

SB 1030

RELATING TO TRANSPORTATION.

Provides exemptions from vehicle registration, safety inspection, and driver licensure requirements for marine terminal equipment.

Allows the operation of marine terminal equipment on a highway between terminal locations.



Testimony by:
FORD N. FUCHIGAMI
DIRECTOR

Deputy Directors
JADE T. BUTAY
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:

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

February 13, 2017
1:20 p.m.
State Capitol, Room 225

S.B. 1030
RELATING TO TRANSPORTATION

Senate Committees on Transportation and Energy &
Commerce, Consumer Protection and Health

The Department of Transportation **supports** this measure that proposes to allow marine equipment to be moved between terminals at Hawaii's commercial harbors.

This proposal promotes operational efficiencies at the harbors by streamlining the existing process to allow marine equipment to be moved between terminals and by affording harbor users to re-allocate resources as needed. The marine equipment that is usually moved between terminals is limited to tractor trucks, forklifts, and top picks, and this flexibility is most needed for terminals at Sand Island.

To ensure that the movement of this marine equipment does not impede vehicular traffic on Nimitz Highway, the Department of Transportation requests your committee to consider amending any references to "a highway" in the new statutory language be changed to specify "Sand Island Parkway and Sand Island Access Road."

Thank you for the opportunity to provide testimony.



February 13, 2017

COMMITTEE ON COMMENCE, CONSUMER PROTECTION, AND HEALTH

Sen. Rozalyn Baker, Chair; Sen. Clarence Nishihara, Vice Chair; and Committee Members

COMMITTEE ON TRANSPORTATION AND ENERGY

Sen. Lorraine Inouye, Chair; Sen. Donavan Dela Cruz, Vice Chair; and Committee Members
Public Hearing, February 13, 2017 at 1:20 p.m., Conference Room 225

**TESTIMONY of WILLIAM F. ANONSEN
MANAGING PARTNER/PRINCIPAL of THE MARITIME GROUP, LLC
IN SUPPORT of S.B. 1030**

My name is William Anonsen and I am the Managing Partner/Principal of THE MARITIME GROUP, LLC. We support SB 1030 which proposes to provide an exemption for marine terminal equipment to be moved on roadway systems between marine terminals at Hawaii's commercial harbors.

The role and importance of Hawaii's seaports cannot be over-emphasized in view of our dependence on a reliable, safe, cost effective and operational efficient ocean transportation system. Freight handling requires specific loading and unloading equipment. In addition to the facilities required to accommodate ships, a very wide range of handling gear is required that is determined by the kinds of cargoes handled. Freight transport terminals have a set of characteristics linked with core (terminal operations) and ancillary activities (added value such as distribution). The result is that terminals are differentiated functionally both by the mode involved and the commodities transferred. Because marine terminals jointly perform transfer and consolidation functions, terminals are important economically because of the costs incurred in carrying out these activities. The traffic they handle is a source of employment and benefit regional economic activities, notably by providing increased accessibility to suppliers and customers. Terminal costs represent an important component of total transport costs.

This measure recognizes the cost and operational efficiencies that can be realized by allowing the movement of marine terminal equipment between operational terminal/cargo handling/storage areas. Reduced terminal costs have an impact on transportation and international trade. Activities in transport terminals represent not just exchanges of goods, but constitute an important economic activity.

It is also recognized that it may not be prudent to apply this exemption on all roadway arterial roadway systems at all of Hawaii's commercial harbors as some areas may impede vehicular traffic, especially during high traffic periods. As such it is recommended that this exemption be granted for the following specific transfer points around Honolulu Harbor. It is further recommended that this exemption be jointly reviewed for a 1-year period jointly by DOT-Highways, DOT-Harbors and the effected terminal operator(s) to evaluate its effectiveness and any negative impact on vehicular traffic in the designed transfer routes.

The following are recommended marine terminals at Honolulu Harbor and their transfer points;

- a.) Matson's Sand Island Container Terminal – Piers 52-53 to;
- Pier 52-53 to Annex Container/Cargo Annex Yard on Sand Island Parkway
 - Pier 52-53 and/or Annex Container Yard to Kapalama Military Reservation (KMR)via Sand Island Access Road.
- b.) Honolulu Harbor Cargo Yard Pier 29 to Piers 31-32;
- This would permit the more efficient transfer of marine terminal/cargo handling equipment between these piers which although they are adjacent and in close proximity to each other, they are not contiguously connected with internal harbor roadway access. The distance is approximately ¼ mile, and it would be recommended that these marine terminal equipment transfers be limited to the late night hours between 10pm to 5am, as not to impede vehicular traffic on this short stretch of Nimitz Highway fronting Honolulu Harbor, and shall include a vehicular escort with flashing amber light.

Mahalo for the opportunity to comment in support of S.B. 1030

Sincerely,

William F. Anonsen

William F. Anonsen

Managing Partner/Principal

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 7, 2017 10:51 AM
To: TRE Testimony
Cc: mendezj@hawaii.edu
Subject: *Submitted testimony for SB1030 on Feb 13, 2017 13:20PM*

SB1030

Submitted on: 2/7/2017

Testimony for TRE/CPH on Feb 13, 2017 13:20PM in Conference Room 225

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

Comments:

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