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**Contact: Roy Catalani**  
Young Brothers  
(808) 543-9409  
rcatalani@htbyb.com

**Kirra Downing**  
DTL Hawai'i  
(808) 292-7100  
kirra@dtlhawaii.com

**Young Brothers Cargo Volumes Slightly Up for Second Quarter of 2017**  
*Agricultural shipments drop 5.3 percent, again driven by loss of Maui volumes*

HONOLULU (August 22, 2017) –Young Brothers, Limited announced today that intrastate cargo volumes between Honolulu and six neighbor island ports increased slightly in the second quarter of 2017, up 1.2 percent compared to the same period of 2016. For the first six months of 2017, cargo volumes grew only 0.7 percent.

“The two Hawai’i Island ports of Hilo and Kawaihae drove the modest cargo volume increase for the second quarter,” said Roy Catalani, vice president of Young Brothers. “This positive outcome can be largely attributed to construction equipment and construction materials for the Big Island’s highway projects, as well as an increase in new and used automobile volumes.”

For the second quarter of 2017, three neighbor island ports experienced gains in cargo volume: Hilo, up 8.4 percent; Kawaihae, up 3.3%; Kaunakakai, up 9.7 percent. The remaining three ports experienced declines in cargo volume: with Kahului down 4.0 percent; Nāwiliwili down 0.8 percent; and Kaunapali down 2.5 percent.

Shipping volumes for the second quarter of 2017 and Year to Date are shown by port in Appendix 1.

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## **Agricultural Cargo Volume Down Again in Second Quarter of the Year**

Agricultural sector volumes were down 5.3 percent, primarily driven by the closure of the Maui Farmers Co-Op, which previously utilized all three weekly Young Brothers sailings from Kahului to Honolulu to ship cabbage and Maui “Kula” sweet onions. Agricultural shipments from Kahului alone were down 39.8 percent for the second quarter (compared to the same quarter last year). This follows a 34.2 decrease in agriculture shipments from Kahului in the first quarter, driven largely by the closure of Maui’s last sugar refinery.

Agricultural shipments from Honolulu also fell significantly, down 10.4 percent. In contrast, Hilo was up 2.0 percent; Kawaihae up 14.4 percent; Nāwiliwili up 15.5 percent; and Kaunakakai up 1.8 percent.

Agricultural volume includes only cargo that qualifies for the company’s island agricultural product discount of 30 to 35 percent, which applies to locally grown agricultural products. Agricultural cargo volumes for the second quarter of 2017, and year to date, are shown by port of origin in Appendix 2.

### **About the Young Brothers Quarterly Cargo Volume Report**

Young Brothers’ quarterly intrastate shipping volumes reflect only cargo shipments that originate and terminate within Hawai‘i. The Young Brothers Quarterly Cargo Volume Report was initiated in 2012.

### **About Young Brothers**

Young Brothers, Limited, with approximately 360 employees across the state, has served Hawai‘i since 1900. Young Brothers is a publicly regulated water carrier providing 12 weekly port calls from Honolulu to the state’s neighbor island ports, including Hilo, Kawaihae, Kahului, Kaunapau, Kaunakakai and Nāwiliwili. For more information visit [www.youngbrothershawaii.com](http://www.youngbrothershawaii.com).

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Appendix 1  
 Young Brothers, Limited  
 Neighbor Island Intrastate Cargo Volume — Second Quarter 2017

Container/Platform Equivalents (CPEs) Between Honolulu and Neighbor Island Ports						
	Q2 2017	Q2 2016	Percent Change	Six months ended on June 30, 2017	Six months ended on June 30, 2016	Percent Change
<b>All Ports</b>	33,583	33,200	1.2%	65,160	64,735	0.7%
<b>Kahului, Maui</b>	11,532	12,013	-4.0%	22,555	22,972	-1.8%
Inbound	8,488	8,782	-3.3%	16,727	17,152	-2.5%
Outbound	3,044	3,230	-5.8%	5,828	5,820	0.1%
<b>Hilo, Hawai'i</b>	9,344	8,620	8.4%	17,749	16,775	5.8%
Inbound	6,726	6,164	9.1%	12,815	12,153	5.4%
Outbound	2,618	2,456	6.6%	4,934	4,622	6.8%
<b>Kawaihae, Hawai'i</b>	5,728	5,544	3.3%	10,951	10,724	2.1%
Inbound	3,964	3,975	-0.3%	7,888	7,852	0.5%
Outbound	1,764	1,569	12.4%	3,063	2,872	6.6%
<b>Nāwiliwili, Kaua'i</b>	6,623	6,677	-0.8%	13,200	13,167	0.3%
Inbound	5,052	5,147	-1.8%	10,010	10,183	-1.7%
Outbound	1,570	1,530	2.7%	3,190	2,984	6.9%
<b>Kaunakakai, Moloka'i</b>	1,670	1,523	9.7%	3,125	2,966	5.4%
Inbound	1,183	1,152	2.6%	2,316	2,254	2.8%
Outbound	487	371	31.3%	809	713	13.5%
<b>Kaumalapau, Lāna'i</b>	1,060	1,087	-2.5%	2,102	2,500	-15.9%
Inbound	853	858	-0.6%	1,672	1,862	-10.2%
Outbound	207	229	-9.7%	431	638	-32.5%

NOTE: The "All Ports" category reflects every unique cargo item transported by Young Brothers. In contrast, the sum of individual ports is greater than the amount of unique shipments in the "All Ports" total. This is because transshipment cargo volumes (i.e., cargo that originates on a neighbor island, is transshipped at YB's Honolulu hub and terminates at another neighbor island port) are attributed to the neighbor island origin port as "outbound" cargo and the neighbor island destination port as "inbound" cargo. Transshipped cargo makes up a relatively small percentage of total cargo volume.

Appendix 2  
 Young Brothers, Limited  
 Agricultural Cargo Volume by Island and Port — Second Quarter 2017

Outbound Agricultural Cargo (CPEs)						
	Q2 2017	Q2 2016	Percent Change	Six months ended on June 30, 2017	Six months ended on June 30, 2016	Percent Change
<b>All Islands</b>	1,803	1,904	-5.3%	3,490	3,646	-4.3%
<b>O'ahu (Honolulu)</b>	460	513	-10.4%	929	964	-3.6%
<b>Maui (Kahului)</b>	169	281	-39.8%	350	556	-37.0%
<b>Hawai'i Island</b>	978	923	5.9%	1,836	1,773	3.5%
Hilo	650	637	2.0%	1,230	1,223	0.6%
Kawaihae	328	287	14.4%	606	550	10.1%
<b>Nāwiliwili, Kaua'i</b>	56	48	16.7%	116	101	14.9%
<b>Kaunakakai, Moloka'i</b>	141	139	1.4%	259	252	2.8%
<b>Kaumalapau, Lāna'i</b>	-	-	0.0%	-	-	0.0%

NOTE: Agricultural cargo volumes represent all regulated Young Brothers cargo that qualified for the 30% to 35% "Island Product" discount. In contrast to total cargo volumes in Appendix 1, agricultural cargo volumes are categorized only by the port from which they originated, meaning the island on which the agricultural product was grown.

**Note regarding CPE unit of measurement:** Young Brothers measures its cargo in units called "container/platform equivalents" (CPE), which allow a comparison of cargo volumes across different sizes of containers and other non-standardized cargo types.