

HB-1651-HD-1

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Testimony for CPC on 2/10/2020 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Marine Patao	Individual	Support	No

Comments:

Aloha, Gentlemen:

I appeared in person on Wednesday, Feb 5, 2020 to offer support on companion bill SB2693. Although I was the only individual there, I did represent a large majority of the safety inspectors on Maui.

We are in strong support of fines instead of suspensions if they are done on a case by case basis. Many errors are not done intentionally but more often by clicking wrong alphas or numbers on the i pads. Three violations could earn a suspension ranging from 14 days to 30 days. For a major breadwinner, this is truly a hardship. In addition, this will generate some income back to the state.

The 2 year certification for an already-licensed inspector is not unreasonable. The inspector does this every single day, keeps up with updated materials re; administrative rules and has our safety inspection manuals readily available on our i pads.

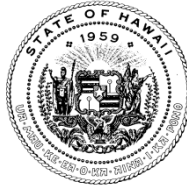
Eliminating the practical test for already-licensed inspectors will save many man hours as the county officials who administer these tests will take anywhere from 3 1/2 hours to 4 hours. These hours would be better well-spent monitoring stations that demonstrate poor workmanship regarding safety inspections.

Thank you for allowing me to offer further insight on this bill.

Sincerely,

Marine Patao

co-owner Patao Gas & Go



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

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

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2:00 P.M.
State Capitol, Room 329



**H.B. 1651, H.D. 1
RELATING TO VEHICLE INSPECTIONS**

House Committee on Consumer Protection and Commerce

The Department of Transportation (DOT) **opposes** H.B. 1651, H.D. 1.

The Director of DOT already implements items listed in the bill via 19-133.2, Hawaii Administrative Rules.

We oppose the proposal in paragraph (6) of Section 1, because imposing fines is an inequitable method of penalizing inappropriate inspector behavior. To illustrate, suppose inspector A does 15 inspections per month and makes \$20 per inspection. His monthly income is \$300. Inspector B does 150 inspections per month. His monthly income is \$3,000. If the fine for an infraction is \$300, it will hurt inspector A much more than inspector B. If you use suspensions as the penalty, all inspectors will experience relatively the same discomfort.

Subsection (b) of Section 1 proposes a two-year validity period for inspector certificates. The current certificates are valid for four years. Reducing the period will result in 50% more administrative work, which will decrease the man-hours available for monitoring station activities. It will also be an unnecessary burden for the inspectors.

Subsection (c) of Section 1 proposes the elimination of the practical test when an inspector renews certification. The current administrative rules require the inspector to take both a knowledge and practical test for a renewal. The testing for renewal is the same as the testing for initial certification. It is important for inspectors to be able to demonstrate that they know how to do a proper inspection, not only during the certification process, but also when they are being monitored by the County officers. Many inspectors leave parts of the inspection out to reduce the time required for the inspection. A popular item to leave out is the wheel bearing test, because it requires jacking up a front wheel. The headlamp aim is also popular, because it takes time to set up the headlamp test unit. So instead of testing the aim, inspectors will save time by simply checking to see if the bulbs work. After an inspector makes a habit of making abbreviated inspections, doing a correct inspection can sometimes be a challenge. The

PMVI officers can't monitor every inspection each inspector does, but they can at least make sure inspectors know how to do one correctly before renewing certification and during monitors.

Thank you for the opportunity to provide testimony.