

Testimony of Ku`uhaku Park
On Behalf of Matson
In Support of SB1031
Before the Senate Committees on Commerce, Consumer Protection, and
Health and Transportation and Energy
On February 3, 2017, at 1:20

Chairs Inouye and Baker, Vice Chairs Dela Cruz and Nishihara and Committee Members,

In regards to SB1031, RELATING TO TRANSPORTATION, Matson is in strong support, with one suggested change, for reasons related to public safety, road conditions and commerce. This bill requires that all commercial maritime cargo of 55,000 pounds or more to be scaled by the State Department of Transportation, to ensure that they are compliant with weight restrictions set forth by the County, State and Federal levels of government.

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 container carriers, Matson and Pasha, both have their cargo scaled at the point of origin and again at the State Department of Transportation'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 strike lines 14-16 in section 291C-(d), on page three of the bill, which requires that a load found to be overweight must be returned to the pier. The flow of commerce into our state is based on just in time delivery. As such, any delay in cargo delivery will adversely affect all downline applications of that cargo, including product availability on retail shelves, or holding up job sites on construction projects.

We would instead suggest that this section be replaced with a stated fine, set at a value that would deter purposeful overloading of cargo loads.

Thank you for considering the testimony of Matson.



February 3, 2017

**TESTIMONY BEFORE THE SENATE COMMITTEE ON TRANSPORTATION
AND ON COMMERCE, CONSUMER PROTECTION, AND HEALTH
ON SB 1031 RELATING TO TRANSPORTATION**

Thank you Chair Inouye, Chair Baker, 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 opposes this measure as written. The gross weight limit for motor vehicles has been 80,000 pounds since 1974 although tractor trailers have been around since the late 1950s.

Road construction standards have also been around for a long time and take into account tractor trailer traffic. Organizations like the American Association of State Highway and Transportation Officials as well as research promulgated by the Transportation Research Board, the Institute of Transportation Engineers, the Federal Highway Administration, and the Department of Transportation all influence road standards.

The impact of combination vehicles was recognized in 1956 when limits were first introduced. And the bridge formula to limit weight based on the vehicle's length and number of axles, was promulgated in 1974, along with the 80,000 pound gross weight.

States and municipalities can deviate from the standards depending upon anticipated traffic, except for federal infrastructure projects.

In Honolulu the State Motor Vehicle Office (MVSO) utilizes a "weigh in motion" (WIM) scale which scans for vehicles that may be overweight. Suspected vehicles are signalled to enter the certified scale for weighing. The WIM permits the free movement of non-suspected vehicles thereby preventing a traffic jam out of Sand Island.

A process of weighing nearly every vehicle will back up traffic into the steamship yards and halted the movement of freight creating long wait times and tremendous amount of unproductive emissions. This will result in work stoppage in the harbor terminals and limit truck trips to 1-2 a day versus 5-6 trips a day.

This 55,000 pound concept adds too much to the MVSO workload for no additional benefit. Hours of operation will have to expand to 6:00 a.m. - 4:00 p.m. on weekdays, and 7:00 a.m. - noon on Sunday in Honolulu where over 20,000 containers land every month. Operations will have to also extend to all neighbor island ports (about six) for each sailing. That means much more equipment and personnel to be added.

Should MVSO not be able to set up in time, or worse, not be able to get to a neighbor island port then would truckers and Young Brothers have to cease operations?

Thank you.

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 1, 2017 11:49 AM
To: TRE Testimony
Cc: chunt@southernwine.com
Subject: *Submitted testimony for SB1031 on Feb 3, 2017 13:20PM*

SB1031

Submitted on: 2/1/2017

Testimony for TRE/CPH on Feb 3, 2017 13:20PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Cecil Hunt	Individual	Oppose	No

Comments:

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SB 1031

The idea of having to weigh each and every container that arrived into a port in Hawaii is outrageous. I don't know the exact number but I'm assuming there are approximately 4000 shipping containers that arrive to the various ports in the Hawaiian islands each week. To weigh each and every container would be a huge bottleneck at the ports, resulting in delays of all items to the stores, vendors and ultimately to the consumer. The costs in weighing and preparing the paperwork for each container would be an additional issue, creating more work and ultimately adding more costs to the final destination, again, the consumer and taxpayer. Hawaii already has one of the highest costs of living in the nation. To add additional and unnecessary charges to an already high cost is unfair to the consumer. Transportation companies are taxed on their use of the highways. We pay our tax. Don't add additional charges on top of an already "fat tax pot". We pay tax on our vehicles, on the fuel we use and on the use of the highways.

Respectfully,

Robin L Kerkhoff-Acol