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February 24, 2020
11:00 A.M.
State Capitol, Room 308

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

House Committee on Finance

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

The director already does the things 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.

LATE

HB-1651-HD-1

Submitted on: 2/24/2020 7:22:42 AM

Testimony for FIN on 2/24/2020 11:00:00 AM

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

Comments:

Aloha, Gentlemen:

I originally submitted testimony when Rep. Troy Hashimoto first introduced this bill and testified in person on Feb. 5,2020 before the Senate committee.

Although I was the only individual offering testimony, my views and opinions reflected a majority of the 70+ inspection stations here on Maui.

By administering the practical test once to a new inspector will save many man hours for the County that administers these tests. He or she will receive the certification to become a licensed safety inspector. Duties performed on a daily basis are done according to rules and regulations. The County periodically checks the station to make sure the equipment required to do the safety inspections are visible and in working condition. They also check to see that the forms are in secured and locked areas and proper licenses are displayed. In addition, The county officials periodically monitor safety inspectors they feel are not spending much time on a vehicle as they should and sometimes arrive randomly to watch the inspectors perform an inspection. The initial actual physical performance to be administered takes anywhere from 3 to 4 hours. These hours should be better well-spent monitoring stations.

Once licensed, the proposal is to have a written test administered once every 2 years to the inspector. This will keep the inspector up to date on any administrative rules changes or safety check requirements.

The fines instead of suspensions would be done on a case by case basis. I have seen suspensions range anywhere from 30 days to 90 days. For a major breadwinner, this presents a hardship. A 100.00/150.00 fine would be also advantageous to the state promoting some income.

I am in full support of bill HB-1651. Thank you for your time and consideration of this bill.

Mahalo,

Marine Patao

co-owner Patao Gas & Go