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To: [PUC](#)
Subject: [EXTERNAL] YB Tariff Transmittal No. 20-0003
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This is in reference to YB changing of scheduled. My name is Brendan Balthazar and I represent some of the cattle buyers who buy cattle from ranchers through out the islands. One being on Molokai. When there are shipments out of Molokai moving it to Sundays only is not only a financial burden for Molokai but logistical. Reason . The cattle will arrive on Monday in Honolulu they will have to be unloaded because they can't sit in the container until Friday when Matson go's out. The urine will cause the ammonia to burn their eyes. Unloading will cost additional labor in Honolulu and that cattle will have to be fed the extra days then re loaded to be taken to Matson. Another logistical problem is the only place to stage cattle in Honolulu is the quarantine station ,which has a ramp for single deck containers. The containers that get shipped to the mainland with weans are double deck. They require a ramp for the upper floor. So basically no where to unload. The ranch in Molokai will have to pay overtime to not only their workers to ship out on Sundays but to the trucking company to haul the containers from the ranch. All this cost will be paid by the buyer and deducted from the already low price that the ranch is receiving. Cattle from Molokai usually get priced about 5 cents lower then the outer islands because the buyer has to pay YB to get them to Matson in Honolulu. Matson services all the other major islands.

Other concerns are anyone who wants to ship out of Molokai if it is produce it has to be delivered on Friday to sit there until Sunday. Some of the other concerns I heard from the ranch and some of the farmers are if they have a breakdown and need something from Honolulu they can call on Monday and have it delivered to them on the Tuesday barge. No one works on Sunday. If YB has to go one day a week why not stay on the scheduled Tuesday shipment. Even Wednesday but not Sunday. Friday would not work either for the cattle because Matson leaves on Friday and they would be faced with the same problem of unloading and feeding but worst because it would be an extra 3 days . Hopefully PUC can work with YB to keep the Tuesday shipment and better yet help Molokai with leaving them alone and shipping the both days a week.

YB is the life line between all the islands. As for the livestock industry they have been trying to put them at a disadvantage from when they came out in December with the no shipping of livestock in anything but 20'40' and trailers. The moment the pandemic hit they took advantage of this and used it as an excuse to by pass PUC with a ruling of no livestock will be shipped in anything but a 20 and 40. They even dropped the trailers. Unlike most people and companies in Hawaii trying to help its people YB is like those bad scammers who are taking advantage of the situation. They got what they set out to do in December. There are horses coming in that was scheduled from the mainland that can't be shipped to the outer islands. Well they can but must be shipped in a 20'container. Which takes the price from \$170 to \$1058 only in YB freight. On top of this they stopped the transfers at the pier so you must pay a trucker to pick up that 20' container take it somewhere to unload and pay to bring it back adding another \$260 in Honolulu and \$260

on Maui. I had some sheep and goats to ship to Honolulu. Some people there can't afford to buy a cow but can feed their family on a cheaper protein. The charge for sending the same amount of animals in the 20' container instead of the 8x10x4 pen that I normally ship goes up 4 times. I asked Yb if the price could remain the same and their answer was the tariff is set for the 20' so that is what you pay. It is not my choice to send it in the 20' container and pay a trucker to haul it off the pier. They told me it is the tariff. But when they smashed my sheep container and killed some of the sheep , it was ok to ship the remainder of the shipments in the 20' at the price of the sheep pen until the pen was repaired. What about the tariff? YB is also asking the state for subsidy because they have very little freight to ship because of the pandemic. That is strange because they were the ones who sent out a memo to all their customers that they will only be shipping out essential goods. Like emergency vehicles. We have equipment to ship , trucks and trailers but those are not being accepted. Their memo said only essential shipments. So it was them who lessened their freight. YB is considered an essential company ,like the stores, pharmacies, banks so why have they not changed and implemented some of the same things that the others did to keep their workers safe and continued business. When we ship a horse in a box stall you need to go to the clerk and get the paperwork to pick up or ship the horse. Nothing has changed with the 20 or 40' containers. You still need to go to the clerk and get that paperwork. So the excuse of protecting their employees don't hold water. When the fork lift driver brings the box stall he has no contact with the person shipping or picking up the horse. Same thing with the 20' container. Absolutely no difference in human contact from when we could ship box stalls and small livestock containers and now . Only change is YB got to implement the no shipping of smaller containers with out PUC having any say. What they did do is lessen the amount of people going to the pier because they are not accepting their freight. Now this whole rescheduling due to less freight is just another ploy for them to get state and or federal assistance. When all the while there is freight to be shipped that they decided not to accept. All this just shows what kind of company YB is and how it is not like other companies who are trying to help the people of Hawaii. PUC should not let them get away with having the people of Hawaii pay more for less service because they are the only game in town.

Brendan Balthazar