

# SIU



# #16

AFFILIATED WITH THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA • AFL-CIO

## SEAFARERS INTERNATIONAL UNION ATLANTIC • GULF • LAKES AND INLAND WATERS DISTRICT NATIONAL MARITIME UNION

606 KALIHI STREET • HONOLULU, HAWAII 96819 • (808) 845-5222

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Representative Joseph Souki, Chair  
House Committee on Transportation  
Hawaii State Capitol

October 23, 2007

Dear Chair Souki and Committee members,

The Seafarers International Union is pleased to be able to offer **testimony in support** of any measure considered by the Hawaii Legislature that will allow operation of a viable inter-island ferry service. The Seafarers appreciate the efforts of the Legislature to tackle this important issue and to ensure that the people of Hawaii have an important maritime transportation alternative available as a choice of travel between our island communities.

The Seafarers International Union is proud to represent the crew members of the ALAKAI, Hawaii's Superferry. We ask the Legislature to keep in mind that when these women and men, all Hawaii residents, made a commitment to work on the ALAKAI, the Hawaii State Department of Transportation and Judge Cardoza had given their separate "green lights" to the project and there was no reason for those workers to doubt the viability of the ferry project. These workers left other jobs when they made their commitment to go to work on the ALAKAI. We ask that you keep them in mind as you consider all of the issues you will hear presented to you.

The Seafarers Union believes that the inter-island ferry is an asset to our State and we are certain that its crew members are well-trained and fully capable of delivering the highest quality of service to their passengers and the communities they serve.

We ask you to make sure that the inter-island ferry service has the opportunity to prove its value to the State of Hawaii.

Sincerely,

Neil Dietz, Port Agent

## House Testimony

#17

**From:** Almo Paraso [parasoa001@hawaii.rr.com]  
**Sent:** Tuesday, October 23, 2007 9:48 AM  
**To:** House Testimony  
**Subject:** HB1

### **Almo B. Paraso**

**Consultant - Retired**

**621- B Waipa Lane, Honolulu, HI 96817; ph. (808) 221-8960; E-mail: parasoa001@hawaii.rr.com**

October 23, 2007; 9:15 AM

**To:** House of Representatives  
Committee on Transportation  
Committee on Finance  
**Re:** HB1 Hawaii Superferry

Representatives:

Please accept this testimony **in support** of the intent of HB1, allowing the Hawaii Superferry to operate during the preparation of the environmental impact statement (EIS).

The Hawaii Superferry should be **allowed to succeed or fail on its own merits** as it operates to serve our state during the interim. Doing the opposite will tarnish our state's image to all those who would wish to invest here in the future. In order for our state economic engine to succeed, external financial resources must be attracted here to supplement our own limited supply.

The Hawaii Superferry will **promote a more vibrant commercial exchange between our island communities by directly expanding the "money multiplier" theory of economics.**

It would also stand as **a very valuable asset in the event of a natural disaster** like Hurricane Iniki.

Please do not allow the very narrow-visioned, passionate, vocal minority to derail such a valuable alternative transportation resource for the majority of our citizenry and guests, alike. "NIMBY-ism"\* is contrary to the Aloha of our state. Let clear logic and broader reasoning prevail in this instance as we all must concentrate on the big picture and the future.

Enable the Hawaii Superferry to operate while the EIS is being prepared.

\*NIMBY – **Not In My Back Yard**

10/23/2007

#18

**House Testimony**

**From:** RawcoHI@cs.com  
**Sent:** Tuesday, October 23, 2007 10:05 AM  
**To:** House Testimony  
**Subject:** Testimony in support of HB1 regarding the Hawaii Superferry  
**Attachments:** Ferry Testimony House ver.doc

Testimony in Support of the Hawaii Superferry

House Committee on Transportation and House Committee on Finance  
Hearing Date: Thursday, October 25, 10:30 a.m, Auditorium, State Capitol

Respected Chairs and Members of the Committees,

My name is Reg White. I have been a licensed U.S. Merchant Marine Officer for over 54 years. I am vice president, project development, for Paradise Cruise, Ltd. of Honolulu.

The Superferry has taken even more precautions and is using much more advanced electronic navigation gear than was available 35 years ago when I served as one of the two captains in charge of the Seaflyte Hydrofoil, "KAMEHAMEHA", which operated on a more whale hazardous route than the Superferry contemplates, because we had to go into Maalaea and Kona rather than Kahukui and Kawaihae. The Superferry destinations makes a much more whale friendly routing possible than was available to Seaflyte, yet Seaflyte ran for three years between our islands, three boats making a total of five interisland round trips each day at a cruising speed of 43 knots, without injuring a single whale.

The Hawaii Superferry deserves the opportunity to serve us. Young Brothers carries many vehicles as well as containers that serve as the body of the trailer carrying them on our roads and so are just as contaminated with road dust as any other vehicle. They have been transporting freight between our islands for nearly 100 years and they have never inspected nor washed any of them to prevent spread of invasive species. The same goes for the freight and the vehicles that come from the mainland via Matson and Horizon Lines as well as the stuff that arrives from foreign via all the other carriers that regularly visit us from around the world.

Harbors builds all of the facilities to accommodate these other shippers, so why shouldn't they also build the facilities to allow the Superferry to operate?

As for traffic on our roads, 100 cars to Kauai from Honolulu and 100 cars from Kauai to Oahu on the return voyage, even in my public school upbringing, comes out to zero impact on the local traffic. If I visit the island via an airline, I rent a car and drive around the destination island. If I take my car on the ferry, it's still only me in one car, mine or one from rent a wreck, so again, no impact on existing traffic.

We do not want to start holding up harbor progress for protracted EIS proceedings every time someone brings in a higher technology in shipping. If we do, we may well run out of toilet paper in the store in five days while we all fool around contemplating the impacts of a better shipping method.

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

10/23/2007

#19



P.O. Box 4088  
Honolulu, HI 96812-4088  
Phone: (808) 735-3211  
Fax: (808) 735-3280

October 23, 2007

Testimony of  
Hawaiian Dredging Construction Company, Inc.

Hearing on Thursday, October 25, 2007 at 9:00 am in the State Capitol Auditorium

TO: House Committee on Transportation;  
House Committee on Finance

FR: HAWAIIAN DREDGING CONSTRUCTION COMPANY  
Kirt Pruyn

RE: Support of a balanced bill enabling the Superferry to operate during the requisite environmental study period

RESPECTIVE COMMITTEE CHAIRS, VICE CHAIRS, AND MEMBERS OF THE  
COMMITTEES:

Hawaiian Dredging Construction Company, founded in 1902, is Hawaii's largest and oldest full-service general contractor, currently employing over 1,300 employees. We fully support a balanced bill that would allow the Superferry to operate—starting immediately—while the requisite environmental studies are conducted.

Hawaiian Dredging takes this position for the following reasons:

- The Hawaii Superferry will contribute significantly to Hawaii's economy. We need this alternative mode of transportation that will benefit many different populations.
- Hawaii's business reputation will be further degraded if the Superferry fails because of this regrettable interpretation and application of the environmental regulations. Such further degradation of our already negative reputation will be very detrimental to our economy going forward.

- The environmental impacts of Hawaii Superferry will be minimal and certainly are mitigable. The environmental studies will identify all the above and mitigations will be enacted and enforced. The environment will be protected.
- To summarize, the benefits of the Hawaii Superferry are substantial and significant and the costs are reasonable and can be reasonably managed.

Hawaiian Dredging Construction Company urges you to hold the necessary Special Legislative Session and craft and pass the requisite bill to support the Hawaii Superferry's survival. My name is Kirt Pruyn, and I am the Assistant Manager of Business Development at Hawaiian Dredging. I can be reached at 735-7411 or [kpruyn@hdcc.com](mailto:kpruyn@hdcc.com).

Mahalo—we appreciate this opportunity to address you about this important matter.



## House Testimony

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**From:** charles.amsterdam@hawaiiantel.net  
**Sent:** Tuesday, October 23, 2007 3:38 PM  
**To:** House Testimony  
**Cc:** charles.amsterdam@hawaiiantel.net  
**Subject:** testimony regarding the Superferry

#20

The House of Representatives

C

Kaui

Jochanan Amsterdam  
State of Hawaii  
1415 Pensacola St., #12  
Hearing on the Superferry  
Honolulu, Hawaii 96822  
For

10/25/07  
550-4994

10/23/07

Military/ Superferry, with Hidden Agenda?

I am C Kaui Jochanan Amsterdam, an official in the Interim Government of The Kingdom of Hawaii and a 2008 candidate for the Us House of Representatives, District 1 and I have been encouraged and requested by the citizens of Hawaii Nei to present this testimony and inform the People of Hawaii Nei regarding important matters. One such

important matter is that the Superferry is designed to be a military transport vehicle. It is part of the Navy's Westpac Express Program. This information is obtained from officials of the Superferry themselves, but such knowledge has been deliberately withheld presently from the public by the officials and the media of Hawaii.

The public must be adequately informed. The use of the Superferry also can endanger the lives of the public due to depleted uranium ammunition used and the dust of which when transported by military vehicles on the Superferry would contaminate the public. Impact studies must be advanced to protect the public and to omit such studies and information and aim of the superferry from the public would be irresponsible.

The public must be informed and studies completed as is required of all military projects. Thus, along with environmental and cultural studies, the Superferry as a military transport vehicle and its aim and impact on the environment, culture, and public is essential. As the old saying goes "an ounce of prevention is worth a pound of cure".

C Kaui Jochanan Amsterdam  
Candidate for the US  
House of Representatives, District 1  
Officer  
The Interim Government of The Kingdom of

Hawaii