

Potential Lapses in Intrastate shipping service

References taken from *Schooner from Windward*, Mifflin Thomas, University of Hawaii Press, Honolulu, C. 1983, ISBN 0-8248-0799-5.

One of the main inter island transport companies Inter-Island Steam Navigation Company announced on March 18, 1950 that it was discontinuing inter island shipping as part of its business.¹ Prior to the announcement from Inter-Island Steam Navigation Company, Young Brothers Company started its interisland freight shipping with an expansion of its common carrier services, and YB offered biweekly service to two Kauai Ports, Kahului, and Hilo.² This ultimately allowed for a potentially uninterrupted transition from use of one carrier to the next.³

Prior to statehood YB was regulated by the U.S. Maritime Commission, after statehood on August 21, 1959, the Hawaii Public Utilities Commission assumed responsibility for regulating Intrastate water transportation.⁴

The only time that Hawaii experienced a potential situation where there would be no Intrastate shipping company was in 1978 to 1979, where YB sent a notice to the HPUC on July 12, 1978 that it would be terminating service for Intrastate shipping on December 31, 1979.⁵ YB re-applied for a Certificate of Public Convenience and Necessity ("CPCN") on March 1979.⁶ While the Commission accepted the initial notice terminating YB's CPCN on December 31, 1979, the Commission authorized YB to operate under a new CPCN on January 1, 1980, effectively providing no lapse in service.

¹ From *Schooner from Windward*, Mifflin Thomas, University of Hawaii Press, Chapter 11, page 192. Reference to the Annual Report of the IISNCO for the Year Ending December 31, 1949, unpaginated.

² From *Schooner from Windward*, Mifflin Thomas, University of Hawaii Press, Chapter 11, page 189.

³ Note that Inter-Island also had passenger service, but passengers transitioned to other providers as well as utilizing the airlines.

⁴ From *Schooner from Windward*, Mifflin Thomas, University of Hawaii Press, Chapter 12, page 202.

⁵ From *Schooner from Windward*, Mifflin Thomas, University of Hawaii Press, Chapter 12, page 204. The document was received by the Commission on July 12, 1978, and the official application under Docket No. 3457 was filed July 24, 1978.

⁶ From *Schooner from Windward*, Mifflin Thomas, University of Hawaii Press, Chapter 12, page 204. The document was received by the Commission on March 2, 1979 under Docket No. 3633. The Commission issued Decision and Order No. 5682 on June 1, 1979, with YB's new CPCN effective January 1, 1980.

Input Module: Commodity Summary

Intrastate Revenue-Generated Commodity Categorization for Cost Allocation

Outbound Only

Data from Commodity rpt is summed by cargo type and intrastate/interstate in the tables below.

(Outbound only)

		Revenue	Revenue Tons	Wt. Piece Count	Wt. Bill of Lading	Total CPE	Insurance	Piece Count	Bill of Lading	CPE
Container	Dry	\$18,121,831	1,241,912	19,497	17,114	28,732	\$647,296	17,633	15,809	26,444
	20	\$7,751,100	503,170	10,196	9,357	10,196	\$283,070	8,757	8,403	8,757
	24	\$42,085	2,432	93	120	112	\$1,126	90	116	108
	40	\$10,271,897	732,335	9,175	7,602	18,350	\$361,776	8,757	7,258	17,514
	45	\$56,749	3,974	33	35	74	\$1,324	29	32	65
	Reefer	\$9,004,373	502,154	7,454	6,196	12,722	\$303,349	7,105	5,815	12,199
	20	\$1,763,361	94,462	2,186	2,185	2,186	\$68,056	2,011	1,972	2,011
	24	\$0	0	0	0	0	\$0	0	0	0
	40	\$7,241,012	407,692	5,268	4,011	10,536	\$235,293	5,094	3,843	10,188
	45	\$0	0	0	0	0	\$0	0	0	0
	Flatrack	\$150,638	12,444	264	213	293	\$16,501	258	204	283
	20	\$106,814	9,690	235	178	235	\$15,375	233	173	233
Racks (straight load)	24	\$0	0	0	0	0	\$0	0	0	0
	40	\$43,824	2,755	29	35	58	\$1,126	25	31	50
	45	\$0	0	0	0	0	\$0	0	0	0
	Platform	\$2,515,502	106,604	3,721	3,126	4,044	\$92,286	3,407	2,783	3,726
	20	\$2,013,680	71,640	2,972	2,660	2,972	\$38,637	2,664	2,325	2,664
	24	\$269,885	20,427	532	275	638	\$36,460	530	272	636
	40	\$231,936	14,538	217	191	434	\$17,189	213	186	426
	45	\$0	0	0	0	0	\$0	0	0	0
	G-Van	\$461,515	13,155	1,642	1,637	746	\$12,297	1,374	1,369	625
	G-Van	\$461,515	13,155	1,642	1,637	746	\$12,297	1,374	1,369	625
	Automobile	\$6,329,306	275,983	15,553	12,668	12,442	\$274,612	13,067	10,441	10,454
	0% Auto - RoRo	\$6,329,306	275,983	15,553	12,668	12,442	\$274,612	13,067	10,441	10,454
RoRo	Auto - Racked	\$0	0	0	0	0	\$0	0	0	0
	RoRo	\$7,542,910	234,602	3,968	3,400	4,960	\$223,189	3,298	2,818	4,123
	RoRo	\$7,542,910	234,602	3,968	3,400	4,960	\$223,189	3,298	2,818	4,123
	Dry General Cargo	\$11,122,418	189,923	191,779	100,467	11,383	\$206,188	177,564	92,692	10,531
	Dry Pallet	\$9,817,437	170,863	102,935	83,044	10,029	\$181,890	95,205	76,669	9,276
	Dry Mixed	\$1,304,981	19,060	88,844	17,423	1,354	\$24,298	82,359	16,023	1,255
	Reefer General Cargo	\$4,430,104	26,666	55,494	35,777	3,460	\$44,649	47,079	29,596	2,800
	Reefer Pallet	\$4,333,235	26,443	41,247	31,842	3,383	\$42,829	33,222	25,737	2,725
	Reefer Mixed	\$96,870	223	14,247	3,935	77	\$1,820	13,857	3,859	75
	Intrastate Total	\$59,678,598	2,603,442	299,372	180,598	78,783	\$1,820,365	270,785	161,527	71,184

Interstate Revenue-Generated Commodity Categorization for Cost Allocation

		Revenue	Revenue Tons	Wt. Piece Count	Wt. Bill of Lading	CPE	Insurance	Piece Count	Bill of Lading	CPE
Container	Dry	\$15,867,785	1,732,259	17,160	3,357	35,016	\$88,443	16,081	2,880	32,798
	20	\$550,900	49,189	1,121	904	1,121	\$42,010	1,078	864	1,078
	24	\$42,111	3,056	44	46	53	\$4,910	43	45	52
	40	\$7,692,622	821,244	8,586	1,536	17,172	\$41,523	7,967	1,253	15,934
	45	\$7,582,151	858,771	7,409	871	16,670	\$0	6,993	718	15,734
	Reefer	\$5,581,018	465,853	5,583	864	11,146	\$0	5,490	748	10,960
	20	\$9,582	774	19	18	19	\$0	19	18	19
	24	\$905	75	1	1	1	\$0	1	1	1
	40	\$5,570,531	465,004	5,563	845	11,126	\$0	5,470	729	10,940
	45	\$-	0	0	0	0	\$0	0	0	0
	Flatrack	\$379,220	32,507	381	258	730	\$11,804	375	250	723
	20	\$26,646	1,363	25	31	25	\$661	20	25	20
Racks (straight load)	24	\$11,922	458	9	10	11	\$40	9	10	11
	40	\$340,652	30,685	347	217	694	\$11,104	346	215	692
	45	\$-	0	0	0	0	\$0	0	0	0
	Platform	\$1,210,041	47,118	636	662	1,205	\$24,368	535	578	1,004
	20	\$28,966	1,594	67	89	67	\$798	66	87	66
	24	\$-	0	0	0	0	\$0	0	0	0
	40	\$1,181,075	45,524	569	573	1,138	\$23,570	469	491	938
	45	\$-	0	0	0	0	\$0	0	0	0

Automobile		\$1,019,572	57,890	3,784	203	3,027	\$455			
0%	Auto - RoRo	\$1,019,572	57,890	3,784	203	3,027	\$455	3,583	171	2,866
	Auto - Racked	\$0	0	0	0	0	\$0	0	0	0
RoRo		\$113,280	10,602	99	112	124	\$12,118	35	46	44
	RoRo	\$113,280	10,602	99	112	124	\$12,118	35	46	44
Break Bulk		\$28,902	434	239	205	239	\$1,438	232	200	23
	Break Bulk	\$28,902	434	239	205	239	\$1,438	232	200	23
Interstate Total		\$24,199,817	2,346,663	27,882	5,661	51,487	\$138,626	26,331	4,873	48,418

Total Revenue-Generated Commodity Categorization for Cost Allocation

		Revenue	Revenue Tons	Wt. Piece Count	Wt. Bill of Lading	CPE	Insurance	Piece Count	Bill of Lading	CPE
Container	Dry	\$33,989,616	2,974,171	36,657	20,471	63,748	\$735,739	33,714	18,689	59,242
	20	\$8,302,000	552,359	11,317	10,261	11,317	\$325,080	9,835	9,267	9,835
	24	\$84,197	5,488	137	166	164	\$6,036	133	161	160
	40	\$17,964,519	1,553,578	17,761	9,138	35,522	\$403,299	16,724	8,511	33,448
	45	\$7,638,901	862,745	7,442	906	16,745	\$1,324	7,022	750	15,800
	Reefer	\$14,585,392	968,006	13,037	7,060	23,868	\$303,349	12,595	6,563	23,159
	20	\$1,772,943	95,236	2,205	2,203	2,205	\$68,056	2,030	1,990	2,030
	24	\$905	75	1	1	1	\$0	1	1	1
	40	\$12,811,544	872,696	10,831	4,856	21,662	\$235,293	10,564	4,572	21,128
	45	\$0	0	0	0	0	\$0	0	0	0
	Flatrack	\$529,858	44,951	645	471	1,023	\$28,305	633	454	1,006
	20	\$133,460	11,053	260	209	260	\$16,036	253	198	253
	24	\$11,922	458	9	10	11	\$40	9	10	11
	40	\$384,476	33,440	376	252	752	\$12,230	371	246	742
	45	\$0	0	0	0	0	\$0	0	0	0
	Platform	\$3,725,543	153,723	4,357	3,788	5,249	\$116,654	3,942	3,361	4,730
	20	\$2,042,646	73,234	3,039	2,749	3,039	\$39,435	2,730	2,412	2,730
	24	\$269,885	20,427	532	275	638	\$36,460	530	272	636
	40	\$1,413,011	60,062	786	764	1,572	\$40,759	682	677	1,364
	45	\$0	0	0	0	0	\$0	0	0	0
G-Van		\$461,515	13,155	1,642	1,637	746	\$12,297	1,374	1,369	625
	G-Van	\$461,515	13,155	1,642	1,637	746	\$12,297	1,374	1,369	625
Automobile		\$7,348,878	333,873	19,337	12,871	15,470	\$275,066	16,650	10,612	13,320
	Auto - RoRo	\$7,348,878	333,873	19,337	12,871	15,470	\$275,066	16,650	10,612	13,320
	Auto - Racked	\$0	0	0	0	0	\$0	0	0	0
RoRo		\$7,656,190	245,204	4,067	3,512	5,084	\$235,307	3,333	2,864	4,166
	RoRo	\$7,656,190	245,204	4,067	3,512	5,084	\$235,307	3,333	2,864	4,166
Break Bulk		\$28,902	434	239	205	239	\$1,438	232	200	23
	Break Bulk	\$28,902	434	239	205	239	\$1,438	232	200	23
Dry General Cargo		\$11,122,418	189,923	191,779	100,467	11,383	\$206,188	177,564	92,692	10,531
	Dry Pallet	\$9,817,437	170,863	102,935	83,044	10,029	\$181,890	95,205	76,669	9,276
	Dry Mixed	\$1,304,981	19,060	88,844	17,423	1,354	\$24,298	82,359	16,023	1,255
Reefer General Cargo		\$4,430,104	26,666	55,494	35,777	3,460	\$44,649	47,079	29,596	2,800
	Reefer Pallet	\$4,333,235	26,443	41,247	31,842	3,383	\$42,829	33,222	25,737	2,725
	Reefer Mixed	\$96,870	223	14,247	3,935	77	\$1,820	13,857	3,859	75
Grand Total		\$83,878,415	4,950,105	327,254	186,259	130,270	\$1,958,991	297,116	166,400	119,601

Exhibit C Marsoft Model/Cost Allocation Summary

Total (Honolulu + Neighbor Islands) Costs										Total
Honolulu		Barge Load & Discharge	Cargo Holding Equipment	Freight Clerk	Consolidation	Misc. Cargo Handling	Documentation & Billing Costs	Voyage Expenses	Administrative & General Costs	Total
Total Cost		\$34,241,575	\$2,257,868	\$8,362,225	\$4,598,050	\$11,057,577	\$5,235,278	\$40,462,072	\$15,786,362	\$122,001,007
Intrastate	Dry Containers									
	20	\$5,046,248	\$139,587	\$528,753	-	\$865,456	234,516	\$2,720,331	1,315,880.14	\$10,850,772
	24	\$24,671	-	\$6,781	-	\$9,473	\$3,008	\$29,775	\$11,144	\$84,852
	40/45	\$4,035,719	\$264,240	\$431,558	-	\$1,563,886	\$191,407	\$4,915,658	\$1,801,529	\$13,203,998
	Reefer Containers									
	20	1,049,549	\$592,071	\$123,472	-	\$185,552	\$54,763	\$583,233	\$391,778	\$2,980,418
	24	-	-	-	-	-	-	-	-	-
	40/45	\$2,594,870	\$633,801	\$226,657	-	\$894,316	\$100,528	\$2,811,044	\$1,151,775	\$8,412,991
	Flatracks									
	20	\$129,641	\$2,763	\$10,059	-	\$19,947	\$4,461	\$65,150	\$31,802	\$263,824
	24	-	-	-	-	-	-	-	-	-
	40/45	\$20,907	\$682	\$1,978	-	\$4,923	\$877	\$16,080	\$6,675	\$52,122
	Platforms									
	20	\$1,344,704	\$34,948	\$150,314	-	\$252,269	\$66,668	\$823,944	\$375,372	\$3,048,220
	24	\$287,942	\$7,507	\$15,540	-	\$54,189	\$6,892	\$176,987	\$78,419	\$627,476
	40/45	\$195,762	\$5,103	\$10,793	-	\$36,839	\$4,787	\$120,320	\$53,342	\$426,947
	G-Van									
	G-Van	\$240,295	\$8,777	\$92,505	\$223,740	\$63,353	\$41,028	\$206,919	\$113,539	\$990,156
	Automobiles									
	Not-autoracked	\$1,152,583	-	\$1,087,062	-	\$1,056,135	\$317,500	\$5,437,400	\$1,526,865	\$10,577,545
	Autoracked	-	-	-	-	-	-	-	-	-
	RoRo									
	RoRo	\$480,465	-	\$433,343	-	\$421,014	\$85,215	\$2,167,548	\$607,017	\$4,194,603
	Gen'l (Dry/Reefer)									
	Pallets									
	Dry	\$4,205,516	\$117,931	\$2,280,607	\$2,969,250	\$851,265	\$2,081,346	\$2,780,344	\$1,855,851	\$17,142,111
	Reefer	\$2,018,222	\$381,744	\$1,014,885	\$1,003,213	\$287,189	\$798,061	\$902,703	\$776,584	\$7,182,602
	Mixed									
	Dry	\$716,887	\$34,453	\$1,520,405	\$380,498	\$114,910	\$436,676	\$375,311	\$384,575	\$3,963,715
	Reefer	\$53,038	\$8,698	\$125,418	\$21,348	\$6,544	\$98,624	\$20,569	\$34,503	\$368,743
Subtotal		\$23,597,020	\$2,232,306	\$8,060,129	\$4,598,050	\$6,687,260	\$4,526,358	\$24,153,319	\$10,516,652	\$84,371,094

Total (Honolulu + Neighbor Islands) Costs									Total	
Honolulu		Barge Load & Discharge	Cargo Holding Equipment	Freight Clerk	Consolidation	Misc. Cargo Handling	Documentation & Billing Costs	Voyage Expenses	Administrative & General Costs	Total
Total Cost		\$34,241,575	\$2,257,868	\$8,362,225	\$4,598,050	\$11,057,577	\$5,235,278	\$40,462,072	\$15,786,362	\$122,001,007
Interstate	Dry Containers									
	20	\$525,271	-	\$51,084	-	\$95,153	\$113,207	\$299,087	\$145,835	\$1,229,637
	24	\$10,266	-	\$2,599	-	\$4,482	\$5,761	\$14,087	\$5,466	\$42,661
	40/45	\$6,497,137	-	\$136,017	-	\$2,872,596	\$301,425	\$9,029,238	\$3,054,008	\$21,890,421
	Reefer Containers									
	20	\$8,625	-	\$1,017	-	\$1,613	\$2,254	\$5,069	\$2,486	\$21,064
	24	\$266	-	\$57	-	\$102	\$125	\$320	\$127	\$996
	40/45	\$2,440,414	-	\$47,750	-	\$944,396	\$105,818	\$2,968,458	\$1,034,715	\$7,541,552
	Flatracks									
	20	\$13,178	\$294	\$1,752	-	\$2,122	\$3,882	\$6,931	\$3,687	\$31,846
	24	\$2,102	\$127	\$565	-	\$917	\$1,252	\$2,994	\$1,175	\$9,132
	40/45	\$231,496	\$8,161	\$12,262	-	\$58,908	\$27,175	\$192,402	\$78,416	\$608,820
	Platforms									
	20	\$28,661	\$788	\$5,029	-	\$5,687	\$11,145	\$18,575	\$9,306	\$79,191
	24	-	-	-	-	-	-	-	-	-
	40/45	\$483,934	\$13,382	\$32,380	-	\$96,596	\$71,756	\$315,494	\$142,484	\$1,156,025
Automobiles										
Not-autoracked	\$266,098	-	-	-	\$256,955	\$25,421	\$1,322,904	\$342,637	\$2,214,015	
Autoracked	-	-	-	-	-	-	-	-	-	
RoRo										
RoRo	\$11,402	-	-	-	\$10,504	\$14,026	\$2,066,935	\$415,637	\$2,518,504	
Break Bulk										
Break Bulk	\$125,705	\$2,810	\$11,584	-	\$20,287	\$25,672	\$66,259	\$33,731	\$286,048	
Subtotal		\$10,644,555	\$25,562	\$302,096	-	\$4,370,316	\$708,920	\$16,308,753	\$5,269,710	\$37,629,913

Exhibit C Marsoft Model/Cost Allocation Summary

Total (Honolulu + Neighbor Islands) Costs										Total
Honolulu		Barge Load & Discharge	Cargo Holding Equipment	Freight Clerk	Consolidation	Misc. Cargo Handling	Documentation & Billing Costs	Voyage Expenses	Administrative & General Costs	Total
Total Cost		\$34,241,575	\$2,257,868	\$8,362,225	\$4,598,050	\$11,057,577	\$5,235,278	\$40,462,072	\$15,786,362	\$122,001,007
Total	Dry Containers									
	20	\$5,571,519	\$139,587	\$579,837	-	\$960,609	\$347,723	\$3,019,418	\$1,461,716	\$12,080,409
	24	\$34,937	-	\$9,380	-	\$13,955	\$8,768	\$43,863	\$16,610	\$127,513
	40/45	\$10,532,856	\$264,240	\$567,575	-	\$4,436,482	\$492,833	\$13,944,896	\$4,855,537	\$35,094,419
	Reefer Containers									
	20	\$1,058,174	\$592,071	\$124,489	-	\$187,165	\$57,017	\$588,302	\$394,264	\$3,001,482
	24	\$266	-	\$57	-	\$102	\$125	\$320	\$127	\$996
	40/45	\$5,035,284	\$633,801	\$274,407	-	\$1,838,713	\$206,347	\$5,779,502	\$2,186,490	\$15,954,543
	Flatracks									
	20	\$142,820	\$3,057	\$11,810	-	\$22,069	\$8,343	\$72,081	\$35,489	\$295,670
	24	\$2,102	\$127	\$565	-	\$917	\$1,252	\$2,994	\$1,175	\$9,132
	40/45	\$252,404	\$8,843	\$14,240	-	\$63,831	\$28,052	\$208,481	\$85,091	\$660,942
	Platforms									
	20	\$1,373,364	\$35,736	\$155,343	-	\$257,956	\$77,813	\$842,519	\$384,678	\$3,127,410
	24	\$287,942	\$7,507	\$15,540	-	\$54,189	\$6,892	\$176,987	\$78,419	\$627,476
	40/45	\$679,696	\$18,485	\$43,173	-	\$133,434	\$76,543	\$435,814	\$195,825	\$1,582,972
	G-Vans									
	G-Van	\$240,295	\$8,777	\$92,505	\$223,740	\$63,353	\$41,028	\$206,919	\$113,539	\$990,156
	Automobiles									
	Not-autoracked	\$1,418,681	-	\$1,087,062	-	\$1,313,090	\$342,922	\$6,760,304	\$1,869,502	\$12,791,560
	Autoracked	-	-	-	-	-	-	-	-	-
	RoRo									
	RoRo	\$491,867	-	\$433,343	-	\$431,519	\$99,240	\$4,234,483	\$1,022,654	\$6,713,106
	Break Bulk									
	Break Bulk	\$125,705	\$2,810	\$11,584	-	\$20,287	\$25,672	\$66,259	\$33,731	\$286,048
	General (Dry/Reefer)									
	Pallets									
	Dry	\$4,205,516	\$117,931	\$2,280,607	\$2,969,250	\$851,265	\$2,081,346	\$2,780,344	\$1,855,851	\$17,142,111
	Reefer	\$2,018,222	\$381,744	\$1,014,885	\$1,003,213	\$287,189	\$798,061	\$902,703	\$776,584	\$7,182,602
	Mixed									
	Dry	\$716,887	\$34,453	\$1,520,405	\$380,498	\$114,910	\$436,676	\$375,311	\$384,575	\$3,963,715
	Reefer	\$53,038	\$8,698	\$125,418	\$21,348	\$6,544	\$98,624	\$20,569	\$34,503	\$368,743
Total		\$34,241,575	\$2,257,868	\$8,362,225	\$4,598,050	\$11,057,577	\$5,235,278	\$40,462,072	\$15,786,362	\$122,001,007