

**Kahului Commercial Harbor 2030 Master Plan  
Maui Harbor Users Group (MHUG) Meeting  
January 10, 2007**

**Meeting Notes**

**Introduction/Overview**

Glenn Soma, DOT Harbors Division, welcomed the group. Tom Mitrano, facilitator, outlined the process that would occur during the meeting. Meeting participants introduced themselves and who they represented. John Kirkpatrick, Belt Collins, reminded the group of the criteria and assumptions established at prior MHUG meetings, which were used to develop the alternatives being presented. A handout describing the criteria and assumptions was distributed.

**Presentation of Alternatives**

Jim Reed and Jim Hunt, TEC, presented the draft alternatives that had been developed, and handouts of each alternative were distributed:

Alternative A1 – Passengers at West Breakwater, with extension of Pier 1

Alternative A2 – Passengers at West Breakwater, with extension of Pier 2

Alternative B – Cargo at West Breakwater

Alternative C – Mixed use at West Breakwater

Alternative D – New harbor development west of West Breakwater (long term)

Alternative E – New harbor development east of East Breakwater (long term)

Handouts of conceptual cost estimates for the alternatives were distributed. Technical questions raised by meeting participants regarding the alternatives were addressed during this section.

**Discussion of Alternatives**

Meeting participants had an opportunity to provide their input on the alternatives and identify their preferences. Input from the group included:

- Steve Pfister, Maui District Manager: Have we considered overnight parking for the cruise passengers? He says about 350 rental cars [? Or persons – he wasn't consistent] need parking. (no, this is not in the demand projections.)
- Pfister: Have we considered overnight parking for the Superferry? (no, staging, not parking).
- Pfister: Have we considered parking for the vendors that serve the cruise ships? (part of standard logistics for cruise ships).
- Patrick Shaw: Northwest Cruise Association. If the canoe course can be relocated, does that mean that the west side of Pier 2 is available as a potential berth? (can be looked at).
- Roy Catalani: Young Bros. Raised concerns regarding navigational changes if Pier 2 is extended – it moves into the turning basin. (e.g., Alternative A2). (Hunt:

The issue is more one of permitting than navigational safety because the turning basin would also be expanded).

- Soma: Pilots had expressed that expansion of Pier 2 would make navigating/berthing at Pier 1 difficult. Tom Heberle, Hawaii Pilots Association, clarified that with the current configuration of Pier 1, it is already a problem (several 50-ton bollards have pulled out), but with 2 state-of-the-art assist tugs and stronger bollards at Pier 1, it would be doable.
- Gary North, Matson: Stated that they would not put a ship in to the new harbor configuration east of the East Breakwater as shown in Alternative E, as winds are a problem.
- Pfister: Supported Alternative A scenarios, and liked parts of Alternatives B and C. Pros of Alternative A1 were having passengers at the West Breakwater. The con of freight at the West Breakwater is that there would not be room to expand, and eventually more room at the West Breakwater would be needed.
- Pfister: Would like the U.S. Coast Guard to have a place to berth a boat for harbor patrol.
- Heberle: Would like to see a place to berth a 45-foot harbor pilot boat.
- Dave Ward, Hawaiian Canoe Club From a recreational perspective, it would be useful to draw boundaries around passenger activities at the West Breakwater. Recreational boats launch from the West Breakwater – how far from the cruise ships do they need to be? Draw a security zone radius around areas off limits to recreational users.
- Terry White, Hawaii Superferry: Are there any studies that show whether the surge conditions at the West Breakwater would allow passenger loading/unloading? Soma stated that U.S. Army Corps of Engineers studies have been done, and suggested that an internal breakwater or pier next to the federal project line could alleviate surge issues. Milton Yoshimoto, U.S. Army Corps of Engineers, indicated it may be willing to build a breakwater there
- Lt. Darwin Jensen, U.S. Coast Guard: Stated that the whole harbor is designated a secured area, and permission is needed to enter. There are ways to work within the harbor to ensure security, according to the facility security plan. The Port Captain draws the security lines, and enforcement is implemented as appropriate for the facility. Pfister stated there is a 300-foot requirement [set by the Captain of the Port, USCG Honolulu; it is then for Pfister as the Maui Harbormaster to implement it]. Jensen noted that the 300-foot radius is not set by federal regulations; it's a local interpretation.
- Pfister: Stated that they need a place to berth tugboats.
- North: Had concerns with Alternatives B and C regarding Pier 3 open space. Containers are staged in that area, and splitting the storage area is inefficient. Alternative A has a better design, where the container storage area is contiguous.
- Demirbag, Gas Company: Propane is currently off-loaded at Pier 2A. Putting a cruise ship there under Alternatives B and C would require relocation of the current tenants and installation of a new pipeline costing millions.
- Bill Andrews: The recreational boating footprint shown on the West Breakwater is not accurate according to subdivision in Executive Order. DLNR is planning to put in drydock facilities, and the configuration shown is a problem for

development of a potential long-term lift up/haul out facility. Andrews noted that Maui does not have an alternative haul out facility for recreational and commercial boats. Demand for this proposed facility is likely to increase over time.

- Soma: To have a viable berth at Pier 1D would need surge modification/breakwater extension. Those could take ten years or longer. Alternatives should consider a finger pier at Pier 3. Gas/cement/bulk/Young Brothers could operate there.
- Manfred Zapka, Marc Siah & Associates, presented a design of a fuel pier at Pier 3 – a finger pier perpendicular to the existing pier. Can't currently load vessels at Pier 3 because of the inadequate draft. Pier 2 could possibly be dedicated for fuel or RO/RO operations. The finger pier design does not account for cruise ship requirements. TEC consultants indicated that the design could be incorporated into the Master Plan. Pfister stated that the design would work if cruise operations were on the West Breakwater. If it is not possible to dredge up close to the face of Pier 3, potential vessels would stick out seaward about 400 feet, which would make it difficult for the cruise ships to navigate, and if they were using their thrusters, they could cause turbulence and spin the fuel barge.
- White inquired how building two breakwaters (including the pier at the West Breakwater) would affect cost. Soma said construction of a breakwater inside the harbor would be cheaper because of the shallow water depths. Concerns regarding how cruise ships would berth at the West Breakwater with the internal pier include how wide the ship is and whether there would be fendering on both sides.
- Morrow Bagda, Maui Trailer Boat Club: Parking for cruise passengers (rental cars), ferry terminal users, recreational boaters seems to be a problem under Alternatives A1 and A2. Recreational tournaments are held where 30 foot boats are transported to the DLNR boat ramp on the West Breakwater. They would need at least a 60-foot radius to make turns. Would parking for the ferry and cruise ship interfere with that? Has space been allocated for that?
- North: Existing surf spots could be impacted by internal West Breakwater pier.
- Andrews: The recreational drydock area could co-exist under Alternatives A1 and A2. Fencing could be used to separate the drydock from other uses. Currently, recreational users access the harbor on a regular basis, and are already required to call in and out. They have a working relationship. The planned recreational facilities would be the only commercial haul out for all Maui County. Small commercial vessels (whale tours, fishing, etc.) currently have to go to Honolulu or Kona. Activity in the area would increase, but they want to work it out so they could co-exist.
- Duane Kim, Superferry: Can the Master Plan look at other harbors for recreation – Kihei or Maalaea? (? Bill Andrews:?) Can't expand at Maalaea.
- Soma expressed support for Alternatives A1 and A2 because it could be possible to get something done quickly. Possibly the first thing that could be done would be to put the ferry terminal at the West Breakwater, notch in the ferry dock. Federal funding may be available. If the Superferry is relocated from Pier 2, Young Brothers would immediately have more room. Phasing is possible with Alternative A and federal funds may be available.

- White questioned if the notch as shown would adequately protect the passenger loading activities.
- White (or Kim?) noted that Hawaii Superferry will need a terminal as well as a staging area.
- Ward asked if the area of the West Breakwater is notched out for ferry use, could it also be used to haul out boats when the ferry is not there?
- Ward: Regarding the potential expansion area shown west of Pu'unene Avenue – it would be nice to have Pu'unene Ave as the end of the harbor area to limit industrial area growth. First Hawaiian Bank site should be removed from “Possible Expansion Areas” as it is not available
- Pfister believes there is seven acres of Department of Land and Natural Resources (DLNR) land adjacent to the Waste Water Treatment Plant on Amala Street. Could that be considered for acquisition?
- Pfister stressed that the harbor needs more parking space.
- Pfister supported the ideas of filling at Pier 1 and the Pier 2 triangle.
- Soma supported filling the Pier 2 triangle but is concerned about it affecting the canoe course.
- [Rycroft?] can't see how filling Pier 2 triangle would **not** affect the course. Currently there is not much space between Pier 2 and the start of the course. The wind conditions would be a challenge, especially for the kids steering.
- Ward had concerns about the proximity to the turning basin if the course is altered.
- The canoe course is already very close to Pier 2. Maps showing the outline of the regatta course fail to indicate where canoes must go to get in position to start.
- Also, even if a new breakwater calms surge, it doesn't affect wind. Moving the canoe course to the west would expose it to more wind.
- Soma: There is currently a wetland designated at Pier 2, but he's not sure why it is designated. He wants to try and get the designation removed and use the area for cargo. Yoshimoto deferred to the Regulatory Branch for wetland delineations. Pfister: MARAD's environmental chief Michael Carter saw the site and agreed that it's a drainage canal, not a wetland.
- Patty Rycroft stated that the canoe club is willing to work with DOT to come up with a solution regarding the canoe course. Note, however, that the course is a matter for the Maui Canoe Association, not just one or two clubs.
- Zapka: There is a need for additional fuel storage in the future for a variety of fuels (including biofuels) which have unique handling needs. Fuel storage should be nearby but does not have to be at the port.
- Jim Coon inquired about the possibility of an offshore fuel pumping station at Ma'alaea as an alternative to Kahului Harbor.
- Shaw: Over the previous 25 years there's been about eight percent annual growth in cruise traffic and future growth needs to be considered. Consider relocating the canoe course and expanding/developing the west side of Pier 2. As shown, Alternatives A, B, and C do not provide for that growth.
- Jeff Low, Young Bros: The areas shown for possible expansion are a bit misleading; can you remove the railroad building and the Old Kahului Store? If,

as planned, these buildings remain standing, the parcels including them aren't really available as cargo handling lands.

- Soma: We've focused on Alternative A; any comments on Alternatives B or C?
- Lee Muller, McCabe Hamilton & Renny: Close proximity between Young Bros and Matson is important. It makes sense if the potential expansion areas are contiguous, rather than splitting cargo.
- Low: The proximity of passengers to the malls provides an economic opportunity (in Alternatives B, E); the distance between the West Breakwater and malls is a challenge or problem for alternatives that locate cruise traffic there.
- Ward: Likes Alternatives D and E as they seem to provide long-term flexibility. A combination of A1 and E could allow for long-term growth for the harbor.
- Heberle: Even on a calm day, Alternative E won't work.
- Heberle: You can get passengers to the malls by shuttle; that works in Hilo and Nawiliwili Harbors.
- Low urged consideration of a second harbor in West Maui as a long-term solution.
- Grant Chun, A&B Properties: Looking at traffic congestion, the corridor is already maxed out. Need to consider traffic concerns for development of the West Breakwater.
- Nami Ohtomo, Young Bros.: If A is chosen, you still need to design for flexibility in use of the West Breakwater. Young Bros has an awkward and discontinuous space now. The West Breakwater would be more efficient to use. Can the recreational boat facility be relocated?
- Jensen: The recreational boat ramp has many uses, including for the 25-foot USCG boat. Lots of money has already been spent to build the ramp.
- North: Matson is already shipping cargo on YB at times. If Matson and YB were on opposite sides of harbor (in Alternatives B and C), then shipping costs would increase.
- Ohtomo: I was emphasizing the need to design for emergency situations
- Pfister: The previous idea was to extend the line right down the West Breakwater and fill the southern end. .
- Ohtomo: Pier 2 needs a lot of maintenance, new facilities would need to be structurally sound.
- Bagda: The harbor needs to be expanded as in Alternatives D and E. We just have to face that it will need to be done. The cost is small compared to Los Angeles. Pfister: Maui's needs are on a different scale than Los Angeles.
- John Summers, Maui County: Are Alternatives A, B, and C maxed out at 2030?
- Soma: DOT is looking at 2030 needs because it is more fundable. The Federal Highway approach, used by all DOT agencies, is to plan out 20+ years. Both the Legislature and the Federal government want to see plans for current and near-term needs; funding for later needs will likely only be available later. Still, the Master Plan should recommend looking further into the future.
- Pfister: Favored combining Alternatives A1 and A2, which would last until 2030 but DOT would have to acquire more backup land, such as the seven acres he suggested.

- Muller: Prefers Alternative A, and looking to the future it could incorporate D as a long-range plan.
- Heberle: Suggested looking at other harbors on the west side of Maui for cruise ships in the long-term.
- Dale Hahn, Princess Lines [??]: Alternative A doesn't provide for cruise industry growth beyond 2007.
- Pfister: Maybe Kahului Harbor shouldn't be planned to accommodate all users. Look at Lahaina for cruise ships. All uses won't fit beyond 2030.
- Andrews: A change in the dredged area will mean a change in swell. He wonders whether dredging to put the ferry on the West Breakwater would eliminate surf spots (Soma: or perhaps relocate them).
- Low: The West Breakwater has better load-bearing capacity. Pier 2 is not strong enough for the cargo equipment. Use the triangle fill area for Superferry, it doesn't need the pavement strength.
- Rycroft: Hasn't the Corps said that a harbor on the west side is not possible? Why does it still get discussed? Is a west side harbor ruled out or not?
- Rycroft: What happens to paddlers if dredging creates larger waves?
- Low: West Maui is not a "can't do." The Corps study noted (a) a low benefit/cost ratio from the Corps' perspective, and (b) community opposition. There just needs to be sufficient political will to have a second harbor.
- Ohtomo: Perhaps this study should be the Maui 2030 Harbors Master Plan, not just the Kahului Harbor 2030 Master Plan.

### **Discussion of Alternative Preferences**

- There was strong consensus to separate passenger and cargo operations.
- Opposition to B and C alternatives was pretty strong; there was no strong consensus for B and C.
- How to make Alternative A better: long-term strategy beyond 2030 planning horizon; Alternative A as a stepping stone to Alternative D?
- Pfister: Harbors Division funded out of revenues, not general funds; need to review tariff schedules. Would work with Young Bros to give them more space at Pier 2 if possible.
- (from written notes provided by Catalani) Young Bros would support Alternative A contingent on:
  1. Adequate backup lands at Pier 2 with sufficient hardened space,
  2. Adequate berthing space and times at Pier 2,
  3. Adequate maintenance of Pier 2, and
  4. West end development to allow use of west end for cargo loading and unloading if Pier 2 damaged by natural or other disaster (i.e., west end needs to be multi-use, must be paved to handle cargo loads).
- Pfister: Sugar ship is the hardest to schedule a berth for because there is only one option. Everyone else has options.

- Heberle: Look at the Alaska model for the cruise pier. Small pier structures with breasting dolphins are suitable for cruise ships provided they are not home ported (no baggage handling requirements or vendors).
- Hahn: Offered the assistance of NWCA operations staff to help on details; confirmed that cruise ships don't generally require full pier structures.
- Reed: Noted that if there's a cruise berth at the West Breakwater, occasional cruise ships could be docked at Pier 1 if there is an opening in the schedule.
- Rycroft: Canoe area should be ¼ mile long with 8-10 lanes that are 80-feet wide. Need additional areas at start (canoes are between 40 and 44 feet long) and at the end for turning. Depth should be at least three feet.

Summaries of votes:

1. Votes on the three in-harbor alternatives:

	A	B	C
This is my preferred alternative, and I would defend it at a public hearing.	21	4	2
This is my second level alternative, and I would defend it at a public hearing.	4	5	2
I don't prefer this at all, but I would neither defend nor oppose it at a public hearing.	1	8	9
I totally reject this alternative, and I would oppose it at a public hearing	6	15	19
Blank	1	1	0

If people rejected all these three, they could vote for D, E, or Other: The votes were D (4); E (1); Other (1); D or E or Other (1).

2. Since there was much stronger support for A than B or C, there was further discussion of A1 vs. A2. A1 was liked by more of those still in the audience than A2. [But some people were not in the room.] The comment was made that A1 and A2 should be combined to make maximal use of available space in the harbor. When the show of opinions was restated as A1 vs. A2 vs. A1/A2 combined, there were no votes for A1, 1 vote for A2, and the remainder of those present favored the idea of combining the two.

**Closing.**

Kirkpatrick noted that another meeting would occur when the Draft EIS is published. Soma noted that there will be a public meeting, and members of the user group were urged to attend, speak their minds, and explain to others the process we have worked through. Soma thanked all present for giving their time and effort.

## PARTICIPANTS

Bill	Andrews	DoBOR, DLNR
Kathleen	Aoki	Maui County Planning
Morrow	Bagda	Maui Trailer Boaters
Bill	Boland	Smith Maritime
Wayne	Boteilho	Maui County Dept. Transportation
Liz	Bunch	DOT Harbors, Maui
Roy	Catalani	Young Brothers
Myrna	Chang	Matson
Jeff	Ching	Hawaiian Cement
Grant	Chun	A & B Properties
John	Clark	
Jim	Coon	Ocean Tourism Coalition
Tom	DeMello	Maui Electric
Mustafa	Demirbag	The Gas Company
Buzz	Fernandez	Matson
Dale	Hahn	Princess Cruises
Norm	Ham	Maui Trailer Boaters
Tom	Heberle	Hawaii Pilots Assn
Jim	Hunt	TEC
John	Jackson	HC&S
Darwin	Jensen	USCG
Duane	Kim	Hawaii Superferry
John	Kirkpatrick	Belt Collins
George	Krasnick	TEC
Mike	Lim	Belt Collins
Jeff	Low	Young Brothers
Maura	Mastriani	Belt Collins
Kelly	McGinnis	Councilmember Pontanilla's office
Tom	Mitrano	Facilitator
Lee	Muller	McCabe, Hamilton & Renny
Gary	North	Matson
Nami	Ohtomo	Young Brothers
Steve	Pfister	DOT Harbors, Maui District
Jim	Reed	TEC
Fred	Ruge	self
Patty	Rycroft	Hawaiian Canoe Club
Patrick	Shaw	NW Cruise Association
Glenn	Soma	DOT Harbors
John	Summers	County
Iris	Thompson	DOT Harbors
Dave	Ward	Hawaiian Canoe Club
Warren	Watanabe	MCFB
Dean	Watase	DOT Harbors
Terry	White	Hawaii Superferry
Milton	Yoshimoto	USACE
Stan	Zitnik	Maui County. Office of the Mayor