

**DEPARTMENT OF TRANSPORTATION'S  
REPORT TO THE LEGISLATURE  
OF  
THE STATE OF HAWAII  
ON  
THE TEMPORARY HAWAII  
INTER-ISLAND FERRY OVERSIGHT TASK FORCE**



Pursuant to Act 2 of the Twenty-Fourth Legislature,  
2007 Second Special Session

August 20, 2008

### **Ninth OTF Meeting**

The Temporary Hawaii Inter-Island Oversight Task Force (OTF), pursuant to Act 2 of the Twenty-Fourth Legislature, 2007 Second Special Session, held its ninth meeting on August 20, 2008 at the Honolulu International Airport, Inter-Island Terminal, 7<sup>th</sup> Floor, Conference Room C.

### **Members Present**

Michael Formby (DOT designee)  
Sandra Kunimoto (Chair DOA)  
Laura Thielen (Chair DLNR designee)  
Adm. Tom Fargo (President, large capacity ferry vessel company)  
Randy Awo (Maui county)  
Colette Machado (Maui county)  
Sara Peck (Hawaii county)  
Michael Q. Y. Lau (AG designee)  
Dennis Chun (Kauai county)  
Lynn McCrory (Kauai county)  
William Aila, Jr. (Oahu county)

### **Members excused**

Michael Matsukawa (Hawaii county)  
Kauila Clark (Oahu county)

### **Other Attendees**

John Garibaldi, Hawaii Superferry  
Margaret Ahn, AG's Office  
Cheryl Young – DOA  
Lesley Matsumoto – Belt Collins

### **Call to Order**

Member Formby, as Oversight Task Force (OTF) facilitator, called the meeting to order at 1:10 p.m. Eleven members were present representing a quorum.

### **Adoption of Minutes for July 10, 2008 OTF Meeting**

Member Peck asked that the July 10, 2008 minutes be revised include Mr. Reimer's explanation of the risk of varroa mites and what steps are DOA is taking to eliminate the hives at all major transportation terminals.

Member McCrory moved that the minutes of July 10, 2008 be adopted as revised by Member Peck. Member Machado seconded the motion which passed unanimously.

Member Kunimoto arrived at 1:12 p.m.

**DOA UPDATE ON INSPECTIONS/FINDINGS BY SANDRA KUNIMOTO**  
**(ATTACHED TO THE AUGUST 20, 2008 MINUTES)**

Member Kunimoto passed out a DOA handout (Hawaii Superferry Operations, July 2008 Update).

47 roundtrips between Oahu and Maui  
Monitored vehicle and passenger departures

DOA handout includes results of Honolulu Harbor monitoring and Kahului Harbor monitoring.

**HSF UPDATE ON OPERATIONS BY JOHN GARIBALDI**  
**(ATTACHED TO THE AUGUST 20, 2008 MINUTES)**

Member Garibaldi passed out an HSF update (Oversight Task Force, July 2008 Status Update and Q-Mark Research, Hawaii Superferry Intercept Study).

Alakai Voyage Statistics:

July 2008 traffic: 36,630 PAX and 9,286 vehicles carried  
Average PAX load from Oahu to Maui = 388 PAX/voyage  
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Average vehicle load from Oahu to Maui = 98/voyage  
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HSF handout includes Advance Bookings (Passengers booked per month and Vehicles Booked per month) versus Passengers Carried and Vehicles Carried.

Member Machado asked what would be Hawaii Superferry's (HSF) choice if the need for commercial vehicle service exceeded passenger vehicle service? Member Fargo stated that it would be difficult to envision, as HSF will reach their passenger limit before they will reach their commercial vehicle limit. Of course, service will vary by season. Summer passenger vehicles are up to 3.8 to 3.9 ratio. After the summer, when kids are back in school, the ratio will drop down to 3.2 to 3.3.

Member Machado stated that HSF should remember that their priority is as a passenger ferry and not a commercial ferry. She also said she received feedback regarding military use of the vessel and there are concerns from the community that HSF will grant priority to the military. Member Fargo stated that Young Brothers' prices are different from HSF's. Typically, when people want to transport volume, they will go to Young Brothers because of the price differential.

Handout entitled "Hawaii Superferry Intercept Study" by Q-Mark Research was distributed to members. Info included Background and Methodology, Objectives, Summary of Findings (Overall satisfaction, Favorability towards Hawaii Superferry, Likelihood to Use Superferry in the Future, Likelihood of Recommending Hawaii Superferry, Primary Purpose of Trip, Reasons for Using Superferry Over Airlines, Best Things about Superferry (unaided), and Traveling with Vehicle.

Garibaldi explained that the data was captured on the vessel during on-board surveys. Member Machado noted that HSF has an audience of people already using HSF at that point. She also noted that the survey did not poll opinions regarding screening and inspection policies to protect the aina.

**DLNR UPDATE ON INSPECTIONS/FINDINGS PRESENTED BY RANDY AWO  
(ATTACHED TO THE AUGUST 20, 2008 MINUTES)**

1. DLNR-DOCARE Hawaii Superferry Inspections- June 10, 2008 - July 5, 2008
2. DLNR-DOCARE Hawaii Superferry Inspections – July 6, 2008 - August 9, 2008

Member Peck asked if the wawae'iole found by DOCARE was collected properly. Member Awo stated that the wawae'iole is currently not regulated and there are no bag limits or restrictions. Member Awo suggested an evaluation is necessary to determine whether or not we need to amend some of our rules on what is permitted. Member Awo stated that there is still a lot of wawae'iole along the shoreline so we need to look into these issues before it's gone from the shoreline.

**RAPID RISK ASSESSMENT PRESENTATION BY LESLEY MATSUMOTO,  
BELT COLLINS HAWAII, LTD. (DUE TO SIZE, THE RRA IS NOT  
ATTACHED HERETO).**

*NOTE: The RRA was previously provided to the Legislature in hard-copy by Governor Lingle via letter dated August 12, 2008. The RRA can be found at:*

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**Purpose of the RRA:**

Pursuant to Act 002, Second Special Session of 2007 (Act 2), the Hawaii Superferry (HSF) is allowed to operate during the preparation of an environmental impact statement (EIS), subject to the employment of measures to mitigate significant environmental effects. As the final EIS may not be completed until June 2009, the purpose of this Rapid

Risk Assessment (RRA) is to provide early and independent assessment of: 1) operational compliance with mitigation measures enumerated in section 4(a) of Act 2, Executive Order 07-10 and the Agreement between Hawaii Superferry, Inc. and the State of Hawaii, and 2) observe environmental risks associated with the HSF operation.

The five areas assessed in the RRA:

- 1) Ocean Life and Marine Animals and Plants
- 2) Water Resources and Quality/Public Safety and Security
- 3) Vehicular Traffic
- 4) Invasive Species/Cultural and Natural Resources
- 5) Native Hawaiian Cultural Sensitivity and Awareness

Methodology used in the RRA:

Belt Collins Hawaii (BCH) contracted the following sub consultants to conduct the RRA investigations in their respective fields of expertise:

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Mr. John Clark, Planning Consultant – Water Resources and Quality/Public Safety and Security

Fehr & Peers/Kaku Associates – Vehicular Traffic

Bishop Museum, Department of Natural Sciences- Invasive Species/Cultural and Natural Resources

Rev. Dr. Kaleo Patterson – Native Hawaiian Cultural Sensitivity and Awareness

Field investigations commenced on January 9, 2008, but were interrupted in February 2008 when HSF cancelled voyages due to high seas and annual maintenance and repairs. Field investigation continued when the HSF resumed operations in April 2008. The final field investigation was completed on May 26, 2008.

Ms. Matsumoto summarily discussed the findings and recommendations with the OTF. The OTF members agreed to review the RRA report in greater detail and discuss at the next OTF meeting.

Member Machado asked if the Legislature received a copy of the RRA. Member Formby stated that the Governor sent a hard copy to Senator Hanabusa and Speaker Say on August 12, 2008 and they in turn distribute it to their members. Member Formby confirmed that the RRA is posted on-line at <http://hawaii.gov/dot/harbors> .

Member Fargo offered that he has read all the recommendations in the RRA and HSF accepts them and will review and take action on each of them. Member Fargo also noted that HSF is pleased with the report finding that of the 43 areas reviewed, HSF was fully compliant with 40 and in general compliance with all 43.

Member Awo stated that he agreed with the report and the findings, but noted:

- A declaration of banned items is voluntary;
- The current system is inconsistent in questions asked the passengers during the screening process and it needs to be more consistent;
- Mud on the vehicle's tire may not be meaningful to a HSF screener if he/she does not understand why the presence of mud is a potential risk;
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Member Fargo noted that in the HSF screening process, there is a "bail out" area for cars with questionable issues, i.e., mud on the car, vehicle registration. This area outside the regular vehicle cueing gives HSF screeners time to look at the issues more in-depth and get senior supervisors involved, if necessary.

Member McCrory requested HSF review the RRA recommendations and talk about HSF's implementation of the recommendations at the next meeting.

Member McCrory noted the RRA recommends the Executive Order requirement of maintaining a 500-meter minimum distance from sighted whales be re-evaluated but the report makes no recommendations as to suitable or appropriate distance and she suggests an informed recommendation be made by someone with expertise.

Member Formby noted that while HSF can review the recommendations in the RRA and propose an action in response thereto, they cannot reduce or eliminate the conditions or restrictions in the Executive Order. HSF can propose to adopt additional measures recommended in the RRA and not included in the Executive Order, but they cannot reduce the requirements of the Executive Order. Rather, the Task Force can make recommendations to the Governor and/or Legislature to reduce some of the conditions or restrictions because we, as a Task Force, have become more informed about the risks and now feel the conditions or restrictions merit modification.

Member Thielen suggested that HSF identify certain things that they would like to ask the task force to consider. Then in turn, the OTF can make recommendations to the policy makers on how it can be changed, if at all.

Member Formby suggested that if there is a resource group the OTF members would like to appear before the task force at the next meeting, they let him know in advance so he can try to coordinate their presence at the meeting place them on the agenda.

Member McCrory had questions regarding the requirement that HSF maintain speeds of 25 knots or less in all waters less than 100 fathoms. It was noted that said waters are a small percentage area of the trip routes and are principally found around the entrances to and in the harbors.

Member McCrory also questioned the effectiveness of the night vision goggles/devices and wondered how one could clearly demonstrate that they worked.

Member Fargo stated that HSF has night technology on board the ship and will continue its efforts to improve the technology before this coming whale season starts.

Member McCrory requested HSF make their progress on night vision devices part of the monthly reports so that the OTF members know the status of what is being done.

Member McCrory also commented on the recommendation that a third party team independently observe HSF operations on random occasions to ensure compliance with whale avoidance protocol during future whale seasons. Member McCrory wanted to know who would pay for the presence of the independent observers.

With respect to dirty or muddy vehicles, Member McCrory queried why a private entrepreneur could not locate a facility near the HSF terminal to clean vehicles before they board the ferry. Member Formby noted that such is possible outside state property, the recommendation that a wash down facility be co-located with HSF in the DOT harbor raised environmental concerns as the water run-off must be contained and properly disposed of in accordance with DOH and federal regulations.

Member McCrory had a question regarding Page 7 of the Executive Order, wherein:

Member McCrory asked about re-training of HSF staff. "Do we leave it up to HSF?" Member Fargo stated that the company does not believe in "one time" training and they are sensitive to training issues. In fact, HSF has a recurring training program, as well as a refresher program. Member Fargo believes HSF has a good training program in place now with effective leadership under Rick Houck.

Member Chun wanted to discuss the OTF Task Force and the purpose of its existence. Member Formby confirmed that the OTF will sunset in December 2008. He explained that the OTF will issue its final report to legislature in time for them to have it before the 2009 legislative session (last OTF report end of December 2008).

Member Chun offered comments on Dr. Kaleo Patterson's report and agreed with his comments and was thankful Dr. Patterson wrote things many feel but cannot put into words. Member Chun felt HSF could learn a lot from the cultural recommendations in the RRA. The cultural sensitivity analysis has raised the issue of the role of the "hawaianness" in Hawaii beyond simply marketing. Member Fargo stated that HSF can take advantage of opportunities in the course of the voyage by educating passengers

regarding the path that HSF is taking in Hawaiian waters, the locations they pass during their voyage, as well facts about the marine environment.

Other OTF members wanted HSF to carry more educational materials about Hawaii, its history and cultural significance. Member Machado recalled that when she went to Chicago, she purchased a booklet that informed her about Chicago and HSF could similarly produce a booklet that would educate people about Hawaii, its history, aina and people.

Following the discussion on cultural issues, Member Peck commented upon the pressing need of the OTF to insure that no invasive species and alien species are being transferred via HSF's operation. She wanted to know if there was an iron-clad way to insure that invasive and alien species are not being transferred on HSF. Member Fargo stated that the best they are going to get is through continuous training on a regular basis, with a clear understanding of why the inspections take place and how important they are to protecting the environment.

Member Machado and Member Awo stated that they view their duty on the OTF as their "damage control". Their responsibility is to restore integrity to their constituents that was lacking in the way HSF entered the waters.

Member Chun asked if the EIS includes social impacts. Ms. Matsumoto from Belt Collins confirmed that it will be part of the report.

### **EXPANSION OF KAWAIHAE**

Member Fargo noted that the second ferry is eighty percent (80%) complete, a U.S. built ship, same size and design, seats and car capacity as the first ship. The ship should be launched in the water next month and it will go through sea trials and certifications. Expected delivery in the Gulf of Mexico is at the end of February 2009 and then HSF will receive the ship. The second ship is expected to arrive in Hawaii around April 2009 before the Alakai goes out of service for its annual maintenance in May 2009. The second ship will take the place of Alakai and go to Maui first while the Alakai is out for maintenance. Thereafter, the second ship will commence service to Kawaihae. These are HSF's goals and timelines, but they are subject to change. Upon questioning, Member Fargo explained that the second vessel will be equipped with a quarter stern ramp and it is envisioned that the vessel ramp will be used in Kawaihae. Member Fargo noted that while the ramp provides flexibility to vessel operations, it is not superior to the barge with ramp. Offloading is done rapidly using the barge with ramp because of the barge's size and stability. The vessel's quarterstern ramp will not provide the same capabilities.

Member Peck asked how long the ramp will be used at Kawaihae. Member Fargo stated that they will use it for now, but if something better comes up in the future, they will evolve.

Member Peck asked if it will take longer to off-load at Kawaihae. Member Fargo stated that they are unsure at this point.

**DISCUSSION REGARDING DLNR “RANDOM CHECKS” AND RECOMMENDATIONS TO IMPROVE HAWAII SUPERFERRY OPERATIONS. PRESENTED BY LAURA THIELEN. (ATTACHED TO THE AUGUST 20, 2008 MINUTES)**

Subject: Memo to Superferry Oversight Task Force from Laura H. Thielen regarding Hawaii Superferry Pre-Departure Vehicle Screening and Inspection.

According to Member Thielen, DLNR wanted to provide recommendations to the OTF on the HSF screening process issue discussed at the last OTF meeting. DLNR's preference is to make sure HSF screeners are capable of doing their screening jobs while also maintaining DOCARE enforcement consistency throughout the islands. DOCARE officers need to be out in the field while also making spot/random checks of the HSF screening process. DLNR's recommendation:

- 1) An acknowledgement that HSF is responsible for the screening process;
- 2) HSF develop standardized screening; and
- 3) HSF develop standardized training.

DLNR is committed to assisting HSF implement these recommendations and they will provide technical assistance to HSF. The DLNR memorandum attached hereto provides greater detail on the DLNR standardization recommendations to HSF.

Member Chun stated that he still believes having a DOCARE officer present at the HSF terminal is important, like TSA at the airport. He noted that in January 2008, the OTF made a recommendation to the legislature to commit and expend funds specifically for DOCARE officers to be present at the Superferry to assist in inspections. A general discussion followed on DOCARE officers and the need for their presence at HSF versus other locations throughout the state requiring DOCARE enforcement officers. Member Thielen noted that there are only 140 DOCARE positions for the entire State of Hawaii and the reality is people want DOCARE's presence all over the state which is simply not possible. DOCARE cannot be at HSF every day and still meet their responsibility to protect other State of Hawaii resources. They can work with HSF to train them and help standardize their procedures, but they cannot work side by side with them every day. A random DOCARE presence is acceptable, but not a presence at every HSF departure.

Member Thielen noted that she has committed DOCARE's presence at the HSF operation through December 2008, the term of this task force. After that, however, DOCARE assets will be deployed to protect Hawaii's resources state-wide.

It was noted that there are other vehicles of transportation and this task force is not going to eliminate the spread of invasive species by focusing DOCARE assets only on HSF. The problem is much larger.

The possible presence of illegal drugs on HSF was raised.

Member Fargo stated that HSF works very closely with drug enforcement personnel and they have had drug dogs on the vessel.

Member Fargo commented that many of the DLNR recommendations in the DLNR memorandum are in process now. HSF has good training manuals and protocols. He also noted that the OTF has meaning and what we have wanted and asked for has happened in the field.

Member Fargo also commended the Department of Agriculture for their excellent invasive species training for HSF personnel, a real hands-on training with real examples of invasive species and their threat to the islands.

Member McCrory clarified that by her comments, she did not want to get rid of DOCARE, she just wanted HSF to assume their private responsibility for the screening and inspection process.

Member McCrory passed out a handout she prepared compiling data from the last six months. (**McCrory handout attached to the August 20, 2008 minutes**). Included are Oahu and Maui statistics, as well as a summary of issues by items found during the screening process. Statistics include passenger counts, dead bees, plants w/o permits, leaves removed, fishing nets, etc. Member McCrory would like to discuss her handout with the OTF at the next meeting.

**PRESENTATION ON "THE LITTLE FIRE ANT" WASMANNIA AUROPUNCTATA BY CHERYL YOUNG OF THE DEPARTMENT OF AGRICULTURE. (COPY OF THE POWERPOINT PRESENTATION ATTACHED TO THE AUGUST 20, 2008 MINUTES)**

Ms. Young presented pictures of the ants, their biology, worldwide distribution, introduction pathways, history in Hawaii, past and current efforts to eradicate the ants and the risk of their moving inter-island.

Ms. Young noted that Neil Reimer wanted to emphasize that there are risks associated with the HSF operation, but it is no greater or less than any other inter-island carrier.

Ms. Young also passed out a brochure entitled "Stop the Little Fire Ant." (**Copy of DOA Brochure attached to the August 20, 2008 minutes**).

## **COMMUNITY INPUT**

Irene Bowie, Executive Director of Maui Tomorrow Foundation, Inc., gave public input and began by reading comments from Masako Cordray Westcott regarding the Little Fire Ant. **(Ms. Cordray's written comments are attached to the August 20, 2008 minutes)**. Ms. Bowie also provided her comments on behalf of Maui Tomorrow. **(Maui Tomorrow's comments are attached to the August 20, 2008 minutes)**. Maui Tomorrow is seeking the following information:

1. The total cost of the HSF operation to Hawaii taxpayers.
2. What plan is in place after December 2008 when the Oversight Task Force concludes? What is in place for inspections on the Big Island when service begins in 2009? Will DOCARE and DOA be involved? Maui Tomorrow proposes that a user fee be added to the HSF ticket price to provide for needed DOCARE and DOA staffing.
3. An update on HSF's incidental take permitting process and whale avoidance plan for winter of 08-09. Will the HSF's "whale season" be abbreviated as it was last year or run concurrent with the Hawaiian Island Humpback Whale Sanctuary's accepted season?
4. Information on DOCARE's continued regular inspections at Kahului Harbor through December 2008, as opposed to moving to random inspections with HSF staff taking over the process. Maui Tomorrow requests DOCARE continue its regular reporting of items being transported on the ferry.
5. Maui Tomorrow requests a fair distribution of the remaining OTF meetings between Oahu and Maui as many members of the Maui community have comments but are unable to attend off-island meetings.

## **OTF FINDINGS AND RECOMMENDATIONS PER ACT 2 MANDATE (ACT 2, PAGES 44 AND 45)**

Member Awo made a motion to establish a study group to mitigate the impacts that may be caused by the Little Fire Ant as a result of the HSF coming to Maui. Member Machado seconded the. Member Kunimoto noted that DOA is working on the entire ant group issue and suggested that the Little Fire Ant issue be a subset for DOA's mitigation efforts for all means of transportation and not just HSF. After a discussion by the OTF, Member Awo withdrew his motion and the OTF supported DOA's continuing efforts to study, control and eradicate the Little Fire Ant.

Member Peck recommended HSF prepare a report to be disseminated to the community for HSF's operational plans on the Big Island, how they plan to access and load people/vehicles, etc., at least two months prior to commencement of Big Island

operations. John Garibaldi of HSF noted that HSF will be providing DOT with a report on their Kawaihae operation and Member Formby noted that this report would be available, in whole or part, for the community to review.

**NEXT MEETING/LOCATION/DATE/TIME**

Maui, September 19, 2008, 12:00- 4:00 p.m., specific meeting location to be determined and announced in advance.

**ADJOURNMENT**

Member Machado made a motion to adjourn the meeting. Member Peck seconded and the motion passed unanimously. Meeting adjourned at 4:10 p.m.

**MINUTES  
TEMPORARY HAWAII INTER-ISLAND  
FERRY OVERSIGHT TASK FORCE MEETING  
HONOLULU INTERNATIONAL AIRPORT  
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CONFERENCE ROOM C**

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Member McCrory requested HSF review the RRA recommendations and talk about HSF's implementation of the recommendations at the next meeting.

Member McCrory noted the RRA recommends the Executive Order requirement of maintaining a 500-meter minimum distance from sighted whales be re-evaluated but the report makes no recommendations as to suitable or appropriate distance and she suggests an informed recommendation be made by someone with expertise.

Member Formby noted that while HSF can review the recommendations in the RRA and propose an action in response thereto, they cannot reduce or eliminate the conditions or restrictions in the Executive Order. HSF can propose to adopt additional measures recommended in the RRA and not included in the Executive Order, but they cannot reduce the requirements of the Executive Order. Rather, the Task Force can make recommendations to the Governor and/or Legislature to reduce some of the conditions or restrictions because we, as a Task Force, have become more informed about the risks and now feel the conditions or restrictions merit modification.

Member Thielen suggested that HSF identify certain things that they would like to ask the task force to consider. Then in turn, the OTF can make recommendations to the policy makers on how it can be changed, if at all.

Member Formby suggested that if there is a resource group the OTF members would like to appear before the task force at the next meeting, they let him know in advance so he can try to coordinate their presence at the meeting place them on the agenda.

Member McCrory had questions regarding the requirement that HSF maintain speeds of 25 knots or less in all waters less than 100 fathoms. It was noted that said waters are a small percentage area of the trip routes and are principally found around the entrances to and in the harbors.

Member McCrory also questioned the effectiveness of the night vision goggles/devices and wondered how one could clearly demonstrate that they worked.

Member Fargo stated that HSF has night technology on board the ship and will continue its efforts to improve the technology before this coming whale season starts.

Member McCrory requested HSF make their progress on night vision devices part of the monthly reports so that the OTF members know the status of what is being done.

Member McCrory also commented on the recommendation that a third party team independently observe HSF operations on random occasions to ensure compliance with whale avoidance protocol during future whale seasons. Member McCrory wanted to know who would pay for the presence of the independent observers.

With respect to dirty or muddy vehicles, Member McCrory queried why a private entrepreneur could not locate a facility near the HSF terminal to clean vehicles before they board the ferry. Member Formby noted that such is possible outside state property, the recommendation that a wash down facility be co-located with HSF in the DOT harbor raised environmental concerns as the water run-off must be contained and properly disposed of in accordance with DOH and federal regulations.

Member McCrory had a question regarding Page 7 of the Executive Order, wherein:

Member McCrory asked about re-training of HSF staff. "Do we leave it up to HSF?" Member Fargo stated that the company does not believe in "one time" training and they are sensitive to training issues. In fact, HSF has a recurring training program, as well as a refresher program. Member Fargo believes HSF has a good training program in place now with effective leadership under Rick Houck.

Member Chun wanted to discuss the OTF Task Force and the purpose of its existence. Member Formby confirmed that the OTF will sunset in December 2008. He explained that the OTF will issue its final report to legislature in time for them to have it before the 2009 legislative session (last OTF report end of December 2008).

Member Chun offered comments on Dr. Kaleo Patterson's report and agreed with his comments and was thankful Dr. Patterson wrote things many feel but cannot put into words. Member Chun felt HSF could learn a lot from the cultural recommendations in the RRA. The cultural sensitivity analysis has raised the issue of the role of the "hawaianness" in Hawaii beyond simply marketing. Member Fargo stated that HSF can take advantage of opportunities in the course of the voyage by educating passengers

regarding the path that HSF is taking in Hawaiian waters, the locations they pass during their voyage, as well facts about the marine environment.

Other OTF members wanted HSF to carry more educational materials about Hawaii, its history and cultural significance. Member Machado recalled that when she went to Chicago, she purchased a booklet that informed her about Chicago and HSF could similarly produce a booklet that would educate people about Hawaii, its history, aina and people.

Following the discussion on cultural issues, Member Peck commented upon the pressing need of the OTF to insure that no invasive species and alien species are being transferred via HSF's operation. She wanted to know if there was an iron-clad way to insure that invasive and alien species are not being transferred on HSF. Member Fargo stated that the best they are going to get is through continuous training on a regular basis, with a clear understanding of why the inspections take place and how important they are to protecting the environment.

Member Machado and Member Awo stated that they view their duty on the OTF as their "damage control". Their responsibility is to restore integrity to their constituents that was lacking in the way HSF entered the waters.

Member Chun asked if the EIS includes social impacts. Ms. Matsumoto from Belt Collins confirmed that it will be part of the report.

### **EXPANSION OF KAWAIHAE**

Member Fargo noted that the second ferry is eighty percent (80%) complete, a U.S. built ship, same size and design, seats and car capacity as the first ship. The ship should be launched in the water next month and it will go through sea trials and certifications. Expected delivery in the Gulf of Mexico is at the end of February 2009 and then HSF will receive the ship. The second ship is expected to arrive in Hawaii around April 2009 before the Alakai goes out of service for its annual maintenance in May 2009. The second ship will take the place of Alakai and go to Maui first while the Alakai is out for maintenance. Thereafter, the second ship will commence service to Kawaihae. These are HSF's goals and timelines, but they are subject to change. Upon questioning, Member Fargo explained that the second vessel will be equipped with a quarter stern ramp and it is envisioned that the vessel ramp will be used in Kawaihae. Member Fargo noted that while the ramp provides flexibility to vessel operations, it is not superior to the barge with ramp. Offloading is done rapidly using the barge with ramp because of the barge's size and stability. The vessel's quarterstern ramp will not provide the same capabilities.

Member Peck asked how long the ramp will be used at Kawaihae. Member Fargo stated that they will use it for now, but if something better comes up in the future, they will evolve.

Member Peck asked if it will take longer to off-load at Kawaihae. Member Fargo stated that they are unsure at this point.

**DISCUSSION REGARDING DLNR “RANDOM CHECKS” AND  
RECOMMENDATIONS TO IMPROVE HAWAII SUPERFERRY OPERATIONS.  
PRESENTED BY LAURA THIELEN. (HANDOUT ATTACHED HERETO)**

Subject: Memo to Superferry Oversight Task Force from Laura H. Thielen regarding Hawaii Superferry Pre-Departure Vehicle Screening and Inspection.

According to Member Thielen, DLNR wanted to provide recommendations to the OTF on the HSF screening process issue discussed at the last OTF meeting. DLNR's preference is to make sure HSF screeners are capable of doing their screening jobs while also maintaining DOCARE enforcement consistency throughout the islands. DOCARE officers need to be out in the field while also making spot/random checks of the HSF screening process. DLNR's recommendation:

- 1) An acknowledgement that HSF is responsible for the screening process;
- 2) HSF develop standardized screening; and
- 3) HSF develop standardized training.

DLNR is committed to assisting HSF implement these recommendations and they will provide technical assistance to HSF. The DLNR memorandum attached hereto provides greater detail on the DLNR standardization recommendations to HSF.

Member Chun stated that he still believes having a DOCARE officer present at the HSF terminal is important, like TSA at the airport. He noted that in January 2008, the OTF made a recommendation to the legislature to commit and expend funds specifically for DOCARE officers to be present at the Superferry to assist in inspections. A general discussion followed on DOCARE officers and the need for their presence at HSF versus other locations throughout the state requiring DOCARE enforcement officers. Member Thielen noted that there are only 140 DOCARE positions for the entire State of Hawaii and the reality is people want DOCARE's presence all over the state which is simply not possible. DOCARE cannot be at HSF every day and still meet their responsibility to protect other State of Hawaii resources. They can work with HSF to train them and help standardize their procedures, but they cannot work side by side with them every day. A random DOCARE presence is acceptable, but not a presence at every HSF departure.

Member Thielen noted that she has committed DOCARE's presence at the HSF operation through December 2008, the term of this task force. After that, however, DOCARE assets will be deployed to protect Hawaii's resources state-wide.

It was noted that there are other vehicles of transportation and this task force is not going to eliminate the spread of invasive species by focusing DOCARE assets only on HSF. The problem is much larger.

The possible presence of illegal drugs on HSF was raised.

Member Fargo stated that HSF works very closely with drug enforcement personnel and they have had drug dogs on the vessel.

Member Fargo commented that many of the DLNR recommendations in the DLNR memorandum are in process now. HSF has good training manuals and protocols. He also noted that the OTF has meaning and what we have wanted and asked for has happened in the field.

Member Fargo also commended the Department of Agriculture for their excellent invasive species training for HSF personnel, a real hands-on training with real examples of invasive species and their threat to the islands.

Member McCrory clarified that by her comments, she did not want to get rid of DOCARE, she just wanted HSF to assume their private responsibility for the screening and inspection process.

Member McCrory passed out a handout she prepared compiling data from the last six months. (**McCrory handout attached hereto**). Included are Oahu and Maui statistics, as well as a summary of issues by items found during the screening process. Statistics include passenger counts, dead bees, plants w/o permits, leaves removed, fishing nets, etc. Member McCrory would like to discuss her handout with the OTF at the next meeting.

**PRESENTATION ON "THE LITTLE FIRE ANT" WASMANNIA AUROPUNCTATA BY CHERYL YOUNG OF THE DEPARTMENT OF AGRICULTURE. (COPY OF THE POWERPOINT PRESENTATION ATTACHED HERETO)**

Ms. Young presented pictures of the ants, their biology, worldwide distribution, introduction pathways, history in Hawaii, past and current efforts to eradicate the ants and the risk of their moving inter-island.

Ms. Young noted that Neil Reimer wanted to emphasize that there are risks associated with the HSF operation, but it is no greater or less than any other inter-island carrier.

Ms. Young also passed out a brochure entitled "Stop the Little Fire Ant." (**Copy of DOA Brochure attached hereto**).

**COMMUNITY INPUT**

Irene Bowie, Executive Director of Maui Tomorrow Foundation, Inc., gave public input and began by reading comments from Masako Cordray Westcott regarding the Little Fire

Ant. (Ms. Cordray's written comments are attached hereto). Ms. Bowie also provided her comments on behalf of Maui Tomorrow. (Maui Tomorrow's comments are attached hereto). Maui Tomorrow is seeking the following information:

1. The total cost of the HSF operation to Hawaii taxpayers.
2. What plan is in place after December 2008 when the Oversight Task Force concludes? What is in place for inspections on the Big Island when service begins in 2009? Will DOCARE and DOA be involved? Maui Tomorrow proposes that a user fee be added to the HSF ticket price to provide for needed DOCARE and DOA staffing.
3. An update on HSF's incidental take permitting process and whale avoidance plan for winter of 08-09. Will the HSF's "whale season" be abbreviated as it was last year or run concurrent with the Hawaiian Island Humpback Whale Sanctuary's accepted season?
4. Information on DOCARE's continued regular inspections at Kahului Harbor through December 2008, as opposed to moving to random inspections with HSF staff taking over the process. Maui Tomorrow requests DOCARE continue its regular reporting of items being transported on the ferry.
5. Maui Tomorrow requests a fair distribution of the remaining OTF meetings between Oahu and Maui as many members of the Maui community have comments but are unable to attend off-island meetings.

**OTF FINDINGS AND RECOMMENDATIONS PER ACT 2 MANDATE  
(ACT 2, PAGES 44 AND 45)**

Member Awo made a motion to establish a study group to mitigate the impacts that may be caused by the Little Fire Ant as a result of the HSF coming to Maui. Member Machado seconded the. Member Kunimoto noted that DOA is working on the entire ant group issue and suggested that the Little Fire Ant issue be a subset for DOA's mitigation efforts for all means of transportation and not just HSF. After a discussion by the OTF, Member Awo withdrew his motion and the OTF supported DOA's continuing efforts to study, control and eradicate the Little Fire Ant.

Member Peck recommended HSF prepare a report to be disseminated to the community for HSF's operational plans on the Big Island, how they plan to access and load people/vehicles, etc., at least two months prior to commencement of Big Island operations. John Garibaldi of HSF noted that HSF will be providing DOT with a report on their Kawaihae operation and Member Formby noted that this report would be available, in whole or part, for the community to review.

**NEXT MEETING/LOCATION/DATE/TIME**

Maui, September 19, 2008, 12:00- 4:00 p.m., specific meeting location to be determined and announced in advance.

**ADJOURNMENT**

Member Machado made a motion to adjourn the meeting. Member Peck seconded and the motion passed unanimously. Meeting adjourned at 4:10 p.m.

# Hawaii Superferry Operations July 2008 Update



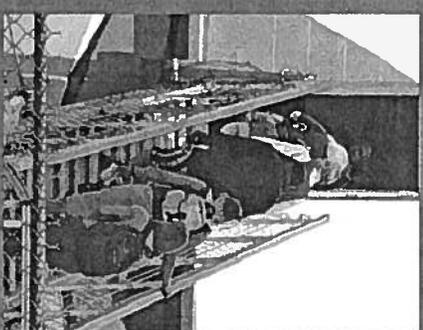
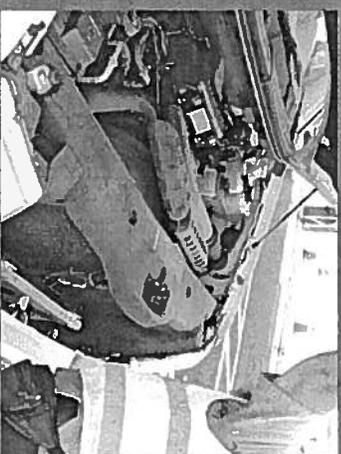
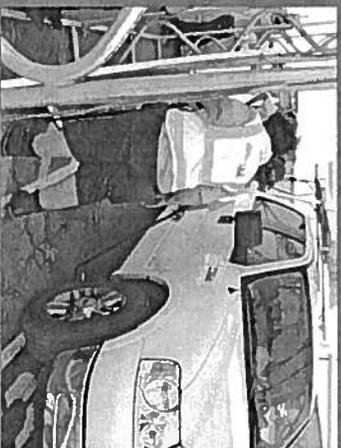
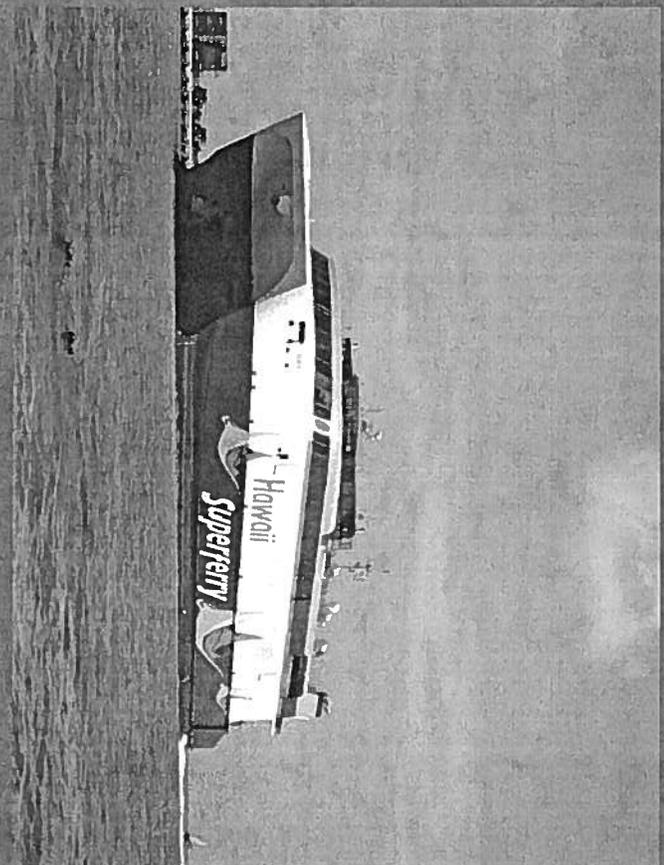
Department  
of Agriculture  
STATE OF HAWAII

Oversight Task Force Meeting  
August 20, 2008  
Honolulu, Oahu

# July 2008 Operations

- ▶ 47 roundtrips between Oahu and Maui
- ▶ Monitored vehicle and passenger departures

*Ensuring the requirements of Act 2 SLH, 2007 Second Special Session and Executive Order 07-10 are met*



# Honolulu Harbor Monitoring

- ▶ Monitored 46 out of 47 roundtrip voyages
- ▶ 18,599 passengers / 4,691 vehicles
- ▶ 147 equipment – camping, hiking, hunting, snorkeling, diving, fishing, boating
- ▶ 55 off-road vehicles – (20) 4x4s, (33) dirt bikes, (2) ATVs
- ▶ 29 dirty / muddy vehicles – Treated and Released
- ▶ 54 propagative plants – (12) Inspected/Released, (42) Refused Entry
- ▶ 90 non-propagative – cut flowers, fruits, vegetables
- ▶ 11 bees (dead) – Refused Entry
- ▶ 4 other animals – Refused Entry: (1) insect, (2) birds, (1) guinea pig
- ▶ 73 dogs
- ▶ 9 hand nets – Refused Entry
- ▶ 5 natural resources – Refused Entry: (1) rock, (2) soil, (2) dirt
- ▶ 28 aquatic life – Refused Entry: (14) crustacean, (14) fish

# Kahului Harbor Monitoring

- ▶ Monitored 44 out of 47 roundtrip voyages
- ▶ 17,061 passengers / 4,206 vehicles
- ▶ 70 equipment – camping, hiking, hunting, snorkeling, diving, fishing, boating
- ▶ 7 off-road vehicles – (4) 4X4s, (2) dirt bikes, (1) ATVs
- ▶ 28 dirty / muddy vehicles – (25) Treated and Released (3) Refused Entry
- ▶ 69 propagative plants – (10) Inspected/Released, (59) Refused Entry
- ▶ 2,831 non-propagative – cut flowers, foliage, fruits, vegetables
- ▶ 10 bees (dead) – Refused Entry
- ▶ 75 other animals – Refused Entry: (5) insects, (70) freshwater clams
- ▶ 2 cats / 62 dogs
- ▶ 1 hand net – Refused Entry
- ▶ 41 natural resources – Refused Entry: (11) rock, (30) coral
- ▶ 164 aquatic life – Refused Entry: (112) opihī, (7) crustacean, (25) fish, (20) algae
- ▶ 3 cut logs / trees



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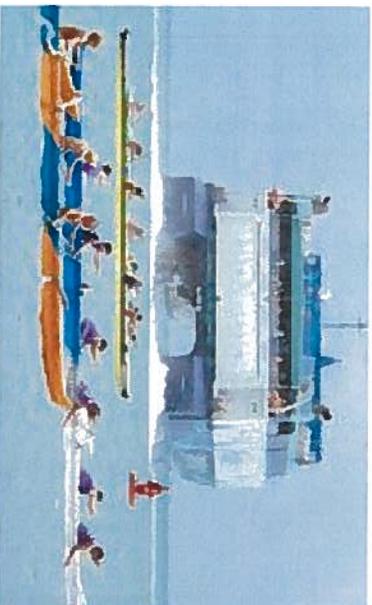
**Oversight Task Force  
July 2008 Status Update**

**August 20, 2008**



## Alakai Voyage Statistics

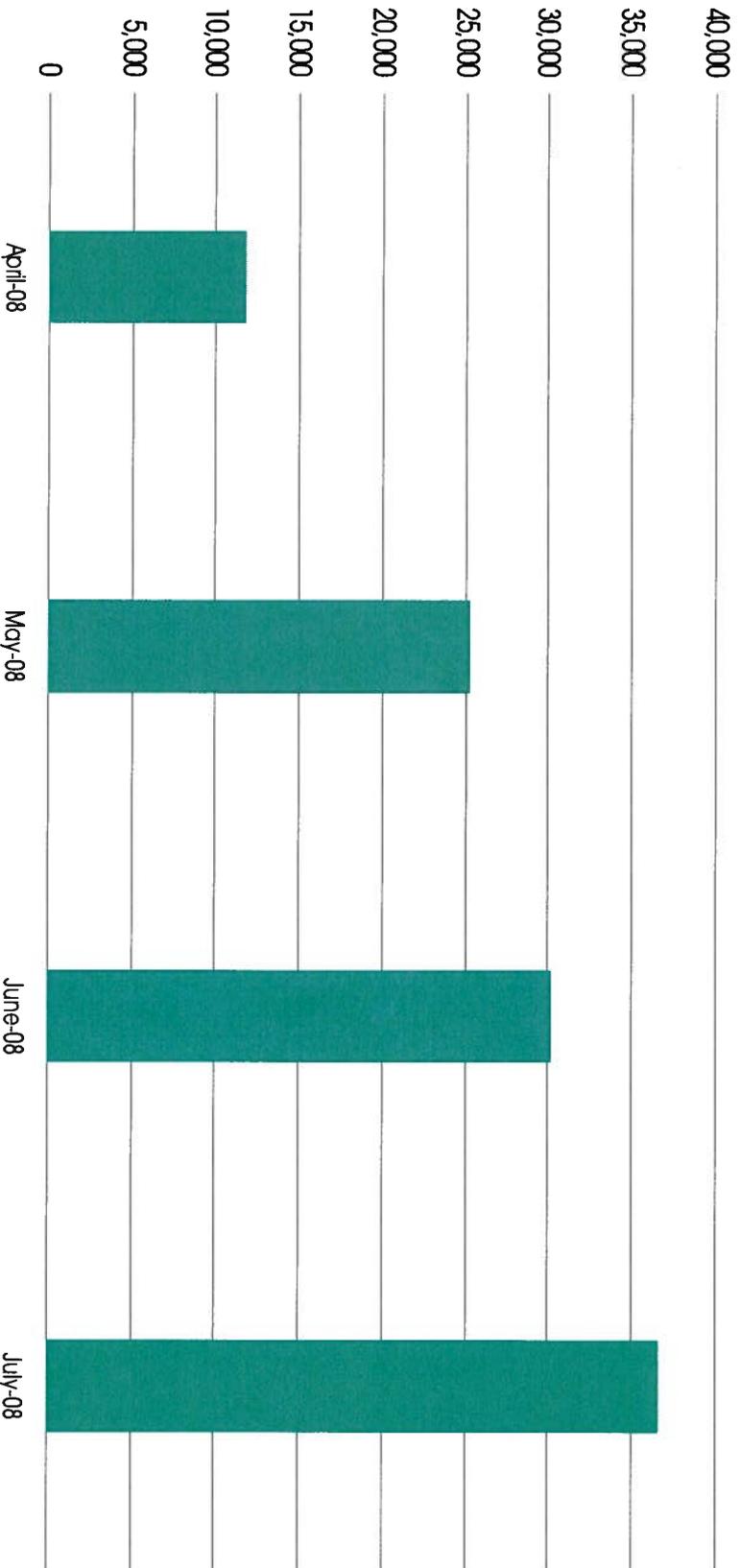
- July 2008 traffic: 36,630 PAX and 9,286 vehicles carried
- Average PAX load from O`ahu to Maui = 388 PAX / voyage
- Average PAX load from Maui to O`ahu = 376 PAX / voyage
- Average vehicle load from O`ahu to Maui = 98 / voyage
- Average vehicle load from Maui to O`ahu = 96 / voyage





# Advance Bookings

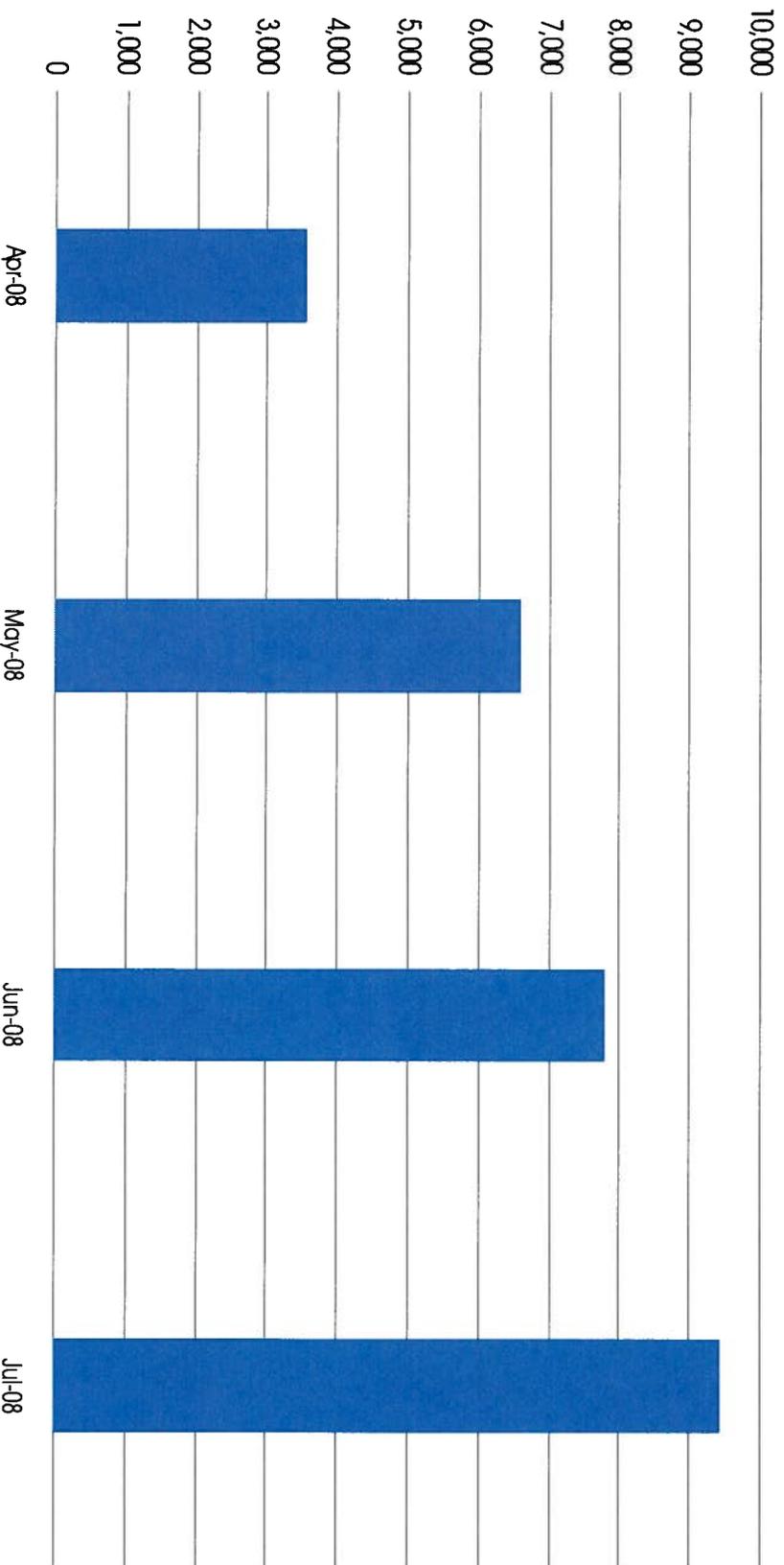
Passengers Booked per Month





# Advance Bookings

Vehicles Booked per Month





# Passengers Carried

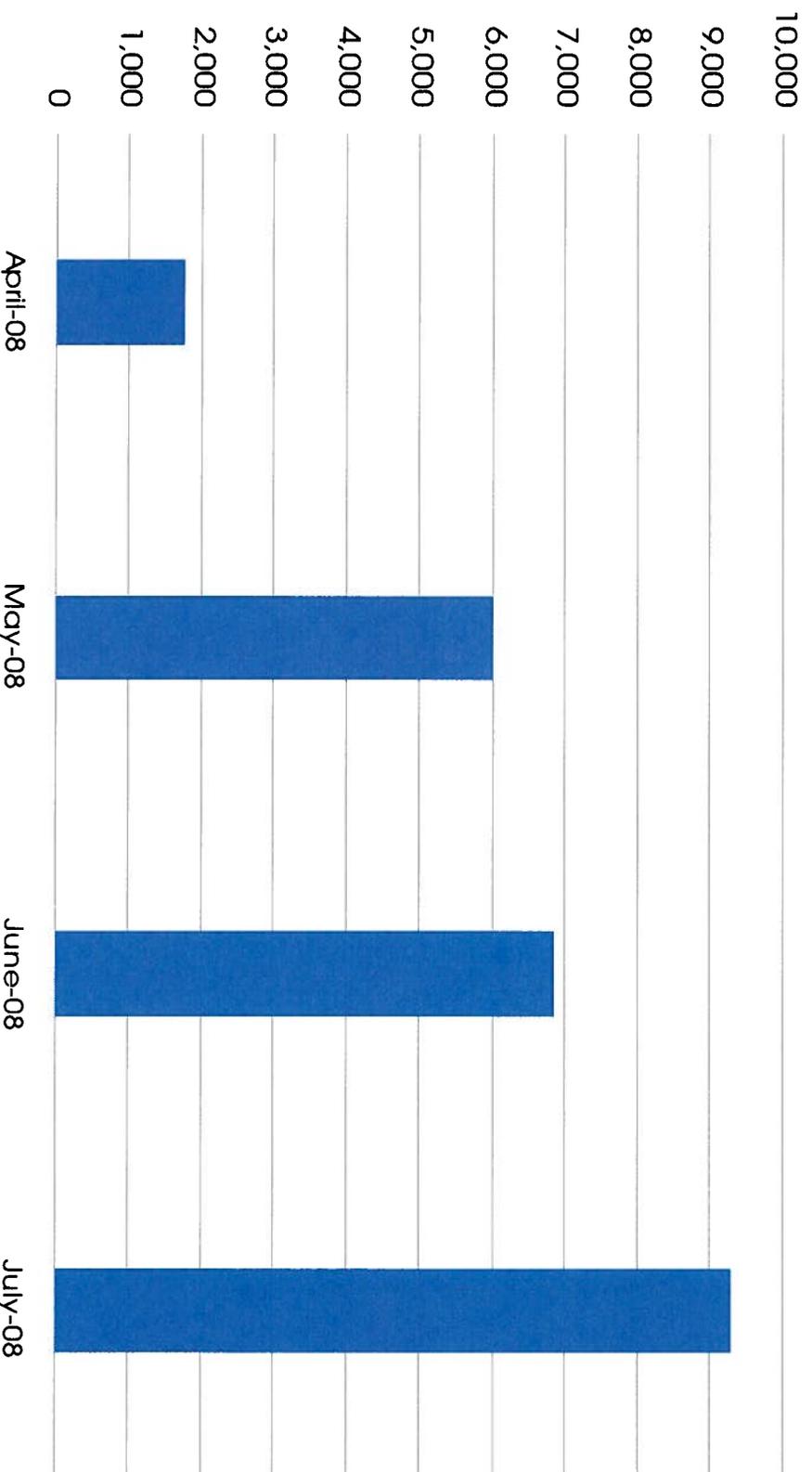
Passengers Carried per Month





# Vehicles Carried

Vehicles Carried per Month





# Hawaii Superferry Intercept Study

Prepared for:

Hawaii Superferry

July 2008

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## Background & Methodology

- Field dates: June 20 to July 29, 2008
- 347 in-person intercept interviews onboard Hawaii Superferry's ship, the Alakai.
- Professional QMark interviewers conducted the interviews with randomly selected Hawaii Superferry passengers on randomly selected voyages.
- Respondents were given a \$5 food voucher at the completion of the survey as thanks for their participation.
- The data was input and compiled using SPSS.
- The margin of error for a sample of this size ( $n=347$ ) is +/- 5.26 percentage-points with a 95% confidence level.

# Objectives

- To determine respondents' overall satisfaction with Hawaii Superferry.
- To gain insight into respondents' needs and preferences in an effort to increase their overall experience and satisfaction on Hawaii Superferry.
- To better understand respondents' decision making process when booking travel between Oahu and Maui.
- To measure the likelihood of respondents recommending Hawaii Superferry to friends and family.

# Summary Of Findings

# Overall Satisfaction

4=Very good	92%
3=Somewhat good	7%
2=Somewhat poor	0%
1=Very poor	1%
MEAN	3.9

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# Favorability Towards Hawaii Superferry

4=Very favorable	92%
3=Somewhat favorable	4%
2=Somewhat unfavorable	2%
1=Very unfavorable	2%
MEAN	3.9

---

# Likelihood to Use Superferry In the Future

4=Very likely	90%
3=Somewhat likely	7%
2=Somewhat unlikely	2%
1=Very unlikely	1%
MEAN	3.9

---

# Likelihood of Recommending

## Hawaii Superferry

Yes, would recommend	98%
Would not recommend	2%

# Primary Purpose of Trip

Vacation	39%
Visit family/ friends	16%
Returning home	13%
Business	12%
Party/Event/Wedding/ Luau	6%
Entertainment/ Just to try the Superferry/ For fun	6%

# Reasons for Using Superferry Over Airlines

Lower cost	51%
Wanted to try it	47%
Needed to travel with a vehicle	38%
Thought it would be enjoyable	35%
Views - ocean/ landscape	16%
Positive experience/ Enjoy form of travel	10%

# Best Things About Superferry (Unaided)

Can bring your own vehicle	35%
Atmosphere/ comfortable/ roomy/ can walk around	31%
Lower prices/ affordable	24%
Views - ocean/ islands	24%
Another option/ alternative to flying/ better	15%
Convenient	14%

# Traveling with Vehicle

<b>TRAVELLING WITH VEHICLE</b>	<b>(If Not Traveling with Vehicle: ) Why?</b>
<b>57%</b>	<p>36% Don't need a car on this trip</p> <p>28% Someone picking me up/ using their car</p> <p>22% Plan to rent a car</p> <p>14% Trip length too short</p>



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# QMark Research

# DLNR -DOCCARIE

Hawaii Superferry Inspections

June 10 – July 5, 2008

# BACKGROUND

- Officers present for 38 departures from Kahului to Oahu.
- 2,778 vehicles
- 13 vehicles rejected
  - 4 excessive dirt, mud, sand
  - 3 excessive leaves, seeds
  - 5 paperwork discrepancies
  - 1 reservation discrepancies

- 1,142 Coolers/Boxes/Containers inspected
- 60 Contained Marine Life or other Natural Resources.

# E.O. Prohibited Items in Coolers / Boxes / Containers

- 75 lbs Opihī
- Crustaceans
  - 10 lbs. Lobsters
  - 5 lbs. 'Opae
  - 2 lbs. A'ama crab
  - 2 lbs. King Crab poke (purchased)

# Other Natural Resources in Coolers / Containers

## Not E.O. Prohibited (Allowed)

- LIMU
  - 455 1/2 lbs. Wawae'iole
  - 18 lbs. Ogo
  - 1 lb Lipoa

## ■ FISH

- 44 lbs. Aku
- 34 lbs. Ahi
- 8 lbs. Ono
- 230 lbs. Nearshore Fish (including Uhu, Weke, Kumu, Kole, Palani, Mullet, 'Aweoweo, Eenuue, Lai, Menpachi, Moano, Manini, Taape)
- 3 lbs. He'e

■ GAME

- 25 lbs. Venison
- 2 lbs. Goat

# E.O. Prohibited Other Items

## ■ NETS

- 7 Scoop nets

## ■ PLANTS

- 40 ti leaf stalks
- 1 plumeria branch
- 2 bamboo type plants
- 1 lavender type plant
- 4 potted plants

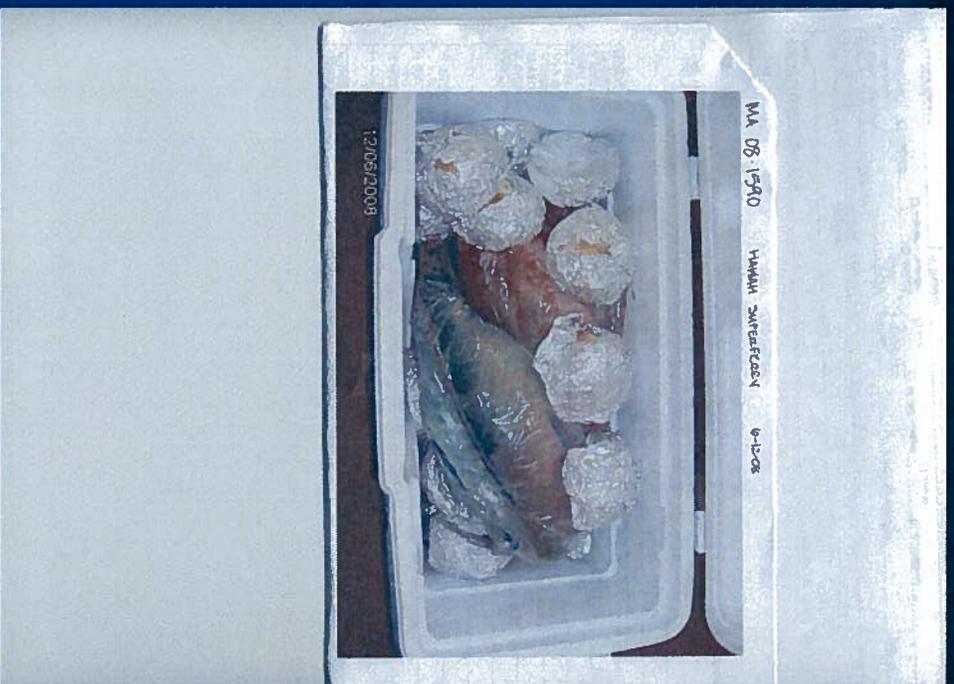
# E.O. Prohibited Other Items

- CUT LOGS / TREES / TREE LIMBS
  - 5 cut logs
  - 8 driftwood
  - 3 bamboo stalks
- ROCKS / SOIL / SAND / CORAL
  - 4 river rocks
  - 4 dead coral

# DLNR VIOLATIONS

(8 Citations Issued)

- (2) Undersize Opihī (Less than 1-1/4")
- Spiny Lobster Closed Season
- Speared Spiny Lobster
- Possession Female Spiny Lobster
- Undersize Spiny Lobster (Less than 3-1/2" CL.)
- Undersize Kumu (Less than 10")
- Possession Ogo with reproductive nodes



Approximately 50 lbs of Uhu and 10 lbs. Ulu



Approximately 15 lbs. Wawa'e'iole and 5 lbs. Ogo in package



Approximately 50 lbs. of Wawa'e'iole

SUPERFERRY INSPECTIONS

MA 08-1652



## 5 Uhu and 15 Kala (*N. lituratus*)



Approx. 15 lbs. Wawae'iole, 10 lbs. Manini, 7 lbs.  
Na'ena'e



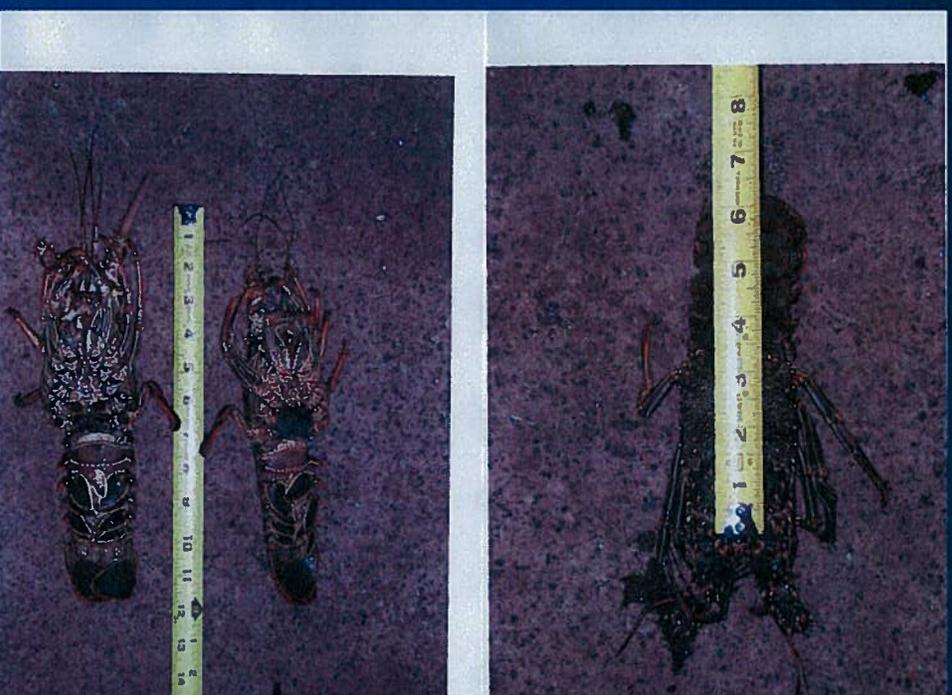
PHOTO 11

MA 00-163

STEPH REATY

6/30/2008

# Asiatic Freshwater Clams



(Top) Undersize Spiny Lobster. (Bottom) Female Spiny Lobsters. Lobsters allegedly taken from Molokai.



Three bags opihī (some undersize). Two bags Asiatic Freshwater clams.



Freshwater Snails (Not allowed)



Guinea Pig Alleged to have passed through Oahu,  
discovered on return voyage. (Not allowed to board)

# DILNR -DOCCARIE

Hawaii Superferry Inspections

*July 6 – August 9, 2008*

# BACKGROUND

- Officers present for 54 departures from Kahului to Oahu.
- 5139 vehicles
- 17 vehicles rejected
  - 12 excessive dirt, mud, sand
  - 1 excessive leaves, seeds
  - 2 paperwork discrepancies
  - 2 No Driver's License

- 2,127 Coolers/Boxes/Containers inspected
- 64 Contained Marine Life or other Natural Resources.

# E.O. Prohibited Items in Coolers / Boxes / Containers

- 39 lbs Opihi
- Crustaceans
  - 3 lbs. Lobsters
  - 5 lbs. 'Opae
  - 1 lb shrimp (purchased)

# Other Natural Resources in Coolers / Containers

## Not E.O. Prohibited (Allowed)

- LIMU
  - 222 lbs. Wawae'iole
  - 25 lbs. Ogo
  - 3 lbs. Lipoa
  - 10 lbs. Huluhuluwaena
  - 6 lbs. Unidentified red limu

## ■ FISH

- 74 lbs. Aku
- 119 lbs. Ahu
- 2 lbs. Ono
- 20 lbs. Mahimahi
- 424 lbs. Nearshore Fish (including Uhu, Nabeta, Mullet, Kala, Palani, Papio, Kole, Akule, Opelu, Moano, Manini, Kupipi, Papio, Nehu) \* Not all species listed, included are those which 5 lbs. or more were recorded.
- 22 lbs. He'e

■ GAME

■ 205 lbs. Venison

# E.O. Prohibited Other Items

- NETS
  - 1 Scoop nets
  - 2 Throw nets

# E.O. Prohibited Other Items

## ■ CUT LOGS/ TREES/TREE LIMBS

- 1 tree limb
- 6 bamboo stalks

## ■ ROCKS/SOIL/ SAND/CORAL

- 8 rocks
- 12 lbs. dead coral
- 3 pcs. Dead coral
- 1 gallon sand
- 2 lbs. black pebbles

# DLNR VIOLATIONS

(6 Citations Issued)

- (2) Undersize Opilhi (Less than 1-1/4")
- Speared Spiny Lobster
- (2) Possession Ogo with reproductive nodes
- Possession Ogo with holdfasts



Approx. 12 lbs. Uhu, 15 lbs. Kala, 6 lbs. Palani



Approx. 10 lbs. of Limu Huluhuluwaena



Thrownnet in bed of Pickup Truck



Approx. 20 lbs. of nearshore fish  
(Omilu, Uhu, Moano, Aweoweo)



Approx. 15 lbs. *Wawa'e'iolo*

LINDA LINGLE  
GOVERNOR OF HAWAII



**STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES**

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

August 20, 2008

LAURA H. THIELEN  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI  
FIRST DEPUTY

KEN C. KAWAHARA  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

**Memorandum**

To: Superferry Oversight Task Force

From: Laura H. Thielen, Chairperson  
Board of Land and Natural Resources 

Subject: DLNR Recommendations to Improve Hawaii Superferry Screening Operations

**Hawaii Superferry Pre-Departure Vehicle Screening and Inspection**

The purpose of the pre-departure screening process is for Hawaii Superferry (HSF) to conduct screenings of passengers, vehicles and containers in a standardized and systematic procedure. The pre-departure screenings are imperative to ensure compliance with the Governors Executive Order (EO), State and Federal laws protecting Hawaii's natural and cultural resources.

HSF personnel are responsible for inspecting vehicles, coolers and containers prior to departure to ensure the terms of the EO are followed. HSF should independently and thoroughly initiate the pre-boarding screening process. HSF employees should exhibit consistency in the pre-departure screening process at all terminals to ensure passengers adhere to the EO.

In order to meet this responsibility, HSF should develop standardized pre-screening procedures and ensure its personnel possess personal knowledge of the EO to the degree that they can and will respond without hesitation to unauthorized items or conditions of vehicles and immediately take the appropriate action.

In addition, DLNR recommends the training of HSF personnel include information regarding the sensitivity of Hawaii's natural and cultural resources to build their understanding of the basis for the EO restrictions, which should result in greater diligence and consistency in HSF screening procedures.

DLNR is committed to assist HSF implementation of any of these recommendations by providing technical assistance and/or review of draft materials, protocols or procedures.

### **Develop Standardized Pre-Departure Screening Procedures**

1. In order to sustain consistent screening at different terminals, HSF administrators should develop written standardized screening procedures, including:
  - a. mandatory visual and physical checks of all vehicles and their undercarriage, the cab interior, compartments, coolers and containers capable of carrying natural and cultural resources in violation of the provisions of the EO;
  - b. ability of screeners to request that passengers exit their vehicles during the inspection process and assist screeners in opening all vehicle compartments and containers; and
  - c. requiring personal contact with all passengers, checking identity and required documents.
2. HSF should establish protocol for the disposition of prohibited items listed in the provisions of the EO, including the documentation of such items in an incident report.
3. HSF should establish protocol for the discovery of illegal contraband, including notifying the appropriate State, County or Federal agency for further inspection.
4. If officials from State, County or Federal agencies are present in the inspection area when suspicious items or prohibited items listed in the provisions of the EO are located or violates any State, Federal or County laws, HSF screeners should request assistance from the appropriate officials for clarification to questions and concerns.
5. HSF personnel should establish a standardized and systematic reporting system to document all incidents of attempts to transport items prohibited by the provisions of the EO or in violation of State, County or Federal law. HSF should submit a monthly report to notify designated State, Federal and County agencies of incidences and any problems or concerns.
6. In the event an incident warrants a call to any State, County or Federal official for investigation or response, HSF personnel should preserve the scene and integrity of all evidence involved in resource violations prior to the arrival of agency officials.

### **Develop Standardized Training and Public Information for Screening Procedures**

In order to ensure consistent screening operations at all terminals are sustained over time, HSF should develop standard training with written materials for all screening staff, including:

1. List of all items prohibited for transport under the EO;
2. Description of authorized conditions of vehicles under the EO.

DLNR recommends that training materials include pictures of prohibited items and of unauthorized conditions of vehicles. The term “excessively” muddy is subjective and screeners would benefit from examples of vehicles that should not be transported without additional cleaning.

HSF training of screeners should be mandatory for all new screeners, and remedial training should be provided on a periodic basis.

In monitoring the screening process, DLNR DOCARE has noted some passengers who have had prohibited items confiscated will claim either they were unaware of the prohibition, or allege that they were permitted to bring the offending items on a prior trip. DLNR recommends HSF increase the information provided to passengers as a standard procedure in a manner designed to be simple and understandable, such as:

- Lists of prohibited items featured prominently with pictures on HSF Website;
- reminder notice automatically e-mailed to passengers, so passengers have clear, simple, consistent instructions on prohibited items and conditions of vehicles;
- easily distributed cards for screeners to pass out to passengers when items are confiscated providing the list of prohibited items with pictures (which should help screeners quell arguments).

Oversight Task Force  
 Summary of Issues from Superferry Inspections  
 For the periods shown, 8-10-08

**OAHU**

DOA & Superferry

Period

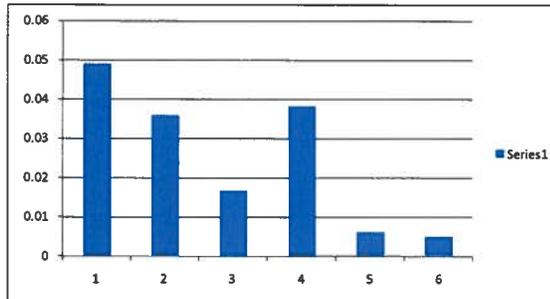
12-13/31-07
1-01/31-08
2-01/29-08
4-7/30-08
5-01/31-08
6-01/30-08
Total

Dead Bees	
Departures	Number
14	39
8	37
3	6
	33
	19
	16
25	150

Per Departures/Passengers/Vehicles

12-13/31-07
1-01/31-08
2-01/29-08
4-7/30-08
5-01/31-08
6-01/30-08

Per Veh.
0.049057
0.035853
0.016667
0.038194
0.005997
0.004762



DOA & Superferry

Period

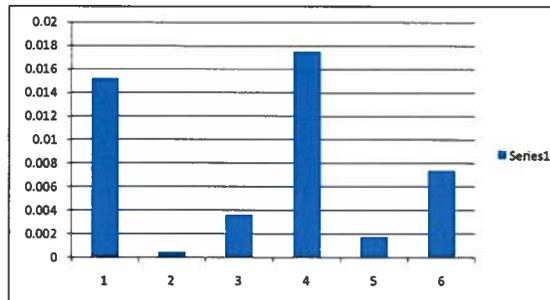
12-13/31-07
1-01/31-08
2-01/29-08
4-7/30-08
5-01/31-08
6-01/30-08
Total

Plants w/o Permits	
Departures	Number
1	50
2	2
3	5
	65
	25
	120
6	267

Per Departures/Passengers/Vehicles

12-13/31-07
1-01/31-08
2-01/29-08
4-7/30-08
5-01/31-08
6-01/30-08

Per P & V
0.0152
0.0005
0.0036
0.0175
0.0017
0.0073



DOA & Superferry

Period

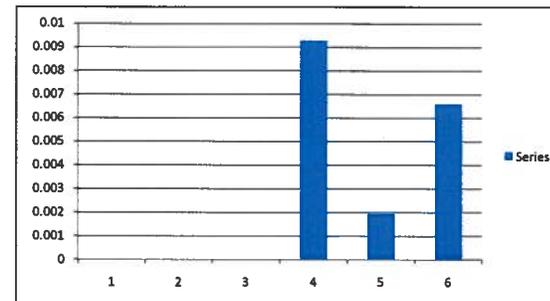
12-13/31-07
1-01/31-08
2-01/29-08
4-7/30-08
5-01/31-08
6-01/30-08
Total

Mud Vehicles	
Departures	Number
	8
	6
	22
	36

Per Departures/Passengers/Vehicles

12-13/31-07
1-01/31-08
2-01/29-08
4-7/30-08
5-01/31-08
6-01/30-08

Per Veh.
0
0
0
0.0093
0.0019
0.0065



DOA & Superferry

Period

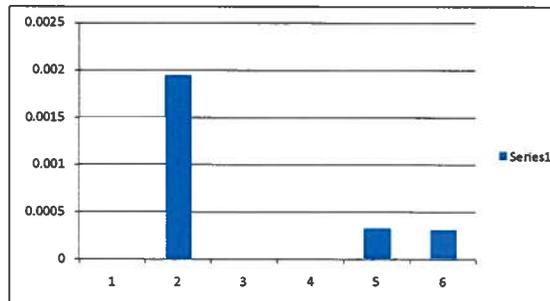
12-13/31-07
1-01/31-08
2-01/29-08
4-7/30-08
5-01/31-08
6-01/30-08
Total

Cut Logs, Trees	
Departures	Number
1	2
	1
	1
1	4

Per Departures/Passengers/Vehicles

12-13/31-07
1-01/31-08
2-01/29-08
4-7/30-08
5-01/31-08
6-01/30-08

Per Dept	Per Veh.
	0
0.0417	0.0019
	0
	0
	0.0003
	0.0003



Oversight Task Force  
 Summary of Issues from Superferry Inspections  
 For the periods shown, 8-10-08

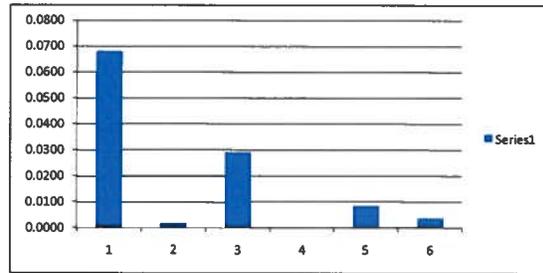
**MAUI**

**DOA & Superferry**

Period	Dead Bees	
	Departures	Number
12-13-07/1-6-08	9	67
1-01/31-08	2	2
2-01/29-08	2	9
4-7/30-08		
5-01/31-08		23
6-01/30-08		12
<b>Total</b>	<b>13</b>	<b>113</b>

**Per Departures/Passengers/Vehicles**

Period	Per Veh.
12-13/31-07	0.0679
1-01/31-08	0.0019
2-01/29-08	0.0288
4-7/30-08	0
5-01/31-08	0.0082
6-01/30-08	0.0035

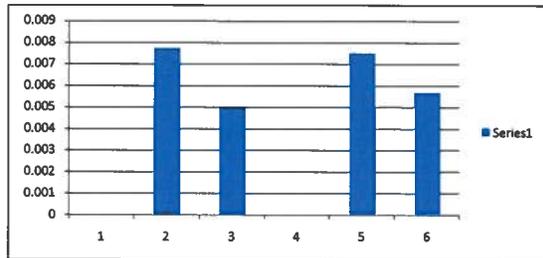


**DOA & Superferry**

Period	Plants w/o Permit	
	Departures	Number
12-13-07/1-6-08	2	
1-01/31-08	14	35
2-01/29-08	6	5
4-7/30-08		
5-01/31-08		99
6-01/30-08		94
<b>Total</b>	<b>22</b>	<b>233</b>

**Per Departures/Passengers/Vehicles**

Period	Per P & V
12-13/31-07	0
1-01/31-08	0.0077
2-01/29-08	0.0050
4-7/30-08	0
5-01/31-08	0.0075
6-01/30-08	0.0056

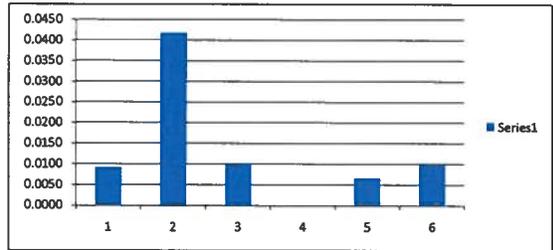


**DOA & Superferry**

Period	Mud Vehicles	
	Departures	Number
12-13-07/1-6-08	9	
1-01/31-08		43
2-01/29-08		3
4-7/30-08		
5-01/31-08		18
6-01/30-08		33
<b>Total</b>		<b>106</b>

**Per Departures/Passengers/Vehicles**

Period	Per Veh.
12-13/31-07	0.0091
1-01/31-08	0.0417
2-01/29-08	0.0096
4-7/30-08	0
5-01/31-08	0.0064
6-01/30-08	0.0095

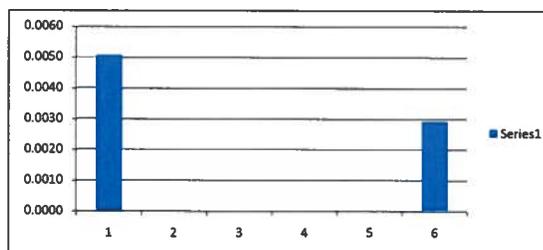


**DOA & Superferry**

Period	Logs & Branches	
	Departures	Number
12-13-07/1-6-08	2	5
1-01/31-08		
2-01/29-08		
4-7/30-08		
5-01/31-08		10
6-01/30-08		
<b>Total</b>	<b>2</b>	<b>15</b>

**Per Departures/Passengers/Vehicles**

Period	Per Dept	Per Veh.
12-13/31-07	0.0952	0.0051
1-01/31-08		0
2-01/29-08		0
4-7/30-08		0
5-01/31-08		0
6-01/30-08		0.0029





# The Little Fire Ant *Wasmannia auropunctata*



State of Hawaii  
Department of Agriculture  
Plant Pest Control Branch

# Size Comparison



# LFA biology

- Life cycle about 40 days
- Unicolonial = all colonies cooperate; low intra-specific aggression
- High inter-specific aggression; known to clear entire areas of all other ant species
- Colonies are polygynous = multiple queens
- Up to 12 colonies/ square meter
- New queens disperse by walking

# Queen and worker



- Exploit wide variety of superficial cavities, natural or man-made; don't nest below ground as many other ants do
- In nature will nest under rocks, under and within logs, branches, plant debris, coconuts and epiphytes
- In houses nests in beds, furniture, food
- Wet or dry locations, shaded or open
- Colonies tend to be highly mobile
- Will move into new objects that arrive in their territory

Source: Wetterer, J.K. and S.D. Porter. 2003. The Little Fire Ant, *Wasmannia auropunctata*: distribution, impact and control. *Sociobiology* 41: 1-41.

# Worldwide distribution

- Native to Central and South America
- Introduced to:
  - Africa (Cameroon and Gabon)
  - North America (U.S. and Canada)
  - United Kingdom
  - Caribbean islands
  - New Caledonia
  - Vanuatu
  - Tahiti
  - Galapagos Islands
  - Solomon Islands
  - Hawaii

# Introduction pathways

- Cameroon – spread encouraged, ants prey upon certain pests of cacao
- Galapagos – accidentally on plants, soil, camping provisions, equipment
- Nursery trade – nurseries, fruit tree orchards, ornamental plants all potential hosts; LFA like to nest at tree bases and in potted plants
- Sea freight – increased military and commercial activity in the last century
- Movement of habitat materials – ex: logs and lumber products; coconuts in the Solomon Islands

Source: Global Invasive Species Database, <http://www.issg.org/database/species/ecology>



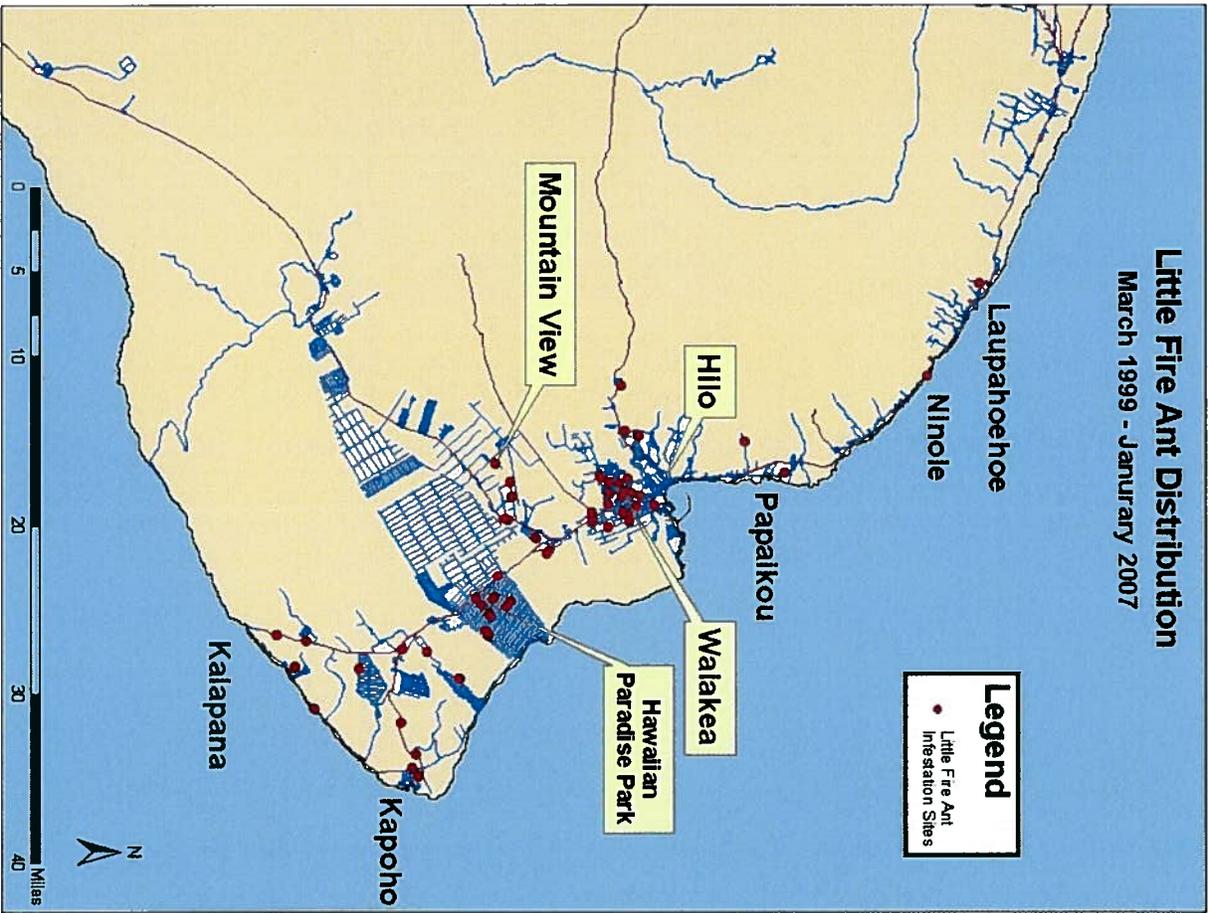


# History in Hawaii

- First recorded in Hawaii in March 1999 at Hawaiian Paradise Park, Lower Puna District
- Original spread via potted plants
- Infestation discovered in October 1999 on Kauai at Kalihiwai

# Little Fire Ant Distribution

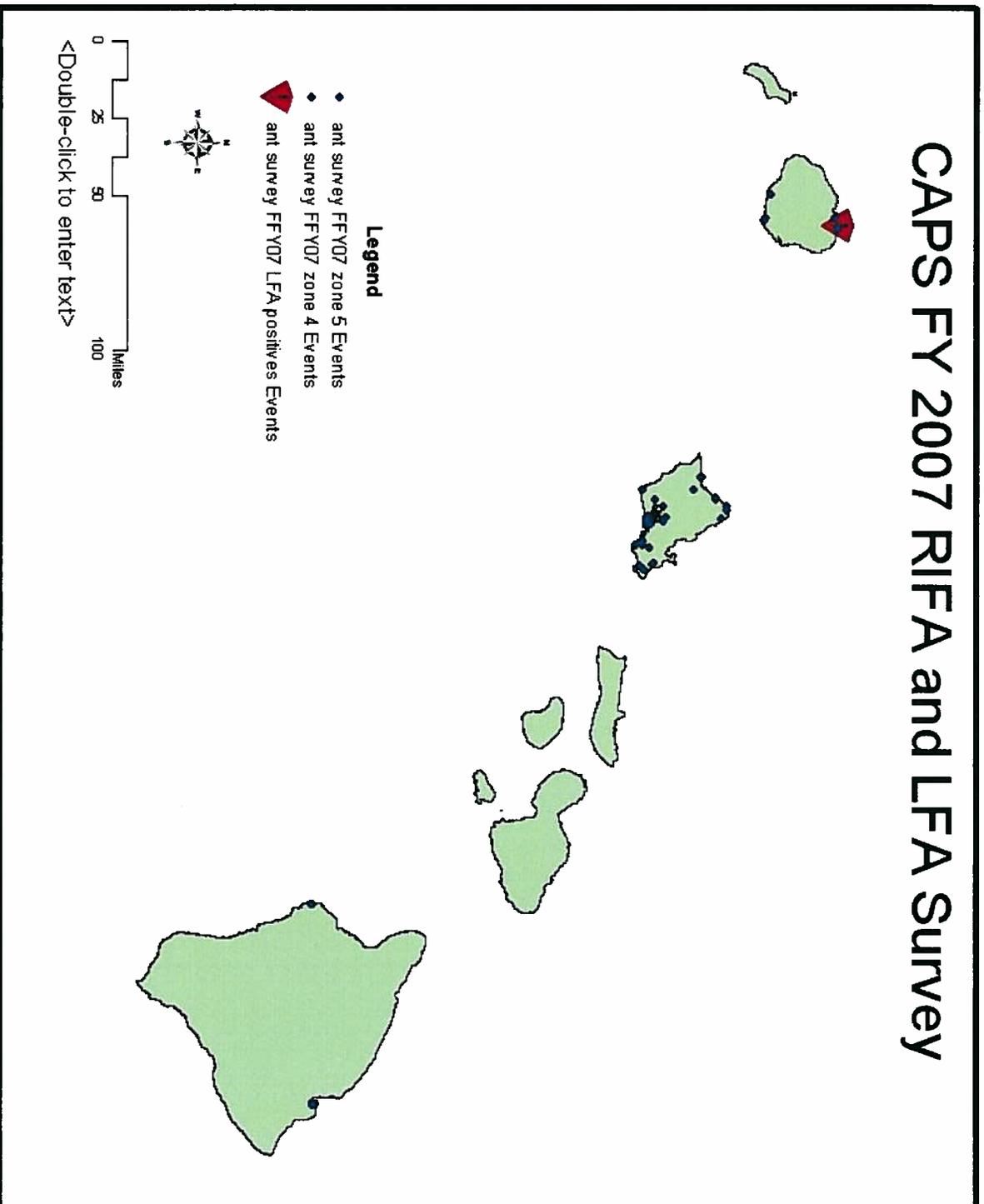
March 1999 - January 2007



# Past and current efforts

- PPC – surveys at ports, nurseries
- PQ – semi-annual surveys at all certified nurseries
- PQ – inspection of all plants moving inter-island
- Initial Kauai infestation (100 ft<sup>2</sup>) eradicated (FY 2000) by treating entire 20-acre site
- Detected again September 2003
- Colonies probably in trees
- No effective treatment for arboreal colonies
- On-going management efforts hampered by terrain, weather

# CAPS FY 2007 RIFA and LFA Survey



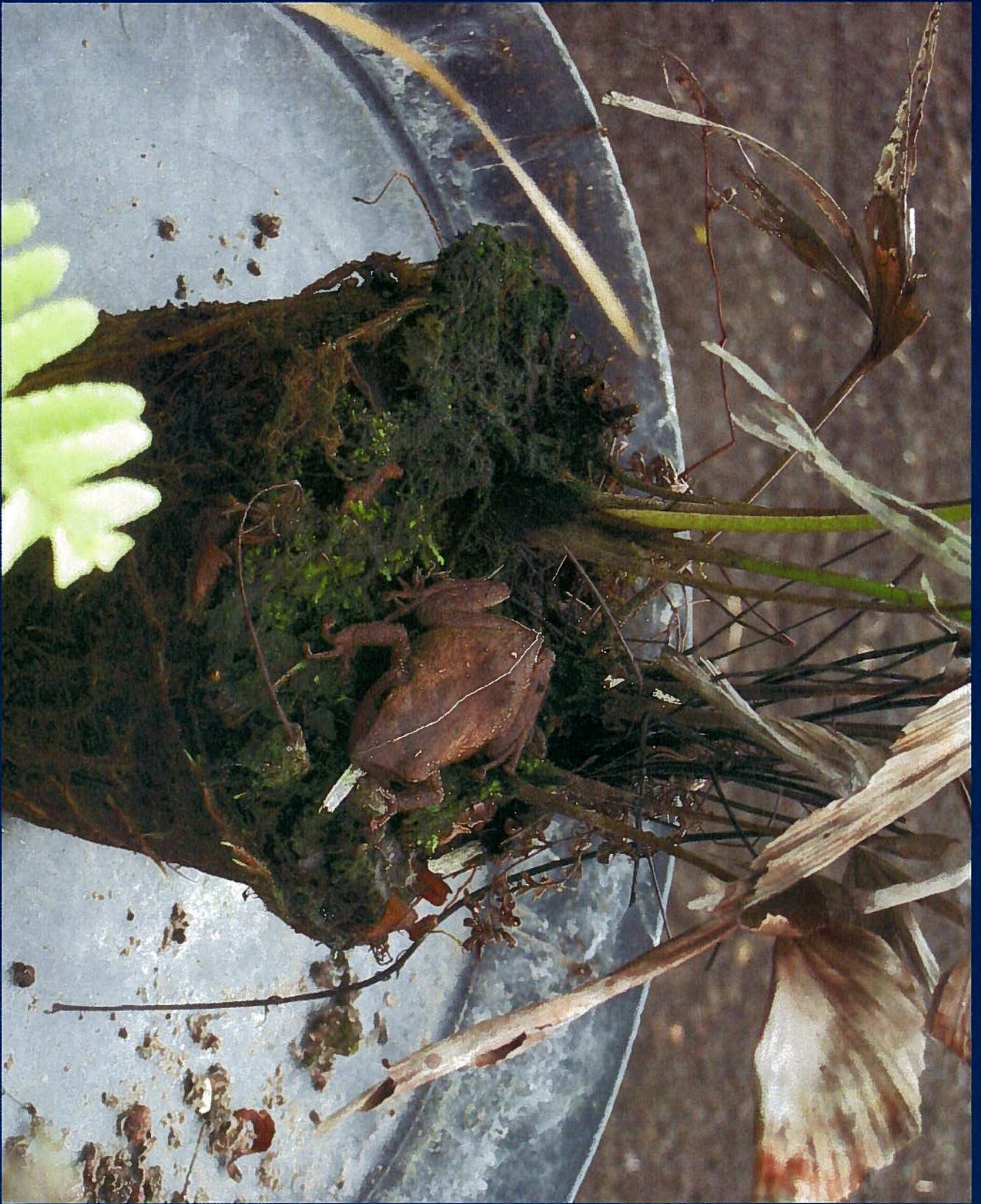
- West Hawaii survey by Walsh and Conant
  - 32 nurseries
  - 27 landscaped areas suspected of using East-side grown plants
  - 27 miscellaneous suspect areas
- Outreach/Education
  - 25 nurseries and 50 landscapers contacted were given a brochure and an explanation of the survey was given
  - Risks of receiving plants from East Hawaii explained
  - 13 Veterinarians given brochures on hazards to pets
  - Displays set up at fairs and public events

# Risk of moving interisland?

- Yes.
- Many infestations traced back to infested plant nurseries
- No intra-island quarantines in effect
- Important to note that risk of movement via Superferry is no greater or less than movement via any other inter-island carrier, ex: air cargo, airline passengers hand-carrying items inter-island, or inter-island barges/ships

# Information and pictures provided by:

- Pat Conant, HDOA
- Clyde Hirayama, HDOA
- Kyle Onuma, HDOA
- Becky Azama, HDOA
- Derek Arakaki, HDOA
- Craig Kaneshige, HDOA
- Ericjohn Garcia, HDOA
- Marianne Chun, HDOA
- Walter Nagamine, HDOA
- Ron Heu, HDOA
- Neil Reimer, HDOA
- Merritt Walsh, BIISC
- Kevin Horiuchi, HDOA
- Russell Nishii, HDOA



**For more information or  
to report infestations contact:**

Hawai'i Department of Agriculture,  
Plant Pest Control Branch,  
Biocontrol Section

Hilo: (16 E. Lanikaula St.) 974-4140  
Captain Cook: (next to police station)  
323-7594

Kahului: (635 Mua St.) 873-3946

Honolulu: (1428 S. King St.)  
973-9538

Lihue: (4398 Pua Loke St.)  
274-3067

This brochure was created through cooperation  
among the following agencies:

Hawai'i Department of Agriculture

USDA Natural Resources Conservation Service

University of Hawai'i at Mānoa,  
College of Tropical Agriculture  
and Human Resources,  
Dept. of Plant and Environmental  
Protection Sciences

Coordinating Group on Alien Pest Species

Pacific Cooperative Studies Unit

Hawaii Invasive Species Council,  
Public Outreach Working Group

This brochure was made possible, in part, by a  
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(APHIS). It may not express the views of APHIS.

Photos: W. Nagamine and C. Hirayama, HDOA,  
Ranit Kirschenbaum, CTAHR

Production: Office of Communication Services,  
College of Tropical Agriculture and Human Resources  
(CTAHR), University of Hawai'i at Mānoa.

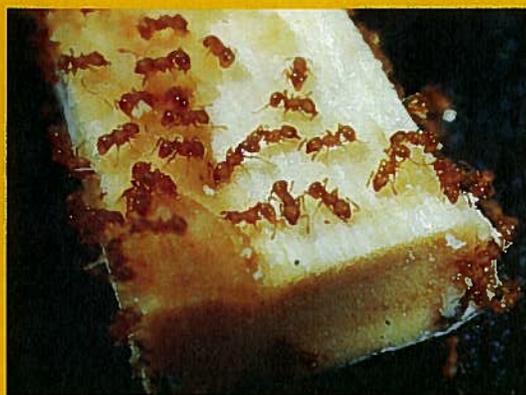
The University of Hawai'i is an  
equal opportunity/affirmative action institution.

CTAHR Insect Pest publication IP-24 (rev.), Feb. 2008  
CTAHR publications can be found at  
[www.ctahr.hawaii.edu/freepubs](http://www.ctahr.hawaii.edu/freepubs)

**Please kokua!**

# Stop the Little Fire Ant

A Tiny New Stinging Ant  
Is Spreading Across Hawai'i



Little fire ants on the big end of a chopstick



**Your help is needed**  
in looking out for this harmful pest  
and limiting its spread.

## What is the little fire ant?

**L**ittle fire ants (LFA) are stinging ants that are new to Hawai'i, and spreading. They are transported to new sites in potted plants and on other plant materials or rubbish. They can be serious nuisances when they infest houselots or agricultural fields, and they will move into houses when their numbers are large.

These tiny ants tend to get under your clothes and can get in your eyes. Initially their sting hurts and burns strongly. It usually causes intense itching that can last for two weeks or more.

LFA stings are also known to harm animals, including pets and livestock; multiple stings in the eyes can cause blindness in pets or even the death of newly born small animals. While no serious injuries to people from LFA stings have been reported, those who might have an anaphylactic allergic reaction (particularly if they are very young or old, or in poor health) could suffer serious harm.

The ants climb up into plants of all sizes, including trees. They drop off easily when the plants are disturbed, and they can rain down on you in large numbers when you are pruning branches, harvesting fruit, or picking flowers. Some orchard workers in East Hawai'i have quit their jobs because of this.



LFA easily fall from trees and get under clothes



Pet with clouded corneas

In the Galapagos Islands, when LFA populations are large, workers are prevented from harvesting coffee.

A heavy infestation can make a property difficult to use commercially or enjoy recreationally. Casual dress is best avoided where LFA have taken hold—gloves, boots, and full-body covering are needed in severely infested areas, where any contact with foliage, including sitting on lawns, can invite a sting. An LFA infestation is a “disclosure issue” in property sales.



Carefully inspect plants before transporting them

The little fire ant is native to Central and South America, but it has spread around the Pacific. It was first noticed in Hawai'i in 1999 at Hawaiian Paradise Park in Puna. Although

the Hawai'i Department of Agriculture worked to contain the initial infestations, the ant had already been spread, inadvertently, from infested plant nurseries.

Currently there are more than 50 known LFA infestations in East Hawai'i, one on Kaua'i, and probably many more on Hawai'i that have yet to be discovered and reported. An eradication effort at Kālihiwai on Kaua'i is ongoing, but steep terrain hampers the effort. On Hawai'i, limited agency resources and personnel and continuing spread of the ants on infested plant material make it virtually impossible to have a wide-scale government program sufficient to eradicate this pest. People who own or live on the lands that LFA have infested must be willing to put serious, sustained effort into controlling them.

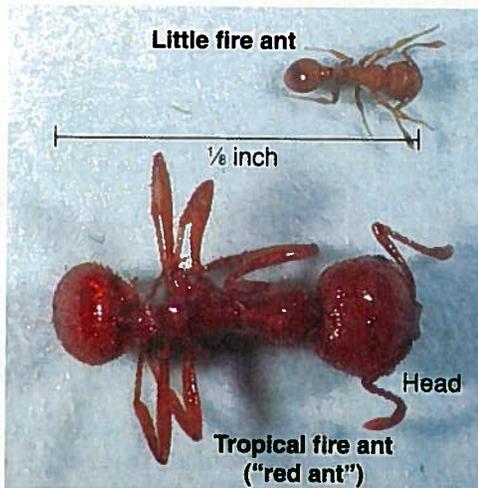
## Identifying the little fire ant

Another stinging red ant, the tropical fire ant (*Solenopsis geminata*), locally called "red ant," is common in Hawai'i. Tropical fire ants are irritating but much less harmful than LFA.

### Little fire ants are

- Tiny red-orange ants  $\frac{1}{16}$  inch long (about as long as a penny is thick); tropical fire ants are more than twice the size,  $\frac{1}{8}$ – $\frac{1}{4}$  inch long
- Slow-moving
- The workers are all the same small size, unlike tropical fire ants, which have a few larger workers with bigger heads

**You can help** by looking out for little fire ants, reporting their presence, and helping to control new infestations.



Examining the roots of potted plants for LFA is helpful, but the best way to detect LFA is to place a peanut butter-coated bait on the surface of the pot for an hour to see if it attracts ants. Whenever you have purchased a new plant, this would be a reasonable precaution. If you have LFA, *do not transport* any plants or plant materials to other locations.

## Detecting the little fire ant

**Step 1:** Smear a *thin* coat of peanut butter on one end of some wooden chopsticks or popsicle sticks (a thick coat isn't better).

**Step 2:** Place the sticks around your property, preferably in the shade, in plants, and at bases of trees. Check the sticks after about an hour.

**Step 3:** Pick up chopsticks with ants—carefully or they will fall off—and put them in a sealable plastic bag. Examine the ants on the peanut butter.

- Are they red-orange?
- Are they no longer than  $\frac{1}{16}$  inch (the thickness of a penny)?
- Are they slow-moving and do they fall off the chopstick easily when you tap the side of the stick?

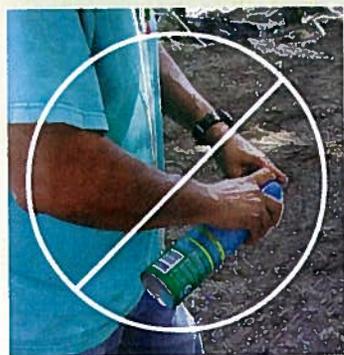


**Step 4:** If you can answer YES to these questions, then you may have the little fire ant. Seal the plastic bag, write your name and phone number on the bag, and place it in the freezer overnight to kill the ants. Please *do not* transport live ants.

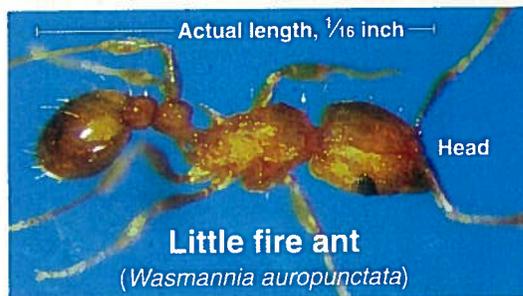
To have the identification of the ants confirmed, drop off the bag at one of the Hawai'i Department of Agriculture (HDOA) offices listed on the back of this brochure.

## Controlling the little fire ant

It is very important that you seek expert advice if you believe you have an LFA infestation. HDOA field staff should be called to confirm it, record it, and advise you on how to deal with it (see back panel for contact information).



**Caution:** Do not treat the ants with a pesticide until the population has been reported and mapped, or the extent of the infestation will not be known.



Little fire ants are relatively easy to suppress in small areas, but they can be very difficult to eradicate completely. Mapping the infestation on your property (or in your neighborhood) should be done before any pesticide is applied, or the extent of the infestation will not be known, and it will be harder to contain or eradicate it. Inform your neighbors once you have confirmed that LFA is present, and work cooperatively with them to combat the infestation.

Products such as Siege® Pro and Amdro® Pro (both hydramethylnon), Extinguish® Plus (hydramethylnon and methoprene), Esteem® Ant Bait (pyriproxyfen), and Conserve™ Professional Fire Ant Bait (spinosad) have been successfully used to control LFA infestations. These are granular baits that can be purchased at some hardware and garden stores or agrichemical supply companies. Foraging worker ants are attracted to the bait and carry it back to the nest, feeding it to other ants and the queen. Colonies can be killed in less than two weeks, but eradicating entire infestations requires consistent applications of bait in dry weather.

The location where a bait is used, whether in or near a food crop or at another site, must be allowed in the directions for use on the product label or on supplemental or "special local need" (SLN) labels that may be available. Read the label's directions carefully before you purchase or use the product. For help in assessing the suitability of a pesticide for your situation, contact an HDOA office.

Masako Cordray Westcott  
P.O. Box 869  
Ha'iku, Maui, Hawai'i  
96708

Comments to the Hawaii Superferry Task Force

August 20, 2008

Regarding the movement of the Little Fire Ant on Hawaii Superferry.

After speaking to Neil Reimer of the Hawaii Dept of Agriculture and reviewing A PLAN FOR PREVENTION OF ESTABLISHMENT OF NEW ANT SPECIES IN HAWAII, WITH SPECIAL ATTENTION TO THE RED IMPORTED FIRE ANT (*Solenopsis invicta*) AND LITTLE FIRE ANT (*Wasmannia auropunctata*) that he provided, I would like to offer the following comments.

The Hawaii Ant Plan (HAP) is a product of the Hawaii Ant Group (HAG) whose members include government, university, and NGO people with expertise in invasive ant species in Hawaii. The HAP acknowledges the serious nature of the Little Fire Ant (LFA) calling it "one of the world's 100 worst invasives and a major cause of native species extinctions, especially in Hawaii, where the native biota evolved in the absence of ant species.

Pertinent to our concerns about the Hawaii Superferry (HSF) is the finding from New Zealand (Harris et al 2005) that air passengers from infested islands are a high-risk pathway for LFA introduction. Furthermore, the HAG recognizes that this is an unaddressed and likely high-risk pathway in Hawaii. Clearly, the addition of personal cars, personal goods, equipment, tools and lumber to the already high-risk passenger pathway increases the danger.

Some of the minimal prevention measures recommended by the HAG include:

- The identification of high-risk pathways.
- The development of an inspection program and regulation of goods being shipped off infested islands.
- The establishment of rigorous interisland quarantine for LFA.
- The inspection and treatment of non-plant high-risk commodities.
- Ensuring that qualified inspection teams with expertise in ant detection through specialized training and armed with the latest technology are at all ports.

The LFA is acknowledged as a catastrophic introduction. Passengers are recognized as a high-risk pathway. Both plant and non-plant cargo is considered high-risk.

The HSF Task Force is mandated to examine the impacts of HSF including the movement of invasive species between the islands. I once again call on this body to establish a study group of LFA experts to establish protocols for the HSF to prevent the spread of this environmental, economic and human health threat.

Irene Bowie  
Executive Director/Maui Tomorrow Foundation, Inc.  
PO Box 299, Makawao, Hawaii 96768  
Ph: 808.268.0303

Oversight Task Force meeting, Honolulu, August 20, 2008

Thank you for taking the time to hear my comments today. It has been very interesting to sit through this OTF session and the one thought that comes to mind as I listen to the information shared today is the travesty that ACT 2 is. Hawaii's environmental law states that an environmental assessment be performed prior to operations and as we can see, if this law had been followed many of the issues you're discussing today would have been dealt with in advance.

Issues such as an undercarriage pressure-wash system, which now seems difficult, would have been required and some type of system would have been created.

Listening to Admiral Fargo state that night vision goggles, radar, and "bow-mounted cameras" are currently in the research and development stage is not acceptable. I stood before this Task Force in February of this year and told you that the technology was not adequate at this time yet HSF continued to state through last year's whale season that those technologies would ensure safety for humpbacks during evening transits. Now, with two months before the first whales begin arriving in Hawaiian waters, Admiral Fargo says it will take more time... again, this is not acceptable in regards to an endangered and federally protected species. The only mitigation for this issue is reduced speeds, down to 10k, when traveling after dark.

And lastly, to hear DOCARE's report on inspections and findings, I am discouraged by the number of natural resources being taken from Maui on a regular basis. To have over 400 lbs. of reef fish taken from Maui waters in a one month period is astounding; Maui fishermen are currently working to educate our community on the need to fish for invasive species rather than native species so that our reefs have a chance to become healthy again. Fish such as uhu are important not only for the health of the reef but also in the creation of sand for our disappearing beaches. The people of Maui treasure our cultural and natural resources and greater effort must be made to stop this plunder. Forty nine pounds of opihi in one month and another 75 lbs. the following month; over 250 lbs. of limu in a month; how long will these natural resources remain for our community and what studies have been done to examine this situation?

Mr. Garibaldi made much of the customer survey taken this summer; I'm sure the people who are passengers are happy with HSF, that's why they're onboard. However, this does nothing to repair the divisiveness in our community over the arrival of HSF. Mr. Garibaldi and other HSF staff stated many times that outreach efforts would be made to the Maui community yet nothing has come of it and no efforts have been made.

Today I ask the OTF to please consider the following 5 items:

- 1) We request a report on the total cost to Hawaii taxpayers for:
  - a) Inspections/costs for Dept. of Ag and DOCARE staffing
  - b) DOT lawsuits and appeals
  - c) Oversight Task Force costs, i.e., inter-island transportation, etc.

- d) Preparation for Environmental Impact Statement
- e) Barges/tugs to assist HSF
- f) Any other costs incurred

We ask that this information be put into a document that is released to the public

- 2) We would like to know what plan is in place after December 2008 when the Oversight Task Force concludes. What is in place for inspections on the Big Island when service begins in 2009? Will DOCARE and Dept. of Ag be involved? We suggest a user fee be added to HSF ticket price to provide for needed DOCARE and Dept. of Ag staffing.
- 3) An update on Hawaii Superferry's incidental take permit process and whale avoidance plan for Winter/08-09. Will the HSF's "whale season" be abbreviated as it was last year or run concurrent with the Hawaiian Islands Humpback Whale Sanctuary's accepted season?
- 4) We strongly request that DOCARE continue regular inspections at Kahului Harbor until December of 2008 rather than moving to random inspections with HSF staff taking over the process.

DOCARE's regular reports are the only comprehensive assessment of items being transported by this new form of inter-island transportation. We need continued information to make educated decisions on procedures needed, not only for Maui, but also for the Big Island as the 2<sup>nd</sup> vessel comes on-line in 2009.

- 5) We ask for a more fair distribution of the remaining OTF meetings between Oahu and Maui as many members of the Maui community have comments but are unable to attend off-island meetings.

Thank you for your time today in allowing me to speak.