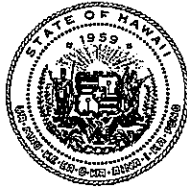


HB2667, HD2

LINDA LINGLE  
GOVERNOR



BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI  
JIRO A. SUMADA

IN REPLY REFER TO:

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

March 8, 2010

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

HOUSE BILL NO. 2667, HD 2, RELATING TO FERRIES.

COMMITTEE ON TRANSPORTATION, INTERNATIONAL AND  
INTERGOVERNMENTAL AFFAIRS

The Department of Transportation (DOT) offers the following comments on this bill, which will require the DOT to conduct a study on the feasibility of establishing a statewide ferry system and the Hawaii State Ferry System Authority, for the operation of a ferry system between the islands.

The State would benefit by having a diversity of transportation choices, including the benefits from the establishment of an inter-island ferry system. The Hawaii Superferry has proven that the technology can successfully transport people and goods between the islands of Maui and Oahu. The deployment of the two former Superferry vessels for relief efforts in Haiti by the Maritime Administration also demonstrates the benefits of having such vessels in the State in times of natural disasters and emergencies.

The scope of the study, as set forth in the bill, requires a wide range of issues to be covered, including technical, operational, and legal issues and detailed financial analysis. The bill does not provide funding for this costly study and it is expected that consultants with the requisite expertise will be required to assist the DOT in this effort.

We believe a feasibility study can yield useful information for decision-making so long as its implementation does not impact or replace the priorities set forth in the Executive Supplemental Budget for Fiscal Year 2010-11.

Thank you for the opportunity to testify on this matter.



Pier 40, P.O. Box 5288, Honolulu, HI 96801-5288  
Ph: (808) 543-9311 Fax: (808) 543-4458  
www.youngbrothershawaii.com

**WRITTEN TESTIMONY ONLY (SUBMITTING COMMENTS)**

SENATE COMMITTEE ON TRANSPORTATION, INTERNATIONAL AND INTERGOVERNMENTAL AFFAIRS

THE HONORABLE KALANI ENGLISH, CHAIR  
THE HONORABLE MIKE GABBARD, VICE CHAIR

HOUSE BILL NO. 2667, HOUSE DRAFT 2, scheduled for hearing on March 8, 2010

Testimony of Roy Catalani,  
Vice President of Strategic Planning and Government Affairs,  
Young Brothers, Limited

Chair English, Vice Chair Gabbard, and Members of the Senate Transportation, International and Intergovernmental Committee:

Thank you for the opportunity to testify on House Bill No. 2667, House Draft 2 (**HB 2667 HD2**).

**Young Brothers, Limited (*Young Brothers* or *YB*) takes no position on HB 2667 HD2.** We defer to the Legislature's judgment on the substance of this legislation. We, however, believe that there is language in the bill that needs to be corrected. While the House Transportation Committee, which heard the original bill on February 8, 2010:

understands and notes the concerns raised by Young Brothers as to the validity of some of the claims contained in the preamble of this measure with regard to interisland cargo transport, these issues can be further researched and language amended as the bill makes its way through the legislative process.

Stand. Com. Rep. No. 321-10, 25<sup>th</sup> Sess., at 2 (Haw. 2010).

We reiterate YB's concerns for the Transportation, International and Intergovernmental Committee. First, the bill refers to "slow, time consuming interisland shipping and barge operations for the transportation of property between the islands." This reference reflects a common misunderstanding of the efficiency by which cargo via barge is delivered. As a result, we do not think it appropriate to memorialize this misunderstanding in legislation. Among other things, this misunderstanding may only serve to confuse or mislead other decision-makers, perhaps even in regulatory agencies, when it comes to reviews of our own operations or of the water carriage industry as a whole.

The Young Brothers' hub-and-spoke system includes 12 sailings weekly from Honolulu to the Neighbor Islands. This system supports the Neighbor Islands' "just-in-time" form of inventory management. Generally, we load our barges during the day, sail overnight, and arrive the next morning at the destination port. Depending on the cargo transported, a shipper can drop off cargo at YB one day and pick it up at another YB port the next day.

With newer and more fuel-efficient designs of, for example, barge hulls and tug propulsion systems and with the larger payload of barges, these vessels easily constitute the most efficient means of cargo transportation. Young Brothers has moved between 7 million and 11 million tons of cargo in each year since 2003. Other forms of cargo transportation, including a high-speed ferry, cannot come near these annual totals. Moreover, Young Brothers has moved these millions of tons of cargo in a fuel-efficient manner. Young Brothers uses an average of little over 0.50 gallon (one half gallon) of fuel to move a ton of cargo from Honolulu to a Neighbor Island port. This figure includes both shore-side fuel to load cargo with heavy lift equipment at both ports as well as fuel for the marine voyage between ports. In the future, fuel efficiency will continue to increase. YB will have entire years with its recently acquired new fleet of more efficient barges as well as higher cargo volumes that will come with economic recovery. Again, other forms of cargo transportation, including a high-speed ferry, cannot come near these levels of fuel efficiency. In a time of history when energy efficiency and increased energy independence are essential, these figures cannot be overlooked and are important to understand.

Nonetheless, there may be a place for high-speed ferries in inter-island transportation and, as noted, we defer to the Legislature's judgment on this matter and to the outcome of the study proposed by HB2667 HD2. A case for a ferry need not be made, however, at the expense of the many dedicated persons who currently are in the business of inter-island transportation (whether by sea or by air) and who serve our Neighbor Island communities each day. Instead, one might look to the rationale posed by a Hawaii Superferry founder when he stated that the Superferry was created because "Hawaii needed an affordable maritime transportation option to serve the need between flying and the barge." In other words, in the context of tug and barge systems and airlines, a ferry would provide a differentiated service—*i.e.*, it is primarily a *passenger* service that carries automobiles as well as a *cargo service* that carries trucks traveling with passengers. A ferry may have a travel time for both passengers and cargo that falls between the transit times of airlines and barges and may carry cargo volumes greater than airlines but substantially lower than barges. If these statements are in fact true, then a ferry possibly has a firm basis in meeting an unmet need and providing a service that is not otherwise available.

Relying on (what we believe to be) this more accurate rationale also eliminates the need to recite other misstatements in the bill. For example, in the second paragraph of Section 1, the bill recites:

For example, had the airport at Lihue been shut down operationally in the aftermath of Hurricane Iniki, it would have taken days, if not weeks, before any major aid and relief in the form of water, food, medical supplies, and rescue workers could have reached the island.

This misstatement overlooks one of the greatest moments in community service in Young Brothers' 110-year history.

The hurricane struck on September 11, 1992, inundating coastal areas and tearing apart structures. Damages of nearly \$2 billion were almost entirely on Kauai. In Honolulu, the Young Brothers response to the crisis began immediately through a pledge of the company to the rescue effort. The company had the knowledge, experience, and heavy lift capacity to respond without delay. Relief agencies were invited to ship supplies to Kauai at no cost through October and, in individual cases, for longer periods of time. Priority was given to the American Red Cross, Hawai'i Food Bank, Catholic Charities and the Salvation Army to ensure that the full benefit of shipments of goods, clothing, and other essential supplies went to where they were most needed.

On Sunday, September 13, less than 48 hours after the hurricane and the first day on which Kauai and its harbor were any shape to take large volumes of supplies (largely because of the work Young Brothers and others did to clear the yard and put navigational buoys back into place in the harbor), virtually every Young Brothers employee in Kauai reported for work to unload relief supplies, leaving behind their own damaged homes. They continued to work straight through until October 10 without a day off—machine operators, freight clerks, everyone. As one employee then stated, "We just had to stay open. We had to move the freight."

In the first week after the hurricane, Young Brothers had moved 20,000 tons of cargo to Nawiliwili. It could and would have carried more, but the harbor and community could not absorb any additional cargo. In fact, as a result, Young Brothers had to slow down the rate of delivery of cargo. Cargo could not get to the island's warehouses, and the harbor was beyond its storage capacity with cargo waiting to go into the community. Tons of cargo had to be stacked at Nawiliwili Harbor until it could be distributed.

Contrary to the statement in the bill, the airport in Lihue was closed for several days. When the airport finally re-opened, Young Brothers' heavy lift equipment was used to off-load military airplanes.

It took four to five months for some semblance of recovery, with Young Brothers donating tens of thousands of dollars in services and labor to the relief effort. Our employees were rightfully proud of their success in shipping barge loads of much needed food, construction materials, and other vital supplies to Kauai. They, however, were frustrated by the inability of the island's damaged infrastructure to absorb those supplies so that they could more quickly get into the community.

In this disaster, when the harbor and its staging area became accessible, it was inadequacy of other infrastructure, such as roads, warehouses, electricity (refrigeration), and communications, that hampered the distribution of relief supplies into the community once these supplies arrived. People and vessels, as well as airlines, were ready to and did serve the community. Many people from Kauai and all other parts of the State and all walks of life did step up and, as is our State's tradition and culture in times of need or crisis, went to remarkable and oftentimes heroic lengths to help others.

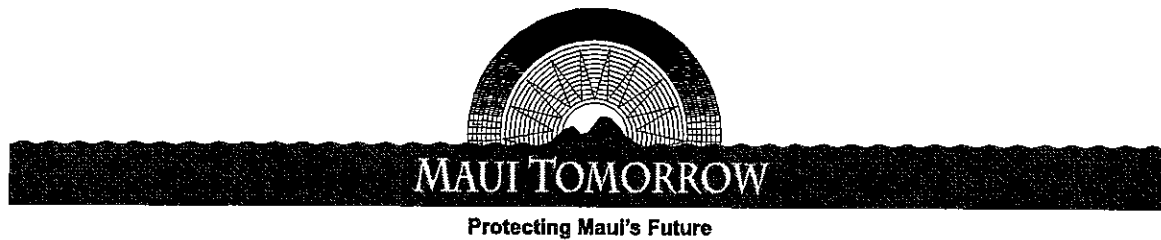
With the foregoing in mind, we respectfully offer the following amendments to Section 1 of the bill:

With the exception of ~~slow, time-consuming~~ interisland shipping and barge operations for the transportation of property between the islands, the only link between the islands for the transportation of persons is air transportation, with our present reliance on two interisland carriers and a few smaller commuter operations. However, this reliance on air transportation may be misplaced. With the exception of the island of Hawaii, each of the neighbor islands is served by only one airport, and each may be subjected to severe operational interruption in the event of a natural disaster, such as a hurricane or earthquake. Even the Hickam Air Force Base-Honolulu international airport complex, with its location along the shoreline on Oahu may be operationally shut down by a natural disaster. ~~By way of example, had the airport at Lihue been shut down operationally in the aftermath of Hurricane Iniki, it would have taken days, if not weeks, before any major aid and relief in the form of water, food, medical supplies, and rescue workers could have reached the island. Hawaii is too reliant on its present slow water carriers and air carriers in the event of a major natural disaster.~~

While the Hawaii superferry operation had its shortcomings, rocky start, and questionable financial forecast, it proved to be a very successful mode of transportation of both persons and property between the islands of Maui and Oahu. It was the missing link provided a transportation option to serve the need that falls between flying and barge service and could have been an important component in the transportation system between the islands that is so essential for the health, safety, and well-being of the people of Hawaii. In the future, a ferry may provide a travel time for both passengers and cargo that falls between the transit times of airlines and barges, may transport cargo volumes greater than airlines but substantially lower than barges, and may otherwise provide a needed and differentiated service from those transportation services currently available.

The purpose of this Act is to require the department of transportation to conduct a study on the feasibility of establishing a statewide ferry system to provide ~~the a~~ necessary and essential additional missing link component for the carriage of persons and property between the islands of the State.

Thank you for this opportunity to testify.



March 7, 2010

To: Chairman English and Members of Transportation and International Affairs Committee

Re: HB2667 Relating to Ferries

Maui Tomorrow Foundation, Inc. cautions the Transportation and International Affairs Committee to look closely at the implications of HB 2667. This bill, which would create a special fund to establish a state-subsidized ferry system using fast ferries, needs to be fully thought out before committing state funds and taxpayer dollars to such a plan.

HB 2667 directs the Ferry Authority to seek federal funding assistance and purchase or lease two fast ferries that can carry at least 400 passengers and travel at speeds of 30 knots or more.

The director of the state Department of Budget and Finance testified to the House of Representatives that any diversion from the General Fund "cannot be considered at this time" and stated: "*It is unclear if the Hawaii State Ferry System special fund would be financially self-sustaining.*" This is a valid point as during the period of time the Hawaii Superferry was operating it only ran half full at best. A recent KITV online poll has shown that only about 50% of those taking part in the survey have voted in favor of taxpayer dollars being spent on a state-subsidized ferry system.

The US Coast Guard classifies "high speed" vessels as those traveling over 32k. Most vessels including cruise ships, barges, tankers, etc. are traveling at maximum speeds of 20k. The two Hawaii Superferry vessels were "high-speed ferries." This class of vessel incurs many environmental problems wherever they operate.

Issues of the transporting of invasive species from island to island; the impact on the Hawaii humpback whale population; quality of life from traffic impact and pressures on natural and cultural resources on the neighbor islands all remain whether this system is run by a private corporation or subsidized by the state.

Extensive research shows with vessels traveling at 18knots whales strikes result in the animal's death. The recommended speed is 13k when traveling through humpback whale breeding areas.

Although Hawaii Superferry claimed that due to lack of propellers they would not cause harm to whales, research shows that 83% of kill strikes are the result of blunt trauma injury. These vessels have a draft of 14 feet, which means that 350 feet of ship is traveling at speeds over 40 miles an hour to a depth of 14 feet below the surface. It clearly represents danger to these marine mammals which are an endangered species.

Vessels similar to the Alakai in the Canary Islands have been responsible for numerous whale deaths. In New Zealand use of similar vessels led to an absence of humpback whales in the areas they traversed.

Also because of their high rate of speed these fast ferries have a very large wake of over 5 feet. Studies have shown extreme degradation where shorelines are continually impacted by such wakes.

The high cavitation or bubbling caused by the engine's water jets has been shown to cause acoustic noise that is detrimental to schooling and migrating species, including fish and marine mammals.

An inter-island ferry system must be studied in detail in accordance with both NEPA and HEPA regulations.

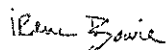
Further, this type of fast ferry vessel does not fit into the Clean Energy Initiative promoted by the Lingle administration. These ferries burns 15 times the petroleum-based fuel (MDO diesel) that a Hawaiian airplane (using jet fuel) burns to cover the same route, if you multiply the Hawaiian flights up to the fast ferry's maximum capacity, Hawaiian is still at least twice as fuel efficient as this type of ferry at transporting people inter-island.

To cloak a high-speed ferry system as needed primarily for emergency response is disingenuous at best. When Hurricane Iniki struck Kauai in 1992, Young Brothers' vessels brought needed supplies to the island almost immediately. Surely those vessels and others, military included, could be relied upon again if necessary.

As someone who attended (as a member of the public) almost every Oversight Task Force meeting during the year Hawaii Superferry was in service, I must express my dismay at how those on the task force were chosen and what their level of knowledge was in the issues surrounding fast ferries and environmental impacts. If this bill is allowed to pass and the State of Hawaii again convenes a group to look at a state-wide ferry system, Maui Tomorrow Foundation asks that this study be made up of truly informed individuals with diverse backgrounds and view-points in order to thoroughly investigate the potential impacts of such a system on both our fragile environment and our communities and I would ask to be considered for such a study.

In closing, this seems an especially poor time to be adding to the economic pressure the state is currently experiencing. We would hope this bill is shelved until a more prosperous time.

Sincerely,



Irene Bowie  
Executive Director



March 6, 2010

Requesting an SD1 for HB 2667, HD2, in Section 2, Subparagraph (b)

**The Senate Committee on Transportation, International &  
Intergovernmental Affairs  
on Monday, 8 March 2010 in room 224 at 1315**

Chair English and respected Members of the Committee;

My name is Reg White. The reason I ask you to make an SD1 for Section 2, Subparagraph (b) is that we already have very dependable passenger ferry service operating for a number of years from Lahaina and Maalaea on Maui to Lanai, and another company operating ferry service from Lahaina to Molokai. These are private companies. Local businessmen who have founded and built their businesses to serve the people of Maui, Lanai and Molokai as private enterprise. It is not proper that this bill should intend to take their paid in tax monies and use it to compete with them on their routes with a government owned and operated ferry. These are small businesses that employ local people and support our local economy. Please protect these innovative and venturous operators in this bill by requiring that any state ferry system will either not in any way compete with these established private services or that the state will buy them out at fair market value and adopt all of their employees in the process. Then this bill is set to serve all of us fairly.

I was one of the two captains of the Seaflite Hydrfoil passenger ferry KAMEHAMEHA which operated between our islands in the mid seventies. This proved that an interisland ferry system can work. By the time the parent company quit all private enterprise ventures in which they were involved, worldwide, Seaflite was already breaking even, after only three years in operation. This might be a wee bit more difficult considering today's fuel prices, but probably can be done again with careful planning. Unfortunately, careful planning is what seemed to be lacking in the recent Hawaii SuperFerry attempt to serve us. It is most important that the vessels involved be designed with Hawaiian waters in mind. The waters that must be negotiated between our islands involve operating in conditions that are found in very few other locations around the world. In designing and building ships and boats destined to carry passengers in Hawaii for

the past 36 years, I have learned that most well known and very expert designers do not understand the conditions that we must deal with here in Hawaiian waters almost every day. The berthing problems faced by Hawaii SuperFerry are a classic example of this oversight. Once our operating conditions have been made clear to these designers a very successful boat can be developed to do the job very well. The Seaflite Hydrofoils did quite well once Boeing had modified their systems to operate more dependably in our waters. After the modifications, we missed very few trips due to weather.

Respectfully,

Reg White  
1540 S. King St.  
Honolulu, HI 96826-1919  
(808) 222-9794  
RawcoHI@cs.com

March 8, 2010

Transportation, International and Intergovernmental Affairs Committee  
Senator J. Kalani English, Chair  
Senator Mike Gabbard, Vice-Chair  
Senator Will Esparro  
Senator Clarence K. Nishihara  
Senator Sam Slom  
RE: Testimony for HB2667 Relating to Ferries

Dear Committee

I am Donald P. Carpenter, a resident of the State of Hawaii. I am providing this testimony in support of HB2667 Relating to Ferries. Although I live and work in Honolulu, I also have agricultural land on Maui. Therefore, I can speak from experience with the ferry and the need for it to be reactivated.

I was pleased and encouraged when the House passed HR 2667. I would have liked to see it passed to establish the commission.

I am here to request and encourage the Senate to pass the bill in its original form and move forward.

I was asked what group or organization I represent. I am here to represent all the people who used and supported the ferry system, my friends and co workers who used the system and were sad and discouraged to see it leave the islands. I, and the others who used the ferry during its brief time in Hawaii, were elated to be able to have their opportunities broadened. There were also a number of larger businesses who started to use the ferry because it was more practical and convenient, while being less expensive and time consuming (e.g., a major bakery, audio visual companies and flower merchants).

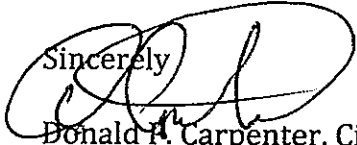
I personally used the ferry to bring over my tools to work on our agricultural land. I was looking forward to expanding the production so that I could bring the produce to Oahu and eventually to Hawaii and Kauai. When the ferry stopped, I was forced to put my vehicle on a barge and to fly between Oahu and Maui. I am very aware that this is doubly polluting and costly.

Ocean going ferries are in use between Islands all over the world, and are certainly more Hawaiian by nature in terms of a mode of transportation than any other. These vessels were in fact the first ships to arrive at the Port of Verreaux, approximately 1.5 miles from Port au Prince, after the earthquake in Haite

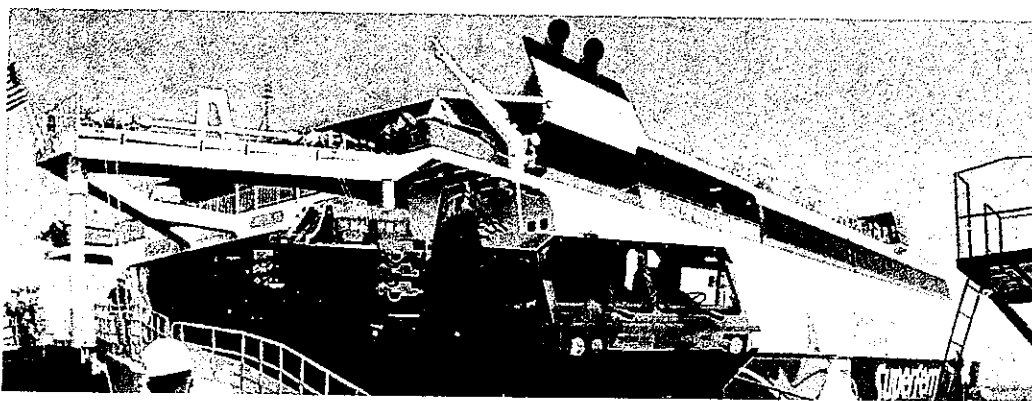
Therefore, I am providing testimony to support the original HB2667 Relating to Ferries to establish a Commission, because it is long over due in an island state to

have low cost transportation between counties that is built in an ecologically sane way. I believe we need the authority to start the ferry running again. During these tough times, we need the ferries so that we can expand the possibilities for making a living and improve the local economy.

Sincerely

A handwritten signature in black ink, appearing to read 'Donald F. Carpenter', written over the word 'Sincerely'.

Donald F. Carpenter, Citizen  
PO Box 8642  
Honolulu, HI 96830  
808-281-1646



## Former Superferry Delivers in Haiti

FEBRUARY 9, 2010 | FEATURED, MEDIA COVERAGE

Here is an article from The Maritime Executive Magazine that posted today. Here is the article on their website.

Here is the article in full

**Former Superferry Delivers in Haiti**  
Thursday February 11, 2010

Just days after the devastating January 12th earthquake in Port-au-Prince, Haiti, the Maritime Administration (MARAD) pressed into action the former Superferry's, Huakai and Alakai, managed by Hornblower Marine Services (HMS), for assistance in Operation Unified Response. Their high-speed capabilities, cargo versatility, shallow draft (12') and range make them ideal for relief missions such as this one. For the proponents of the Joint High Speed Vessel (JHSV) community, it's an early opportunity to execute missions with ships of very similar design and learn of their capabilities. Already, these ships have proven their abilities to deliver mission packages, cargo and personnel into an austere port. Due to the extent of damage to the port from the earthquake, Huakai was not limited due to the lack of infrastructure post-earthquake.

At the time of this writing, the Huakai has already traveled over 3,500 nautical miles, delivered over 600 tons of cargo including humvees, trucks, trailers, pallets and QUADCON's filled with supplies and aid and approximately 155 troops.

Upon arrival at the port of Verreaux, approximately 1.5 miles from Port-au-Prince, the magnitude of the wreckage and despair amongst the people of Haiti galvanized the mission for the crew. That became even more evident as wooden skiff's began approaching the vessel hoping for assistance from the ship.

With each passing minute, the crew realized that the images from television and other media outlets could not help one comprehend the true disaster of which the people of Haiti were experiencing.

On January 14, 2010, HMS began to receive numerous calls from both MARAD and Military Sealift Command (MSC) about possible deployment of the vessels in the Haiti earthquake relief effort. The following day, HMS mobilized management and other personnel to Norfolk, Virginia to join the existing caretaking crew (3) to begin readying the ships for sea. Within days, HMS entered into agreements with MARAD and MSC to operate and manage the ships in the relief efforts.

Huakai was the first focus of this mission given her additional versatility with the quartering stern ramp. Although in hot layup the ship did have some obstacles to overcome such as fuel system issues on two of the four main engines, annual servicing of all eleven life rafts and four evacuation slides and a full annual Coast Guard inspection (COI). From its large pool of professional mariners, HMS rapidly crewed the ships with the required type ratings for high-speed craft operation, provided technical and administrative support and logistical capabilities critical to a successful completion of this challenging task. The new COI was received by January 25th, eleven days after accepting its mission. Simultaneously, HMS also readied Alakai, including manning with a full complement, serving all rafts and evacuation slides and conducting the Coast Guard inspections. The Alakai received its COI on January 27th.

The successful deployment in such a rapid fashion of these ships was due to the combined efforts we received from the United States Coast Guard, MSC and all of the vendors and others that were a part of this operation.

Delivered in 2007 and 2009 (respectively), only Alakai was put into service in Hawaii. The ship operated for 15-months between the islands of Oahu and Maui. In the spring of 2009, Alakai transited to Mobile, Alabama for hot layup with Huakai. Under the control of MARAD in July of 2009, both ships were moved from Mobile to Norfolk.

Alakai and Huakai are sister 107-meter US flag high-speed car and passenger catamaran ferries built by Austal USA. With 44,000 total horsepower, they are capable of transporting various cargos at 30 plus knots. The ships have a passenger capacity of 866 persons and a vehicle capacity of 282 or 25,000 square feet of cargo.

SHARE

No Comments

[REDACTED]

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 8:31 AM  
**To:** TIATestimony  
**Cc:** ssipman@gmail.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: comments only  
Testifier will be present: No  
Submitted by: Steven Sipman  
Organization: Individual  
Address: 3216 Luahine Place Ha'iku, Maui HI 96708  
Phone: 8085752489  
E-mail: [ssipman@gmail.com](mailto:ssipman@gmail.com)  
Submitted on: 3/7/2010

**Comments:**

This ferry effort is 30-40 years to soon. It will lose money. When sail assisted high tech ferries are deployed it will start to make dollars and sense.

"High speed" should not be way to proceed whether it is the vessel itself, or the development of the project.

O`ahu's anxiety driven push to connect quickly and easily to the slower pace of the other islands and their resources, may seem a little like the second coming of Captian Cook to many "outside" islanders.

Steven Sipman  
Ha`iku, Maui

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 12:20 PM  
**To:** TIATestimony  
**Cc:** hart@wai.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: comments only  
Testifier will be present: No  
Submitted by: Gary C Hart  
Organization: Individual  
Address:  
Phone:  
E-mail: [hart@wai.com](mailto:hart@wai.com)  
Submitted on: 3/7/2010

**Comments:**

The superferry would be of great benefit to those of us over 65 that live on maui and do not want to fly to Oahu. I gives us a stress free way to travel with or without our car.

**Testimony: Senate Transportation and International Affairs Committee  
Monday, March 8, 2010 1:15 p.m.  
Conference Room 224**

Prof. (Emeritus) Dick Mayer  
1111 Lower Kimo Dr.  
Kula, Maui, HI 96790  
Phone: 808-283-4376  
Email: [Error! Hyperlink reference not valid.](#)

March 6, 2010

**Chair J. Kalani English, Vice-Chair Mike Gabbard, and Transportation & Int'l Affairs  
Committee Members:**

**Strong Opposition to HB 2667 RELATING TO FERRIES.**

Requires the Department of Transportation to conduct a study on the feasibility of establishing a statewide ferry system and the Hawaii State Ferry System Authority for the operation of a ferry system between the islands.

I am a retired (34 Years) Maui Community College Professor (Economics and Geography). For the past three years I have served as the Vice-Chair of the Maui General Plan Advisory Committee (Advisory to the Maui County Council). I am speaking on my own behalf, and not as a member of the Maui General Plan Advisory Committee.

**HB 2667 would authorize a most wasteful expenditure of scarce funds**, at a time when many far more important programs are being scaled back. Not only would the "Ferry Study" itself have significant, and as yet unspecified costs, **but any prospective ferry system would lead to seriously expensive on-going State subsidies.**

**Where will the ferry study funds come from?** General Funds? The State Harbor Special Fund which is already paying large amounts for unneeded barges/ramps, pier repairs, a legal defence resulting from an improper environmental review exemption, a large-capacity ferry vessel task force, an improper EIS review mandated by Act 2, etc.? All of these costs will actually be paid by every Hawaii resident whose products come through any of the State's harbors.

**There is a need to keep the study out of the hands of H-DOT.** H-DOT so mis-managed the Hawaii Superferry initiative that they are neither a wise choice to do a needed comprehensive study as called for in HB 2667, nor an impartial agency to evaluate the financial and operational feasibility of such an operation. Quite simply, the H-DOT has conflicts of interest that may have H-DOT trying to kill any ferry proposal, or conversely, unrealistically trying to promote a particular ferry option.

HB 2667 entirely avoids mention of requiring an Environmental Assessment. Have we learned nothing?

**HB 2667 is a financially extravagant bill and I ask all members of the Committee to vote "NO" on this bill; and not "Yes, with reservations". There is no need to waste further legislative time or energy on this bill.**



[REDACTED]

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 3:00 PM  
**To:** TIA Testimony  
**Cc:** daltonb@hawaii.rr.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Theresa Boland  
Organization: Individual  
Address: WaILUKU, HI  
Phone: 808 633 1932  
E-mail: [daltonb@hawaii.rr.com](mailto:daltonb@hawaii.rr.com)  
Submitted on: 3/7/2010

**Comments:**

I do not oppose the bill in concept but the study must include other than HIGH SPEED ferries which I feel is a complete waste of time - the slower speeds must be included so that a suitable comparison can be made.

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 2:54 PM  
**To:** TIA Testimony  
**Cc:** iliwai34@hawaii.rr.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM  
**Attachments:** New ferry bill.doc

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: M. J. Duberstein  
Organization: Individual  
Address: 34 Iliwai Loop Kihei  
Phone: 891-0597  
E-mail: [iliwai34@hawaii.rr.com](mailto:iliwai34@hawaii.rr.com)  
Submitted on: 3/7/2010

Comments:

This study is a waste of both money and time. After the Superferry and Act 2 nonsense, everything that can be said about inter-island ferries is already available. Well, not really. The EA and EIS from Act 2 are not valid in terms of following technical aspects of such studies--and what hope do we have that the same folks who corrupted the methodology then won't try and use these funds to do it again.

Remember, we taxpayers still haven't seen the end of our dollars going down the drain for continuing Stupidferry expenditures even this month. Save these funds for other critical social services needs and don't pour money into this or any other un-needed projects such as expansion of our Maui airport. **KILL THE BILL NOW!!!**

[REDACTED]

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 12:58 PM  
**To:** TIATestimony  
**Cc:** good.designworks@hawaiiantel.net  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: pamela burrell  
Organization: Individual  
Address: kahiliholo rd kilauea, Hi. 96754  
Phone: 808-639-8161  
E-mail: [good.designworks@hawaiiantel.net](mailto:good.designworks@hawaiiantel.net) Submitted on: 3/7/2010

**Comments:**

Haven't we learned our lessons yet? Wasted enough money when we do not have it to throw around? And not to mention the inefficient use of fuel... The ferry is just a bad idea as it is designed right now.

Imua.

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 12:42 PM  
**To:** TIATestimony  
**Cc:** koikoi1@hawaii.rr.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Fred Dente  
Organization: Individual  
Address: Kapa`a, HI  
Phone:  
E-mail: [koikoi1@hawaii.rr.com](mailto:koikoi1@hawaii.rr.com)  
Submitted on: 3/7/2010

**Comments:**

To: Senator Kalani English's Transportation and International Affairs Committee,

This is a waste of taxpayers time and money. Please end this Lingle fiasco once and for all. Stop this bill dead in it's tracks. Focus your energies on providing greatly improved and expanded bus service to the people of the Islands, something we actually need. Mahalo.

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 11:59 AM  
**To:** TIA Testimony  
**Cc:** kauaibrad@hotmail.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Brad Parsons  
Organization: Aloha Analytics  
Address:  
Phone:  
E-mail: [kauaibrad@hotmail.com](mailto:kauaibrad@hotmail.com)  
Submitted on: 3/7/2010

Comments:  
Aloha Senators:

Commenting on the revised text of this bill HB 2667 HD2:

"While the Hawaii superferry operation had its shortcomings, rocky start, and questionable financial forecast, it proved to be a very successful mode of transportation of both persons and property between the islands of Maui and Oahu."

Actually, it did not. The financial failings were because of the amount of fuel consumed by these particular vessels, the distances involved, and low ridership partly due to conditions. These were intrinsic to it's failure.

"The purpose of this Act is to require the department of transportation to conduct a study on the feasibility of establishing a statewide ferry system..."

Interesting that this bill as a fallback was turned into a study that's already been done, not once, but twice before. Enterprise Honolulu did a study on the ferry for the Legislature in 2004/2005 and Market Scope Inc. also did a more comprehensive study presented to the PUC at that time.

As written, this bill would task the State Department of Transportation (DOT) with doing this study. That's a DOT that has shown itself to be biased and unobjective on even basic logistical matters of a prospective ferry, such as passenger-only, cargo, size, speed, and propulsion. Should newfound objectivity on this matter be expected from DOT-Harbors? Further, the hastily substituted current version of this bill does not indicate where this study's funding will come from (General Fund?) nor how much money is to be wasted on this study, a matter the House Finance Committee did not clarify as it is tasked to do.

An undeniably realistic conclusion expected from the repetitive study envisioned by this bill would be \*subsidizing\* a state run ferry service, most likely at a \*loss\*, to compete with a number of private sector companies by water and air. Not an outcome any better than the present.

Now, when there's not enough money for keiki here to have 5 decent, full days of school a week, you are being asked to spend more money on a study that has effectively been done, not once, but twice before?

Ladies and Gentlemen, we recommend responsibly deferring this bill and leaving the private sector to do a ferry or not based on studies and experience that are already out there. The State of Hawaii cannot waste any more money on this face-saving, redundant proposed study.

Mahalo,  
Brad Parsons

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 11:21 AM  
**To:** TIA Testimony  
**Cc:** harriet@passengerplanet.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Harriet Witt  
Organization: Individual  
Address: 43 Pu'u Koa Place Ha'iku HI 96708  
Phone: 808.575.9231  
E-mail: [harriet@passengerplanet.com](mailto:harriet@passengerplanet.com)  
Submitted on: 3/7/2010

**Comments:**

The superferry's huge fuel bill made it operate at a loss which we do not need to underwrite. We do need to research the possibilities of slower, more ecological ferries.



**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 10:01 AM  
**To:** TIATestimony  
**Cc:** mmmmahalo2000@aol.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Mike Moran  
Organization: Individual  
Address: Kihei  
Phone:  
E-mail: [mmmmahalo2000@aol.com](mailto:mmmmahalo2000@aol.com)  
Submitted on: 3/7/2010

Comments:

Although nor perfect, in Maui County, we have successful reasonable ferry systems running between our islands for years. We have seen the disaster of making laws for a single company. Plesae forget this high speed concept if we want to have a study

[REDACTED]

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 9:40 AM  
**To:** TIATestimony  
**Cc:** mauianne22@hawaii.rr.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Anne Pierce  
Organization: Individual  
Address: 333 Haumana Rd Haiku, Hi 96708  
Phone: 808 573-0300  
E-mail: [mauianne22@hawaii.rr.com](mailto:mauianne22@hawaii.rr.com)  
Submitted on: 3/7/2010

**Comments:**

Better our waters left alone. Too much investment when money is needed elsewhere.

[REDACTED]

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 8:36 AM  
**To:** TIATestimony  
**Cc:** Tree@Hawaii.rr.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Stephen Luksic  
Organization: Individual  
Address: 29 Ohala PL Kula, HI  
Phone: 808-875-2008  
E-mail: [Tree@Hawaii.rr.com](mailto:Tree@Hawaii.rr.com)  
Submitted on: 3/7/2010

Comments:  
Please put our kids in School first!

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 8:30 AM  
**To:** TIATestimony  
**Cc:** margeb@hawaii.rr.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Marjorie Bonar  
Organization: Individual  
Address: 400 Aulii Dr. Pukalani, HI  
Phone: 573-1960  
E-mail: [margeb@hawaii.rr.com](mailto:margeb@hawaii.rr.com)  
Submitted on: 3/7/2010

Comments:

There may be a place for a ferry, but the Superferry fiasco ( and the past efforts at high speed travel) has shown that the channels between islands presents challenges that speed cannot overcome.  
There are undoubtedly other options which should be considered if we are to institute a marine highway.

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 7:57 AM  
**To:** TIATestimony  
**Cc:** djp@kona.net  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Douglas J Phillips  
Organization: Individual  
Address: Kamuela, HI  
Phone: 18088821692  
E-mail: [djp@kona.net](mailto:djp@kona.net)  
Submitted on: 3/7/2010

**Comments:**

HB 2667 is a financially extravagant bill and I ask all members of the Committee to vote "NO" on this bill; and not "Yes, with reservations". There is no need to waste further legislative time or energy on this bill.

[REDACTED]

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 7:38 AM  
**To:** TIATestimony  
**Cc:** jsacher@kona.net  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Jeff Sacher  
Organization: Individual  
Address: PO Box 44910 Kamuela HI  
Phone: 808-836-9983  
E-mail: [jsacher@kona.net](mailto:jsacher@kona.net)  
Submitted on: 3/7/2010

Comments:  
Aloha Senator English,

Please vote NO on HB2667

Simply stated: We have more pressing issues on which these funds NEED to be spent and we saw how miserably HDOT handled the Superferry situation, so they should not be entrusted again.

Once again, I ask that you vote NO on HB2667.

Mahalo,  
Jeff Sacher  
Kawaihae, Big Island

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 7:33 AM  
**To:** TIATestimony  
**Cc:** wejlaw@msn.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM  
**Attachments:** TESTIMONY.doc

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: William and Gudrun Johnson  
Organization: Individual  
Address: 19 Puamelia Place No. 2 Lahaina HI 96761  
Phone: 808-661-2756  
E-mail: [wejlaw@msn.com](mailto:wejlaw@msn.com)  
Submitted on: 3/7/2010

Comments:

1. Maui is becoming more and more developed which destroys the natural environment, agricultural uses, and country-small town ambiance. We do not need more people, traffic and development.

2. We don't have enough money to provide our kids with even a minimum education. This is not the right time to throw money away.

3. The Superferry operated at a loss because of its huge fuel bill. And "Highspeed" ferry would require massive state funds in the \$millions to be poured into it.



**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 6:59 AM  
**To:** TIATestimony  
**Cc:** Karen@RedwoodGames.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Karen Chun  
Organization: Individual  
Address: 87 Lae St. Paia HI 96779  
Phone: 808 283-3049  
E-mail: [Karen@RedwoodGames.com](mailto:Karen@RedwoodGames.com)  
Submitted on: 3/7/2010

Comments:

In a time when we can't even keep our kids in school on furlough Fridays and the Governor has laid off our Ag Inspectors it is not prudent to spend money on something that showed it was an economic failure. For reasons having nothing to do with the hulu over the EIS, the Superferry lost huge amounts of money almost every week it operated. It is just common sense to know that any study will say that this will cost the State millions of dollars. So why are we throwing away money on a study?

The main factor which made the Superferry operate in the red was fuel costs not being covered by passenger fares. Since fuel costs go up with the CUBE of speed, it is possible a slower, more efficient ferry could be economical.

But this bill only studies "HIGH SPEED" ferries. If you are going to pass this, please strike that phrase and give us a REAL study of something that has a chance of working -- ALL SPEED ferries.

[REDACTED]

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 8:27 AM  
**To:** TIATestimony  
**Cc:** drgallap@hotmail.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: support  
Testifier will be present: No  
Submitted by: Michael Gallup  
Organization: Individual  
Address: 60 Ili Kupono Wailuku, HI  
Phone: 808 249-2926  
E-mail: [drgallap@hotmail.com](mailto:drgallap@hotmail.com)  
Submitted on: 3/7/2010

**Comments:**

I support transportation options for Hawaii, including both highspeed and traditional ferries, and the infrastructure to support them.

[REDACTED]

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 4:47 PM  
**To:** TIATestimony  
**Cc:** DuaneErway@hawaii.rr.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Duane Erway  
Organization: Individual  
Address:  
Phone: 808 324-4624  
E-mail: [DuaneErway@hawaii.rr.com](mailto:DuaneErway@hawaii.rr.com)  
Submitted on: 3/7/2010

Comments:

Aloha, Senators!

There is a need to keep the study out of the hands of H-DOT. They so mis-managed the Hawaii Superferry initiative that they are neither a wise choice to do a needed comprehensive study as called for in HB 2667, nor an impartial agency to evaluate the financial and operational feasibility of such an operation. Quite simply, the H-DOT has conflicts of interest that may have H-DOT trying to kill any ferry proposal, or conversely, unrealistically trying to promote a particular ferry option.

[REDACTED]

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 4:29 PM  
**To:** TIATestimony  
**Cc:** kealiagirl2004@yahoo.com  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Puanani Rogers  
Organization: Ho`okipa Network - Kauai  
Address: 4702 Mailihuna Rd. Kapaa, Hawaii  
Phone: (808) 652-1249  
E-mail: [kealiagirl2004@yahoo.com](mailto:kealiagirl2004@yahoo.com)  
Submitted on: 3/7/2010

Comments:  
I STRONGLY OPPOSE HB 2667.

[REDACTED]

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, March 07, 2010 4:56 PM  
**To:** TIATestimony  
**Cc:** gshaines@earthlink.net  
**Subject:** Testimony for HB2667 on 3/8/2010 1:15:00 PM

Testimony for TIA 3/8/2010 1:15:00 PM HB2667

Conference room: 224  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Gregg Haines  
Organization: Individual  
Address:  
Phone:  
E-mail: [gshaines@earthlink.net](mailto:gshaines@earthlink.net)  
Submitted on: 3/7/2010

Comments:

1. The State of Hawaii is in such a financial condition where we do not have sufficient funding to properly educate our children. At this time, we cannot put forth any new money to fund anything that is not essential. The State simply cannot afford to fund this research.
2. Although, I do not see wording in the present amended Bill stating such, I have heard rumor suggesting that this study is to only include 'High Speed' ferries. When the State gains funding for this research, all types of ferries must be included. All alternatives must be reviewed to provide the best environmentally, and financially sound ferry operation.

I oppose HB2667.

Thank you for your time!