



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

February 14, 2018
1:25 p.m.
State Capitol, Room 225

S.B. 2476
RELATING TO MOTOR VEHICLE INSPECTIONS

Senate Committee on Transportation and Energy

The Department of Transportation **opposes** S.B. 2476 relating to motor vehicle inspections. The purpose of the bill is to allow motor vehicles with a model year that is ten years of age or less to be inspected every two years rather than every year.

We offer the following discussion on Section 1 of the bill regarding the effectiveness of Periodic Motor Vehicle Inspection (PMVI). In 1988, Congress required the National Highway Traffic Safety Administration (NHTSA) to study state inspection programs to determine whether they improve highway safety. NHTSA concluded that periodic motor vehicle inspection programs (PMVI) 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. Data availability is poor because the data needed to evaluate the relationship of an inspection program with crashes is generally not collected. In July 1990, the GAO reviewed the NHTSA report and concluded that NHTSA accurately concluded that PMVI reduces the number of poorly maintained vehicles on the roads. Thus, agencies other than the states with inspection programs agree that inspection programs improve the mechanical condition of vehicles.

Statewide, there are a total of 546 inspection stations; Honolulu – 301, Hawaii County – 125, Maui County – 71, and Kauai County – 49. The hours available for inspections has remained constant for many years. The hours of operation required in the 2009 version of the administrative rules 19-133.2 is eight hours each day, five days a week between the hours of 6:00 AM and 6:00 PM. This requirement has not changed. The administrative rules are currently being updated and have the exact same requirements.

Presently the cost for an inspection of a motor vehicle is \$19.19, plus tax and \$13.24, plus tax for a motorcycle. Of the cost for an inspection, \$1.70 is allocated for the administration and enforcement of the PMVI program and \$1.69 is allocated to the “electronic form contractor” for PMVI program costs.

Regarding the likelihood of defects, although new vehicles are unlikely to experience major mechanical defects during the first two years after purchase, other defects, which

Testimony by:

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IN REPLY REFER TO:

are discovered during an inspection, do occur. These defects include head lamps, signal lamps, and brake lamps, expired registration and insurance cards, worn-out brakes, tires, and windshield wipers, modified suspension, window tint, and cracked windshields. The table below shows the number of defects by two ten-year groups of vehicle model years.

TINT	Warning LMP	WIPERS	HEAD LAMP	TAIL LMP	SIGNAL LMP	TIRE	STOP LAMP	INSURANCE	OTHER LMP	REG ISTRATION	Total	Model Year
10	10	12	12	12	13	13	14	13	13	16	138	1998
14	12	13	14	12	12	14	14	13	14	16	148	1999
13	14	13	14	14	13	15	14	14	13	15	152	2000
9	13	13	11	13	13	13	13	14	13	16	141	2001
14	14	13	14	11	13	14	14	16	14	16	153	2002
15	13	13	15	11	13	15	14	15	15	16	155	2003
13	13	13	13	12	12	14	14	15	13	16	148	2004
13	12	13	13	13	13	15	13	16	14	16	151	2005
14	12	11	13	14	13	14	14	15	13	16	149	2006
14	13	13	13	13	13	13	14	15	14	16	151	2007
129	126	127	132	125	128	140	138	146	136	159	1486	Total
13	12	12	11	13	11	15	13	15	14	16	145	2008
12	9	10	11	12	10	14	15	15	14	14	136	2009
13	10	12	13	12	10	15	12	13	11	15	136	2010
13	10	10	11	12	11	13	14	14	13	16	137	2011
13	11	10	10	9	9	13	13	13	12	16	129	2012
13	9	10	10	9	12	13	13	16	13	16	134	2013
15	10	10	8	13	10	13	13	18	12	16	138	2014
13	4	7	8	10	7	13	11	13	8	15	109	2015
11	4	2	4	4	10	4	6	12	6	16	79	2016
4	6		1	3	4	2	5	7	5	15	52	2017
120	85	83	87	97	94	115	115	136	108	155	1195	Total

Registration and insurance have no bearing on the mechanical condition of a vehicle. However, checking the registration helps to identify the vehicle and ensure that fees are paid. Checking insurance is a requirement of 286-26(i), HRS.

Should the state adopt the provisions of this bill that allow motor vehicles with model years of ten years of age or less, instead of the current annual inspection, registered owners of the vehicles would not have discovered the listed defects for 2 years.

Thank you for the opportunity to provide testimony.

SB-2476

Submitted on: 2/10/2018 11:41:49 AM

Testimony for TRE on 2/14/2018 1:25:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Lana Ululani Robbins		Oppose	No

Comments:

Thank you to the Committee on Transportation and Energy for the opportunity to testify in opposition of SB 2476 which would double the inspection fee for the two-year motor vehicle inspection safety check for vehicles newer than 10 years. The State of Hawai'i Department of Transportation already testified in opposition of it's sister HB 1758.

The citizens of the State of Hawai'i would be treated differently based on their choice of vehicle (older or newer) which is a violation of the equal protection clause of the 14th amendment of the U.S. Constitution. A citizen who chooses to purchase a newer more ecologically responsible vehicle (for example hybrids or Teslas) should not be forced to pay double for being a responsible citizen who is mindful of the environment. They should not be penalized for being mindful of the earth. Mahalo.

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Submitted on: 2/12/2018 10:52:43 AM

Testimony for TRE on 2/14/2018 1:25:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Larry Obermann	Individual	Oppose	No

Comments:

In an August 2015 report entitled "*Vehicle Safety Inspections: Improved DOT Communication Could Better Inform State Programs*", the United States Government Accountability Office found that only sixteen states currently require periodic motor vehicle safety inspections. Of those sixteen states, Hawaii is one of eleven that require inspections to be conducted on an annual basis, while five states require inspections to be conducted on either a biennial or other basis. Further, sixteen of the thirty-four states with no motor vehicle safety inspection requirement once required these inspections but have since repealed the programs. The Government Accountability Office also notes that while officials in states with existing motor vehicle safety inspection programs contend that the programs improve vehicle safety conditions, data on crash rates in relation to the programs are insufficient or inconclusive. For example, the Government Accountability Office analyzed crash rates before and after the elimination of motor vehicle safety inspection programs and found that rates varied little from year to year, even after the elimination of the inspection programs.

Based on this information contained in the bill, The state inspection should be eliminated.

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Submitted on: 2/12/2018 12:48:43 PM

Testimony for TRE on 2/14/2018 1:25:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Barbara Barry	Individual	Support	No

Comments:

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Submitted on: 2/12/2018 4:00:27 PM

Testimony for TRE on 2/14/2018 1:25:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Carlton York	Individual	Support	No

Comments:

Strong support for this proposal !