



February 4, 2009

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON JUDICIARY
ON HB 1225, RELATING TO REGULATION**

Thank you Chair Souki committee members. I am Gareth Sakakida, Managing Director of the Hawaii Transportation Association (HTA) with 380 transportation related members throughout the state of Hawaii.

HTA opposes this bill.

While our regulated members feel that the Public Utilities Commission (PUC) is not affording the motor carrier industry the attention it needs, there is doubt that the creation of a separate commission is the solution.

If the PUC's lack of attention to our industry is because of a manpower shortage, then the resources destined for the proposed Transportation Commission could be directed to the PUC and dedicated to motor carrier services.

In this dire budgetary time, adding a whole commission with its attendant commissioners, staff, equipment, and office space places too great a burden on the state.

The PUC has greatly streamlined most motor carrier processes minimizing the time commissioners and staff need to spend on them.

We feel the addition of one field enforcement officer to police non-certificated motor carriers, the addition of a hearings officer to assist with adjudication of citations, and the addition of one staff person to assist with rate, and other motor carrier, issues would serve to address the industry's wishlist of PUC activity.

We also question the inclusion of safety issues within the proposed commission. Currently, the State Department of Transportation's Motor Vehicle Safety Office (MVSO) executes the safety enforcement of commercial motor carriers via the federal motor carrier safety regulations, and federal hazardous materials regulations.

The MVSO is very familiar with the industry and should continue to be the only state agency to regulate the safety of motor carriers to minimize conflicting regulations and interpretations.

Thank you.