



TESTIMONY BY:

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January 31, 2020
10:00 A.M.
State Capitol, Room 423

**H.B. 1651
RELATING TO CORRECT WRITTEN TESTIMONY**

House Committee on Transportation

The Department of Transportation **opposes** H.B. 1651 because it is not necessary.

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

Submitted on: 1/31/2020 8:28:15 AM
Testimony for TRN on 1/31/2020 10:00:00 AM

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

Comments:

We have a safety inspection station that we have operated for over 40 years. My husband has been licensed as an inspector for that long period. I, in turn, have been licensed for the past 8 years.

We perform our daily routine every single day. The practical test that we take every 4 years is too much time for county officials to monitor us. As with driver licensing, you are issued your license with one practical test and we propose that we take the written test every 2 years and if an inspector is already licensed than issue his/her license again upon successfully passing the written test.

As always, safety inspection stations are periodically monitored by county officials to make sure that the required equipment necessary to conduct inspections are in good working order and that proper licenses are clearly in view. We welcome this procedure at any time.

Thank you for allowing us to submit our views on this bill and thank you for your careful consideration of this bill.

Marine Patao

co-owner Patao Gas & Go

