

Superferry: Got Questions?

Get the Facts!



FICTION	FACT
Passengers can travel to any island on HSF from Maui	<i>Ferries departing from Maui</i> will only travel to Oahu. Trips to the Big Island or to Kauai from Maui may require an overnight stay on Oahu and paying two fares each way.
HSF is half the price of flying	<p><u><i>Weekend passenger fares from Maui:</i></u></p> <ul style="list-style-type: none"> • Round Trip to Oahu \$120 • Round Trip to the Big Island \$260 • Maui to Oahu: add \$130 per car or \$200 per pick-up truck. <p style="text-align: right;">Maui to Big Island: add \$280 or \$420. Vans: <i>add much more.</i> Babies under 2 years: \$30 roundtrip.</p> <p><i>At these prices families will have to stay on the island they are traveling to for longer than a week to make taking a car on HSF cheaper than renting a vehicle.</i></p>
The HSF whale avoidance policy is much stricter than federal regulations	<i>Federal Regulations</i> are stricter in other habitat areas than in Hawaii and are stricter than HSF policies. HSF proposes slowing to 25 knots (29 mph) in shallow water. A study of whale strikes indicates that most documented mortalities involve vessels traveling in excess of 13 knots. NOAA Fisheries recommends speed restrictions of 10-13 knots.
HSF will use “fast forward looking sonar” to avoid whales	<i>This technology</i> has not yet been commercially implemented. “Whale spotters” will be ineffective most of the time, since over half the HSF trips will take place in the dark.
The HSF trip from Maui to Oahu 3 hrs. long (4 hrs. to Kawaihae)	<i>A direct route</i> at 45 mph speed will take 3 hours, but doesn’t include pre-boarding line, security checks, unloading times. In whale season HSF plans a longer route and reduced speed, making trips more than 3 hrs each way.
HSF has no greater potential to introduce invasive species than existing interisland freight operations	<p><i>Most vehicles that arrive on Matson</i> are “fleet vehicles” (new or in pristine condition). <i>Young Bros</i> (YB) may bring more privately owned vehicles than fleet vehicles to Maui, but brings many fewer privately owned vehicles (about 170 per week to Kahului) than HSF. Since HSF vehicle charges are more than car rental, the vehicles most likely to arrive on HSF will be for off-road activities such as hunting, fishing, camping, dirt biking, etc. They will travel frequently in rural locations where they may pick up alien species eggs, seeds, & berries, and will also deposit them in rural locations on destination islands where seeds or eggs will grow, hatch, etc. and be difficult to find until they’re a problem. <i>HSF will greatly increase the number and frequency of vehicles for off-road uses arriving on Maui</i>, and the risk of spreading alien species, yet the <i>HSF operational plan leaves only 9 seconds for inspection and cleaning each vehicle</i>. Young Bros and Matson work with DOA programs that limit interisland movement of alien species. DOA has not implemented or published plans for HSF vehicle inspection, or discussed its plans in public meetings.</p>

FICTION

FACT

Vehicles exiting from HSF will have no effect on Kahului Traffic. They're just like Young Bros & Matson auto shipments

Vehicles from HSF will arrive and depart in a brief time frame (15 minutes loading and 30 minutes pre-loading) and funnel into the already congested Puunene-Kaahumanu intersection (Burger King). Vehicles on Matson exit the harbor via Hobron Ave over several days. Vehicles from YB barges exit via Wharf Street (across from Maui Mall) over the course of a full day or longer.

Maui already has many alien species and HSF arrivals won't change that

Several very damaging alien species that are problems elsewhere in Hawaii have either been eradicated from Maui or have not yet arrived on Maui. HSF will significantly increase the likelihood of damaging alien species being reintroduced or brought here. This will threaten some growers, and waste public funds and efforts that have already been spent to eliminate dangerous pests.

HSF won't contribute to overuse of Maui's fisheries and already crowded camping facilities

Many of the up to 866 people and 282 cars arriving on each vessel twice a day will use our already overcrowded public facilities. Maui fisheries will be particularly attractive to fisherman from Oahu where most of the fisheries are severely depleted.

HSF operates only a few hours a day on Maui and won't disrupt Young Bros freight operations

Young Bros will lose 20% of its current Kahului pier space for HSF. YB is working on alternative space and operational changes to prevent cargo delays, but making additional space available for YB will take years. Until operational changes are implemented, truckers and others delivering and receiving goods to and from YB may experience increased wait times and traffic snarls.

HSF won't affect community users of Kahului harbor such as canoe paddlers

Canoe Clubs have requested an exemption the Coast Guard to the 100 yard security zone because HSF will dock a few feet from the canoe racing lanes during the time the races are held. The clubs have received no response to this request.

There's no need for HSF environmental review

HSF has managed to bypass all review requested by county councils on 3 islands and by Maui's Mayor.

Cruise ships didn't undergo environmental assessment, so HSF should not have to

Cruise Ships did go through a review in the Kahului Harbor Draft Environmental Assessment and Final EA. HSF was belatedly added to the Final EA without going through the normal comment process.

High speed ferries operate successfully in many locations

Two ferries that HSF identified as successful operations in order to generate public support for HSF, Spirit of Ontario and HarborLynx in British Columbia, both went bankrupt.

HSF's State-funded harbor improvements will benefit other harbor users

Harbor improvements (staging lanes and a barge moored at the end of Pier 2) will not be useful to others; in fact they are taking much-needed pier space away from interisland cargo shipping.

Most Hawaii residents (90%) want the HSF

Most Hawaii residents live on Oahu and Oahu residents will benefit at the expense of Neighbor Island residents, who will experience the majority of the problems.

The public need not worry about the finances. HSF is a private company taking all the risks

\$40 million of our State tax dollars are being loaned to HSF to build the landing barges. The Federal government loaned HSF \$139.7 million of our tax dollars to build the ships. If HSF fails, who will repay these State and the Federal loans?

Sources: http://www.hawaiisuperferry.com/documents/HSF_Tariff.pdf

Statewide Coordinating Group on Alien Pest Species, <http://www.hear.org/cgaps/>

M. Leidemann, "Ferry Gains Financial Backing", Honolulu Advertiser, 10-29-2005