

**SB-1216**

Submitted on: 2/3/2025 1:00:28 PM

Testimony for TCA on 2/4/2025 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Nathan Bingham	Testifying for Hawaiian Style Rentals & Sales	Oppose	Written Testimony Only

Comments:

Aloha,

The current law already requires us to fail a safety inspection if a moped produces more than 100 decibels at half throttle. Inspectors are not passing vehicles with loud exhausts—the issue arises when owners swap out their exhausts after their annual inspection.

I am concerned about the future enforcement of this bill. If we inspect a vehicle and the owner later replaces the quiet exhaust with a noisy one, inspection stations could be held responsible for something beyond our control.

I strongly urge you to oppose this bill.

Thank you!



**MOTORCYCLE  
INDUSTRY  
COUNCIL®**

January 31, 2025

The Honorable Sharon Moriwaki  
415 S Beretania Street  
Hawaii State Capitol, Room 215  
Honolulu, HI 96813

**RE: SB 1216 – OPPOSE UNLESS AMENDED**

Dear Senator Moriwaki:

Hundreds of companies represented by the Motorcycle Industry Council (MIC)<sup>1</sup> oppose unless amended SB 1216, prohibits a person from using on public highways, selling, offering for sale, altering, or installing a muffler, including but not limited to a cut-out, bypass, or similar device, that will noticeably increase noise emitted by the motor vehicle above that emitted by vehicle as equipped from factory and requires a vehicle to not be equipped with a noisy muffler or exhaust system to be issued a certificate of inspection. **We respectfully request that SB 1216 be amended to specify that any original equipment manufacturer or aftermarket exhaust system that is compliant with U.S. EPA regulations is legal.**

SB 1216 does not consider or provide for the installation and use of original equipment or aftermarket replacement exhaust system component parts and mufflers that are certified by the manufacturer to be legal and compliant with Federal EPA noise regulations governing motorcycle exhaust systems. There should be no prohibition against the modification, including the installation of replacement parts, as long as the modification does not result in noise levels that exceed federal sound limits.

We urge SB 1216 be amended as follows:

*§291-24.5 Motor vehicle muffler. (a) No person shall use on a public highway, sell, offer for sale, alter, or install a muffler, including but not limited to a cut-out, bypass, or similar device, that will noticeably increase the noise emitted by a motor vehicle above that emitted by the vehicle as equipped from the factory, except for motorcycles and mopeds that do not exceed U.S. EPA regulations, as specified in 40 CFR § 205.152.*

For these reasons, we oppose SB 1216 unless amended. Thank you very much for your consideration of these comments. Should you have any questions, please do not hesitate to contact me at [sschloegel@mic.org](mailto:sschloegel@mic.org) or 703-416-0444 x 3202.

Sincerely,

A handwritten signature in black ink that reads "Scott P. Schloegel".

Scott P. Schloegel  
Senior Vice President, Government Relations

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<sup>1</sup> The Motorcycle Industry Council (MIC) is a not-for-profit, national trade association representing several hundred manufacturers, distributors, dealers and retailers of motorcycles, scooters, motorcycle parts, accessories and related goods, and allied trades.

**LATE**

**SB-1216**

Submitted on: 2/3/2025 8:28:58 PM

Testimony for TCA on 2/4/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Manabo Sato	Testifying for Moped Doctors Inc	Oppose	Remotely Via Zoom

Comments:

Aloha Honored Chair, Vice Chair and Committee members. I am Manabo Sato , co founder and Vice President of Moped Doctors Inc . I am also the chief safety inspector for State Safety Inspection station number 1926 which focuses primarily on mopeds. Moped Doctors and the Hawai‘i State Dept of Transportation worked together in 2016 to finalize and clarify the noise level part of moped safety inspection process before it was finalized.

We at Moped Doctors strongly oppose SB 1216 as it not only targets the violators of noise ordinance laws but also us the very safety inspectors who are doing our best as the front line against loud mopeds in our case. Plus based on my experience, the car and motorcycle safety inspections do not have a dedicated sound check portion. There are many more car and motorcycle inspectors then moped safety inspectors in this space. They will have to take on the additonal costs , burden, time and training to accomodate the proposed standards. It would also punish those of us doing our jobs in the moped safety inspection roles by revoking our licenses in the even a violator of a noisy offending vehicle is traced back to our inspection site and we are burdened with the proof of proving that said vehicle in violation was compliant at the time of the inspection at our station and that we wouldn't be able to prove that the muffler/vehicle was altered later post inspection.

We have no issue raising fines and other penalties for noisy , loud offending vehicles but we find fault with making it the burden of existing inspectors like us moped people who are already doing the best to do our jobs. Threatening us with the loss of our valuable hard earned safety inspection licenses and shifting the potential blame of loud cars and motorcycles to the already busy and overburdened car and motorcycle safety inspections state wide with the threat of them losing their licenses to is neither fair, equitable or right.

And as the increase in electric mopeds, electric cars/vehicles and motorcycles happen and combustion engine counterparts decrease, the need for sound checks on the car /motorcycle side become even more moot.

We instead recommend a stronger enforcement and response of the existing vehicle/motorcycle/moped sound laws as a true deterrent to drivers who want to run these outlaw parts on their cars/motorcycles/mopeds.

Mahalo,

Manabo Sato

Moped Doctors

**SB-1216**

Submitted on: 2/1/2025 2:32:34 PM

Testimony for TCA on 2/4/2025 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Elizabeth Berman	Individual	Support	Written Testimony Only

Comments:

The roaring motorcycle at 2 a.m. disrupts my sleep, the whiny moped cuts through all the normal traffic noise . We can do better! Year after year the issue of noise disruption and the hazards to our health is brought up and nothing changes. Please let this year be the one when effective action is taken to quell the unnecessary noise.

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Submitted on: 2/2/2025 1:40:25 PM

Testimony for TCA on 2/4/2025 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Gregory Narum	Individual	Support	Written Testimony Only

Comments:

Aloha!

I appreciate the opportunity to submit my testimony in support of SB1216. My wife and I have owned and resided in an apartment in the Moana Pacific condominium located at Kapiolani Blvd and Piikoi St for 11 years. Our unit looks down on Piikoi. From when we first moved in we have been bothered by excessive noise from vehicles taking off from the stoplight at Kapiolani and blasting up Piikoi. Much of this activity happens at late night hours. I have never observed any attempt to enforce traffic or noise rules. Both the speeding and the noise are unacceptable! It is plain that most of the offenders have mufflers that have been altered to emit excessive sound. That is the case with both cars and motorbikes. During the day, like when I am writing this, when there is heavy traffic on Piikoi there is rarely a noise problem.

It would be very easy to do a muffler inspection as part of annual safety inspections, as SB1216 proposes. While it is true that mufflers can be swapped in and out for the purposes of the inspection, that would be tedious and costly to do repeatedly. And the inspection could look for flanged connections that would make swaps easier to do.

This measure will make some people unhappy. But they are the deliberate lawbreakers and they are not deserving of special treatment. If we are going to have noise control laws then we should be willing to take prudent measures to enforce them!

Mahalo

Gregory Narum

1296 Kapiolani Blvd

Honolulu

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Submitted on: 2/3/2025 12:54:31 PM

Testimony for TCA on 2/4/2025 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jerry S Levin	Individual	Support	Written Testimony Only

Comments:

Thank you for the opportunity to submit my testimony in support of SB1216. I have owned and resided in an apartment in the Moana Pacific condominium located at Kapiolani Blvd and Piikoi St for 3 years. My unit looks down on Piikoi. From when I first moved in I have been bothered by excessive noise from vehicles travelling on Kapiolani Blvd and Piikoi St near the Kapiolani-Piikoi intersection. Much of this activity happens at late night hours, and especially frequently on weekends. I have never observed any attempt to enforce traffic or noise rules. Both the speeding and the noise are unacceptable.

It is plain that many offenders have mufflers that have been altered or removed to emit excessive sound. That is the case with cars , trucks and motorcycles.

It would be very easy to do a muffler inspection as part of annual safety inspections, as SB1216 proposes. While it is true that mufflers can be swapped in and out for the purposes of the inspection, that would be tedious and costly to do repeatedly. And the inspection could look for flanged connections that would make swaps easier to do.

This measure will make some people unhappy. But deliberate lawbreakers are not deserving of special treatment. If we are going to have noise control laws, then we should be willing to take prudent measures to enforce them.

Please approve SB1216!

**SB-1216**

Submitted on: 2/3/2025 10:34:42 AM

Testimony for TCA on 2/4/2025 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Robert Pitman	Individual	Oppose	Written Testimony Only

Comments:

How are safety inspectors and police officers expected to enforce these new rules when the legislation is vague and constantly changing? How can they accurately assess the noise level of an exhaust on a vehicle that's already been modified? How can we ensure that all vehicles are tested fairly and consistently under these broad and undefined guidelines?

This bill is too broad and overly punitive. The existing legislation already requires that any moped producing more than 100 decibels at half throttle automatically fails the safety check.



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Submitted on: 2/3/2025 10:53:56 AM

Testimony for TCA on 2/4/2025 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Robin Thorsen	Individual	Oppose	Written Testimony Only

Comments:

I oppose this bill because it is sometimes too difficult to get new pipes that are exactly the same sound as the stock pipe. There is also already a restriction in place requiring safety inspectors to check a decibel reading to ensure the new pipe is not too loud.

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Submitted on: 2/3/2025 11:10:49 AM

Testimony for TCA on 2/4/2025 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Brandon Haught-Aliotti	Individual	Oppose	Written Testimony Only

Comments:

I oppose this bill because it creates broad and undefined guidelines that will be difficult to enforce. There are also current laws in place that mopeds already have to go through each year to ensure proper safety and lawful measures.

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Submitted on: 2/3/2025 11:14:37 AM

Testimony for TCA on 2/4/2025 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Joseph Rogers	Individual	Oppose	Written Testimony Only

Comments:

Personally I believe its too broad, its not clearly defining how "loud" they are allowed to be, often times aftermarket are more affordable than normal exhausts in the event of a replacement. if it was more specific about what is classified as "loud" given the fact "loud" exhausts already fail the safety inspection, then I would feel more comfortable approving it

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Submitted on: 2/3/2025 11:36:30 AM

Testimony for TCA on 2/4/2025 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Thomas Baptiste	Individual	Oppose	Written Testimony Only

Comments:

I am writing to express my strong opposition to SB1216, which seeks to impose stricter regulations on noisy mufflers and exhaust systems for motorcycles, mopeds, and motor vehicles. As a moped mechanic at the largest Genuine dealer in America, I work daily with these vehicles and see firsthand the challenges that this bill would create for both mechanics and vehicle owners.

One of the fundamental issues with this bill is that it assumes there is a universal standard for what constitutes a "noisy muffler." However, stock exhaust systems vary significantly across manufacturers and models. Some motorcycles, particularly larger cruisers like Harley-Davidsons, have factory exhausts that are inherently loud, while others are much quieter. If enforcement is based on decibel (dB) levels, inspectors would have to reference the technical specifications of each individual make and model to determine its original stock dB level. This is an unreasonable expectation, as such data is not always readily available, and even if it were, requiring every safety inspector to verify it on a case-by-case basis would be impractical.

Additionally, many riders upgrade their exhaust systems not just for sound, but for significant improvements in fuel efficiency and overall vehicle performance. In fact, I estimate that at least 50% of motorcycles and mopeds on the road today have aftermarket exhausts that help optimize fuel economy. If this bill were enforced as written, it could unfairly penalize these owners and force them to revert to factory exhausts, which may be less efficient or no longer available.

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Submitted on: 2/3/2025 12:23:28 PM

Testimony for TCA on 2/4/2025 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Joseph Richard Somrak	Individual	Oppose	Written Testimony Only

Comments:

This bill is too broad and overly punitive. The existing legislation already requires that any moped producing more than 100 decibels at half throttle automatically fails the safety check.