

AIRLINES COMMITTEE OF HAWAII



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LATE TESTIMONY

AIRLINES COMMITTEE OF HAWAII TESTIMONY SUBMITTED BEFORE THE HOUSE COMMITTEE ON TRANSPORTATION February 13, 2008

HB 3033 Relating to Agricultural Inspections

Chair Souki and Members of the Committee:

My name is Rodrick Aoki. I am with the Hawaii Airline Liaison Office and have been asked to present the following testimony on behalf of the Airlines Committee of Hawaii (ACH), which is comprised of 24 signatory airlines that underwrite Hawaii's 15-airport system.

Preventing the introduction of new invasive species in Hawaii is critical. Our unique environment, agriculture industry and economy could be jeopardized if left unmitigated. Thus, while the ACH supports the intent of the bill, the ACH also suggests that the bill be revised to hold the shippers' responsible for providing the manifest information, not the airlines.

The ACH believes that this is the most efficient and equitable method to obtain the manifest information, and will provide the Department of Agriculture the means to identify the high-risk commodities in a timely manner to prevent the introduction of invasive species that are yet to be found in Hawaii.

Thank you for the opportunity to comment on HB3033.

Respectfully Submitted

Rodrick Aoki

LATE TESTIMONY

nishimoto2-Bryce

From: Kaanana, George [George.Kaanana@hawaiianair.com]
Sent: Wednesday, February 13, 2008 1:20 AM
To: TRNtestimony
Cc: Kaanana, George
Subject: Testimony

To Whom It May Concern:

On behalf of the Air Cargo Association of Hawaii, I would like to submit, for your review, concerns that we have regarding HB 3033. First, and foremost, we support the protection of our environment however our belief is that the State must take into consideration the impact of their requirements regarding passenger check-in and cargo. We would like to propose a committee comprised of Cargo Freight Forwarders, Air Carriers, Department of Agriculture/State and other interested parties to discuss a Policy that will address the concerns/goals of everyone involved.

Let's look at the Cargo issues before moving on to Passenger Service. I have broken this section down into "Domestic and Inter-Island Cargo". Please note respectively:

Domestic Cargo:

- How will customers be informed of the additional detailed requirements to meet the enhanced legislation and what kind of compliance time frame is being considered?
- Interline shipments (example: cut flowers originating from MIA. Routed MIA-LAS/US LAS-HNL/HA. We may not receive a detailed manifest from the shipper in MIA because they do not know the revised state requirements). How will this situation be addressed, and compliance time line?
- Shipments of non-agricultural articles capable of harboring pests may create a problem because a shipper is not currently required to submit a detailed manifest/packing slip for non-agricultural items. Once again, how will this be addressed, and compliance time line?
- What additional "wait time" will this present for our customers in regards to retrieving cargo?

Inter-Island Cargo: This will have a major impact on inter-island cargo as this is requiring agriculture inspection at inter-island destinations for most cargo.

- Since this will be a new procedure for our current shippers, they must be trained to provide detailed manifests/packing slips of what they are shipping. (currently not required). What kind of training will this entail and who will be responsible for any required training and its costs?
- The four hour advanced notification prior to arrival at destination will delay inter-island cargo. All inter-island cargo is not booked; therefore our customers tender their cargo at their leisure. Example:
 1. Customer tenders their cargo at 700am
 2. Since there is a 4 hour advance notification at destination, we must hold their cargo until 11am for shipment.
 3. This will impact Priority Cargo or Jet Express shipments.
- The Dept of Agriculture must clarify the 4 hour advance notification at destination for our inter-island cargo because all of our flights are less than 1 hour in duration.
- U.S. Mail is not addressed. Today, there is no DOA inspection on Inter-Island mail.

Passenger service concerns that require consideration:

- What is the reporting mechanism for passenger baggage to meet the four hour limitation? Will it mirror Cargo?
- All inter-island flights are under one hour duration. How will the inter-island carriers meet the four hour

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reporting requirement?

- What will be the impact on the passenger check-in process for (1) inter-island and (2) mainland to Hawaii travel?
- Due to the nature and cultural habits of local inter-island travelers, many transport flowers, agricultural products, food stuff, "omiyage" and items that could harbor pests. What is the reporting or declaring procedure at passenger check-in?
- U.S. Mail is not addressed, Today, there is no DOA inspection on inter-island mail.

Again, we support the protection of our environment but strongly feel the State must take into consideration the impact of their requirements and strongly suggest a committee, as mentioned in my opening paragraph, that can work together to address the concerns/goals of all interested parties. Thank you for your time and consideration.

Respectfully Submitted,

George Kaanana
President – Air Cargo Association of Hawaii

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LATE TESTIMONY

**TESTIMONY OF KU`UHAKU PARK
GOVERNMENT AFFAIRS MANAGER
HORIZON LINES**

**IN REGARDS TO
HB 3033 – RELATING TO AGRICULTURAL INSPECTIONS**

FEBRUARY 13, 2008

Chair Souki, and Members of the House Committee on Transportation:

I am Ku`uhaku Park, testifying in regards to HB 3033 2404, "A BILL FOR AN ACT RELATING TO AGRICULTURAL INSPECTIONS" on behalf of Horizon Lines, LLC., in support of this bill with some clarifications.

Horizon Lines is currently working cooperatively with the Department of Agriculture in order to clarify definitions of some of the language in the bill.

Thank you for consideration of our testimony.