).

The States would have to bear at least 50 percent of the costs of the programs, with the Federal Government paying up to 50 percent.

The eligible costs of the compulsory State licensing programs may include:

1. Cost of the training and apprenticeship programs.
2. Cost of examining the mechanics.
3. Cost of training and examining the personnel to administer the program.
4. Cost of administering and enforcing the State mechanic licensing requirements.

At present, the bill is in the hands of the Committee on interstate and Foreign Commerce for consideration.

