



**WRITTEN TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
THIRTY-FIRST LEGISLATURE, 2021**

ON THE FOLLOWING MEASURE:

H.B. NO. 801, H.D. 1, RELATING TO MOPEDS.

BEFORE THE:

HOUSE COMMITTEE ON CONSUMER PROTECTION AND COMMERCE

DATE: Thursday, February 11, 2021 **TIME:** 2:00 p.m.

LOCATION: State Capitol, Via Videoconference Room 329

TESTIFIER(S): **WRITTEN TESTIMONY ONLY.**

(For more information, contact Marjorie A. Lau,
Deputy Attorney General, at 587-2986)

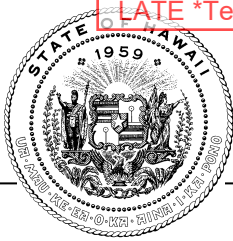
Chair Johanson and Members of the Committee:

The Department of the Attorney General provides the following comments.

The purpose of this bill is to prohibit, beginning January 1, 2023, a retailer from selling or offering for sale any combustion engine-powered moped unless the moped was initially purchased in a consumer transaction prior to January 1, 2023. The stated reason for this prohibition is the noise pollution generated from internal combustion engine mopeds.

This bill amends chapter 286, Hawaii Revised Statutes (HRS), by adding a new section to provide for this prohibition. However, chapter 286 regulates highway safety, and regulation of noise is not within the subject regulated by that chapter. Chapter 342F, HRS, regulating noise pollution, may be the appropriate chapter for the provisions of this bill.

We respectfully ask this Committee to hold this bill.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE

Thursday, February 11, 2021
2:00 P.M.
House conference room 329

Comments in consideration of
HB 801 HD1
RELATING TO MOPEDS.

Chair Johanson, Vice Chair Kitagawa, and Members of the Committee, the Hawaii State Energy Office (HSEO) offers comments on HB 801, which prohibits a retailer from selling or offering for sale combustion engine-powered mopeds beginning January 1, 2023.

HB 801 HD1 aligns with the State's efforts to expand strategies and mechanisms to reduce greenhouse gas emissions through the reduction of energy use, adoption of renewable energy, and control of air pollution among all agencies, departments, industries, and sectors, including transportation. Emissions from ground transportation account for the largest share of energy sector emissions in the state. As noted in the 2016 Greenhouse Gas Inventory, transportation emissions in Hawaii were at 8.69 million metric tons of carbon dioxide equivalents, accounting for 51 percent of total energy sector emissions. Ground transportation accounted for 47 percent of the transportation emissions. For Hawaii to meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045", programs that support the adoption of cleaner transportation options are necessary and tremendously important.

There are a number of issues that need to be addressed for a successful transition to electric powered mopeds including cost and availability of charging, especially for the moped market segment. Electric Vehicle (EV) charging infrastructure is one of the significant barriers to the adoption of EVs and could be especially challenging for moped riders. It is also unclear as to whether the current market offerings for electric mopeds meet the needs for the customers that currently utilize mopeds as a means of transportation. HSEO believes these and other issues need more time to be addressed before a regulation can be successfully implemented.

Finally, HSEO recommends consultation with the Attorney General's Office to ensure the requirements of the bill comply with the Clean Air Act.

Thank you for the opportunity to testify.

HB-801-HD-1

Submitted on: 2/9/2021 1:40:34 PM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
David Vance	Big Island Motorcycle Company, LLC	Oppose	No

Comments:

My name is David Vance and I am a Co-owner of Big Island Motorcycle Company, LLC located at 69-250 Waikoloa Beach Drive, Suite A4 , Waikoloa, HI 96738. We are located on the Big Island of Hawaii in the remote resort district 30 miles north of Kailua Kona.

I am opposed to this bill for a couple of reasons. The first reason being that it is supposedly to minimize noise. My mopeds are not any louder than my metric motorcycles and are less loud than some of my Harley Davidson motorcycles with stock pipes. They are much quieter than many automobiles and trucks that drive through our resort areas.

The second reason that I oppose this bill are economic. In the five years that I have owned this business, we have done \$144,175.56 in moped rentals. We have also contributed about \$6000 in taxes to the State of Hawaii for these rentals. In the five years, we average a little less than \$30,000 a year for our moped rentals, but considering that we are barely able to survive through a hard time like a Covid Shutdown, or whatever else may come up in the future, we may not be a viable company if the items we rent are eliminated from our fleet. Up until 2020, our company was around a \$250,000 a year company and with the 2020 Covid year we had to get a \$25,000 loan just to re-open and pay our back rent and expenses. If you lose businesses like ours, you would literally be taking almost \$12,000 a year away from your tax collects just in GE taxes alone. That does not include any road rental taxes that we also pay from our motorcycle rentals.

I oppose this bill because it would hurt our business to the point where we may not survive another potential downturn in our economy and it would also leave the State of Hawaii with less revenue to do quality things to improve the lives of our Hawaiian residents and the communities in Hawaii.

Thank you very much for any consideration that you give to this letter.

David Vance

808-936-2462

HB-801-HD-1

Submitted on: 2/9/2021 2:45:47 PM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Nathan Bingham	Hawaiian Style Rentals, LLC	Oppose	No

Comments:

My name is Nathan Bingham and I've owned and operated Hawaiian Style Rentals & Sales in Waikiki for the past 16 years.

We specialize in two-wheeled and three-wheeled moped rentals, are the island-wide distributor of the Genuine Line of scooters where we sell new and used mopeds in Honolulu, and supply neighbor island dealers with mopeds on Maui, Hawai'i Island, and Kaua'i. I'm reaching out to give you some professional insight and explain my opposition to proposed House Bill 801.

Most people that buy a moped are looking for a convenient, cost effective and efficient mode of transportation. These people might include a college student on a strict budget, a married couple who only have one car and parking space, or even an Uber Eats driver who relies on it to deliver food as their main source of income. The electric mopeds proposed as an alternative won't fill the void created with this bill. An e-moped only has a battery life of 30 miles, requires hours to charge and is at least double the cost of a normal moped. The price, range, and charging limitations will cut our target audience significantly and there will still be people modifying their old mopeds.

With regard to my rental business, it will be impossible for me to keep the same business model. Current rental mopeds get almost 80 miles to the gallon and can simply be filled up with gasoline and ready for the next customer in no time. Renters don't have the resources to simply charge the battery when they are making a stop at a beach, shopping, or going for a hike. They will be limited to the range of the battery which means they will have fewer options for places to visit. This will ultimately result in fewer rentals for us, higher costs of doing business, and less income for our industry and the State of Hawai'i.

There are also no electric alternatives for our Scoot Coupes. They are Hawaii's only three-wheeled two passenger moped, and a great option for people who don't feel comfortable riding a moped and would like to ride together instead.

In its second paragraph, HB 801 suggests that two-stroke mopeds produce "pollution at 1000 times higher than other vehicle classes." This statement is simply untrue, as modern manufacturers have adapted to meet US regulations and emissions standards

on two-stroke engines. The EPA's emission restrictions were tightened significantly during the Obama administration and it has been practically impossible to introduce any new two-stroke mopeds into the market. As a result, more than ninety percent of new mopeds sold today are four-stroke mopeds, which produce even fewer carbon emissions.

In 2017, HB 1753/ Act 200 came into law requiring all mopeds to receive an annual safety check and registration. Before this law, mopeds were classified as bicycles and had a one time permanent registration. Part of the new safety check rules in Act 200 require the exhaust to be no louder than 100 decibels at half throttle. A normal moped's decibel reading will never read that high and should hover around 80 dbs at half throttle. The mopeds that are creating this noise pollution are an extremely small group of individuals who are knowingly breaking the law and making our industry look bad. The current legislation is working. Since Act 200, there have been no new shops opened that specialize in building performance mopeds and there have been countless shops that have shut down. There are still a small percentage of those who modify their mopeds at home, but they are often modifying mopeds that were built back in the nineties and early 2000s. The mopeds that this bill is trying to get off the road are an extremely small percentage of owners who find pleasure in modifying older mopeds. The issue really lies in the enforcement by the safety inspectors, the police, and the communities affected. If this bill does become law it will put many small local businesses out of business, make owning a moped more expensive/ less desirable, and the unwanted noise pollution will still persist.

Respectfully yours,

Nathan Bingham Owner

Hawaiian Style Rentals & Sales

HB-801-HD-1

Submitted on: 2/9/2021 3:05:33 PM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Jayson Hirose	Glenn's Cycle Supply LLC.	Oppose	No

Comments:

I oppose this bill. It will cause every business that works on these type of vehicles to be hurt by this bill. We were already hit hard as of March 2020 when the first shutdown happen. Most people were forced to be layed off and a cause of that most small business were forced to close down.

Most of my customers use mopeds and motorcycles as a source of transpertation to get to work. Most of them cant afford a car or the monthly parking fees in downtown and waikiki so they use a moped or motorcycle. Most people are turning to mopeds for the reason they cant afford to pay for everything with the price of living here in Hawaii being so high.

I just ask that you think about everyone that will be affected by this bill.

HB-801-HD-1

Submitted on: 2/9/2021 3:30:50 PM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Rob Chavez	Maui Moped Rentals	Oppose	No

Comments:

My name is Rob Chavez and I've owned and operated Maui moped rentals in Maui for the past 7 years. We specialize in two wheeled mopeds rentals island-wide using the Genuine Line of scooters where we , deliver directly to the resorts. Our bikes are never modified, nor do we sell parts to modify any mopeds.

I'm reaching out to give you my insight into your proposed House Bill 801. Most people that buy a moped are looking for a convenient, cost effective and efficient mode of transportation. These people might include a college student on a strict budget, a married couple who only have one car and parking space, or even an Uber Eats driver who relies on it to deliver food as their main source of income. The electric mopeds proposed as an alternative won't fill the void created with this bill. An e-moped only has a battery life of 30 miles, requires hours to charge and is at least double the cost of a normal moped. The price, range, and charging limitations will cut our target audience significantly and there will still be people modifying their old mopeds.

With regard to my rental business, it will be impossible for me to keep the same business model. Current rental mopeds get almost 80 miles to the gallon and can simply be filled up with gasoline and ready for the next customer in no time. Renters don't have the resources to simply charge the battery when they are making a stop at a beach, shopping, or going for a hike. They will be limited to the range of the battery which means they will have fewer options for places to visit. This will ultimately result in fewer rentals for us, higher costs of doing business, and less income for our industry and the State of Hawai'i. Also electric bikes have no place in the rental industry. The DMV has not figured out how to classify them.

In its second paragraph, Bill SB761 suggests that two-stroke mopeds produce "pollution at 1000 times higher than other vehicle classes." This statement is simply untrue, as modern manufacturers have adapted to meet US regulations and emissions standards on two-stroke engines. The EPA's emission restrictions were tightened significantly

during the Obama administration and it has been practically impossible to introduce any new two-stroke mopeds into the market. As a result, more than ninety percent of new mopeds sold today are four-stroke mopeds, which produce even fewer carbon emissions.

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I appreciate your time and hope you reconsider your endorsement of HB801.

Aloha,

Rob Chavez

Maui Moped Rentals

8083590657



HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE

February 11, 2021, 2:00 P.M.

Video Conference

TESTIMONY IN SUPPORT OF HB 801 HD1

Aloha Chair Johanson, Vice Chair Kitagawa, and members of the Committee:

Blue Planet Foundation **supports HB 801 HD1**, which prohibits the sale of combustion engine-powered mopeds after 2022.

Blue Planet Foundation is a Hawai'i-based nonprofit organization. We work to clear the path for local, clean, renewable power. Through our advocacy for renewable energy, energy efficiency, and clean transportation, we seek to make our communities stronger, our energy more secure, our environment healthier, and our economy more robust.

Hawai'i is in the midst of a transition to a 100% clean energy future, and the state's ground transportation sector—including mopeds—should follow suit. The transition away from imported fossil fuel to power our lives should be economy-wide. What's more, replacing loud, fossil fuel-powered mopeds with clean, electric options will create quieter, more pleasant, and livable communities.

Blue Planet envisions a clean transportation future that incorporates a diversity of clean mobility options. Electric mopeds reduce noise and environmental pollution; lower maintenance and operation costs for drivers compared to their combustion engine counterparts; and offer a zero-emission alternative to car ownership for Hawai'i residents.

Thank you for the opportunity to provide testimony.



HB 801, HD 1, RELATING TO MOPEDS

FEBRUARY 11, 2021 · HOUSE CONSUMER
PROTECTION AND COMMERCE COMMITTEE ·
CHAIR REP. AARON LING JOHANSON

POSITION: Support.

RATIONALE: Imua Alliance supports HB 801, HD 1, relating to mopeds, which prohibits a retailer from selling or offering for sale combustion engine-powered mopeds beginning January 1, 2023.

According to a report produced by the Hawai'i Climate Change Mitigation and Adaptation Commission, global sea levels could rise more than three feet by 2100, with more recent projections showing this occurring as early as 2060. In turn, over the next 30 to 70 years, approximately 6,500 structures and 19,800 people statewide will be exposed to chronic flooding.

Additionally, an estimated \$19 billion in economic loss would result from chronic flooding of land and structures located in exposure areas. Finally, approximately 38 miles of coastal roads and 550 cultural sites would be chronically flooded, on top of the 13 miles of beaches that have already been lost on Kaua'i, O'ahu, and Maui to erosion fronting shoreline armoring, like seawalls.

Furthermore, according to research conducted by Michael B. Gerrard from Columbia Law School, modern-day slavery tends to increase after natural disasters or conflicts where large numbers of people are displaced from their homes. In the decades to come, says Gerrard, **climate change will very likely lead to a significant increase in the number of people who are displaced and, thus vulnerable, to human trafficking.** While the Paris Climate Agreement of 2015

established objectives to limit global temperature increases and several international agreements are aimed at combating modern-day slavery, it is highly uncertain whether they will be adequate to cope with the scale of the problem that is likely to occur as a result of climate change.

As we work to reduce carbon emissions and stave off the worst consequences of climate change, we must begin preparing for the adverse impact of sea level rise on our shores. We are now quantifying the speed at which we must act. We cannot continue to develop the 25,800-acre statewide sea level rise exposure area—one-third of which is designated for urban use—without risking massive structural damage and, potentially, great loss of life.

Therefore, we should take steps to accelerate Hawai'i's efforts to address climate change and develop a clean economy, including by reducing combustion-engine powered vehicles on our state's streets. **Norway will end the sale of new cars that use fossil fuels in 2025. The Netherlands will enact a similar plan, but by 2030. France and the UK have called for total internal-combustion vehicle bans by 2040.** Hawai'i should do the same, since these nations prove that we can transition our transportation sector to EV technology without damaging our economy. For the sake of our keiki, we cannot afford to wait to solidify strategies to preserve our island home for generations to come.

Kris Coffield · Executive Director, Imua Alliance · (808) 679-7454 · kris@imuaalliance.org

HB-801-HD-1

Submitted on: 2/9/2021 10:10:36 PM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Manabo Sato	Moped Doctors Inc.	Oppose	No

Comments:

My name is Manabo "Robert " Sato .

I helped start and manage a local business called Moped Doctors that has been around since 2010. We do moped sales and repairs.

I am also a moped safety inspector (Station 1926) and worked with Mr. John Lovstedt, Hawaii DOT Highway Safety Manager in 2016 in order to finalize sound measuring standards for the then new Moped Safety inspection program. As both a regular moped riding individual and as a principal of business engaged in the business of their sales and repair, I oppose HB801.

Electric mopeds are in theory a nice replacement for gas mopeds but in reality, at least for Hawaii's unique needs, , they are still not there yet. Far from it. ' We at

Moped Doctors have bought and tested electric mopeds over the last few years and they are still too heavy, too short ranged, can't handle varied terrain like hills, require much longer to charge/refuel (two hours minimum) cost much more (minimum double) and have no statewide refuel infrastructure unlike gas powered mopeds.

Today's modern gas powered mopeds are mostly what are called 4 stroke engines. They are not the loud , smokey two stroke mopeds that people modify for power and noise. Almost all new gas mopeds sold in Hawaii are of this new ,, quieter, lower pollution type. 4 stroke mopeds have a negligible carbon footprint and are very ecologically friendly getting on average 100 miles a gallon on fuel. beating out any hybrid cars. The majority of

Hawaii's 16000 registered mopeds are of this type. They pollute much less then the over half a million gas powered cars that Hawaii has. Removing them won't improve Hawaii's already decent air quality . And the newest ones have the most stringent EPA standards ever applied then older ones anyway. In fact if we were to replace a large percentage of gas powered cars with gas powered mopeds, the carbon footprints in the state would go down significantly and immediately.

As a moped safety inspector, no loud moped passes upon inspection without complying with the current moped noise standards which are stringent enough to reduce noise pollution.. Frankly, almost all of the noise pollution is caused by The LAST modifiable 2 stroke mopeds (which is to blame for over 90% of the loud modified mopeds) was discontinued internationally in 2015 and is no longer available new anywhere.(2 stroke mopeds have louder, smokier and less efficient engine characteristics than 4 stroke mopeds do but are more inherently powerful which is why they are modified so often) All loud , modified 2 stroke mopeds are these old no longer sold or available as new models. Blocking the sale of new gas powered 4 stroke mopeds will not have any impact on the noise pollution caused by current "outlaw" mopeds out there as the new 4 stroke mopeds cannot be modified to the extent that two stroke ones can ..

The moped safety inspection program was implemented to deal with moped noise pollution control as well as mechanical safety issues. Passing another law targeting legitimate businesses and consumers of gas powered mopeds will not reduce that noise further. What is needed and will work though is simply a consistent, concerted, prolonged campaign targeting loud mopeds that already exist with laws that are currently already on the books.. All mopeds sold at retailers that are unmodified are quiet. If HPD/Law enforcement took to having such a campaign , almost certainly the noise pollution caused by such modified mopeds would be greatly reduced way more than stopping the sell of new stock gas mopeds. At the same time, many of these 'outlaw" loud modified riders often do not frequent moped shops, do not have mopeds that comply with safety and may often not even be registered. We do not benefit much from this crowd. We in the moped business community view with great concern and disdain this small but impactful group and the negative effects and image that may spillover from their antics onto our industry. This very bill appears to be a possible indication of that. unfortunate reality.

The end of being able to sale quiet, affordable , gas powered moped sales will also have a severe economic impact on the scores of businesses and hundreds of employees who rely on them for their livelihood. Affordable gas powered mopeds are the life's blood of these businesses including moped repair shops, rental agencies, retail stores and related businesses would all suffer a major impact in their ability to do business in Hawaii up to and even possibly going out of business..It would also hurt and damage the thriving delivery businesses that rely on mopeds like Grub Hub, Uber Eats, Bite Squad, newspaper delivery people and many others. It will deny customers who are used to and rely on their characteristics of affordability, range, lightness, fast and

convenient refueling to seek a worse alternative if their gas powered moped is stolen, damaged , or otherwise needs to be replaced.

In conclusion we oppose this bill and advise it be deferred because 1) Electric mopeds are not there yet and are far from a good substitute for Hawaii's gas powered moped riding community as they cost more, are range limited, take much longer to recharge , there is no recharge infrastructure and the improvements coming are slow.

2) Quiet , economical , low carbon footprint gas powered four stroke mopeds are the ideal compromise with minimal noise, and ecological impact, greater practical usability and is cheaper for the average user. then any current electric moped is and is already available.

3)The solution to moped noise pollution is not blocking the sale of the newer generation, quieter, more eco friendly four stroke gas powered mopeds but to have police/law enforcement implement a coordinated, consistent , long term campaign targeting loud, outlaw mopeds with tickets, arrests, repossession, and other measures to reduce and possibly eliminate this source of noise pollution and community concern

4) The negative economic and practical impact this bill will have on scores of businesses and hundreds of jobs that bring millions of dollars a year into Hawaii's local economy that could result in not only severely reduced businesses but some even closing their doors. Other moped businesses such as rental agencies will attest to this.

Also, Two years is simply not enough time for electric mopeds to get there. Based on what we see , they won't . They can co exist as both they and existing gas powered modern mopeds are very eco friendly. And if they are to be phased out, they should be phased out when ALL fossil fueled vehicles are phased out in Hawaii. Not just this niche segment.

Finally,

5) there is the matter of the move possibly being in legal conflict with the Clean Air Act.

In 2020, the Hawaii State Attorney General's Office provided comments in testimony on a near identical bill (SB 3055) to this one with the only difference being that the end date of sales on gas powered mopeds was Dec 31, 2021 instead of 2022. The AG represented by Clare E. Connors Attorney General and (at that time) Deputy Attorney General William F Cooper weighed in in their testimony with the following :

"The Dept. of the Attorney General offers the following comments on this bill. The purpose of SB 3055 is to reduce urban noise pollution, air pollution and adverse health impacts by banning all sales of mopeds with internal combustion engines after January 1, 2022. Section 2(a), on page 3, lines 8 to 12, states that: Beginning January 1 2022 , no retailer shall send or offer for sale any combustion engine powered moped unless the moped was purchased in a consumer transaction prior to January 1, 2022.

These restrictions could conflict with the federal Clean Air Act (CAA) . The CAA provides that: No State or political subdivision thereof shall adopt or attempt to enforce any standard relating to the control of emissions from new motor vehicles or new motor vehicle engines subject to this part. No State shall require certification, inspection, , or any other approval relating to the control of emissions from any new motor vehicle or new motor vehicle engine as condition precedent to the initial retail sale, titling (if any) , or registration of such motor vehicle , motor vehicle engine, or equipment.

42 United States Code (USC) 7543(a).

The CAA , at 42 USC 7550(a) defines a motor vehicle as "any self-propelled vehicle designed for transporting persons or property on a street or highway." A moped is considered a motor vehicle. Because one of the stated purposes of the bill is to reduce air pollution, the bill's ban on the sale of internal combustion engine mopeds would impact air pollution because no new internal combustion mopeds would mean zero emissions for new mopeds. As moped are vehicles under the CAA , and a zero emission level standard is a control of emissions, there is a potential conflict with the CAA. Thank you for the opportunity to provide comments. (this is verbatim from the Testimony of the Attorney General for the Thirtieth Legislature 2020)

Please take all these factors into account when the bill is in session

Thank you for your time .

Sincerely,

Manabo "Robert" Sato;
Manager of Moped Doctors and
Moped Safety Inspector.

HB-801-HD-1

Submitted on: 2/10/2021 8:39:03 AM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
John W Gillespie	Big Island Mopeds LLC	Oppose	No

Comments:

To whom it may concern,

I am writing to opposed the proposed bill to prohibit the sale of internal combustion engine mopeds.

for many years I have owned and run a successful moped rental company on the island of Hawaii, Big Island Mopeds LLC. I've had the privilege of serving our local community with affordable transport, as well as serving the tourists that visit the island with an affordable means to enjoy the best our island has to offer. We have found that tourists love the freedom and experience that mopeds have to offer, as they can see the island at a slower pace and with the wind in their hair.

Tourism is a major part of our local island economy, and affordable transport serves a major subsection of our tourists, who are motivated by affordability and adventure. This bill will significantly impact our ability to serve our island community and tourists that come with a means of transport that will suit their needs.

As electric mopeds are still severely limited by range and charging facilities, they are not an adequate replacement for our current gasoline powered models. The inability for us to procure ICE mopeds would severely impact our ability to serve our customers with what they need, and only only would our business suffer significantly, but also tourism would suffer in the sector that is directly served by our service.

Additionally, I am surprised that this bill has been submitted for review at a time when our nation continues to deal with the impact of a global pandemic. On our island two of the four moped rental and sales services shut down this last year due to the impacts of COVID-19. We were able to survive by the skin of our teeth. This is not the ideal time for us to weather the impacts of legislation that massively affects our business model.

Finally, I want to address the major reason that this legislation has been put forth, that of the environmental impact of ICE mopeds. It is clear that hydrocarbon based transport adversely affects the environment, and contributes to global warming. It is also clear that over the coming decades we must do more to change our environmental impact.

That said, I would like to recommend that there are aspects of our economy that have a far greater environmental impact than our few thousand mopeds in our wonderful state. One cruise ship burns more hydrocarbons than all the mopeds in Hawaii would use annually. One aircraft landing in our state produces more CO2 than all the mopeds for in a year. The military has a massive presence in our state. Are questions being asked of the environmental impact of our military transport?

Are there better ways to pursue our ends of a cleaner Hawaii? Rather than outlawing the means for small businesses to serve our visitors, could we instead incentivize other options like electric mopeds? Could we work to establish infrastructure so that electric mopeds would be able to be charged across the state?

I humbly ask that this bill not be passed, and we instead start with some of the industries where incremental change in their environmental impact would outweigh the outlawing of ICE moped sales. I ask that you don't kick small businesses while we're already barely surviving, and instead we work together toward a cleaner safer Hawaii that is welcoming for all?

thank you for your time.

sincerely,

John Gillespie

Owner, Big Island Mopeds LLC

To whom it may concern,

My name is Logan Hjelseth. I have been a managing member of American Sports Outfitters LLC dba Cruzin Hawaii for two years now. At Cruzin Hawaii we specialize in moped, scooter, and motorcycle rentals here in Waikiki. We are also the Hawaii dealer of all Alliance Powersports brands which include Lance, Sym, and Scootstar.

Today I am reaching out in regards to House Bill 801. I want to start off by stating that I do strongly oppose this bill. There are a couple reasons for my opposition to this bill. The first is aimed directly at the stated reason for the bill, which was noise pollution. This noise pollution has already been addressed in 2017 by HB1753/Act 200. This required noise to be no louder than 100 decibels at half throttle. This threshold on decibels is required by law to be checked at the mopeds annual safety inspection. The mopeds causing the noise pollution that this bill speaks of are a very small subset of mopeds that are not compliant with this bill. Simply enforcing the laws that are already in place seems like a much more feasible solution to this issue.

Mopeds are very cost effective way for Hawaii residence to move around the island. A new moped can be purchased on island for less than \$1,000. This moped will get near 100 miles per gallon and take up minimal parking space. Currently, there are no alternatives for this, certainly not at that price point. The closest alternative that I am aware of are electric bikes or e-scooters. These options start at double the retail cost of the moped mentioned above. Electric bikes or e-scooters also require long charge times. These charge times are currently in the 4-6 hour range. In addition, most of these electric units will only get around 40 miles on this charge. With that being said, how would the state provide the infrastructure to keep all of these electric mopeds charged?

To conclude, combustion engine mopeds are cost effective, energy efficient, and compact. They are currently the best option available for single person travel around Hawaii. House Bill 801 will most drastically effect the end consumer who depend on these economically sustainable means of transportation for their daily life.

Sincerely,

Logan Hjelseth
Managing Member
Cruzin Hawaii

To Whom It May Concern,

With regards to HB801 HD1 banning the sale of combustion powered mopeds which appears to be a "witch hunt." It is deceptive in nature and again singles out mopeds without doing the proper research to substantiate your claims of excessive noise. If it is noise you are concerned about then may I suggest you sit on the corner of Ala Wai and McCully on a any night and listen to the array of modified motorcycles and automobiles with excessively noisy aftermarket exhausts at all hours of night and early morning. I reside on that corner and it is never ending, in fact, I was awoken at 0400 this morning by a motorcycle. Ever since a safety check law was instituted for mopeds it has placed a massive depletion of loud and modified mopeds. I would say it has depleted the amount of modified mopeds on the roads to less than 500. Now, if you were to research the amount of modified automobiles and motorcycles on the road I would estimate it to be easily over 10,000. Mopeds have 1 cylinder and most motorcycles and automobiles have 2 to 8 cylinders thus more noise and more pollution, it is exponential as to the amount of noise a larger engine can emit.

Today, I sat down in front of my business, with my state required decibel reader for performing safety checks, and this is what I recorded from a 10 foot distance unless otherwise noted:

2 city buses were at a decibel reading of 82.5 to 84

1 Fedex truck at a distance of approximately 20 feet had a decibel reading of 90

1 black Soliel 49.5cc moped with a decibel reading of 74

2 Metro mopeds with a decibel reading of 74.5 and 76

Mercedes Van : license KARMA3 with a decibel reading of 80

White BMW : license M3AN with a decibel reading of 88

HRS 291-24 Statutes "prohibits modifying the muffler on a moped to increase the level of sound emitted. A decibel reading must be taken for each moped to obtain objective evidence that it is not too loud. . If the test shows a decibel reading higher than 100, the muffler shall be failed." Please note that this is at half throttle, so, if this is the case automobiles and motorcycles should have to abide by the same test and the same laws as mopeds. Additionally, the latest craze with kids is the removal of catalytic converters to produce a popping and backfire sound from the exhaust of their automobile, the decibels are well over 100.

Therefore , all combustion engine automobiles , mopeds and motorcycles should be prohibited for sale beginning January 1, 2023. You are welcome to sit with me and observe these facts, I will bring my decibel reader and you will be amazed.

Finally, from the MotorandWheels.com website:

“Those ultra-noisy Harleys you see exist because their owners deliberately increased their sound level, not because Harley-Davidson made them like that. Some people enhance the sound level of their Harleys from the stock 80db to over 100db [we’ve seen cases of 110db]. “

“Harley-Davidson gets blamed for the problem because it often ignores attempts by owners to make their bikes louder. It has even subtly encouraged the practice in the past. H-D knows that most of those who buy its bikes will eventually modify them. To take advantage of this, Harley dealerships often offer aftermarket modification packages to customers when selling the bikes.”

There is a much more serious problem with noise pollution and it isn't mopeds. A fair solution would be to heavily fine all owners of mopeds, motorcycles and automobiles with a decibel reading of anything greater than 100.

Sincerely,

Joe Shimkonis
Mopeds Direct
808-732-3366



TESTIMONY OF TINA YAMAKI, PRESIDENT
RETAIL MERCHANTS OF HAWAII
February 4, 2021

Re: HB 801 HD 1 Relating to Mopeds

Good afternoon Chairperson Johanson and members of the House Committee on Consumer Protection and Commerce. I am Tina Yamaki, President of the Retail Merchants of Hawaii and I appreciate this opportunity to testify.

The Retail Merchants of Hawaii was founded in 1901, RMH is a statewide, not for profit trade organization committed to the growth and development of the retail industry in Hawaii. Our membership includes small mom & pop stores, large box stores, resellers, luxury retail, department stores, shopping malls, local, national, and international retailers, chains and everyone in between.

We are STRONGLY OPPOSED to HB 801 HD1 Relating Mopeds. This measure prohibits a retailer from selling or offering for sale combustion engine-powered mopeds beginning January 1, 2023.

Now is not the time to be restriction retailers from selling combustion engine-powered mopeds. Many of these retailers are struggling to remain open caused by government mandates surrounding this pandemic. The retail industry has been one of the hardest hit during the pandemic. Since the pandemic, those retailers who were deemed non-essential were forced to close their businesses for months due to government orders. Those on Oahu were forced to close their businesses a second time with no income from online sales unless they were fulfilling the orders from home. Retailers have also had to endure an almost 50% rate increase in interisland shipping. Many stores have also reduced their staff, taken pay-cuts and more to survive. The 3rd Commercial Lease Rent survey from data collected between December 1 and 31, 2020 revealed:

- One in 10 Hawaii businesses permanently closed over the course of the pandemic, and 67 percent were impacted significantly by government restrictions.
- From April through December 2020, 50 percent of businesses did not pay their rent in full.
- Three in 10 businesses expected to miss three full rent payments between October and December 2020, and more than half expected to miss at least one full rent payment between January and June 2021.
- Tourism accounts for at least one-quarter of the overall revenue of 37 percent of Hawaii businesses.
- 86 percent of businesses saw their annual revenue decrease in 2020, and 82 percent expect a decrease in 2021 as well.

It is also our understanding that while there are electric mopeds on the market, they are extremely expensive - almost double the price - and the technology still needs to be worked on to increase the milage per charge.

Retailers like many businesses are struggling to survive. It will take many of them years to recover their losses incurred through no fault of their own, but as a result of this pandemic. **Measures like this would shut down more of our local businesses and causing more of our friends, family and neighbors to be unemployed.**

We ask that you hold this measure.

Mahalo again for this opportunity to testify.

HB-801-HD-1

Submitted on: 2/10/2021 1:41:18 PM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Danny Shin	apexmotorsports LLC	Oppose	No

Comments:

To whom it may concern:

My name is Danny Shin and I have lived in Hawaii my entire life. My early life started with juggling multiple jobs to make ends meet. From this I learned the importance of having a reliable and affordable source of transportation – mopeds. In 2008, I went through the journey of becoming an entrepreneur and created my own business – Apex Motorsports.

My family didn't have much money and grew up in government assisted housing. I built my business off savings at my full-time job while concurrently running my small business. Within a few years, I had enough savings to leave my full-time job to focus on my business. I primarily sold four-stroke engine mopeds and larger motorcycles. Overtime, I wasn't able to compete with the bigger retailers on the larger motorcycles thus I was left with the only option to sell two-stroke engine mopeds. As I scaled back on product offerings, I mastered the mechanics of two-stroke mopeds and expanded to offering a full service one-stop shop for my customers.

I was beginning to see the fruits of my labor pay off until in 2015, the State announced moped retailers were no longer allowed to sell two-stroke engines after 2016 due to pollution and noise factors. I understood the importance of protecting our environment, air quality, and climate change. To comply, I had to break my contracts with my distributors to renegotiate a contract with four-stroke engines and parts. Business wasn't always rosy, but I was able to overcome the hurdles.

Effective January 1, 2017, all mopeds were required to obtain a safety check. I made a commitment to continue providing a full-service shop to the public by registering to become a safety check station. Though the cost to operate a safety check station

outweighed its benefits, being able to provide quality service and convenience to the public was my priority and this can be seen through my google, yelp reviews and social media accounts.

The last few years leading up to 2021 has been the most difficult of years. I was faced with an increase in cost from my distributor, increase in shipping costs, import tariffs and new market entrants, thus forcing my business to go into a constant price war with competitors while maintaining payments on increased rent & keeping my employees employed. Despite the struggles, the rewards of providing affordable and reliable transportation to my customers has allowed me to continue being resilient no matter the challenges.

HB801 blindsided me. Had it not been for the Administrator of the Hawaii Foreign Trade Zone notifying me of this scheduled hearing (February 2, 2021), I would not have been given the fair opportunity to testify for my business and the users of the moped community. The moped community isn't limited to what you may assume. It spans beyond college students, hospital workers, and residents of urban Honolulu. People that come through my doors have sought out to mopeds due to increase in cost to take the bus, gasoline prices, insurance, parking, registration and cost of living in general. Some can no longer afford to finance their cars yet still need the convenience of being able to get around town without relying on the public transportation system.

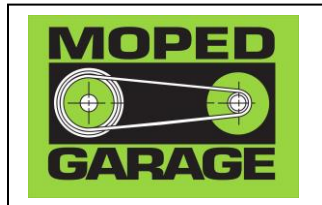
Four-stroke engines should not be compared against two-stroke engines. They are much quieter and provide at least 100 miles per gallon. Though the prohibition isn't effective until the end of 2022, given the current economic condition of the State and the cost to import electric mopeds while phasing out combustion engine mopeds, small businesses aren't given enough time to plan and implement these changes. While China's success story mentioned in page 2 of SB 761 is great, the greatest difference is cost. We cannot compare the infrastructure China has set-up to Hawaii's. China manufactures electric mopeds with backing of their government on financial support while we rely on imports that come with a heavy cost. These costs will be carried through to the consumer and the small businesses, thus creating what was once affordable to being unaffordable. Small businesses will also take on the burden to continue maintaining inventory of parts to service old mopeds and while maintaining new electric products and parts.

I urge to reconsider your prohibition of sales on combustion engine-powered mopeds to allow businesses to more time to transition. I am in opposition of HB801. Thank you for your time and consideration.

Sincerely,

Danny Shin

Owner of Apex Motorsports LLC



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1694 Kalakaua Ave #106 Honolulu, HI 96826
2346 S. King St. Honolulu, HI 96826
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To whom it may concern,

Four stroke engines have the same technology that cars use these days. The latest city efforts to regulate the mopeds via safety inspections has been very effective and the enforcement is very noticeable, the mopeds are safer and the noise reduction is noticeable, of course there are some riders that do not properly safety check their mopeds and or modify two stroke mopeds making it much lauder than factory specifications, a few business fines had been issued and safety inspection station permits had been revoked from a few businesses. Most of the safety inspection stations constantly refuse to provide services to customers with none compliant mopeds that are not willing to repair their vehicles in order to pass the inspection which includes a sound measurement in Decibels in order to make sure the exhaust noise of the moped is not above the sound threshold required by the city.

Two stroke motors do pollute and brand new units had not been sold for a few years. I believe they can slowly be phased out from the market and replaced with four stroke mopeds, eventually with electric mopeds as well. The market is constantly trying to find quality electric vehicles at a reasonable price but we are not there yet, it will need more time than a year.

The main issue we have with this mandate is:

1. Four stroke gas mopeds unlike electric mopeds are easily refueled and do not require waiting time to recharge, this simplifies the trip planning for many riders, workers, students and tourists.
2. The most economical EPA approved gas mopeds retail cost is \$795, the cheapest electric moped (not stand up scooter) is now around \$2500 and as you all know a lot of moped drivers cannot afford to buy and electric moped at this price.
3. The infrastructure to handle the charging for all these electric mopeds is not available at this time, may be in the future we will be able to have low priced electric mopeds with recharging stations that will allow regular drivers to swap or fast charge their batteries.

I do agree electric vehicles is the future and change will come when technology, quality, price and infrastructure are in place, until then we should continue enforcing the laws and slowly get rid of the two stroke vehicles, including the two stroke weedwackers 😊 .

Thanks for your time,

Mike Rosenman,

HB-801-HD-1

Submitted on: 2/9/2021 3:17:01 PM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Wendy Duffin	Individual	Oppose	No

Comments:

I am strongly opposed to SB 761 on the grounds of public safety. Electric mopeds pose a danger to both the rider and other drivers. Due to their silent operation, drivers of automobiles do not notice electric moped riders or do not realize that the moped is, in fact, in operation and moving. Mopeds are very small and difficult to see in comparison to automobiles, and drivers of automobiles need the audio clue of the combustion engine of the moped to signal that there is a moped rider in close proximity, even if they cannot see them like when a moped is in the blind spot of an automobile. Without the audio sound of a moped combustion engine, there will be many more accidents and fatalities resulting from moped-automobile collisions. My roommate owned an electric moped, and she was either hit or run off the road no less than four (4) times in less than a year due to the silent nature of the electric moped. In order to stay alive while commuting via moped, she got rid of the electric moped and purchased a gas-powered moped and was never involved in an accident or near-accident again. This is an issue of public safety and I urge the committee to not pass this bill. The safety of our ohana is at stake.

HB-801-HD-1

Submitted on: 2/9/2021 4:15:18 PM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Glenn Koishigawa	Individual	Oppose	No

Comments:

Regarding HB801, HD1, relating to mopeds, I totally agree with the first sentence stated in Section 1. Noise pollution is definitely affecting quality of life, particularly in urban areas. But, beyond that statement, everything else stated is based on personal opinions and unsubstantiated and unresearched information. To even suggest that most motorcycles on the road are quieter than mopeds is totally ludicrous. Admittedly, there are loud mopeds on the road, but they comprise a very minute percentage of the total moped population. If the legislators were truly concerned about noise pollution, they should be going after the real culprits affecting quality of life. Why are you not addressing the problem of all the loud Harley Davidsons, two- and four-cylinder motorcycles with race exhausts, cars with race exhausts (that backfire badly upon deceleration), cars with booming sound systems (that wake people up at all hours of the night)? I have yet to witness a loud moped set off a car alarm, but loud Harleys, motorcycles, and cars do it all the time. How about police cars and ambulances racing through our neighborhood in the wee hours of the mornings with their sirens blaring? Now that's what I consider noise pollution. There are actually cities with more progressive thinkers who have issued mandates requiring emergency vehicles to only use flashing lights in neighborhoods after a certain hour. And, they must proceed with caution in dense neighborhoods. Mopeds! They are nothing compared to all the rest of the noise we are surrounded by in our daily lives. SB761 sounds like just another attempt to shut down an industry that has already been over-regulated. As far as air pollution caused by mopeds, how can that be seen as a problem? We're talking about a vehicle that gets an average of 50-60 miles per gallon. And, it is absolutely ridiculous to even suggest that Beijing's air quality has improved because of their mandate of electric mopeds only! When was the last time any of the introducers of this bill visited Beijing? It's probably the most polluted city in the world, next to New Delhi, India. You want to make a real difference in Honolulu's air quality? Do the opposite of what you are now attempting. Get rid of all the huge gas-guzzling cars on the road that get even less than 20 miles a gallon. The State and the City and County of Honolulu should do their best to promote moped use and safety, not trying to eliminate their use! If the number of mopeds on the road increase 3-, 4-, or even 5-fold, then you might actually achieve cleaner air in our city. It seems to me to be the more common-sense approach. But it seems that the old adage holds true, "common sense is so uncommon."

HB-801-HD-1

Submitted on: 2/9/2021 7:35:11 PM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Mcansy Charles	Individual	Oppose	No

Comments:

Aloha!

My name is Mcansy Charles. I am an independent moped food delivery driver. I oppose this bill simply because I rely on my moped in order to make a living. During these tough economic times due to covid19, taking away my only way to make a living and transportation would be detrimental to me. The conventional gas moped is very reliable, low on pollution, and in comparison to the many cars already on the island, its contribution to the overall pollution it produces is negligible. The gas moped covers a range of a hundred miles per gallon, easy and inexpensive to fill up, on top of it being very affordable in comparison to an electric moped. The electric moped does not have the range a gas powered moped has, is much pricier, does extremely poor going uphill, and is a real hassle to find a charging station to cover more range, on top of the time it takes to charge it up at the expense of those like myself who rely on such a vehicle to make a living as I stated before. I understand the concerns for the environment, but there are more than 10 times less gas powered mopeds than cars on the island, thus making a negligible environmental footprint on the grand scheme of things. In my opinion, Bill HB801 HD1 is not a good bill to adopt at all, and I think it does more harm than good overall. I beg you to strongly reconsider your position on this bill, since the electric moped is technologically not where it needs to be yet to replace the gas-powered moped. Mahalo for taking the time in advance to read and review my testimony, since I will not be able to testify in person.

Sincerely yours,

Mcansy Charles

HB-801-HD-1

Submitted on: 2/9/2021 9:56:02 PM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Michael	Individual	Oppose	No

Comments:

SECTION 1. The legislature finds that noise pollution is a serious problem affecting quality of life, particularly in urban areas. Loud internal combustion engine mopeds are significant contributors that have raised ongoing concerns in communities throughout the State. **"Mopeds with factory mufflers are often many times louder than larger motorcycles that have greater engine displacement and robust exhaust baffles."**

This statement is completely false and only seeks to hurt moped dealers on island. Rather than target those who modify their mopeds. Mopeds that are stock are a lot quieter than motorcycles. I own both a moped and a motorcycle and can tell you my motorcycle is definitely louder and both my moped and motorcycle are stock. This "noise pollution" has nothing to do with the dealers or sellers of mopeds. This bill has no ground to stand on with no proof to back it.

HB-801-HD-1

Submitted on: 2/9/2021 11:29:32 PM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kevin Oberhofer	Individual	Oppose	No

Comments:

Dear Representatives,

I'm writing to inform you of my strong opposition to this bill. The initial premise of HB 801 is flawed and not based on factual data. The bill mentions that "mopeds with factory mufflers are often many times louder than larger motorcycles that have greater engine displacement and robust exhaust baffles" which I can certainly attest is not true. I have owned many motorcycles and mopeds over the years and all of my motorcycles with a stock exhaust were SIGNIFICANTLY louder than any moped equipped with a stock exhaust. Your argument relating to exhaust baffles is also false. The stock exhausts on mopeds are equipped with a baffle system that is appropriate to their displacement. The obnoxiously loud mopeds you are referencing are equipped with an aftermarket exhaust that eliminates the baffle. This is a clear failure of the city and county to enforce the new safety check laws, which outlawed loud aftermarket exhausts. The focus should be on increasing enforcement of existing laws and not on measures like this, which would prevent people from owning an affordable means of transportation.

Additionally, I would like to outline some areas of concern relating to electric mopeds. We continue to see an increase in the amount of electric cars being sold, which is great, but the infrastructure to support them continues to lack behind. Charging stations exist, but they are arguable expensive, not fast enough, and not found in enough places. This is clearly evident when you examine the amount of electric vehicle chargers vs regular car parking spaces we currently have in public/private lots. Whenever I take my electric car (yes, my household owns one) to a mall, there are almost never free spots available for me to charge my vehicle. I have not seen any strong initiatives being proposed that would increase the amount of electric vehicle charging stations. This has been a problem for years and will only get worse with an influx of electric mopeds. In fact, we currently have ZERO charging stations for electric mopeds/motorcycles. Furthermore, the electric mopeds currently on the market are not an adequate replacement for gas powered ones. Traditional mopeds get about 100 MPG with a 1-2 gallon tank. Electric mopeds currently do not exceed more than 30 miles on a charge and take hours to charge. This is a problem for someone commuting to work and not having the ability to charge his/her moped while at work. Electric mopeds also cost twice as much and are significantly heavier than their gas powered counterparts. The added weight would also further increase shipping costs and the overall sticker price of the moped. One could easily make the argument that someone might be more inclined to purchase a gas

powered and fuel hungry car instead of an electric moped. This would be counterproductive to other measures and initiatives aimed at encouraging more environmentally friendly transportation and reducing congestion on our roadways. Not to mention the potential environmental hazard we would face from abandoned electric mopeds with their explosive lithium ion batteries. The current state of electric mopeds is very similar to the early days of electric cars. It will likely be 5-10 years before we have a somewhat reasonable alternative to gas powered mopeds and much longer before the infrastructure is there to fully support them.

While I understand how the general principle of this initiative seems logical, the underlying components currently do not support a realistic implementation. Please consider the FULL impacts of HB 801 before voting in favor of it.

HB-801-HD-1

Submitted on: 2/9/2021 11:37:43 PM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Jason Shon	Individual	Support	No

Comments:

I support this initiative to reduce fossil fuel emissions.

HB-801-HD-1

Submitted on: 2/10/2021 7:44:43 AM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Pakela Akaka	Individual	Oppose	No

Comments:

I stand in opposition to HB801 because I do not believe that it appropriately address the issue that it claims.

The noise pollution issue has already been addressed when mopeds were made to be required to pass a safety check which checks for the appropriate db levels. Enforcement of this regulation is more appropriate than completely removing the cheaper option of transportation. In addition, such a change would cripple businesses that exchange in gas-powered mopeds as electric options are incomparably higher in price.

Please do not pass HB801.

Pakela

HB-801-HD-1

Submitted on: 2/10/2021 7:46:22 AM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Zoe	Individual	Oppose	No

Comments:

I stand in opposition to HB801 because I do not believe that it appropriately address the issue that it claims.

The noise pollution issue has already been addressed when mopeds were made to be required to pass a safety check which checks for the appropriate db levels. Enforcement of this regulation is more appropriate than completely removing the cheaper option of transportation. In addition, such a change would cripple businesses that exchange in gas-powered mopeds as electric options are incomparably higher in price.

HB-801-HD-1

Submitted on: 2/10/2021 7:46:32 AM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Robert Pitman	Individual	Oppose	No

Comments:

I stand in opposition to HB801 because I do not believe that it appropriately address the issue that it claims. The noise pollution issue has already been addressed when mopeds were made to be required to pass a safety check which checks for the appropriate DB levels. Enforcement of this regulation is more appropriate than completely removing the cheaper option of transportation. In addition, such a change would cripple businesses that exchange in gas-powered mopeds as electric options are incomparably higher in price.

HB-801-HD-1

Submitted on: 2/10/2021 8:03:56 AM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Robin Thorsen	Individual	Oppose	No

Comments:

I stand in opposition to HB801 because I do not believe that it appropriately address the issue that it claims.

The noise pollution issue has already been addressed when mopeds were made to be required to pass a safety check which checks for the appropriate db levels. Enforcement of this regulation is more appropriate than completely removing the cheaper option of transportation. In addition, such a change would cripple businesses that exchange in gas-powered mopeds as electric options are incomparably higher in price. The electric-powered mopeds can go no where near as far as gas-powered mopeds on a full tank/charge, and there are no easy charge stations littered around the city for e-mopdes.

Please do not pass HB801.

HB-801-HD-1

Submitted on: 2/10/2021 10:04:51 AM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Fedor Polyakov	Individual	Oppose	No

Comments:

Aloha, My name is Fedor. I have been a moped safety inspector and mechanic for six years in the state of Hawaii. I oppose HB801 on the premise its claim is misleading and false and would harm a large community that utilises affordable transportation and the infrastructure that supports it. To start, mopeds are NOT many times louder than motorcycles and DO come with factory equipped baffles to combat noise pollution as motorcycles do. From the factory mopeds are no louder, and without modification, many times quieter than a motorcycle. There are already two laws in place to combat the modification and accompanying noise pollution that have been effective, but need to be more rigorously enforced. The first would be HRS 291-24 passed in 2009 Prohibiting the modification of mufflers followed by Act 200 passed in 2016 requiring safety inspections on mopeds and expanding police authority to remove unlawfully modified mopeds from the roadways. As a safety inspector you are required to take and record a decibel reading of the exhaust ensuring it is at a safe and non intrusive level. Mopeds are required to go through this inspection annually. Within a year of act 200 I saw a drastic decrease in modified mopeds and am finding it increasingly rare to see mopeds that are unlawfully modified. Given time and enforcement the current laws will prosecute the guilty parties and allow the law abiding citizens looking for economic transportation to remain unmolested.

HB-801-HD-1

Submitted on: 2/10/2021 11:31:45 AM

Testimony for CPC on 2/11/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Zak Koch	Individual	Oppose	No

Comments:

I am opposed to HB801 because I feel as if the scope of the bill doesn't encompass the issue to which it allegedly addresses. Noise pollution from gas-powered mopeds has been previously addressed with the requirement for these vehicles to pass a safety check. The potential removal of these vehicles as a cheaper alternative mode of transportation would be devastating for Hawaii residents, potential tourists, and businesses that operate primarily with these machines. I ask that you vote no on HB801.