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IN REPLY REFER TO:

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

March 1, 2017
12:00 PM
State Capitol, Room 325

H.B. 725, H.D. 1
RELATING TO TRANSPORTATION

House Committee on Judiciary

The Department of Transportation **supports** this measure that aims to mitigate damage to Hawaii's highways and roads by regulating the commercial maritime cargo carrying vehicles that transport heavy loads across state roads.

This proposal supports the preservation of Hawaii's roads while also promoting fairness among all maritime cargo carriers by requiring all commercial maritime cargo carrying vehicles to be weighed when leaving a commercial harbor facility. Currently, only vehicles leaving certain harbor facilities must be weighed.

Finally, the implementation of this measure with the proposed amendments will require an appropriation of \$230,000 for purchase and installation of equipment, and \$650,000 in personnel costs to properly man the new weigh stations. These costs are not included in the Department of Transportation budget requests and there is no appropriation specified in the current version this measure.

Thank you for the opportunity to provide testimony.



March 1, 2017

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON JUDICIARY
ON HB 725 HD1 RELATING TO TRANSPORTATION**

Thank you Chair Nishimoto, 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.

HTA supports this measure which ensures that containerized freight capable of heavy loads are monitored at all points they enter into the state and onto our roads.

Thank you.

From: mailinglist@capitol.hawaii.gov
Sent: Monday, February 27, 2017 10:51 PM
To: JUDtestimony
Cc: hawaiiifishingfanatic@gmail.com
Subject: Submitted testimony for HB725 on Mar 1, 2017 12:00PM

HB725

Submitted on: 2/27/2017

Testimony for JUD on Mar 1, 2017 12:00PM in Conference Room 325

Submitted By	Organization	Testifier Position	Present at Hearing
Don Aweau	Individual	Support	No

Comments: In full support of this bill as it would help the longevity of our state/city roads and highways. In the past few years, without vehicle weight enforcement and motor carrier safety, O'ahu has suffered major traffic incidents and extensive damage to our transportation infrastructure. Thus, in the absence of a commercial vehicle safety enforcement unit, like those in other states, the provisions within this bill will bring some compliance with state and federal motor carrier safety regulations. Mahalo for the opportunity to testify.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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Subject: *Submitted testimony for HB725 on Mar 1, 2017 12:00PM*

HB725

Submitted on: 2/27/2017

Testimony for JUD on Mar 1, 2017 12:00PM in Conference Room 325

Submitted By	Organization	Testifier Position	Present at Hearing
Javier Mendez-Alvarez	Individual	Support	No

Comments:

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LATE

Testimony of Ku`uhaku Park
On Behalf of Matson
In Support of HB725 HD1
Before the House Committee on Judiciary
On March 1, 2017, at 12:00

Chair Nishimoto, Vice Chair San Buenaventura and Committee Members,

In regards to HB725, RELATING TO TRANSPORTATION, Matson is in strong support. This bill requires that all commercial maritime cargo of 55,000 pounds or more to be scaled by the State Department of Transportation (DOT), to ensure that they are compliant with weight restrictions set forth by the County, State and Federal levels of government, and to also be reported to the DOT by the carriers.

We also have one further suggested amendment with is addressed below.

Overweight shipments could have a dangerous impact on public safety as they increase the opportunity of loads tipping while making sharp turns and also require longer stopping distances in cases of hard braking. A truck carrying overweight cargo may not be able to stop safely in cases of sudden, unexpected traffic situations.

Furthermore, the City and County of Honolulu has repaved hundreds of lane miles over the past few years and running overweight cargo over them expedites the wear and tear on these roads. This puts at risk, millions of dollars of taxpayer investments.

Finally, the major container carriers, Matson and Pasha, both have their cargo scaled at the point of origin and again at the State DOT's scale house on Sand Island. Cargo from carriers arriving at piers in Honolulu Harbor other than those on Sand Island, as well as loads arriving at Kalaeloa, are not scaled once they arrive in Hawaii. Besides the obvious potential safety issues that may arise, this also creates an incredible competitive imbalance in the marketplace.

The one proposed change we would recommend is to also amend the correlating penalty section of the Hawaii Revised Statutes (291-37), specifically we would suggest that this section be amended by doubling the current stated penalty schedule, which would set them at a value that would deter purposeful overloading of cargo loads and would also help to pay for the weigh-in-motion scales.

Current Penalty	Proposed Penalty
100 to 1,500 pounds \$250	\$500
1,501 to 2,000 pounds 260	520
2,001 to 2,500 pounds 280	560
2,501 to 3,000 pounds 320	640
3,001 to 3,500 pounds 360	720
3,501 to 4,000 pounds 400	800
4,001 to 4,500 pounds 450	900

4,501 to 5,000 pounds	500	1000
5,001 to 5,500 pounds	550	1100
5,501 to 6,000 pounds	600	1200
6,001 to 6,500 pounds	660	1320
6,501 to 7,000 pounds	720	1440
7,001 to 7,500 pounds	780	1560
7,501 to 8,000 pounds	840	1680
8,001 to 8,500 pounds	910	1820
8,501 to 9,000 pounds	980	1960
9,001 to 9,500 pounds	1050	2100
9,501 to 10,000 pounds	1120	2240
10,001 pounds and over	1160	2320

Thank you for considering the testimony of Matson.