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DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
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February 6, 2024
3:01 p.m.
State Capitol, Room 224

S.B. 2450
RELATING TO THE DEPARTMENT OF TRANSPORTATION

Senate Committee on Transportation and Culture and Arts

The Hawaii Department of Transportation (HDOT) provides the following **comments** on this measure that authorizes the department to weigh ocean transport containers offloaded at a state commercial port facility.

The commercial port facilities are space constrained, and any weighing may delay the discharge of cargo. Further, HDOT already has weigh stations off the port facility to accomplish the same objective. Provided that the language in this bill remains permissive, HDOT supports the intent of this measure.

Thank you for the opportunity to provide these comments.

Testimony of Matson Navigation Company, Inc.
Comments on SB2450
Before the Committee on Transportation
February 6, 2024

Dear Chair Lee, Vice Chair Inouye, and Members of the Committee:

Matson Navigation Company, Inc. (Matson) appreciates the opportunity to provide comments on SB2450, which, authorizes the Department of Transportation to weigh any ocean transport container offloaded at any harbor in the State and fines any company that offloads an ocean transport container having a gross weight of over an unspecified amount.

Space at our Hawaii terminals is very limited and disruptions at any terminal can lead to delays in getting items like food and toilet paper to our shelves. Matson believes that all weighing should be done away from the commercial harbors to ensure that the flow of goods is not unnecessarily delayed. To ensure this, we suggest an amendment on page 1, line 12 to read “;provided further that the department of transportation shall not weigh any ocean transport container at a commercial harbor in the State.”

Matson recognizes and appreciates efforts to make our roadways safer. However, ocean transportation companies such as Matson do not pack the containers. It might therefore be appropriate to amend the measure to clarify that these fines shall be imposed on the container’s consignee, or alternatively, provide language that allows the ocean transportation company to pass on the fine to the consignee.

As an island state, Hawaii is very dependent upon our commercial harbors to ensure the continued and unimpeded flow of cargo in and out of our State. It is estimated that over 90 percent Hawaii’s imported goods pass through our commercial harbors, including consumer goods, motor vehicles, construction materials, and fuel. Given the critical role of our commercial harbors, it is imperative that the State support dependable and efficient cargo transportation and handling to service our residents and businesses.

Thank you for considering our testimony and suggested amendments.