

SB 2625

RELATING TO MOTOR VEHICLE INSPECTIONS.

Abolishes requirement that all motor vehicles obtain annual certificate of inspection.



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

February 1, 2012

**SB 2625
RELATING TO TRAFFIC SAFETY**

SENATE COMMITTEE ON TRANSPORTATION AND INTERNATIONAL AFFAIRS

The Department of Transportation (DOT) opposes this bill, which proposes to eliminate the required motor vehicle inspection program in the State of Hawaii.

The Periodic Motor Vehicle Inspection (PMVI) program is intended to improve highway safety by requiring virtually all motor vehicles to be inspected at least once per year. The objective is to keep the number of defects in the vehicle population at a minimum with the expectation that this will help keep the number of crashes and breakdowns that are caused by defects at a minimum.

Although 286-26, HRS requires the DOT to develop administrative rules, it does not require DOT to implement the entire program. Using a law (46-8, HRS) that allows the department to work cooperatively with the Counties, the program is administered by HDOT and enforced by County officers, who are paid with State funds. These officers monitor the private inspection stations and inspectors who conduct the vehicle inspections. The program is funded by charging a one dollar enforcement fee for every inspection and from profits made by the sale of PMVI stickers and forms to the inspection stations. The State makes about 15 cents per sticker and one cent per form that is sold. The program funds a total of 22 positions; one State employee and 21 County employees. There are about 675 inspection stations statewide that use about 2,150 inspectors.

Automobile crash investigations and crash data are not detailed enough to gather data to make an incontrovertible effectiveness evaluation of the program relative to reducing crashes. In 1988 Congress had the National Highway Traffic Safety Administration

(NHTSA) study state inspection programs to determine whether they improve highway safety. NHTSA's 1989 report concluded that PMVI programs reduce the number of poorly maintained vehicles on the highways, but that available data did not conclusively demonstrate that PMVI programs significantly reduced crash rates. The General Accounting Office (GAO) reviewed the NHTSA study and concluded in 1990 that "when all the studies and analyses are considered together, even taking into account their individual limitations, their relative consistency justifies a conclusion that periodic inspection programs reduce accident rates." However, the inspection program produces vehicle defect data that allows an intuitive conclusion that the program makes a contribution toward improving highway safety.

Most of the vehicle items inspected in the program can easily be inspected by vehicle owners with very little knowledge about motor vehicles. Some examples are: lights, tires, brakes, horn, windshield, windshield wipers, exhaust, registration and insurance. In spite of the ease with which many components can be inspected, each year thousands of defects are identified and corrected via the PMVI program. Not all vehicles have the same required equipment, but in general there are 30 items inspected during an inspection. The seven most common defects (in descending order) are:

1. Registration
2. Stop lamps
3. Head lamps
4. Tires
5. Other lamps and reflectors
6. Windshield wipers
7. Insurance

Again, these are all easy for anyone to check, but these seven items accounted for 183,870 defects in CY 2011. Registration and insurance are not safety related, but the Legislature made them a required part of the program to enhance enforcement.

NHTSA is responsible for developing and enforcing federal motor vehicle safety standards (FMVSS) with which manufacturers are required to comply. Many of the standards were written with the blood of fatal crash victims and NHTSA is diligent to

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apply the scientific method of study when identifying needs for standards and developing them. Installing and meeting FMVSS costs a significant amount of extra money, thus if car sales were the only focus, very few safety standards would be installed by manufacturers. However, by mandating that manufacturers install and meet FMVSS, highway safety in the United States (US) has improved remarkably. The US has one of the best highway safety records in the world.

The intent of installing the standards is that they remain functional in the vehicle for the life of the vehicle. However, due to the sovereignty of the States, the federal government cannot force them to require the perpetuation of the standards. As a result, after the first sale of a vehicle, the manufacturer is off the hook. Maintaining the standards installed in the vehicle then becomes the responsibility of the vehicle owner. Hawaii and a few other states nudge the owners to maintain the FMVSS by making them a part of the motor vehicle inspection program. Since no one ever expects to be in a crash, motivating people to take preventive action is often difficult.

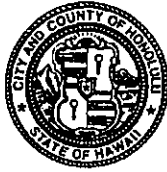
Based on the defects identified (27% of the vehicles inspected had defects) and corrected, our PMVI program seems to be helping many people keep their vehicles in a reasonably safe condition.

Thank you for the opportunity to provide testimony.



DEPARTMENT OF CUSTOMER SERVICES
CITY & COUNTY OF HONOLULU
DIVISION OF MOTOR VEHICLE, LICENSING AND PERMITS
ADMINISTRATION
P.O. BOX 30300
HONOLULU, HAWAII 96820-0300

PETER B. CARLISLE
MAYOR



GAIL Y. HARAGUCHI
DIRECTOR

DENNIS A. KAMIMURA
LICENSING ADMINISTRATOR

January 30, 2012

The Honorable J. Kalani English, Chair
and Committee Members
Committee on Transportation and International Affairs
The Honorable Will Espero, Chair
and Committee Members
Committee on Public Safety, Government Operations
and Military Affairs
The Senate
State of Hawaii
State Capitol, Room 231
Honolulu, Hawaii 96813

Dear Chair English, Chair Espero and Committee Members:

Subject: S.B. No. 2625, Relating to Motor Vehicle Inspections

The City and County of Honolulu is opposed to S.B. No. 2625 which will abolish the periodic motor vehicle safety inspection program.

During 2011, Honolulu's periodic vehicle inspection program inspected 625,465 vehicles of which 242,134 defects were detected. The highest number of defects were for expired registrations, inoperable stoplamps, worn tires, inoperable other lamps and reflectors, windshield wipers and liability insurance. Taking into consideration that the vehicle owner was not aware of these defects before submitting the vehicle for inspection, these defects will not have been discovered if the inspection program is abolished.

The 2009 Executive summary of Pennsylvania's Vehicle Safety Inspection Program Effectiveness Study states: "Pennsylvania's Vehicle Safety Inspection Program is an effective program that reduces fatal crashes and saves lives in Pennsylvania." The March 2009 study may be found at:

<http://www.dmv.state.pa.us/pdotforms/inspections/Inspection%20Program%20Effectiveness%20Study.pdf>)

The City and County of Honolulu recommends that S.B. No. 2625 be held.

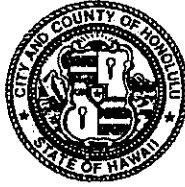
Sincerely,

A handwritten signature in black ink, appearing to read "Dennis A. Kamimura".

Dennis A. Kamimura
Licensing Administrator

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET - HONOLULU, HAWAII 96813
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PETER B. CARLISLE
MAYOR

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CHIEF

DAVE M. KAJIHIRO
MARIE A. McCAULEY
DEPUTY CHIEFS

OUR REFERENCE KK-LC

February 1, 2012

The Honorable J. Kalani English, Chair
and Members
Committee on Transportation
and International Affairs
The Honorable Will Espero, Chair
and Members
Committee on Public Safety, Government
Operations, and Military Affairs
The Senate
State Capitol
Honolulu, Hawaii 96813

Dear Chairs English and Espero and Members:

Subject: Senate Bill No. 2625, Relating to Motor Vehicle Inspections

I am Kurt Kendro, Major of the Traffic Division of the Honolulu Police Department (HPD), City and County of Honolulu.


The HPD opposes the passage of Senate Bill No. 2625, Relating to Motor Vehicle Inspections. The passage of this bill would eliminate the requirement that all motor vehicles obtain an annual certificate of inspection.

The annual requirement of a certificate of inspection ensures that vehicles being operated on the roadway are meeting the very minimum safety requirements to operate on roadways. Without this requirement, there is no inspection of the brakes, exhaust systems, and other parts of the motor and drive train. While this inspection is minimal, it is the only inspection that is required on a yearly basis. Without it, we will have no idea of the condition of any vehicle.

Thank you for the opportunity to testify.

APPROVED:


LOUIS M. KEALOHA
Chief of Police

Sincerely,

KURT KENDRO, Major
Traffic Division

[REDACTED]

From: mailinglist@capitol.hawaii.gov
Sent: Friday, January 27, 2012 4:03 PM
To: TIA Testimony
Cc: oakraiderm@yahoo.com
Subject: Testimony for SB2625 on 2/1/2012 1:15:00 PM

Testimony for TIA/PGM 2/1/2012 1:15:00 PM SB2625

Conference room: 224
Testifier position: Support
Testifier will be present: No
Submitted by: Michael Oakland
Organization: Individual
E-mail: oakraiderm@yahoo.com
Submitted on: 1/27/2012

Comments:

I would like to suggest that the bill be amended to include State Sheriffs', I.E.:
"State Sheriff" or any Deputy Sheriff as they/we also have to enforce these laws,
and when they are exclusive to the "Chief of Police" or any "Police
Officer" we start to have problems with the enforcement of C&C Ord. and or HRS. This
could come in the form of a defense attorney challenging it in court and then they win on a
tech. There are also issues when it says Police Officer as we are actually considered Police
Officers in the basic definition of the term, but some statutes and possibly the City Charter
defines Police Officer as employed by the county. This is why we were able to have the
C&C Ord. for Mobile Electronic Device amended to include State Sheriffs'.

Your favorable consideration for this amendment to this bill is greatly appreciated.

If there are any questions or I can be of any assistance please don't hessitate to contact me
at, 722-3913 or the e-mail address provided above. mahalo and Aloha, Michael Oakland

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, January 31, 2012 10:49 PM
To: TIATestimony
Cc: MolokaiMAN@basicisp.net
Subject: Testimony for SB2625 on 2/1/2012 1:15:00 PM

Testimony for TIA/PGM 2/1/2012 1:15:00 PM SB2625

Conference room: 224
Testifier position: Support
Testifier will be present: No
Submitted by: George Peabody
Organization: Individual
E-mail: MolokaiMAN@basicisp.net
Submitted on: 1/31/2012

Comments:

YES! We have suffered needlessly under the inspection scam for about 45 years, and it is way past time to TERMINATE the INSPECTION scam.

Mahalos, George Peabody editor for Molokai Advertiser-News online since 1984 weekly and archives <http://www.MolokaiAdvertiserNews.com>