



STATE DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION

79 South Nimitz Highway • Honolulu, HI 96813



**KALAELOA BARBERS POINT HARBOR  
FUEL PIER AND HARBOR IMPROVEMENTS EIS  
AND 2040 MASTER PLAN**

**Notes from Public Meeting #2**  
**October 13, 2014**

The meeting was opened by Mr. Ford Fuchigami, Interim Director of Department of Transportation (DOT). Mr. Randy Grune, Deputy Director of DOT Harbors Division (DOT-H), briefly described the importance of Kalaeloa Barbers Point Harbor (KBPH) and the collaborative process undertaken for the *KBPH 2040 Master Plan* and *KBPH Fuel Pier and Harbor Improvements Environmental Impact Statement* (EIS) efforts. Mr. Carter Luke, Engineering Program Manager of DOT-H, introduced the project team and elaborated on the efforts to gather information from harbor users and the public throughout the process to date. He also noted DOT-H is enterprising and independent of the Hawaii State Government's general fund, wholly dependent on revenues generated by relevant user fees. Mr. Jeff Overton, Principal of Group 70, presented the power point presentation on the EIS and the *2040 Master Plan*. The presentation is posted on the following website: <http://kalaeloaharbor2040.com>. Meeting participants were given the opportunity during and after the presentation to provide input and ask questions.

Below is a summary of the various topics and the discussions. DOT-H and Group 70 responses where included are *italicized*.

**Fuel Pier and Harbor Improvements EIS**

***Dredging at the Fuel Pier***

- There is a need for dredging at Piers 3 and 4 to allow for larger tankers to come in.

*A hydrographic study was completed and volume calculations estimate approximately 580 cubic yards of sediment will need to be dredged in the area outside of the Federal Project Line. This will be maintenance dredging, but any increase beyond the minus 38 feet will be new, 'virgin' dredging. The Piers 3 and 4 structures (e.g., pilings or sheet piles) will be designed and built to accommodate a minus 45 feet design depth to accommodate the future deepening project. The U.S. Army Corps of Engineers (USACE) will be dredging the remainder of the harbor basin and the entrance channel once the Feasibility Study is complete and federal funds are available to complete the design and construction phases.*

### **Liquefied Natural Gas (LNG)**

- Does this EIS preclude a bulk LNG storage facility from being built?

*No, the EISPN determination at this time does not preclude an applicant from seeking to develop bulk LNG at KBPH. LNG may be considered at such time that there is enough information to evaluate the feasibility, proposed land requirements, operational needs, and specific impacts on other users within KBPH.*

- Are LNG International Standards Organization (ISO) containers being reviewed in the EIS?

*ISO containers would be considered as containerized cargo at Piers 5 and 6, and are not part of the EIS proposed action. Environmental review for ISO containers activity would need to be undertaken by an applicant seeking to lease land at KBPH for storage.*

### **Public Access**

- Will the boat ramp be cut off from public access?

*No, the restricted access will just be for entry to the Fuel Terminal (i.e., the Piers 1, 3 and 4 area). The current access to the ramp is through the Phoenician lease area and is assumed to remain unaffected at this time.*

### **Accidental Fuel Spill**

- In the event of an accidental spill at the Fuel Pier, how would you contain it, and would you have containment material on site? You have the Ko Olina Marina and the open ocean. You have two cross currents not too far offshore – one heading 'Ewa, and the other heading Diamond Head.

*Yes, by law, spill response organizations are already at KBPH. Each vessel licensed to carry fuel is required to prevent spills and to rapidly respond to any spills. Oil spill response equipment and personnel are staged at KBPH during fuel transfers as back-up. Coverage outside of the harbor has not been conducted as the scope is focused on containment within the harbor.*

*At present, there is an absorbent boom mounted within the piling system under Piers 5 and 6, and U.S. Coast Guard regulations for the commercial harbors require vessels be encircled by absorbent booms prior to fuel transfer. A boom would be put across the opening of the harbor entrance in the event of a spill. One advantage to the Fuel Pier at this location is that the harbor configuration in prevailing trade winds would push spills against Piers 3 and 4. Spill response boats within KBPH would quickly respond to trap any accidental spills before spreading out into the ocean.*

### **2040 Master Plan**

#### **Roadways and Access**

- It is highly urged to open up the Kalaeloa Harbor Access Road as soon as possible, and should coincide with the building of the Fuel Pier. Right now, Sause Bros imports between five and ten tons of cargo every month. This translates to a significant number of trucks on the road. DOT did a good job on Kapolei Highway that links Campbell to KBPH. Traffic from North / South Road (Kualakai) has increased. This new access road will help with emergency response if something happens at Malakole Road.

*The timing for the construction of Kalaeloa Harbor Access Road will depend upon the development of neighboring Kapolei Harborside.*

- Wasn't there an overall master plan for the area to have a road out to Honokai Hale?

*There was a road planned for Kapolei West, but it did not tie in to relieving harbor traffic.*

- The controlled access near the new harbor entrance would not work very well for those that have to go in every day to access Maritime Support Services.

*This controlled access could be moved further south and S-7 cargo yard fenced in to allow for uninterrupted access to daily users.*

### **Master Plan Projects Phasing**

- When will some of these projects occur? It seems like the access road is important, and some of these projects are tied in to other processes. If the Fuel Pier is initiated, utilities will need to be installed.

*Initial projects that the 2040 Master Plan will recommend includes the installation of electric and water utilities in the Pier 9 / Maritime Support Services Area. This will prepare the site for the Marisco move from their current location at Pier 3 to the new location at Pier 9. During this time design of the Fuel Pier will take place. Appropriations have been requested to start the design of the Fuel Pier in fiscal year 2016. The 2040 Master Plan will recommend the installation of a bollard at Pier 6 and the extension of Pier 7 and its associated cargo yard to occur within the next five years. Construction of Kalaeloa Harbor Access Road will be dependent on the development of neighboring Kapolei Harborside.*

### **Liquid Bulk at Piers 5 and 6**

- Will Piers 5 and 6 no longer be available for fuel transfer use?

*Piers 5 and 6 will be available as a backup fueling berth to Piers 3 and 4 as long as the pipelines are maintained. This will also allow for redundancy and ensure the security of fuel supply.*

- Sause Bros. contends with the fuel tankers that are at Pier 5, and are getting squeezed by berthing space and time. The Fuel Pier will help to relieve this pressure.

### **Harbor Dredging**

- Will planning for the Fuel Pier re-engage the harbor dredge study that was previously initiated? How long will the process take, and will this affect the Fuel Pier? If fuel companies lean on Congress, will it help the USACE to progress on the study?

*Yes, the Feasibility Study for the deepening of the harbor will restart. The USACE has to complete the Study within three years per new requirements. This Study is independent of the Fuel Pier and will not affect construction schedule of it. One thing industry can do to support the process is to respond to upcoming requests from USACE for specific information in a timely manner.*

**Those Present:**

A and B Electric – M. Barcurle, Jr.  
Aloha Petroleum – J. Finch  
Alston Hunt Floyed & Ing – B. Kaneko  
Amergent Techs – W. Anonsen  
AmeriGas – B. Kawano  
Campbell Companies – S. Kelly  
City and County of Honolulu, Department of Planning and Permitting – G. Atta  
Clean Islands Council – K. Beasley  
Councilmember Pine's Office – K. Polk  
Grace Pacific – J. Shacat  
Hawaii Army National Guard – A. Kieran-Vast  
Hawaii Fire Department – J. Pacheco  
Hawaii Independent Energy – J. Hibner, L. Tanaka  
Hawaii Pilots Association – S. Brown, E. Enos  
Hawaiian Cement – J. Gomes  
HawaiiGas – J. Boivin  
HDR, Inc. – G. Haraguchi, K. Komatsubara  
Healy Tibbitts – C. Hutchinson  
Kanehili – P.K. Pomaikai  
Ko Olina Marina – D. Everson  
Ko Olina Resort – K. Vasquez  
Marisco – F. Anawati, M. Anawati, J. Stewart, M. Stewart  
Resident – G. Gomes, L. Leonardi, D. Pomaikai  
Road & Highway Builders – M. Mooney  
State of Hawaii, Department of Business Economic Development – L. Viray  
State of Hawaii, Department of Land and Natural Resources, Division of Aquatic Resources – P. Murakawa  
State of Hawaii, Department of Transportation (DOT) – F. Fuchigami  
State of Hawaii, DOT, Harbors Division – R. Grune, C. Luke, B. Toba, D. Watase, S. Dale, S. Rossetter, D. Vo  
State of Hawaii, House of Representatives – K. Awana  
State of Hawaii, Public Utilities Commission – M. Tome  
U.S. Army Corps of Engineers – M. Yoshimoto  
U.S. Department of Homeland Security – R. Mitchem  
Villa Rose – D. Lawson  
Wespac – B. Thompson  
Zilkha – T. Tolkinen