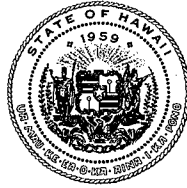


SB 2755

LINDA LINGLE
GOVERNOR



BRENNON T. MORIOKA
INTERIM DIRECTOR

Deputy Directors
MICHAEL D. FORMBY
FRANCIS PAUL KEENO
BRIAN H. SEKIGUCHI
JIRO A. SUMADA

IN REPLY REFER TO:

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

February 3, 2010

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

SENATE BILL NO. 2755

COMMITTEE ON TRANSPORTATION, INTERNATIONAL AND
INTERGOVERNMENTAL AFFAIRS

Senate Bill 2755 was proposed by the Administration and the Department of Transportation strongly supports its passage.

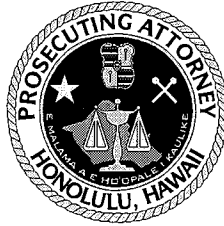
Distracted driving has become a national problem. The National Highway Traffic Safety Administration and the Governors Highway Safety Association agree that mobile electronic devices pose a safety problem while driving a motor vehicle. Six states have prohibited the use of any handheld cell phones and 21 states have prohibited novice drivers from using it. Seventeen states have also prohibited school bus drivers from the use of cell phones when passengers are present and 19 states, the District of Columbia and Guam have prohibited texting. Hawaii is one of 16 states that does not have any state law governing the use of cell phones or texting while driving.

We propose an amendment that paragraph (f) on page 6, lines 10 through 12 be deleted. We believe that the violation of this law should be a traffic infraction rather than a crime.

DEPARTMENT OF THE PROSECUTING ATTORNEY
CITY AND COUNTY OF HONOLULU

ALII PLACE
1060 RICHARDS STREET, HONOLULU, HAWAII 96813
AREA CODE 808 • 527-6494

PETER B. CARLISLE
PROSECUTING ATTORNEY



DOUGLAS S. CHIN
FIRST DEPUTY
PROSECUTING ATTORNEY

**THE HONORABLE J. KALANI ENGLISH, CHAIR
SENATE TRANSPORTATION, INTERNATIONAL AND
INTERGOVERNMENTAL AFFAIRS COMMITTEE**

**Twenty-fifth State Legislature
Regular Session of 2010
State of Hawai'i**

February 3, 2010

RE: S.B. 2755; RELATING TO HIGHWAY SAFETY.

Chair English and members of the Senate Committee on Transportation, International and Intergovernmental Affairs, the Department of the Prosecuting Attorney submits the following testimony in support of S.B. 2755 but with a request for an amendment.

The purpose of this bill is to create a new traffic infraction for using a mobile communication device while operating a motor vehicle. Use of a mobile device for the sole purpose of calling 911 is an affirmative defense and use of a mobile device by emergency responders and drivers using two-way radios while in the performance and scope of their work-related duties or with a valid FCC radio operator licenses are exempted.

Distracted driving is major contributor to vehicular crashes and near misses. The data regarding distracted driving is sobering. Eighty percent of all crashes and sixty-five percent of near crashes involve some type of driver distraction. In 2008, sixteen percent of the total traffic fatalities involved distracted drivers; this equals 5,870 deaths nationally. Furthermore, drivers using hand-held devices are four times as likely to get into crashes serious enough to injure themselves. And observation studies have shown an increase in the use of hand-held devices nationally from a rate of 0.7 in 2007 to 1.0 percent in 2008. We fully expect that as more and

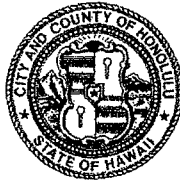
more devices are available are created to improve portable access to communication and amusement that the temptation for drivers to use these devices while driving will increase. For this reason, we believe that a law specifically banning the use of hand held devices while driving is advisable.

This bill generally follows language of Ordinance 09-6 of the Revised Ordinances of Honolulu with a few clarifications and an enhanced penalty provision. Ordinance 09-6 is applicable to the City and County of Honolulu and has been in effect since July 1, 2009; it has not posed any significant enforcement issues for our office. If passed, S.B. 2755 would supersede Ordinance 09-6. As H.B. 2602 has made some minor clarifying amendments and provides for enhanced penalties, we do not object to it superseding Ordinance 09-6, **if subsection (f) at page 6 lines 10 to 12 is stricken**. If subsection (f) is retained, the cases would not go through the process set forth for decriminalized traffic infractions set forth in Hawaii Revised Statutes chapter 291D which generally determines the outcome of infractions without prosecutors trying the infraction or without police witnesses.

Thank you for this opportunity to testify.

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813
TELEPHONE: (808) 529-3111 · INTERNET: www.honolulu.police.org



MUFI HANNEMANN
MAYOR

LOUIS M. KEALOHA
CHIEF

DELBERT T. TATSUYAMA
RANDAL K. MACADANGDANG
DEPUTY CHIEFS

OUR REFERENCE TTN-LC

February 3, 2010

The Honorable J. Kalani English, Chair
and Members
Committee on Transportation, International and
Intergovernmental Affairs
The Senate
State Capitol
Honolulu, Hawaii 96813

Dear Senator English and Members:

Subject: Senate Bill No. 2755, Relating to Highway Safety

I am Major Thomas Nitta of the Traffic Division, Honolulu Police Department (HPD), City and County of Honolulu.

The HPD strongly supports Senate Bill No. 2755, Relating to Highway Safety. This bill addresses the safety issue of dividing the driver's attention while operating a motor vehicle with the use of electronic devices such as cellular phones, personal data assistants, video games, texting devices, and the myriad uses of these devices.

The HPD feels that this bill is a positive approach to the growing trend of society wanting to be connected or entertained. The safe operation of a motor vehicle is the primary duty of the driver, who should not be distracted or have his attention divided by these devices. This is a safety issue for all users of our roadways, drivers, passengers, pedestrians, and bicyclists.

A request to delete section "(f) Any violation as provided in subsection (a) shall not be deemed to be a traffic infraction as defined by chapter 291D," will streamline the process and the law may be processed as any traffic infraction.

A Harvard Center of Risk Analysis study has estimated that six percent of all crashes are caused by cell phone usage, equating to 636,000 crashes, 330,000 injuries, 12,000 serious injuries, and 2,600 deaths each year. Currently, an estimated 100 million people use cell phones while driving. It is reasonable to assume that driver distraction, which accounts for 80 percent of collisions, will rise with the growing trend of using electronic devices for various purposes.

Serving and Protecting With Aloha

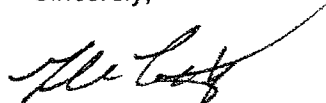
The Honorable J. Kalani English, Chair
and Members
Page 2
February 3, 2010

In July 2009, the City and County of Honolulu enacted Ordinance 15-24.23, relating to the use of mobile electronic devices while operating a motor vehicle, following the City and County of Honolulu, the County of Hawaii's ordinance became effective in January 2010, with the County of Maui considering passing a similar ordinance.

At present, no state in the United States of America has a total ban on the use of cellular phones while operating a motor vehicle. It is reported that talking on a cellular phone and talking on a hands-free phone has approximately the same amount of cognitive distraction. The intent of this bill in its current form is to address the prolific use of mobile electronic devices while operating a motor vehicle, and not to address all forms of driver distraction, nor to totally prohibit and ban the use of every form of electronic devices while operating a motor vehicle. The bill before this committee is practical, reasonable, and enforceable. It addresses safety and driver distraction, as opposed to the narrowly proposed ban on text messaging and video games, which was not enforceable and is addressed in the current bill.

Thank you for this opportunity to testify.

Sincerely,



THOMAS T. NITTA, Major
Traffic Division

APPROVED:

DC Paul Meyer
For LOUIS M. KEALOHA
Chief of Police



February 3, 2010

**TESTIMONY BEFORE THE SENATE COMMITTEE ON
TRANSPORTATION, INTERNATIONAL AND INTERGOVERNMENTAL AFFAIRS
ON SB 2755 RELATING TO HIGHWAY SAFETY**

Thank you Chair English and committee members. I am Gareth Sakakida, Managing Director of the Hawaii Transportation Association (HTA) with over 400 transportation related members throughout the state of Hawaii.

Hawaii Transportation Association supports the intent of this bill, but may oppose part of the exemption in (c)(2).

We support exempting "drivers using two-way radios while in the performance and scope of their work-related duties." We feel it is imperative that motor carrier communications be maintained since there is no direct supervision over drivers. Many carriers still utilize two-way radios which do not have hands free features or blue tooth technology like cell phones do.

However, we may oppose the limitation to "fleet vehicles" or "commercial vehicle license," depending upon their definitions.

For example, if fleet vehicles means vehicles with fleet license plates, then we oppose that provision. Most motor carriers do not utilize fleet plates. Utilities use fleet plates extensively, but not other carriers.

If commercial vehicle license is limited to a commercial driver license (CDL) as defined in chapter 286-2 of the Hawaii Revised Statutes, then we oppose that as being too limiting. There are probably more vehicles driven commercially with Type 3 and 4 licenses than CDL licenses.

We would support a limitation of "vehicles over 10,000 pounds gross vehicle weight rating, registered to a motor carrier."

Thank you.

Written testimony of Wayne Greenleaf,
Operations Manager, Signature Cab Holdings, Inc. DBA TheCAB
Senate Committee on Transportation, International and Intergovernmental Affairs (TIA)
Wednesday, February 3, 2010 2:05 pm
Capitol Conference Room 224
House Bill 2602, Relating to Highway Safety

Chair J. Kalani English and members of the Committee on Transportation, International and Intergovernmental Affairs (TIA)
Written testimony of Wayne Greenleaf,
Operations Manager, Signature Cab Holdings, Inc. DBA TheCAB
February 3, 2010, 2:05pm, Capitol Conference Room 224
Senate Bill 2755, Relating to Highway Safety

Aloha Chair and members of the Committee,

My name is Wayne Greenleaf and I SUPPORT the intent and the need for this bill to promote traffic safety by controlling cell phone use and texting by drivers.

However, in the proposed bill SECTION 2. 291C- (c) (2):

(2) Drivers using two-way radios while in the performance
and scope of their work-related duties and who are
operating fleet vehicles or who possess a commercial
vehicle license; and

It is felt the wording "who possess a commercial vehicle license" is in need of clarification or definition within the bill. HRS 286-2 defines a commercial motor vehicle as:

"Commercial motor vehicle" means a motor vehicle or combination of motor vehicles used in commerce to transport passengers or property:

- (1) If the vehicle has a gross combination weight rating of 26,001 or more pounds inclusive of a towed unit(s) with a gross vehicle weight rating of more than 10,000 pounds;
- (2) If the vehicle has a gross vehicle weight rating of 26,001 or more pounds;

- (3) If the vehicle is designed to transport sixteen or more occupants, including the driver; or
- (4) If the vehicle, regardless of size, is used in the transportation of hazardous materials, as defined in this section.”

If this is what is to be applied then a small business operator using two-way radio communications or for example the 650 taxi's with our company using mounted computer aided dispatch and two-way radio communications tools could be impacted.

Thank you for your time and support of two-way mobile radio.

Wayne Greenleaf

[REDACTED]

From: Ernest Murphy [ernestmurphyiii@gmail.com]
Sent: Saturday, January 30, 2010 12:42 AM
To: TIATestimony
Cc: Sen. Sam Slom
Subject: Testimony for SB 2755, Mobile Electronic Devices

Testimony of Ernest Murphy

Senate Committee on Transportation, International and Intergovernmental Affairs (TIA) Monday, February 3, 2010 2:05 pm Capitol Conference Room 224 Senate Bill 2755, Mobile Electronic Devices

1 copy

As public testimony, the testimony will be part of the public record published on the web.

Chair J. Kalani English and members of the Committee on Transportation, International and Intergovernmental Affairs Testimony of Ernest Murphy February 3, 2010, 2:05 pm, Capitol Conference Room 224 Senate Bill 2755, Mobile Electronic Devices

My name is Ernest Murphy and I SUPPORT legislation to regulate the use of cell phones in automobiles/cars/vehicles.

However, it is crucial, for the health and safety of everyone in Hawaii, that the Legislature preserve the right of FCC-licensed amateur radio operators and commercial vehicle operators to use two-way mobile radios in their motor vehicles.

1. For commercial vehicle operators, these radios are still in widespread use. Unlike cell phones and other recently developed electronic devices, these radios allow all employees of a business's driving fleet to hear all communications between the business and individual employees. They also make it easy for the business to communicate with all of its mobile employees instantly. Such radios also are designed for safe use by drivers.

For these reasons, these radios are of tremendous economic value to many Hawaii businesses, and loss of that communication ability would be a major economic hardship for businesses that already are struggling to survive the worst economic downturn since the Great Depression, a downturn that is not going to go away anytime soon.

2. Amateur radio operators commonly maintain, at their own expense, mobile two-way radios in their privately owned vehicles. These operators, licensed by the federal government, receive training in emergency communications. When a civil emergency such as a hurricane destroys all other means of communication and shuts down the supply of electricity, these people remain on the air, because they are not dependent on electrical power mains.

When Hurricane Iniki devastated Kauai in 1992, it was these low-powered amateur radio transmitters that became the ONLY means of communication between Kauai and Oahu for some days.

In the case of both commercial operators and amateur radio operators, the radios they use in vehicles are designed for operation by a driver. They require no tuning or fiddling around with controls. The driver merely picks up a microphone, pushes a button on it, and talks. They are not a road hazard, and that is why they have been in use for many decades by radio amateurs, private businesses, marine and aircraft operators, government agencies and military organizations.

FCC-licensed amateur radio operators should not be confused with Citizen's Band, also called CB, radio operators. CB was a nationwide fad several decades ago and remains in use on the mainland, mostly by long-haul truck drivers. There is next to no CB radio operation going on in Hawaii these days. CB radio is notorious for anarchic on-the-air behavior because it is not licensed or otherwise regulated by any government agency. Amateur radio operators, on the other hand, are licensed by the Federal Communications Commission only after stringent testing, and they lose their licenses if they violate FCC operating rules. Providing an essential public service in the event of emergencies is one of the main reasons the federal government reserves substantial amounts of radio frequency spectrum for amateur use. Amateur radio operators receive emergency service training both from their own national organizations and from local government and medical agencies. In general, amateurs equip themselves to get on the air under any circumstances, with or without a reliable electrical supply. They are a vital public resource when every other means of communications fails. In an island environment like Hawaii, maintaining that resource is even more essential.

Thank you for your support of amateur radio and two-way commercial radio in Hawaii.

Ernest Murphy
Amateur radio license NH7L
Hawaii Kai

NH7L@arrl.net
(808) 382-9329

Senate Committee on Transportation Chair J. Kalani English and members of the Committee

Testimony of Ron Hashiro, Amateur Radio Operator AH6RH

SB 2755, Mobile Electronic Devices

February 3, 2010 2:05 pm, Conference Room 224

My name is Ron Hashiro and I SUPPORT the intent of SB 2755 to regulate the use of cellular phones in vehicles and promote traffic safety.

I also STRONGLY SUPPORT the exemptions for two-way radio use by workers and amateur radio operators.

As testified at the Honolulu City Council, two-way radio operations are safe while driving because most of the time is spent listening or awaiting a radio call, and very little time is spent actually transmitting a message. To place a call, one picks up the microphone, presses a button, and speaks the message. There are no distractions caused by dialing, keyboarding, or reading a screen as with other means of wireless communications.

The safety factor is evidenced by the lack of any data or documents indicating that there are problems using two-way radios while driving.

Two-way radios Two-way radios are an important part of the workplace for a number of workers. Examples include:

- Private: Taxis, tour companies, utilities (electric, phone, gas), construction
- County: Water works, roads, public works
- State and Federal: Airport and Harbors operations, Highway, Public Works, Military, National Guard

These workers use their two-way radios safely with no adverse impact to the driving public. Retrofitting their vehicles with changes to the radio systems is an unnecessary cost in these times of economic challenge and the burden would only be passed on to the consumers and tax payers.

Amateur Radio In his written communications, former Honolulu Councilman Duke Bainum found the case for the public service performed by amateur radio operators “very compelling”. He wrote:

"I found the testifiers comment very compelling and in order to accommodate their service to the community I would support this exemption from the ban on the operation of mobile electronic devices while operating a motor vehicle."

Amateur radio operators, otherwise known as ham radio operators, provide a contingency radio service in times of emergencies. These radio operators created a radio and telephone link between Mayor of Kauai and the Governor during the peak of

Supplemental Testimony of Ron Hashiro **In Support** of SB 2755 **with Amendments**
Relating to Highway Safety

Committee on Transportation, International and Intergovernmental Affairs
February 3, 2010

Senator J. Kalani English, Chair
Senator Mike Gabbard, Vice Chair

I wish to testify **in support** of SB 2755 **with amendments**, which prohibit the use of mobile electronic devices while driving.

I strongly feel that the provisions for subsection (c) (2) relating to drivers using two-way radios should not be limited to those operating fleet vehicles or possessing commercial vehicle licenses.

A number of businesses use passenger vehicles, light trucks and vans which are not fleet vehicles or commercial vehicles that would be impacted by the limitation. Businesses, industries and others affected include: hotels, security companies, taxis, construction, shopping malls, office buildings and complexes, service technicians, news organizations, broadcast and filming, ocean and air tour companies.

The businesses on Oahu and the Big Island have operated since the respective cellular phone ordinances have gone into effect, and to my knowledge, there has been no problems arising from the use of two-way radios while driving a vehicle.

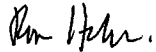
I requested that section (c) (2) be amended to be the same as the Oahu and Big Island ordinances:

“Drivers using two-way radios while in the performance and scope of their work-related duties:

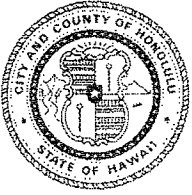
Hurricane Iniki when commercial telephone service was lost during the storm. What is not well known is that the critical radio-telephone patch between the Mayor and the Governor conducted by key amateur radio operators was supplemented by additional amateur radio operators on Oahu simultaneously operating from their automobiles. Amateur operators continued to provide communications in support of the recovery from Hurricane Iniki from homes, offices, vehicles and even aircraft and helicopters.

Again, I ask for your support for the exemptions allowing for the use of two-way radios and amateur radio in vehicles.

Sincerely,



Ron Hashiro
Amateur Radio Operator AH6RH
Attachments



CITY COUNCIL
 CITY AND COUNTY OF HONOLULU
 530 SOUTH KING STREET, ROOM 202
 HONOLULU, HAWAII 96813-3065
 TELEPHONE: (808) 768-5010 • FAX: (808) 768-5011

Duke Bainum

Councilmember, District V

Chair, Public Infrastructure Committee

Phone: (808) 768-5005 / Facsimile: (808) 768-5011

Email: dbainum@honolulu.gov

Web: www.honolulu.gov/council/d5

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CITY CLERK
 HONOLULU, HAWAII

RECEIVED

March 23, 2009

TO: Councilmember Gary Okino
 Chair, Transportation and Planning Committee

FROM: Councilmember Duke Bainum *DB*

SUBJECT: Requested Amendment to Bill 4, CD-1 (2009)

As a follow-up to the public testimony at the March 18th Council meeting, relating the Bill 4 (2009), I would like to request that your committee consider amending Bill 4 to include an exemption for “amateur radio operators using two-way radios and who are licensed by the Federal Communication Commission.” I found the testifiers comment very compelling and in order to accommodate their service to the community I would support this exemption from the ban on the operation of mobile electronic devices while operating a motor vehicle. I leave it to your discretion as to whether this exemption should only apply in times of emergency.

On this same topic, I received the attached letter from Guy Archer indicating that there may be a preemption issue related to regulating radio operators licensed by the FCC. I would like to request that your committee look into this as it could impact any actions we might take.

An additional concern arose at the hearing in that I believe the Prosecutor testified that a person would be “operating a motor vehicle” simply by sitting on the side of the road with the engine running. If this is indeed included in the definition of “operating a motor vehicle” I would like to urge the committee to refine this definition to exclude cars that are pulled over to the side of the road and not actively “driving.”

Thank you for your attention to this, and if you have any questions related to this request please give me a call.

Attachment: Letter from Guy Archer

2499 Kapiolani Blvd
Suite 3405
Honolulu, HI 96826
March 19, 2009

Councilman Duke Bainum
Honolulu City Council
Honolulu Hale
Honolulu, HI 96813

Re: Bill No. 4 (2009) Relating to the Use of Electronic Devices

Dear Councilman Bainum:

I have an FCC General license to operate HAM transceivers, am a board member of Emergency Amateur Radio Club Honolulu, and since 1974 a licensed Hawaii attorney. The Amateur Radio Service has ably served this nation in times of emergency such as hurricanes.


In reviewing proposed Bill 4 (2009) prohibiting the use of certain electronic devices while operating a motor vehicle, I am concerned with paragraph (b):

The use of a mobile electronic device for the sole purpose of communicating with emergency responders while in the performance of their official duties shall be an affirmative defense to this ordinance.

As you undoubtedly know, amateur HAM radio operators are licensed by the Federal Communications Commission (FCC) to operate transceivers on various radio bands including VHF, UHF, and high frequency. In the United States, the FCC is the agency responsible for nongovernmental and nonmilitary stations. Title 47 C.F.R. governs telecommunications; and Part 97 thereof governs the Amateur Radio Service. The foregoing federal law and FCC regulations evidence intent by the federal government to occupy this area of the law. Federal law appears to preempt state and municipal government with respect to regulating radio operators licensed by the FCC.

Instead of an "affirmative defense," Bill No. 4 should grant an exemption for FCC licensed radio operators. I recommend consultation with your Corporation Counsel regarding the federal preemption issue.

Very truly yours,


Guy Archer

Testimony of Ron Hashiro
Chair and Members of the City Council
March 18, 2009
Bill 4, CD1 (09)

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CITY CLERK
HONOLULU, HAWAII

Chairman Apo and members of the Council, my name is Ron Hashiro and I SUPPORT WITH AMENDMENTS the purpose of this Bill to promote traffic safety by controlling cell phone use and texting by drivers.

However, I FEEL STRONGLY THAT "Amateur radio operators licensed by the Federal Communications Commission" should be added to section C as persons excluded from this bill.

The added language to exempt amateur radio operators from the cellphone bill is modeled after Washington State's cellphone law which has passed and is in effect. The URL for the Washington State Bill is at:

<http://www.leg.wa.gov/pub/BillInfo/2007-08/Pdf/Bills/Senate%20Passed%20Legislature/5037-S.PL.pdf>

The Amateur Radio Service, as "ham radio" is known by it's official Federal Communications Commisison designation, are for qualified and licensed persons of any age who are interested in radio technique solely with a personal aim and without pecuniary interest. These services present an opportunity for self-training, intercommunication, technical investigations and public service as outlined in 47 CFR 97.1.

I am an Extra class amateur radio operator, and have been licensed for more then 33 years. I actively participate in the community as a communications volunteer, instructor and mentor for emergency communications, and have served Hawaii State Civil Defense and C&C Department of Emergency Management since 1983. I am also a volunteer examiner for FCC licensing exams for those seeking to pass the licensing exam and obtain their amateur radio license.

Amateur radio operators have a long standing history of public service and emergency communications. These aspects became evident during Hurricane Iniki, when amateur radio operators were the key means of communications between Kauai and Oahu. A number of the contributions by amateur radio operators was chronicled in an article contained in the national journal for amateur radio, and a copy is viewable at the web page below. Among the things not covered in the article were the dozens of Hawaiian Tel technicians, also amateur radio operators, who provided supplemental operations and communications while mobile and portable.

Amateur radio played a key part in restoring inter-island phone service between Kauai and Oahu by expediting the end-to-end coordination in real-time between Kauai and Oahu.

<http://www.qsl.net/ah6rh/am-radio/articles/iniki.html>

Similarly, amateur radio operators responded to areas of the Big Island and Maui during the October 15, 2006 Kiholo quake and provided on-scene, real-time reports to State Civil Defense. On Oahu, amateur radio operators responded to various locations, including hospitals. People in the community who needed electrical power for breathing assistance and other critical needs began converging at the hospitals. At one hospital, responding amateur radio operator Joe

MISC. COM. 639

PH

Hunkler, a retired electronics technician, purchased material and used his skill to fabricate additional power cables so that these critical people could be hooked up to the hospital's generator power.

Mobile radios are an integral part of the amateur radio response. It provides information updates and ability to redeploy personnel in real-time. An important aspects of that readiness are (a) the regular testing of equipment and radio coverage, and (b) the development and enhancement of skills relating to safe operations while driving. These aspects are no different than what commercial operators and other regular users of two-way mobile radios undergo and are likewise an important part of the amateur radio response.

Amateur radio operators are proactive in setting up equipment, education, training and involvement well ahead of the emergency. In this time of severe economic dislocation, the private investment in equipment and the pool of community volunteers represents a means of providing supplemental and back up communications to government agencies and non-governmental organizations involved in emergency management and disaster response with little outlay.

During times of non-emergency, resident amateur radio operators welcome a number of visiting amateur radio operators (tourists) each day. One of the traditions of the amateur radio service is to welcome the visitors, provide information and motorist assistance to them. Most frequently, the contacts are while they are in their hotel rooms in Waikiki or traveling in their vehicles. Responding to their questions improves motorist safety by reducing uncertainty, hesitation and confusion when we give them real-time assurance in their travels. In all my years of amateur radio, I have never head of a tourist or resident involved in a motor vehicle accident while actively operating amateur radio equipment in their vehicle, as they often close and end their radio contact if road conditions warrant closer attention to their driving.

In contrast, I hear about residents and visitors enhancing general public safety while driving with their amateur radio. On the morning of Monday, March 9, 2009, a visitor from Eagle River, Alaska provided assistance via amateur radio while driving. Craig Bledsoe was travelling mauka on Piikoi when he witnessed a hit-and-run accident between a white limousine and a pedestrian. He called out on his radio for someone to place a 911 call. A retiree in Waikiki responded to his call on the radio, and patched Craig's radio transmission to the 911 police dispatcher, providing details of the situation, the vehicle and the license plate.

Given these and other stories and events, it would be a loss to the general public by having amateur radio operations curtailed by Bill 4 and I ask that you exempt amateur radio operators from Bill 4.

Thank you for the opportunity to provide constructive input into Bill 4.

Sincerely,

Ron Hashiro
Amateur Radio Operator AH6RH

Earthquake!

In mid-October a magnitude 6.7 earthquake struck off Hawaii's Kona coast shortly after 7 AM. The shaking lasted about 15 seconds. In less than 40 seconds the quake had traveled to Honolulu on the island of Oahu, a distance of about 155 miles. In Honolulu, Ron Hashiro, AH6RH, was working at his computer when off in the distance he heard "a broad, widespread rumble similar to the sound of surf or a jet about to take off. The sound lasted for about four seconds before the building began shaking violently," said Hashiro. "After a couple of seconds, I realized this event was a strong local earthquake, substantially more shaking than the 1975 7.2 magnitude Kalapana quake."

Hashiro quickly put out a call on the local repeater. "Did anyone feel that? AH6RH." He quickly told the other amateurs on frequency to start a net on the repeater, then switched to the 147.06 inter-island linked repeater system. He put out the same call, "AH6RH. Did anyone feel that?" A station responded yes, and seconds later Honolulu had lost power. Power also began failing on the island on Oahu. Hashiro got dressed and reported to his assigned location at the State Civil Defense Emergency Operations Center within 25 minutes of the quake. As other operators grabbed their go-bags and mobilized to their assigned operating locations, a second quake with magnitude 6.0 struck at 7:14:12. Within the first hour, HF operations were started and RACES communications were in place. Stations on the Big Island (Hawaii) and on Maui began passing reports of boulders, landslides, and damage. Some of the key operators made it to the hospitals and reported on the damage and the evacuation of the patients out of buildings to tents set up in parking lots or to shelters that were being set up.

Other operators began to report to other hospitals around Honolulu, near Pearl Harbor and in Oahu. All were part of the HealthComm VHF/UHF radio network. They used go kits that were made about a year ago (see February 2006 CQ). They had practiced setting up the kits just a week earlier as part of the SET exercise for the hospitals.

Staff at St. Francis Hospital-West realized that the building transformer was damaged by the power surge. They requested amateur radio operators working with the HealthCare Association of Hawaii (HAH) to locate a replacement transformer. Amateur radio operators remained at the hospital until power was restored at 11:00 PM.

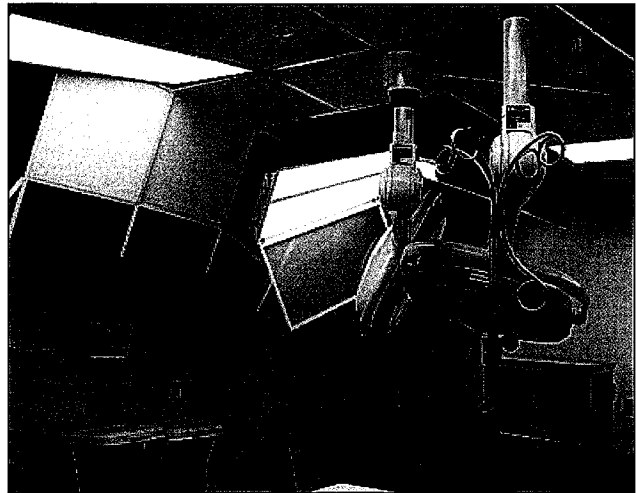
Steve Putnoki, N1CFD, Division 1 Coast Guard Auxiliary Communications Officer with D14 Hawaii, responded to the Coast Guard Communications Headquarters at Sand Island. After he felt the second quake, his wife Bonnie turned on the portable broadcast radio and found nothing on. He monitored the 2-meter Diamond Head repeater and Marine VHF channel 16 for information. His immediate concern was for the possibility of a tsunami. A tsunami generated off of Kona would travel through open ocean and strike the island of Maui within about ten minutes and reach Oahu in about thirty minutes. With the loss of phone service, he could not call out other team members. Fortunately, several minutes later the Coast Guard announced that there was no threat of a tsunami.

Problems Encountered

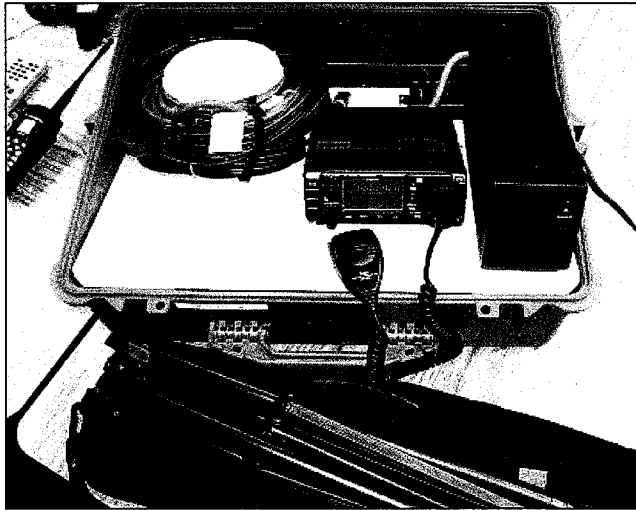
Ron Hashiro provided this description of some of the problems Putnoki and others faced following the earthquake.

With the lack of traffic signals due to the loss of power island-wide, Steve encountered problems driving through the intersections. Some of the drivers did not follow procedures and treat each intersection as an all-way stop. A number of drivers sailed through intersections without slowing down or stopping.

At the Coast Guard comms center, Putnoki was briefed on the available operational base and portable stations. He could not verify the status of team members due to the phones being jammed by the huge volume of calls. A C-130 aircraft was dispatched to send back imagery of the Big Island. The crew was requested to check the Kona Airport, the hospital, and the civic center. They also checked the volcanoes, the shore line for pollution, and did a perimeter check of the island. A second C-130 was put on standby for a possible medical evacuation of patients from Kona Community Hospital to Hilo. Putnoki said, "We were lucky. It could have been much worse."



The Kona Community Hospital Operating Room was damaged by the early morning earthquake that struck Hawaii in mid-October. (Photo courtesy of HAH)



One of several HF radio go-kits shipped out to hospitals in Hawaii. (Photo courtesy of Toby Clairmont, KH7FR)

The telephone system jammed with the flood of phone calls. That hampered the response from emergency responders. They were unable to coordinate within the teams and between agencies during the early hours and that slowed the overall response. On the island of Oahu, the power grid came down in sections as the first generators shut down because of the excessive vibration caused by the quake. The shutdowns increased the load on the remaining generators, causing them to shed electrical load and cascade further shutdowns to prevent permanent damage to the remaining generators. Within 20 minutes the entire island experienced a blackout. Power was restored starting at 12:05 PM, but it wasn't until nearly 2:00 the next morning before power was restored to the majority of the island.

The general public continued to use cellular phones for non-essential calls, exhausting the batteries at the cellular telephone sites. Only those sites with generators continued to operate. At numerous locations, operations staff of several agencies kept watch over the fuel supply of the backup generators. Those with sites fueled by gasoline had limited access to fuel as lines formed at the few gas stations still pumping gas with the use of backup generators. These lines for gas further slowed the response of emergency responders.

Hurricane Iniki Rallies Amateurs

By Ron Hashiro, KH6JCA
3286 Kanekopa Pl
Honolulu, HI 96816

On Friday, September 11, 1992, Hurricane Iniki slammed into the Hawaiian island of Kauai, the northwestern-most of the Hawaiian Islands chain. In a matter of hours, the 51,000 residents experienced the effects of 165-mi/h winds. More than 8000 people became homeless when 7000 homes were destroyed or severely damaged. The Category 4 storm caused an estimated \$1.6 billion in insured losses and left 6500 people without jobs.

As the winds whipped across the mountaintops, microwave dishes warped and radio towers fell. Phone service began to fail. By mid-afternoon, as the storm passed, Kauai residents could no longer make long-distance telephone calls. Amateur Radio became the only direct link between Kauai and Oahu, the closest neighboring island. Hams relayed early messages that would jump-start emergency operations and set the stage for the growing relief efforts.

From start to finish, Kauai amateurs banded together on the radio and behind the scenes, putting on an incredible display of operating skill.

The Setting

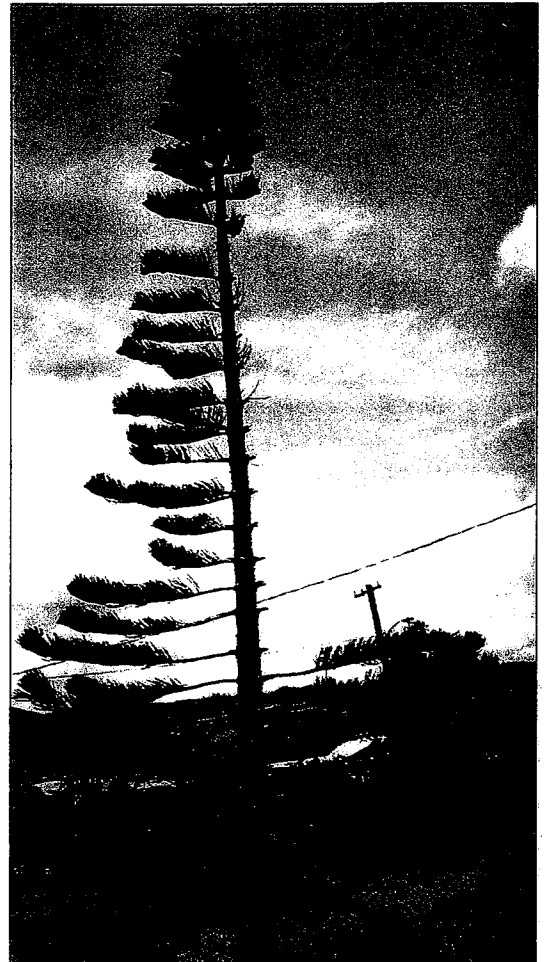
Public service has always been one of the cornerstones of Amateur Radio. The Radio Amateur Civil Emergency Service (RACES) was created as a means for radio amateurs to serve civil defense agencies during times of war and disaster. The RACES program for the Hawaii State Civil Defense (SCD) had been dormant for several years until Robin Liu, AH6CP, began talks with SCD in 1985 to reactivate Amateur Radio participation in the state's Civil Defense plans. The first fruit of his effort enabled a team of hams led by Liu to build an emergency VHF repeater network spanning the various islands.

Visitors to Hawaii often use the Hawaii State RACES system. The four-repeater system consists of repeaters on Diamond Head, Oahu; on Mt Haleakala, Maui; on Mauna Loa, the Big Island; and in Lihue, Kauai.

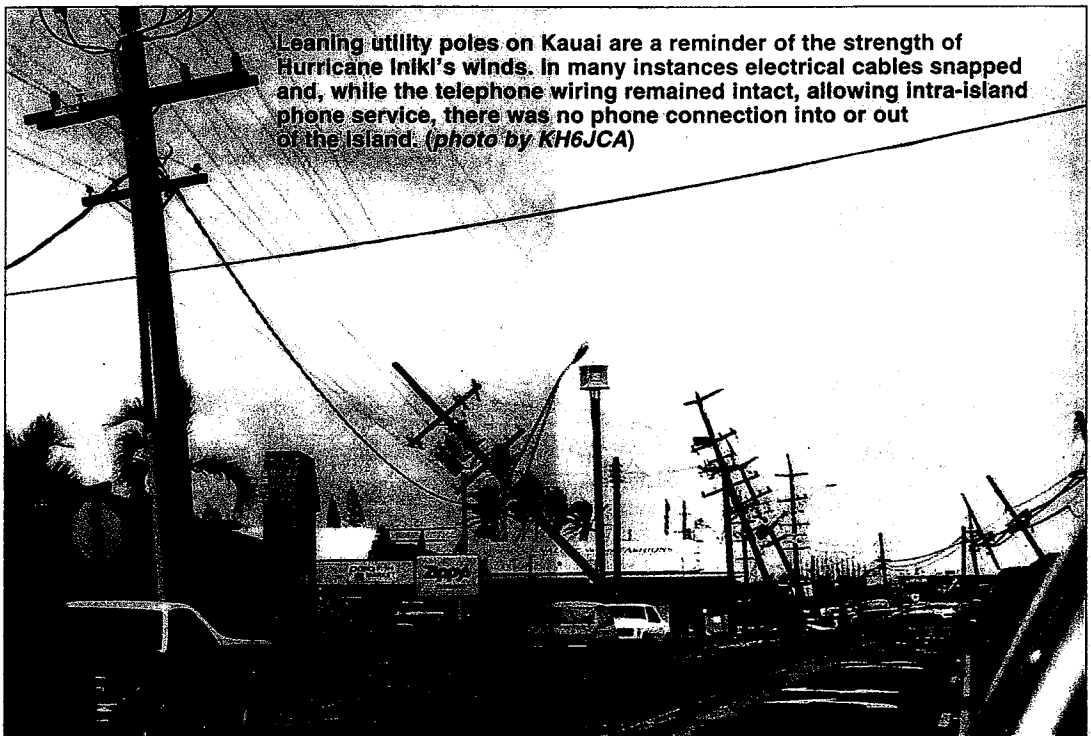
In addition, a series of packet digipeaters on 2 meters had been installed by Hal Sprague, KH6GPI, and Robin Liu, spurring additional growth and interest in state-wide packet radio operations.

Throughout the week, Hurricane Iniki had traveled south of the Hawaiian Islands along a northwesterly path. By Thursday, the storm had turned northward and was headed straight for Kauai. Despite the 80 miles of ocean separating Kauai from the main island of Oahu, storm

*As Hurricane
Iniki tore its
path of
destruction
through the
Hawaiian
Islands,
Amateur Radio
operators
maintained an
exclusive
communications
backbone.*



(photo by AH6J)



Leaning utility poles on Kauai are a reminder of the strength of Hurricane Iniki's winds. In many instances electrical cables snapped and, while the telephone wiring remained intact, allowing intra-island phone service, there was no phone connection into or out of the island. (photo by KH6JCA)



David Rudawitz, N6QXQ, a Red Cross volunteer from Anaheim, California, supervises damage assessment at Poipu Beach. Rudawitz, who arrived on Kauai four days after Iniki struck, found that Red Cross point-to-point communications were being handled by amateurs—who were in “very short supply”—on 2 meters and immediately put his handheld to good use. Rudawitz was able to meet the Red Cross requirement of committing to a three-week assignment. (photo by Tim Robinson)

warnings were posted for both islands. That evening, AH6CP activated the state RACES station, KH6HPZ, from the Emergency Operating Center (EOC) located in Burkheimer Tunnel within the crater at Diamond Head. AH6CP passed out the latest information on the hurricane and other preparations. Net operations were secured at 11 PM, to resume at 5:30 the next morning.

Cliff Ikeda, NH6HF, the Civil Defense-Communications Officer for Kauai County, was on Oahu for a series of meetings. He was dining at a restaurant when he received a call from Kauai Mayor JoAnn Yukimura indicating that Iniki had turned toward Kauai and to report to the airport immediately for a return flight.



Hawaii state RACES coordinator Robbin Liu, AH6CP, pauses from his work at Civil Defense Headquarters in Honolulu just before the peak of Iniki. Liu, a Motorola project engineer, left shortly thereafter for Kauai, where he spent almost 36 hours directing Motorola radio technicians and aiding Kauai County Civil Defense. (photo by KH6JCA)

Friday Morning

The author resumed the state RACES net at 4:30 AM as Oahu and Kauai residents awoke to emergency sirens and immediately tuned to broadcast stations for the latest official bulletins. All non-essential workers were advised to stay home. In moments, the telephone systems on Oahu and Kauai were jammed by a flood of phone calls as workers frantically tried to contact their workplaces. Undisturbed by the frenzy, Amateur Radio operators continued to prepare and provide inter-island communications.

From his office at the National Weather Service at Honolulu International Airport, forecaster Mike Morrow, KH6JQM, activated the SKYWARN radio net. He was soon joined by Ronald Henry, N9KWW, and Bill Stookey, WH6EL. SKYWARN participants collected weather observations from hams and relayed the latest weather analysis. When the NOAA radio failed later that day, SKYWARN turned to Amateur Radio.

At the Kauai EOC—in the basement of the County Building in Lihue, Kauai’s main town—Communications Officer Ikeda devoted himself to emergency preparation meetings with Mayor Yukimura and her staff, pausing only to brief state Civil Defense officials via amateur VHF radio. Robbie Reneau, KH6JIV, also in Lihue, passed timely reports via the RACES VHF repeater system to Robin Liu, AH6CP, and Pat Corrigan, KH6DD, at SCD in Honolulu.

The author returned to the state EOC at 2 PM with a VHF packet station from his home, and KH6DD, at the Honolulu SCD, switched to

packet to begin receiving electronic messages through a PacketCluster node on Oahu operated by Ron McMurphy, WA0OJS.

At 3:04 PM, telephone service out of Kauai was lost and government radio had failed. Shortly after that, the NH6HF RACES repeater on Kauai went down, and voice operations switched to the Hawaiian Tel Amateur Radio repeater, KH6JPL, located on Oahu’s Waianae mountain range. This 2-meter repeater covers most of Oahu and—thankfully—parts of Kauai.

As the storm pressed on, the news media on Oahu reported only that “Ham radio operators are in touch with Kauai, but we have no additional word on damage or other status.” With services knocked out and people huddling in shelters and homes, reports were few and far between.

Safe within the basement of the Kauai County Building, which was running on internally generated power, NH6HF’s VHF voice and packet radios became the last remaining links from Kauai. Liu apprised Ikeda of the latest storm position and forecast by reading National Weather Service teletype bulletins. At 4 PM, during the height of the storm, the mayor asked Ikeda to contact Governor John Waihee via Amateur Radio. Billy Gomban, KH6JPL, the Hawaiian Tel ARC repeater trustee, offered the use of the repeater’s telephone autopatch. Liu obtained the repeater’s control codes from Gomban and initiated the repeater’s reverse autopatch for the governor.

Governor Waihee assured the mayor that relief materials and federal aid were coming. Without firm damage reports, but judging from the flying debris, Mayor Yukimura observed that damage was extensive and listed the items most needed. The phone patch confirmed that damage was widespread and intensified the emergency and relief response.

The author transcribed details of the phone patch onto a radio message form and gave it to state CD officials for their review. Minutes later, the governor arrived at the state EOC and was about to inform the officials of the mayor’s request when he saw a complete hardcopy of the message in the officials’ hands. Governor Waihee was very impressed and pleased with the speed and completeness of the Amateur Radio operations.

The Hurricane Passes

By 7:30 PM, the storm had subsided and by 10 PM, a thick, warm, humid calm had replaced the storm winds of only a few hours before.

Most of Kauai’s phone service through GTE Hawaiian Telephone remained out of service with the two microwave links between Kauai and Oahu down. Limited phone service was available in the towns of Lihue and Kapaa. Throughout the night, amateurs continued their work. Lance Cabral, WH6EE, and Robbie Reneau, KH6JIB, joined Ikeda at the Kauai EOC to coordinate the dozens of relief operations.

Road crews began clearing operations; power, water and phone service had to be restored, and the critically injured needed

immediate medical attention. Two-way communications were crucial in identifying medical emergencies, locating work crews and equipment, developing action plans and establishing meeting points and schedules.

Messages began to flow between Kauai and Oahu as Kauai hams returned to the airwaves. Oahu repeaters KH6FV, KH6TB and KH6JUJ began handling outbound Health-and-Welfare traffic. Ray Nawrocki, NH6RZ, used his 11-element beam and 45 watts to "brute force" his signal from Mililani, on Oahu, through the Waianae mountains into Kauai. A couple of Kauai hams also reestablished operations on FM.

By now, hundreds of Health-and-Welfare messages had poured into Hawaii on HF packet. Oahu amateurs began holding this inbound traffic as most of the telephones were out and virtually every Kauai ham had more immediate situations to attend to.

Since all Kauai broadcast stations were off the air, Kauai officials turned to Oahu's KSSK-AM for information. The author used VHF FM to patch Kauai officials to KSSK for a live radio announcement, to update residents and give the order to transport critical patients to the nearest fire station.

Preparations for airlifts into Lihue continued through the night. Although the runway was clear and the marker lights worked, the control tower was damaged and out of commission. Without radio navigation aids, the decision was made to commence helicopter

and C-130 airlifts in the morning "at first light." Shortly after midnight, the Lihue airport manager closed the airport to scheduled commercial air traffic until Monday morning.

Flying to Kauai

Several hams were among the first relief workers to fly to Kauai following the hurricane. Motorola repair technicians Robin Liu, AH6CP, and Tom Simon, NH6XP, flew on a Chinook military helicopter, while George Hanzawa, KH6JUJ, flew aboard a Hawaii Air Ambulance plane. They joined with technician Neil Iseri, NH6FJ, to restore the government radio system.

Hawaiian Tel engineer Vince Soeda, NH6KW, left on another helicopter to lead the restoration of the inter-island microwave system.

Oahu's KH6JPL repeater became a vital part of Hawaiian Tel's restoration effort, linking NH6KW with Hawaiian Tel's recovery command center. Among the Hawaiian Tel hams operating through the KH6JPL repeater were Bill Gomban, KH6JPL; Pat Chu, KH6KL; Francis Button, NH6JY; and Mike Scott, N6GOZ.

Hawaiian Tel engineer Soeda contacted the Oahu technicians via KH6JPL and directed the realignment of the microwave antenna dishes. Some paths had suffered a 20 dB loss in signal strength. Tests showed

that the seemingly minor physical damage had radically reduced antenna gains and that initial repairs had to be on a "best effort" basis.

With the Lihue airport tower radio out of commission, FCC radio engineer Dan Miyashiro, AH6IM, arrived on Kauai on Tuesday to restore repeater service for the Federal Aviation Administration.

AH6CP and other Motorola technicians managed to repair the government radios and antennas, but were hampered by lack of electrical power. AH6CP filled in for NH6HF at the Kauai EOC while waiting for generators to arrive from Oahu.

By Saturday morning, radio operators at EOCs on Kauai and in Honolulu were exhausted. A call went out by Amateur Radio for volunteers. John Fulmer, WT6M, and Lawrence Koga, NH6NJ, relieved the state EOC operators while Bill Stookey, WH6EL, and Joann Hosanny, WH6CF, flew to Kauai to replace the Kauai EOC operators. The EOC operators had handled more than 50 official messages and hundreds of informal messages and phone patches.

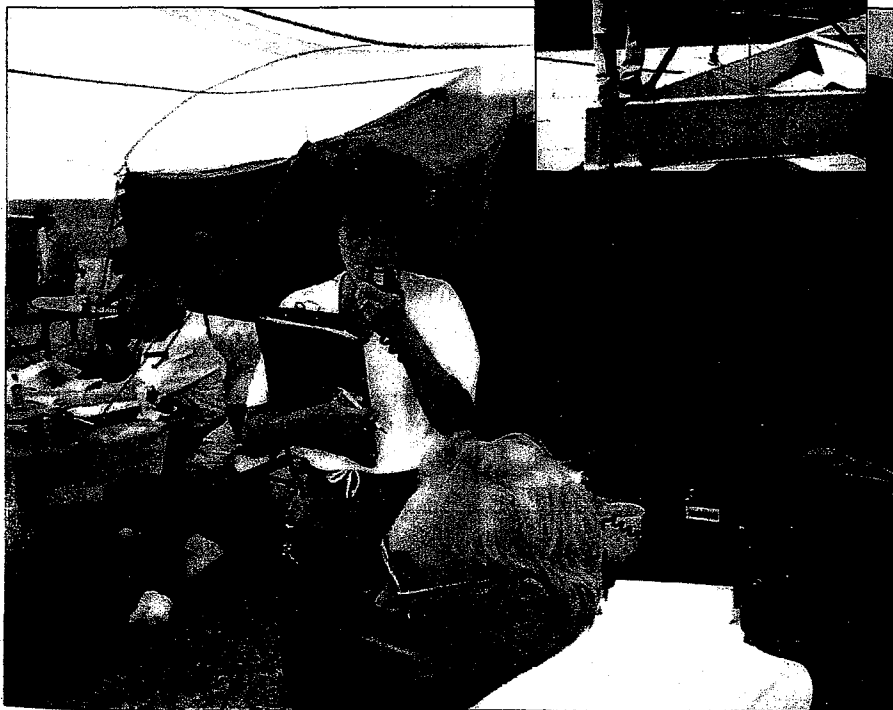
Volunteers for Kauai had to bring their own provisions and had to be prepared to stay for an indefinite time. Joe Keola, KH6BFZ, and Jeep Briones, WH6CEN, went with ready-to-operate VHF and HF stations complete with generators and food provisions. Requesting the most difficult assignment, they were sent to the evacuation shelter at Koloa Elementary School, near the Poipu Beach resort area, where more than 750 tourists were stranded without any means of communications.

Keola and Briones arrived at 3:30 PM Sunday and instructed each visitor to write the name and phone number of a friend or relative along with their names and a brief message. They set up the station within thirty minutes and passed messages to waiting Oahu hams. The Oahu hams placed collect phone calls to the loved ones, who eagerly accepted the messages. The two operators originated more than a thousand messages in six non-stop hours, completing calls as far away as Sweden.

Other emergency communications were spontaneous. San Diego visitors Jack Simmons, KI6RF, and his wife Ann left their condo and dropped in on Wilcox Hospital in Lihue. Ann, who is a nurse, began working with the administrators to organize a list of critical items. RACES volunteer Bob Hlivak, NH6XO, responded to American Red Cross headquarters on the slopes of Diamond Head crater, set up a VHF station, and worked with a Red Cross disaster official to establish a hospital net. Working through KI6RF and NH6XO, Wilcox hospital requisitioned and coordinated delivery of sterile laundry, medical personnel and pharmaceuticals from Oahu hospitals. Later, they passed a drug list through the KH6JPL repeater autopatch directly to a mainland pharmaceutical firm. NH6XO was relieved when American Red Cross amateurs arrived from Guam where they had been diverted from Typhoon Omar efforts.

Ed Coan, AI0D, walked into the American Red Cross headquarters at Lihue and volunteered

Vince Soeda, NH6KW, an engineer for GTE Hawaiian Telephone, pauses briefly next to a portable microwave system on Kauai. Soeda, one of the first Hawaiian Tel engineers to arrive on Kauai following the storm, used his hand-held to patch through to the phone company emergency operating center, using Hawaiian Tel's Amateur Radio Club VHF repeater on Oahu. 2 meters was then used to coordinate realignment of the telephone company's dish antennas. (photo courtesy of Vince Soeda, NH6KW)



A Red Cross worker uses 2 meters; Dick Atwood, KB7IO, is in the foreground. (photo by AH6J)

his services, along with his HF rig and VHF-UHF hand-held. Shelter management communications were established on 7.228 MHz and on two Kauai VHF repeaters. Coan's wife monitored one radio while he passed messages on the other.

Voice communication was the most flexible means of sharing a radio channel between several agencies, but the hard-copy packet messages proved most effective in directing operations.

VHF packet radio continued around the clock, but on Sunday morning, the final amplifier transistors overheated and the packet station at the State EOC could not maintain full power output. KH6DD returned home to operate packet and faxed the hard-copy messages to the EOC.

Phone service between Kauai and Oahu returned on Sunday evening, although only the residents of Lihue and Kapaa could call out at the time. In the community interest, the phone company waived the inter-island toll charges between Kauai and the rest of Hawaii for two weeks. GTE Hawaiian Tel urged Hawaii residents to wait and allow Kauai residents to dial out. Once the initial surge of phone calls tapered off, calls began flowing into Kauai.

One of the obstacles Kauai Civil Defense officials tried to overcome was getting timely public information to the community. Jerry Wine, KH6UH, flew in Sunday morning and was assigned to link the Kauai EOC officials with Kauai radio station KQNG. The station engineers were flown to Kauai and had managed to restore limited broadcast power. Wine set up using Amateur Radio and continued until regular phone service was restored.

Wine then traveled north toward the town of Hanalei in search of other projects. He was surprised to find these rural areas had not received any radio broadcasts and had yet to receive aid. The antenna at one of the fire stations had been damaged by flying debris. The firefighters were impressed as KH6UH fashioned a makeshift antenna and used a flattened garbage can lid as the ground plane.

Electricity remained out to almost the entire island and it was some four days before pumping stations began supplying water. Still, many people would not have electricity, water or phone service for days or weeks. Lines formed as people waited for ice to keep food from spoiling.

Peter Yuen, KH6JBS, arrived on Monday afternoon aboard a C-130 to restore data communications for the credit unions. His equipment missed the flight, so Yuen spent the night at the manager's home. That night, he noted C-130 and C-5 transports arriving every ten minutes. In the morning, Yuen received his equipment, completed the repairs, and left Tuesday afternoon. By that time, amateur traffic had died down on 2 meters.

American Red Cross volunteers David Shak, NH6LQ, and Sibyl Sur, WH6CG, were called up to staff Red Cross operations on Kauai. They arrived Tuesday afternoon, and Shak began passing traffic between the Kauai EOC and the Red Cross headquarters in Lihue.

The communications van of the Federal Emergency Management Agency (FEMA)



The author at Civil Defense Headquarters in Honolulu talks to Kauai Civil Defense shortly after Hurricane Iniki's departure. (photo courtesy of KH6JCA)

arrived from Florida and began operations by late Saturday. Incoming commercial airliners brought FEMA and other relief officials, and left with visitors returning home. The visitors in Koloa were bussed to Lihue airport and flew onto Oahu—the first leg of their return trip home. Several days later, Motorola installed and activated an 800-MHz trunking radio system for the relief agencies, and amateur activity began to wind down shortly thereafter. Phone service was restored to all Kauai central offices in about two weeks, but homes and businesses were still out of service.

Oahu and the Aftermath

On the island of Oahu, the Waianae coastline suffered extensive damage from the huge surf and Iniki's storm tides that sent waves crashing into the second floors of the beachside apartments.

By Saturday afternoon, the critical patients were safely flown to Oahu. Inter-island telephone service was restored by Sunday evening and Tel engineer Soeda credits the KH6JPL repeater with shaving at least a full day off the repair job. All the ham volunteers returned safely to Oahu, exhausted but satisfied.

A videoconference of the Iniki efforts was uplinked to the ARRL Pacificon convention in Concord, California, and relayed in the San Francisco Bay area on Saturday, October 17.

Lessons Learned

The loss of the telephone system was both a challenge and a curse. The amateurs stepped in immediately and provided communications to coordinate emergency and relief efforts, yet could not handle the crushing volume of incoming Health-and-Welfare inquiries that began pouring into Hawaii.

Only a couple of VHF FM repeaters were outfitted with phone patches. More ham phone patch equipment would have made phone calls on the other repeaters easier to handle.

People from all sectors—government, medical, business and relief agencies—struggled to clear distribution channels for material, equipment and trained workers.

Well-composed messages greatly improved coordination of the hundreds of activities into a recovery operation. Messages containing the originator's name, organization and radio contact aided decision makers in better understanding the nature of the aid requests and offers for assistance.

One observation is that Oahu had about 10 times the population and resources of Kauai and could mobilize quickly to render aid. If Iniki had struck Oahu, the Neighbor Islands would have been hard pressed to support Oahu. Major Oahu relief would have to wait at least a week for ships from California.

Kauai's isolation hampered additional amateurs from flying onto the island. Government and relief agency officials prioritized and limited the initial number of amateurs who could participate, due to the limited number of seats and also out of concern for personal liability.

In an instant, the media and the general public became very interested in Amateur Radio. But the amateurs were so completely involved in their relief work that, consequently, they were not totally prepared during media interviews to present Amateur Radio in a concise but meaningful fashion.

The key to a successful recovery operation is establishing relationships with officials in local government, hospitals and similar public service agencies *before* disaster strikes. Amateurs need to educate these officials on how Amateur Radio operators can and will participate by being integrated into existing disaster preparation and relief efforts.

And officials need to understand that amateurs in their communities have already invested thousands of dollars in equipment to engage in daily radio communications and that by establishing working relationships they can tap that ready resource with little or no outlays on their part.

Amateur Radio is reliable in emergencies because the hams in the affected area can establish themselves quickly, knowing that others are waiting to pitch in and help out.

Faced with tight budgets, officials welcome the comfort of additional means of disaster communications.

Acknowledgements

The author wishes to thank Robin Liu, AH6CP, for his invaluable assistance in preparing this article.

A note from Bob Schneider, AH6J, Pacific Section Manager: This article was made up of a massive amount of material from many sources. Many people and group stories had to be left out because of space considerations. For example, members of the Big Island ARC went over with their portable repeater, HF equipment, packet equipment and hand-helds. Other groups, including the Emergency ARC and Koolau ARC, also made major efforts.

Ron Hashiro, 35, is a data processing officer for First Hawaiian Bank in Honolulu. During and after Hurricane Iniki's visit to the Hawaiian Islands, he volunteered first as a radio operator at the Hawaii State Civil Defense Emergency Operating Center in Honolulu, and then traveled to Kauai on business. He is an ARRL Life Member.

QST

Testimony of Bart Aronoff *In Support* of SB 2755,
Relating to Highway Safety

Committee On Transportation, International and Intergovernmental Affairs

February 3, 2010

Senator J. Kalani English, Chair
Senator Mike Gabbard, Vice Chair

I wish to testify in support of HB 2602, which would prohibit communication practices which have been shown to be dangerous, such as use of a handheld cell phone, texting, use of a PDA, and use of handheld electronic games while driving.

I strongly support the provisions of subsection (c) (3), which exempts use of a half-duplex two-way radio by a federally licensed amateur radio operator, or HAM.

HAMs play critical roles in support of emergency and disaster response, including location and reporting of lost hikers, reporting of disaster weather events, support of civilian authorities following power outages, hurricanes, earthquakes, and tsunamis, and logistical support of Red Cross and other shelters. Being able to install and operate mobile HAM radios is critical to these functions.

Recognition of the importance of these functions as well as the safety record of mobile HAM radio is implicit in this bill, and as a community volunteer for several emergency and disaster response organizations I appreciate this recognition.

Thank you for the opportunity to testify, and for all of the time and energy you legislators will be devoting to this long and critically important session.

From: chinjung@aol.com
Sent: Sunday, January 31, 2010 3:17 PM
To: TIATestimony
Cc: Sen. Jill Tokuda; rhashiro@hawaiiantel.net
Subject: Senate Bill 2755 Testimony, Relating to Highway Safety

Testimony of Clement Jung
Senate Committee on Transportation, International and International Affairs
Capitol Conference Room 224
Senate Bill 2755, Relating to Highway Safety
1 copy

Chair J. Kalani English and members of the Committee on Transportation, International and International Affairs
Testimony of Clement Jung
February 3, 2010, 2:05 p.m., Capitol Conference Room 224
Senate Bill 2755, Relating to Highway Safety

My name is Clement Jung and I am a licensed amateur radio operator, I am involved in amateur radio emergency communications. I am also the Assistant Operations Officer at State Civil Defense. However, I am speaking as an amateur radio operator. I SUPPORT the need for this bill to protect the public by controlling the use of cell phones and text messaging while driving. I also feel strongly that drivers holding a valid amateur radio operator license issued by the Federal Communications Commission and using a half-duplex two-way amateur radio be permitted to operate their amateur radios while driving. Amateur radio operators play a major role in emergency communications in a disaster as Skywarn members assisting the National Weather Service with weather reports to relaying important messages during a disaster. Amateur radio operators play a major role in emergency communications "when all else fail", as when Hurricane Iniki hit Kauai in 1992, and amateur radio was the primary form of communications.

I also support this bill because it is similar to the City & County of Honolulu and the County of Hawaii that is now in effect controlling the use of cell phones, text messaging and permitting the use of amateur radio operations for drivers holding a valid amateur radio operator license issued by the Federal Communications Commission.

Thank you for your support of amateur radio and two-day mobile radio communications.

Aloha, Clement Jung (KH7HO)

Testimony of Keith K. Higa in support of SB2755

Relating to Highway Safety

Committee on Transportation, International and Intergovernmental Affairs
February 3, 2010
Sen. J. Kalani English, Chair
Sen. Mike Gabbard, Vice Chair

To Chair English, Vice Chair Gabbard, and the members of the committee:

My name is Keith Higa and I am an amateur radio operator licensed by the Federal Communications Commission (call sign WH7GG), also known as a "ham radio operator." I support the intent of SB2755 in that it attempts to address the problem of driving while distracted by prohibiting the use of cellular phones and certain other devices while driving. In particular, I am writing in support of subsection (c)(3), which exempts amateur radio operators from the provisions of the law.

The "amateur" in amateur radio does not imply unskilled. We are more than just a bunch of people playing with glorified walkie-talkies. Regulated by Part 97 of the FCC rules, the Amateur Radio Service is a pool of skilled individuals from all walks of life who share at least a minimum standard of technical knowledge of radio in order to receive their FCC license. Amateur radio is considered a hobby by many, and indeed most people join the Amateur Radio Service out of a strong interest in the technical or social aspects of radio transmission. However, the Amateur Radio Service does have a serious side.

Among the most important of the amateur radio operator's duties is supporting emergency communication efforts and providing communication support when vital communication infrastructure fails. Hams are trained, individually and collectively, to relay messages in an orderly manner. Hams played an important role in Hurricane Iniki and the October 2006 earthquake. During the islandwide power outage on December 26, 2008, a trained net control operator coordinated the exchange of messages between over 40 hams. Many of these hams were operating from their vehicles, providing vital information on malfunctioning signal lights and traffic situations to the Department of Emergency Management and Hawaii State Civil Defense. Others moved to various locations so that they could relay communications between stations.

In keeping with the strong emergency preparedness ethic among the amateur radio community, many hams either have radios and antennas installed in their vehicles or use a portable radio so that they can transmit in the event of an emergency situation. Even outside of an emergency, it is important for hams to make sure that their equipment works and that they can make vital contacts when necessary, so it is important that hams be able to exercise these skills and functions.

In formulating similar statutes, other states and jurisdictions, including the City and County of Honolulu, have provided for specific exclusions for amateur radio operators. We appreciate the recognition of the services of amateur radio operators in crafting the language of this bill.

Thank you for the opportunity to testify. We appreciate your efforts.

From: KH6XL - Darrell [kh6xl.hi@gmail.com]
Sent: Tuesday, February 02, 2010 5:32 AM
To: TIATestimony
Cc: Sen. Brickwood Galuteria
Subject: Testimony for SB 2755, Mobile Electronic Devices

Chair J. Kalani English and members of the Committee on Transportation, International and Intergovernmental Affairs

Written Testimony By Darrell Omuro.

I support the need for this bill to regulate the use of cell phones in automobiles / cars / vehicles to promote traffic safety by controlling cell phone use and texting by drivers.

However, I strongly believe that exemption should include "FCC Licensed HAM operators" License is granted only after passing an examination.

History has shown in times of crisis and natural disasters current communications will fail due to power loss equipment failure. The only way to communicate was by use of Amateur Radio. Amateur radio created a bridge so emergency and rescue personnel could be coordinated.

The need to train or practice is not during an Emergency but time spent before the event even happens. Being prepared is essential to saving lives.

I'm not sure if you know but there are daily and weekly events that cover the Emergency response using HAM radios. Department of Emergency Management, Civil Defense, MARS, and other activities use HAM operators, for coordination i.e. Honolulu Marathon, March of Dimes and others.

Thank you for your support of amateur radio and two-way mobile radio.

Darrell Omuro
kh6xl.hi@gmail.com

February 2, 2010

To: Senator J. Kalani English, Chair, and
Committee on Transportation, International and Intergovernmental Affairs
The Senate

From: Melvin Fukunaga
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Testimony in Support
of
Senate Bill 2755 - Relating to Highway Safety
Wednesday, February 3, 2010 2:05 pm
Capitol Conference Room 224

I support Senate Bill 2755 relating to mobile communications. Regulating the use of mobile electronic devices such as cell phones, computers, digital cameras, etc. while driving will improve safety on our highways.

I feel that the exemption for FCC licensed Amateur Radio operators is an important one and should be retained in SB 2755.

I have been an Amateur Radio operator for about 30 years. Operation of a two-way radio while driving is an essential part of the service that we can provide to government agencies such as Civil Defense or the National Weather Service during disasters. Amateur Radio operators can also provide communications support for public service agencies like the American Red Cross and VOAD (Voluntary Organizations Active in Disasters).

Thank you for your support of Amateur Radio and two-way mobile radio.

Testimony on SB 2755

Submitted by **Bev Yuen**

To

Senate Transportation, International and Intergovernmental Affairs Committee

February 3, 2010, 2:05 PM

Conference Room 205

Senator English and Members of the Senate Transportation, International and Intergovernmental Affairs Committee,

I am testifying as an individual in **SUPPORT of Senate Bill 2755**.

It has become all too common to see drivers using their cell phones, and reading and sending text message on today's roads. This has been the cause of many accidents and near accidents. Although several of the counties have passed bills similar to this proposed bill, there is a need to have this legislation made state-wide.

I am a ham radio operator and I appreciate the inclusion of the exemption for licensed amateur radio operators in this bill. Thank you for including it.

One of the areas that ham radio is relied on is in emergency communications. Ham radio operators support the Oahu Department of Emergency Management, State Civil Defense, the American Red Cross, local hospitals and other disaster response agencies in Hawaii. Much of this is using their own equipment, maintained at their own expense in their vehicles. To have equipment ready to use in an emergency, the equipment, both in the vehicle and repeaters and other fixed equipment, must be regularly tested and used. Daily use provides constant training so that in the event of an emergency they will be familiar with their equipment.

Amateur radio operators are licensed by the Federal Communications Commission after rigorous examinations and are trained in safe use of their radios.

Amateur or "ham" radio operators have been operating their radios while driving for many years before cell phones became widely used. While cell phones have been causing accidents in recent years since they have become popular, ham radio operators have been using their half-duplex two-way radios safely since the early days of radio. I have never heard, nor could I find any documented evidence, of the use of ham radio causing an accident.

Thank you for your support of this bill and for your support of amateur radio and 2-way radio communication by including them in this bill.

Bev Yuen
Amateur radio license, AH6NF

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