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## A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

**BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:**

1           SECTION 1. The legislature finds that annual safety  
2 inspections performed on motor vehicles serve the public  
3 interest by ensuring that vehicles being driven on Hawaii's  
4 roadways are in safe operating condition. However, these annual  
5 safety inspections cost considerable time and money for Hawaii's  
6 drivers. Additionally, new requirements for photographs and  
7 other paperwork have led to a longer and more complicated safety  
8 inspection process; wait times to schedule an annual safety  
9 inspection in some communities can be over one week. Motor  
10 vehicle safety inspection stations, as well as government  
11 agencies responsible for oversight of motor vehicle safety  
12 inspections and inspection stations, are also experiencing an  
13 increase in workload and the consumption of increased time and  
14 energy because of these new requirements.

15           The legislature finds that requiring vehicle inspections  
16 every two years rather than every year will save consumers,



1 businesses, and government agencies considerable time, energy,  
2 and money without compromising safety on the roadways.

3 The purpose of this Act is to require motor vehicle safety  
4 inspections to be conducted every two years rather than annually  
5 while allowing for the maintenance of fees in such a way so as  
6 to ensure fiscal neutrality for both consumers and motor vehicle  
7 safety inspection stations.

8 SECTION 2. Section 286-26, Hawaii Revised Statutes, is  
9 amended as follows:

10 1. By amending subsection (b) to read:

11 "(b) All other vehicles, including motorcycles, trailers,  
12 semitrailers, and pole trailers having a gross vehicle weight  
13 rating of 10,000 pounds or less, and antique motor vehicles as  
14 defined in section 249-1, except those in subsections (c) and  
15 (d), shall be certified as provided in subsection (e) every  
16 ~~[twelve months, provided that any vehicle to which this~~  
17 ~~subsection applies shall not require inspection within two years~~  
18 ~~of the date on which the vehicle was first sold.]~~ twenty-four  
19 months."

20 2. By amending subsection (e) to read:



1           "(e) Upon application for a certificate of inspection to  
2 be issued for a vehicle, an inspection as prescribed by the  
3 director under subsection (g) shall be conducted on the vehicle,  
4 and if the vehicle is found to be in a safe operating condition,  
5 a certificate of inspection shall be issued upon payment of a  
6 fee to be determined by the director~~[-]~~; provided that the fee  
7 determined by the director shall reflect the aggregate cost as  
8 if annual inspections were conducted over the two year  
9 certification period. The certificate shall state the effective  
10 date, the termination date, the name of the issuing insurance  
11 carrier, and the policy number of the motor vehicle insurance  
12 identification card for the inspected motor vehicle as specified  
13 by section 431:10C-107 or state the information contained in the  
14 proof of insurance card as specified by section 431:10G-106. A  
15 sticker, authorized by the director, shall be affixed to the  
16 vehicle at the time a certificate of inspection is issued. An  
17 inspection sticker which has been lost, stolen, or destroyed  
18 shall be replaced without reinspection by the inspection station  
19 that issued the original inspection sticker upon presentation of  
20 the vehicle's current certificate of inspection; provided that  
21 the current certificate of inspection and inspection sticker





# H.B. NO. 1089

**Report Title:**

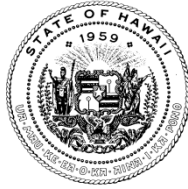
Motor Vehicles; Certificates of Inspection.

**Description:**

Requires motor vehicle safety inspections to be conducted every two years rather than annually.

*The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.*





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

IN REPLY REFER TO:

February 11, 2015  
10:00 AM  
State Capitol, Room 309

**H.B. 1089**  
**RELATING TO TRANSPORTATION**

House Committee on Transportation

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The Department of Transportation **opposes** H.B. 1089. The objective of the inspection program is to keep the number of defects in the vehicle population at a minimum with the expectation that this will help keep the number of crashes and breakdowns caused by defects to a minimum.

In 1988 Congress had the National Highway Traffic Safety Administration (NHTSA) study state inspection programs to determine whether they improve highway safety. NHTSA's 1989 report concluded that Periodic Motor Vehicle Inspection (PMVI) programs 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. However, the General Accounting Office (GAO) reviewed the NHTSA study and concluded in 1990 that "when all the studies and analyses are considered together, even taking into account their individual limitations, their relative consistency justifies a conclusion that periodic inspection programs reduce accident rates." Moreover, the inspection program produces vehicle defect data that allows an intuitive conclusion that the program makes a contribution toward improving highway safety.

Each year thousands of defects are identified and corrected via the PMVI program. Examples of defects detected in Calendar Year (CY) 2014 that would not have been corrected if we did not have the yearly inspection program are 8,886 insurance violations, 106,407 expired registrations, 9,520 defective tires, 5,026 defective stop lamps and 2,921 headlamps. A list of Honolulu defects for CY 2014 is attached.

With NHTSA mandating that manufacturers install and meet Federal Motor Vehicle Safety Standards (FMVSS), the US has one of the best highway safety records in the world. However, after the vehicle is sold, maintaining the standards installed in the vehicle becomes the responsibility of the vehicle owner. Hawaii nudges the owners to maintain the FMVSS by making most of them a part of the motor vehicle inspection

program. Since no one ever expects to be in a crash, motivating people to take preventive action is often difficult, especially when taking the action costs money.

Based on the defects identified and corrected, our PMVI program seems to be helping many people keep their vehicles in a reasonably safe condition.

Extending the period between inspections will conflict with a federal mandate for an annual inspection of vehicles that are under the purview of the Federal Motor Carrier Safety Program (vehicles with a gross vehicle weight rating of 10,000 pounds or more that are used in commerce).

Thank you for the opportunity to provide testimony.

lopresti2 - George

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From: mailinglist@capitol.hawaii.gov  
Sent: Tuesday, February 10, 2015 1:04 AM  
To: TRNtestimony  
Cc: bpaigeco@gmail.com  
Subject: \*Submitted testimony for HB1089 on Feb 11, 2015 10:00AM\*

**HB1089**

Submitted on: 2/10/2015

Testimony for TRN on Feb 11, 2015 10:00AM in Conference Room 309

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Bruce Paige	Street Bikers United Hawaii	Support	No

Comments:

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