

Kalaeloa Barbers Point Harbor - 2040 Master Plan

User Survey Summary

Introduction:

The following report is a summary of the information and responses recorded through the Kalaeloa Barbers Point Harbor user survey. Through this survey, Group 70 recorded the current and future needs of Kalaeloa Harbor users in preparation for the 2040 Master Plan. 35%, or 28 of the 80 companies receiving the survey, participated. The percentages in the information tables below represent the percentage of harbor users participating in the survey that responded “yes, this harbor feature is adequate.” The categories are color-coded for convenience: red (<60%), yellow (60%-80%), and green (80%-100%).

Participating Companies:

Aloha Consulting	Hawaii Gas (LNG/Propane)	Maritime Licensing Ctr.
Aloha Petroleum	Hawaii Pilots Assoc.	McCabe, et al. Co.
Amerigas	Hawaii Stevedores, Inc.	P&M Marine Svcs and P&R Water Taxi
Ameron Hawaii	HECO	Pasha Hawaii
BAE Systems	Hidden Villa Ranch	PENCO
Chevron	HTB/YB (Young Brothers)	Star of Honolulu
Clean Islands Council	ILWU	Tesoro Hawaii, LCC
Daehan Shipping Agency	Inchcape	Zilkha Biomass Fuels
GLP Asphalt LLC	Kirby Offshore Marine	
Grace Pacific Corp.	Marine Cargo Surveys	

Summary:

On average, the Kalaeloa harbor facilities and services are rated at 3.48 on a scale of 1 to 5. This rating is slightly above average or adequate, as the majority of users ranked the harbor with a 3 or a 4. Harbor users expressed that the harbor/water areas and marine terminal are the main issues that should be addressed.

Harbor/Water Areas:

The Kalaeloa harbor and water areas are 62.47% satisfactory. The main issues that need to be addressed are the harbor size, draft, night time operations, and ship accommodation. Harbor navigation and configuration are rated at 66.7% and 72.0% respectively. Some users suggested the need for more pier docking space and deeper drafts to allow for fully loaded vessels. Users also indicated that ship accommodation should be improved to support large Navy and commercial vessels. Improvements should be made to the shore side of the harbor in order to better accommodate several vessels at once. Additionally, the channel should be widened and a current meter should be installed.

Harbor/Water Areas			
Size of Harbor	68.0%	Configuration of Harbor	72.0%
Draft in Harbor	54.2%	Ship Accommodation	64.0%
Navigation in Harbor	66.7%	Night Time Operations	50.0%

Vessels/Cargo:

The majority of harbor users utilize tank ships, tank barges, tugs, and dry bulk ships. The companies’ respective vessel schedules, port call frequencies, port call durations, and cargo volume throughputs vary.

No. Companies Utilizing Vessels			
Freight Barges	8	Dry Bulk	9
Neobulk Ships	2	Passenger Vessels	3
Tank Barges	10	Tank Ships	11
Tugs	8	Other	4

Ship Repair/Dry Docking:

92.86% of all companies surveyed agree that ship construction facilities are not needed at Kalaeloa. Only one of the surveyed companies has plans for ship construction at this point.

Docks:

Pier 6 is utilized most frequently by harbor users, closely followed by Pier 5, Pier 5A, and Pier 7. Harbor users expressed concern that cargo operations can only happen at Piers 5 and 6, and that Pier 7 does not have a cargo pipeline. Additionally, the vessel at Pier 5A often infringes on the berth at Pier 5. Pier 7 lacks sufficient bollards and winches to pull lines. Users also requested the construction of a permanent structure at Pier 7.

Docks			
Height	100%	Pollution Control	93.7%
Construction	90.0%	Certification	94.1%
Regulatory Requirements	94.7%	Fire Protection	100%
Fendering	90.0%	Safety Features	84.2%
Mooring Arrangements	80.0%	Lighting	85.0%

The dock facilities were deemed to be 91.2% adequate by harbor users. Mainly, improvements to the safety features of the docks are necessary. More life-rings need to be added, as the only ones apparent are on the off-loader machines. The height and fire protection of the docks received a 100% satisfaction rating. The harbor fendering should be improved to allow for larger ships and side-by-side berthing. In regards to construction, a larger pier pad is needed to accommodate heavier lift items. Users suggested the addition of restroom facilities at Piers 6 and 7 as well as more covered pavement at Pier 7. The limited access and storm and wave surges at Pier 1 should be addressed as well. Users also suggested improving the run-off containment system and implementing a wash-off station for workers exposed to hazardous spills. Lighting should be improved in the dry-dock areas. Fire protection, First-Aid life saving stations, and emergency communication should be incorporated into the dock improvements as well.

Marine Terminal:

The marine terminal is 69.61% satisfactory. Users’ main concerns include availability, berth scheduling, passenger/ferry operations, and fuel piping. The companies unanimously agreed that the harbor’s tank cleaning was satisfactory. Users expressed concern that Pier 6 is frequently congested and not enough berths are available throughout the harbor as a whole. More pier space and pipelines at all berths are needed to improve efficiency. It will be important not to disrupt the utilization of the supply chain during berth scheduling improvements. Space needs to be added for handling and storing large cargo; more covered storage area is needed as well. Additionally, more fueling positions are required and the equipment holding area should be improved to have better pier access. Users also suggested constructing a permanent receiving hopper and conveyance system at Pier 7.

Marine Terminal			
Area	71.4%	Storage	75%
Berth Scheduling	50%	Operational Office Space	72.7%
Availability	40.0%	Fuel Piping/Fuels	66.7%
Suitability	91.7%	Tank Cleaning	100%
Cargo Handling Features	71.4%	Passenger/Ferry Operations	57.1%

Support Services/Utilities:

The Kalaeloa support services and utilities were rated with 75.3% satisfaction. The main issues that need to be addressed are water utilities, office space, navigation capabilities, and internet and telephone service. The facility’s bunkering, vessel repairs, and tank cleaning services were 100% satisfactory. With respect to hazardous waste handling, emergency and response systems should be built in. Users requested sewage pump out systems to be installed at every pier. The office space should be in a position that allows users to monitor harbor activity. Additionally, water and electrical services should be expanded at Pier 7.

Support Services/Utilities			
Water	60.0%	Electrical	63.6%
Ramps	75.0%	Navigation Capabilities	55.6%
Fencing	85.7%	Security Guards	80.0%
Office Space	62.5%	PIC Accommodations	70.0%
Haz. Waste Handling	90.0%	Garbage Handling	75.0%
Pilotage	92.3%	Tugs	85.7%
Telephone Service	57.1%	Wireless Service	57.1%
Internet Service	42.9%	Sewage Pump Out	77.8%
Bunkering	100%	Vessel Repairs	100%
Tank Cleaning	100%		

Regulatory Compliance:

The majority of companies utilizing Kalaeloa Harbor reported having to meet the regulatory compliance requirements of the U.S. Coast Guard (USCG), Environmental Protection Agency (EPA), Occupational Safety and Health Administration (OSHA), Hawaii Department of Health Environmental Permits, and National Pollutant Discharge Elimination System (NPDES). A select few also had to meet the regulatory compliance requirements of the Public Utilities Commission (PUC), Americans with Disabilities Act of 1990 (ADA), Oil Companies International Marine Forum (OCIMF), Ship Inspection Report Programme (SIRE), International Maritime Organization (IMO), Ship/Terminal Vetting, and Passenger Vessel Association (PVA).

No. Companies Meeting Req.			
USCG	21	EPA	18
NPDES	15	PUC	5
ADA	10	OCIMF	4
SIRE	4	OSHA	18
Dept. Health	15	IMO	8
Ship Vetting	5	PVA	2

Additional Comments:

Kalaeloa Harbor users’ main areas of concern include nighttime operations, pier availability and access, harbor congestion, security, and the implementation of a fuel pier. Users also expressed concern over water, air, and electrical utilities, office facilities, scheduling, dock space, and berthing conflicts. Users suggested the addition of cameras, so that those at Aloha Tower can see the piers. It was also suggested to provide vessel crews with affordable transportation or escorts off the terminal. Another option would be to create a vessel crew recreational facility for the use of phones, internet, etc. Access to and egress from the pier should be allowed via highway. Users requested that all unused vessels be removed from DOT harbors. Additionally, an offshore current meter should be installed and a permanent structure should be constructed at Pier 7. The suggestions and comments listed above should be taken into consideration in the planning and implementation of a new master plan at Kalaeloa Harbor.