

Notice to Equipment and Commercial Vehicle Shippers

The Hawaii Department of Agriculture Administrative Rules prohibit the importation from the mainland and the inter-island shipment of soil or sand and debris typically associated with the functioning of earth moving equipment and the natural environments in which they are designed to operate. The practical impact of these laws is that the wheels, tracks, buckets, blades, undercarriages, cabs, and machinery spaces of any piece of such equipment must be free of dirt, clay, gravel, or rock debris before it is shipped to Hawaii. A unit which is discovered to contain such materials can either be refused entry into the state or may be subject to quarantine and treatment procedures which can be time consuming and costly in terms of transportation and the treatment process itself.

While these restrictions have been in place for decades, the heightened maritime security concerns since September 11, 2001 have meant an increased probability of all types of inspections being made at waterfront facilities. This is a more critical concern for any equipment moving beyond Oahu to a neighbor island, because after arriving in Honolulu, each unit must be received and inspected by the inter-island barge carrier, Young Brothers, Ltd. Without exception, Young Brothers will refuse to accept a dirty piece of equipment for continued transport beyond Oahu, even when no Agriculture inspection may have been made at the initial Honolulu Port.

For these reasons, Aloha Cargo Transport (ACT) must implement a rigorous requirement for cleanliness of all such equipment and vehicles. If a unit is received in Seattle with soil or similar debris contained within it or adhering to any surfaces, we will contact the shipper, who must decide whether the unit should be released from the terminal to be cleaned elsewhere by some other agency, or should remain at the terminal for ACT to perform the necessary cleaning with its own, in-house resources. If the shipper elects to have ACT perform the cleaning, it must be understood that this will require an authorization to invest whatever time and materials may be needed to do the job. It is never possible to provide a specific price quotation for such a service, as there are a number of variables that will determine the degree of difficulty, and thus the amount of time that it may take to remove certain stubborn, impacted rock and soil. Under all but the most extreme conditions, our experience leads us to believe that the process will not exceed \$500.00 in labor, materials, and costs for disposal of the debris at our waterfront facility. We can frequently accomplish the work for much less than that.

We will agree to assess any extremely difficult cleaning job and provide an estimate in those cases when we feel that the cost will certainly exceed the \$500.00 figure. By far, the least costly and most effective course of action is for shippers to ensure that the units undergo a thorough cleaning before they are delivered to ACT's terminal in Seattle. Please consider this before making bookings for used equipment and vehicles which may have been shipped directly from a former jobsite. Our goal is to eliminate as many unpleasant surprises as possible.