

Maui Harbor Users Group

Stakeholders

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	Young Brothers
Jeff	Ching	Hawaiian Cement
Grant	Chun	A & B Properties
Jim	Coon	Ocean Tourism Coalition
Tom	DeMello	Maui Electric
Mustafa	Demirbag	The Gas Company
Patrick	DePonte	Senior Boaters
Buzz	Fernandez	Matson
Dale	Hahn	Princess Cruises
Dale	Hahn	Princess Cruises
Norm	Ham	Maui Trailer Boaters
Tom	Heberle	Hawaii Pilots Assn
Ricky	Hokama	County Council
Glenn	Hong	Young Brothers
John	Jackson	HC&S
Darwin	Jensen	USCG
Kallie	Keith-Agaran	Consultant
Duane	Kim	Hawaii Superferry
Jeff	Low	Young Brothers
Kelly	McGinnis	Councilmember Pontanilla's office
Don	Medeiros	County Dept. of Transportation
Lee	Muller	McCabe, Hamilton & Renny
Gary	North	Matson
Nami	Ohtomo	Young Brothers
Ku'uhaku	Park	Horizon Lines
Fred	Ruge	self
Patty	Rycroft	Hawaiian Canoe Club
Patrick	Shaw	NW Cruise Association
John	Summers	County Dept of Planning
Dave	Ward	Hawaiian Canoe Club
Warren	Watanabe	MCFB
Terry	White	Hawaii Superferry
Milton	Yoshimoto	USACE
Milton	Yoshimoto	USACE
Stan	Zitnik	Maui County. Office of the Mayor

Sponsors and Consultants

Maggie	Blum	MARAD
Michael	Carter	MARAD
Barry	Fukunaga	DOT
Glenn	Soma	DOT
Iris	Thompson	DOT
Dean	Watase	DOT
Sue	Sakai	BCH
John	Kirkpatrick	BCH
Mike	Lim	BCH
Rick	Cornelius	TEC
George	Krasnick	TEC
Jim	Reed	TEC
John	Clark	sub to BCH

• *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room 401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Kenneth Petty, 202-366-6654, or Jody McCullough, 202-366-2825, Office of Planning, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC, 20590. Office hours are from 7:45 a.m. to 4:15 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Transportation, Community, and System Preservation Program Grant Application. Transportation Planning Excellence Awards Nomination Form.

Background: Transportation, Community, and System Preservation Program Grant.

Application: Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides funding for the Transportation, Community, and System Preservation (TCSP) Program. The TCSP Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of the transportation system of the United States.
- Reduce environmental impacts of transportation.
- Reduce the need for costly future public infrastructure investments.
- Ensure efficient access to jobs, services, and centers of trade.
- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

The 2-page TCSP grant application is the tool used to collect the necessary information needed to successfully

submit eligible TCSP Program projects to the Secretary of Transportation for approval and for the distribution of the funds to the States. The TCSP grant application includes three parts: (A) Project Information—General contact and funding information, (B) Project Abstract—Overview of the purpose and intent of project, and (C) Project Narrative—Description of the project and the expected results.

The TCSP Program is a discretionary program. However, beginning in FY 2000, the projects awarded TCSP Program funding have been designated by Congress. In order to comply with Congressional-designation, the Federal Highway Administration (FHWA) Division offices will continue to be asked to identify the intended recipient of the TCSP designated grant. The specified grant recipient would then be asked to complete the grant application each fiscal year that they receive TCSP funding. The participants will have a choice of providing their information by means of the Internet or a printed application.

Transportation Planning Excellence Awards Nomination Form: The Transportation Planning Excellence Awards (TPEA) program is a biennial awards program developed by the FHWA and the Federal Transit Administration (FTA) to recognize outstanding initiatives across the country to develop, plan and implement innovative transportation planning practices. The program is co-sponsored by the American Planning Association.

The on-line TPEA nomination form is the tool for submitters to nominate a process, group, or individual involved in a project or process that has used the FHWA and/or the FTA funding sources to make an outstanding contribution to the field of transportation planning. The information about the process, group or individual provided by the submitter may be shared and published if that submission is selected for an award.

The TPEA is a biennial awards program and individuals will be asked to submit nominations via the online form every two years. The participants will provide their information by means of the Internet.

Respondents: For the TCSP Program, 100 participants annually. For the TPEA, 150 participants in the first and third year, because it is a biennial program.

Frequency: For the TCSP Program, grant applications are solicited on an annual basis. For the TPEA, nominations are solicited every two years.

Estimated Average Burden per Response: For the TCSP Program, 90

minutes. For the TPEA Program, approximately 60 minutes.

Estimated Total Annual Burden Hours: For the TCSP Program, 150 hours annually. For the TPEA, 150 hours in the first year and 150 hours in the third year.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: October 26, 2006.

James R. Kabel,

Chief, Management Programs and Analysis Division.

[FR Doc. E6-18511 Filed 11-2-06; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[DOCKET NO: MARAD-2006-26228]

Intent To Prepare an Environmental Impact Statement (EIS)

AGENCY: Department of Transportation, Maritime Administration.

ACTION: Notice of the intent to prepare an Environmental Impact Statement (EIS) for the update of the Kahului Harbor, Maui County, HI Master Plan.

SUMMARY: The purpose of this Notice is to announce the Maritime Administration's (MARAD) intent to prepare an Environmental Impact Statement (EIS) for improvements to Kahului Harbor, Maui County, needed to address the community's needs for commercial harbor facilities through 2030. This notice is issued in compliance with the National Environmental Policy Act (NEPA) and implementing regulations for the following purposes: (1) To advise other agencies and the public of the Agency's intentions; (2) to obtain suggestions and information on the issues related to the proposed project to be addressed in the EIS; and (3) to announce a public scoping meeting.

DATES: The public scoping meeting will be held on November 13, 2006, at Lihikai School, 335 South Papa Avenue, Kahului, HI 96732 from 6:30 p.m. to 9 p.m.

Written comments on environmental issues and concerns that should be addressed in the EIS are encouraged, and must be electronically submitted or postmarked by November 30, 2006.

ADDRESSES: You may submit comments [identified by DOT DMS Docket Number MARAD-2006-26228] by any of the following methods:

- *Web site:* <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 7th St., SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 7th St., SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Instructions: All submissions must include the Agency name and docket number for this action. Note that all comments received will be posted without change to <http://dms.dot.gov> including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 7th St., SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT:

Maggie D. Blum, Associate Administrator for Port, Intermodal, and Environmental Activities, U.S. Maritime Administration, 400 Seventh Street, SW., Washington, DC 20590, e-mail envmarad@dot.gov.

SUPPLEMENTARY INFORMATION: The Hawaii State Department of Transportation (HI DOT) has previously conducted planning for Kahului Harbor, leading to a 2025 Master Plan and Environmental Assessment. However, demand for harbor facilities has been much greater than anticipated, and space for current operations is very tight. The 2025 Master Plan called for development of new pier and harbor space at the west breakwater of the harbor. HI DOT has begun a new master planning process, which will lead to a new set of alternatives to meet current and future harbor needs. The west

breakwater expansion and other steps to help assure that the harbor supports the continuing prosperity and quality of life of Maui County are under consideration.

The EIS will address the following issues: (1) Demand for additional space and facilities at Kahului; (2) organization of harbor space and facilities to promote and preserve orderly cargo operations, passenger operations, and recreational activity; (3) environmental impacts of any proposed alternatives; and (4) additional issues that may emerge from the scoping process.

An electronic version of this document and all documents entered into this docket including comments are available at <http://dms.dot.gov>.

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

(Authority: 49 C.F.R. 1.66)

Dated: October 27, 2006.

By order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. E6-18512 Filed 11-2-06; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2003-14628]

Decision That Nonconforming 1996 and 1997 Lamborghini Diablo Coupe and Roadster Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of decision by the National Highway Traffic Safety Administration that nonconforming 1996 and 1997 Lamborghini Diablo Coupe and Roadster passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1996 and 1997 Lamborghini Diablo Coupe and Roadster passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety

standards (FMVSS) are eligible for importation into the United States. 1997 Lamborghini Diablo Coupe passenger cars are eligible for importation because they have safety features that comply with, or are capable of being altered to comply with, all applicable FMVSS. 1996 Lamborghini Diablo Coupe and Roadster passenger cars, and 1997 Lamborghini Diablo Roadster passenger cars, are eligible for importation because they are substantially similar to vehicles originally manufactured for importation into and sale in the United States and certified by their manufacturer as complying with the safety standards (the U.S.-certified versions of the 1996 Lamborghini Diablo Coupe and Roadster and the 1997 Lamborghini Diablo Roadster), and are capable of being readily altered to conform to the standards.

DATES: This decision was effective December 19, 2003. The agency notified the petitioner at that time that the subject vehicles are eligible for importation. This document provides public notice of the eligibility decision.

FOR FURTHER INFORMATION CONTACT: Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202-366-3151).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or such other evidence that NHTSA decides to be adequate.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition.

LINDA LINGLE
Governor



SANDRA LEE KUNIMOTO
Chairperson, Board of Agriculture

DUANE K. OKAMOTO
Deputy to the Chairperson

PHONE: (808) 832-0566
FAX: (808) 832-0584

STATE OF HAWAII
DEPARTMENT OF AGRICULTURE
Plant Quarantine Branch
1849 Auiki Street
Honolulu, Hawaii 96819-3100

November 30, 2006

**DOT DMS Docket Number MARAD 2006-26228
Comments to the Environmental Impact Statement for
Improvements to Kahului Harbor**

**Submitted by Carol L. Okada
Manager, Plant Quarantine Branch
Hawaii Department of Agriculture**

Thank you for the opportunity to comment on Docket number MARAD 2006-26228. Hawaii is unique in its remoteness in that the closest landmass is 2000 miles away. Nearly 80% of all goods consumed in Hawaii are imported with 98.6% of these goods being brought in through our commercial harbors system. Therefore, no state is more dependent on ocean freight transportation than the State of Hawaii. Kahului Harbor is a crucial part of our commercial harbors system, linking the island of Maui to the rest of the State and to the mainland beyond.

Our comments focus on two important issues: 1) the impact of goods transported through Kahului Harbor that carry invasive species and mitigation measures that are needed to prevent their entry and establishment; and 2) the ability for our agricultural industries to compete and thrive in a global economy.

The Hawaii Department of Agriculture, Plant Quarantine Branch's Biosecurity Program focuses on preventing invasive species from entering the state and minimizing the spread and establishment once introduced. The program also encourages the replacement of imported high risk commodities known to harbor pests with locally grown produce to minimize pest entry.

USDA, AMS in their "Report on Geographically Disadvantaged Farmers and Ranchers" (2003), has determined Hawaii to be geographically disadvantaged, and therefore, lack basic transportation requirements to make them competitive in the domestic and global market. The report states, "Agricultural shippers in non-contiguous States and Territories do not have access to adequate transportation infrastructure and equipment necessary to be competitive. Without access to the infrastructure essential for agricultural shippers to transport their products to the market in the best condition, at the lowest cost, and in the quickest time possible, the agricultural industries of these

regions are unable to remain competitive domestically and internationally.” An analysis on the impact of the current situation where inadequate facilities or inefficient harbor operations affect Maui industries, especially those of agriculture and related industries, to export goods to Oahu and beyond (overseas markets) is strongly recommended, especially due to the need for on-time-delivery of goods.

We appreciate the Department being included in the planning effort for Kahului Harbor and request continued participation for all other harbor development in Hawaii's commercial harbor system.

The Hawaii Farm Bureau Federation respectfully submits the following comments regarding the Environmental Impact Statement for improvements to the Kahului Harbor. Improvements to Kahului Harbor is critical to the wellbeing of our member farmers and ranchers on Maui.

Hawaii Farm Bureau recently intervened and then voluntarily agreed to be a participant in the motion by Young Brothers to discontinue LCL service to and from Maui. LCL has been and continues to be a major mode of transportation for our members. We recognize change is inevitable and that progress must occur. However, we feel strongly that this transition can occur without losing our neighbor island farmers and ranchers who ship their goods to Oahu, the primary marketplace in the Islands. Currently, threats of increased costs associated with a lack of commitment by buyers to absorb the increased transportation costs has resulted in some farmers on Maui ceasing their operations. We hope that this is not an indication of what lies for us in the future.

During your analysis, the Hawaii Department of Agriculture should be consulted for their expertise on risks and control measures available for invasive species. The Hawaii Biosecurity Plan should be included in your analysis.

We respectfully suggest that the Environmental Impact Statement must reflect not only the risks associated with Harbor expansion but truly reflect the benefits along with mitigative measures that are feasible. A comparative analysis should be performed analyzing of impacts, benefits and costs if the harbor is not further developed. The impacts of isolation in a global economy must be balanced with the needs of environmental protectionism.

We appreciate this opportunity to provide our comments. If there are any questions, please contact Alan Takemoto at 8782074.

Maui County Farm Bureau provides the following comments on behalf of its member farm and ranch families and organizations on Maui. We feel that it is critical that the Environmental Impact Statement reflect a balance of benefit and risk associated with harbor expansion.

Kahului Harbor serves as the single port for both incoming and outgoing goods from the Island of Maui. As many have said, this terminal is the lifeline of the island. It operates "behind the scenes" and many of our residents are not aware of the working environment of the harbor operations. While many bemoan the cost of goods on Maui, we believe we are already feeling the negative impacts due to this congestion. It is often that only a catastrophic event catapults corrective measures. We sincerely hope this need not be the case and instead that a planned and orderly improvement of Kahului Harbor can occur.

Many studies have been conducted and reports written about the impact of Harbor operations on incoming goods so we will not repeat them here. However, there has not been an equivalent focus placed on export products. The Kahului Harbor planning and EIS effort under NEPA should include an analysis on how the lack of adequate facilities affect the industries in Maui--like our agricultural industry-- to export goods to Oahu and beyond (overseas markets).

The Maui market is small and a commercial farmer can easily flood the local market with their produce or flowers. Large operations require export markets to provide revenue stability. Most of our large growers provide for local markets and ship their excess to Oahu. The industry is under turmoil, attempting to transition out of the "Less than Container Load Service" that has been the hallmark of intrastate transportation. Our growers have been quoted prices up to 350% of current transportation costs for alternatives. No vendor will be willing to pay this increased cost. While we recognize that the days of LCL must come to an end, there must be an orderly transition out of this traditional "harbor" function. If affordable intrastate transportation cannot be provided to the industry, there will be a threat for increased invasive species and other problems. This is because concentration of crop production in any one area will result in pest increase and ultimate pesticide resistance. Good pest management require rotation. Currently cabbage crops cannot be grown on Oahu during certain months of the year. If affordable intrastate transportation is impossible, imports from the mainland is inevitable. Ongoing risk analysis at the ports show that agricultural goods are a significant pathway for invasives. HOWEVER, they can be mitigated with local production and other practices that are part of the Hawaii Biosecurity Plan. Local production that is a key element of the Plan is dependent on reliable intrastate movement of goods.

In addition to state markets, the real potential for agriculture lies in export to markets outside the State of Hawaii. The value of the sugarcane and pineapple industry lied in their large export markets, bringing dollars into the state. In a similar way, agriculture's ultimate contribution to the State will be when we develop a large export market. Logistics will require that shipments will be out of Oahu. This means a strong, reliable and affordable intrastate transportation system must be in place.

If the Harbor cannot be developed to the fullest extent, the development should explore the use of US DOT funds to assist in relocating uses which can be off-Harbor, such as bulk liquids with a pipeline, or conversion of various industries which currently use the harbor, to optimize the maritime transportation mode of exported goods through the current harbor (i.e. reduce demand by conversion of cargo from bulk to containerized). Technologies should

be explored to reduce the turn around time of vessels and to optimize the mixed uses of the berths which will potentially continue into the future.

Harbor Plans happen at regular intervals. This does not mean it must be redone from ground zero each time. We support the Hawaii DOT analysis that the berths should be for common use to maximize the utility of the Harbor facilities, thus providing the most economical development of the Harbor. In addition, the public comments and planning history for Kahului Harbor should be incorporated into the EIS to provide the decision maker the benefit of the past planning efforts and why limited implementation was achieved.

The development should address short term renovation of existing infrastructure which is used to convey various goods to and from the ship. The planning effort should be focused on maritime uses within a commercial harbor with adequate mitigation if the recreational users require to be relocated. In addition, due to the speculative nature of long range development, the construction and funding phasing of the development will be critical and should be analyzed. Many past plans have sat on shelves without implementation. Repetition of such action is not a good use of public funds.

Thank you for this opportunity to provide comment on this matter important to our members.

433483



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

**75 Hawthorne Street
San Francisco, CA 94105-3901**

DEPT. OF TRANSPORTATION
EIS/EIS

2006 DEC 18 P 1:12

November 30, 2006

MARAD-2006-26228-7

Maggie Blum c/o
Docket Management Facility
US Department of Transportation
400 Seventh Street SW, Nassif Building, Room PL-401
Washington DC, 20590-001

Subject: Maritime Administration Notice of Intent (NOI) to Prepare a Draft Environmental Impact Statement (Draft EIS) for Kahului Harbor

Dear Ms. Blum:

The Environmental Protection Agency (EPA) has reviewed the Notice of Intent referenced above. Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. Our detailed comments are enclosed.

EPA's scoping comments include recommendations concerning impacts to water resources, air quality, cultural and historic properties, and environmental justice communities; and an analysis of cumulative impacts and indirect impacts associated with the proposed project. EPA is particularly concerned about impacts to water resources and coastal habitats. These concerns are highlighted below.

Kahalui Harbor and Bay are included in Hawaii Department of Health's 2004 list of impaired waters, pursuant to Clean Water Act Section 303(d). The Draft EIS should include a detailed assessment of water quality and thorough analyses of short and long term water quality impacts associated with each alternative. In addition, the Draft EIS should fully describe impacts related to dredging, both construction and maintenance, including the depth of dredging operations, the nature and extent of dredging impacts, and length of time required for the proposed dredging. Impacts to water quality, coral reefs, and coastal habitats should also be described along with appropriate mitigation. If the Army Corps of Engineers (Corps) determines that a Clean Water Act Section 404 Individual Permit is required for dredging, pier or breakwall construction, only the Least Environmentally Damaging Practicable Alternative (LEDPA) can be permitted pursuant to the 404 (b)(1) Guidelines (40 CFR Part 230). We recommend early consultation with the Corps and EPA to identify the appropriate permit and to ensure that the preferred alternative selected through the NEPA process is also the LEDPA.

We appreciate the opportunity to review this Notice of Intent. When the Draft EIS is released for public review, please send (2) copies to the address above (mailcode: CED-2). If you have any questions, please contact Connell Dunning, the lead reviewer for this project at 415-947-4161 or dunning.connell@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Paula Bisson', with a stylized flourish at the end.

for Paula Bisson, Manager
Environmental Review Office

Enclosure: Detailed Comments

cc: Donna Turchie, Federal Transit Administration
George Young Army Corps of Engineers
Michael Molina, United States Fish and Wildlife Service
Gerry Davis, National Marine Fisheries Service

Placement of Dredged or Fill Material in Waters of the United States

If it is determined that a Clean Water Act (CWA) Section 404 Individual Permit is required, we recommend that the Hawaii State Department of Transportation (HI DOT) and Maritime Administration (MARAD) coordinate the National Environmental Policy Act (NEPA) and CWA Section 404 permitting processes to streamline the environmental review required for the project. This coordination will ensure that the thresholds of the CWA Section 404(b)(1) Guidelines are satisfied through this environmental review process. If an individual CWA Section 404 permit will be required for dredging or fill (e.g. pier or breakwater expansion) only the Least Environmentally Damaging Practicable Alternative (LEDPA) can be permitted pursuant to the 404 (b)(1) Guidelines (40 CFR Part 230). The Draft EIS should also provide enough information to demonstrate that adverse impacts to resources have been avoided and minimized to the greatest extent feasible and that any unavoidable adverse impacts from the project's construction and operation are adequately mitigated.

The Draft EIS must include an assessment of resources and special aquatic sites (coral reefs, wetlands, seagrass beds, mudflats) that will be directly and indirectly impacted by the Harbor alternatives. We recommend that MARAD consult the National Marine Fisheries Service and U.S. Fish and Wildlife Service regarding appropriate assessment methods for coral reefs. We also recommend the use of Habitat Equivalency Analysis (HEA) for determining appropriate size of mitigation for any unavoidable impacts to coral reefs. Example HEA reports are available from Fish and Wildlife Service.

The Draft EIS should identify the proposed plan for disposing of dredged material, such as unconfined aquatic disposal in inland or coastal waters, or at the Environmental Protection Agency (EPA)-designated ocean dredged material disposal site. The Draft EIS should also include the sediment evaluation regarding the suitability of the proposed dredged materials for disposal. Materials proposed for disposal in waters of the United States must satisfy the Factual Determinations of 40 CFR Part 230, specified at 40 CFR Part 230.11, using the Evaluation and Testing measures of Subpart G (40 CFR Parts 230.60 and 230.61), or demonstrating consistency with the testing exclusions of these sections. Testing guidance for assessing the quality of sediments to be discharged to waters of the United States is provided in a joint EPA/Army Corps of Engineers' manual, Evaluation of Dredged Material Proposed for Discharge in Waters of the United States, the Inland Testing Manual (EPA-823-98). The Draft EIS should recognize that dredged material proposed for disposal at Federally-approved disposal sites pursuant to the Marine Protection, Research, and Sanctuaries Act must be evaluated using criteria at 40 CFR Parts 220-228. Testing guidance for assessing sediment quality is found in a joint EPA/Army Corps of Engineers' Evaluation of Dredged Material Proposed for Ocean Disposal – Testing Manual, the Green Book (EPA-503/8-91/001).

For either sediment evaluation, it is important that the project sediments are characterized adequately in all dimensions, area and depth. Because discharge of uncharacterized sediments is

prohibited, the sediment sampling must account for overdredging that occurs with the dredging equipment, typically two feet below project depth. We recommend that the sampling plan be submitted to EPA and the Army Corps of Engineers before sediment samples are taken to ensure that no prohibited discharges occur with this project.

Water Quality

Kahului Harbor and Bay are included in Hawaii Department of Health's 2004 list of impaired waters, pursuant to Clean Water Act Section 303(d), based on exceedances of water quality criteria for turbidity, nutrients, and chlorophyll a. The Draft EIS should include a detailed assessment of water quality following the minimal criteria for listing priority 1 under "Criteria for 2004 CWA 303(d) List" (<http://www.hawaii.gov/health/environmental/env-planning/wqm/wqm.html>). The assessment should include at least 10 water quality samples from wet season and 10 samples from dry season; geometric means for these data should be compared to the applicable water quality standards in HAR Chapter 11-54. Short and long term water quality impacts associated with the Harbor alternatives should be thoroughly discussed, with particular emphasis on any expected water quality degradation pursuant to 11-54-1.1 General Policy of water quality degradation.

The Draft EIS should address how vessel sewage discharge associated with new harbor developments and associated increases in vessel traffic will comply with CWA Section 312, which establishes effluent standards for marine sanitation devices. Construction of new facilities provides an opportunity to incorporate additional pumpout and dump stations to provide a means for vessels to transport sewage collected on boats to the local sewage system rather than discharging in the harbor. Any new pier construction should be developed with additional pumpout and dump facilities to ensure that pier users do not discharge waste into the harbor.

Coral Reef and Coastal Habitat Protection

Dredging associated with the proposed project may impact coral reefs in Kahului Harbor. The purpose of Executive Order (EO) 13089 is to increase protection of U.S. coral reef ecosystems. EO 13089 requires that all Federal agencies whose actions may affect coral reef ecosystems in the United States shall: (a) identify their actions that may affect U.S. coral reef ecosystems; (b) utilize their programs and authorities to protect and enhance the conditions of such ecosystems; and (c) to the extent permitted by law, ensure that any actions they authorize, fund, or carry out will not degrade the conditions of such ecosystems. In addition, these Federal agencies shall, subject to the availability of appropriations, provide for the implementation of measures needed to research, monitor, manage, and restore affected ecosystems, including measures reducing impacts from pollution, sedimentation, and fishing. The Draft EIS should address how construction of the proposed project complies with EO 13089.

The Draft EIS should identify if the project is located within an area designated as essential fish habitat. Coordination with the National Oceanic and Atmospheric Administration should be conducted to identify avoidance or mitigation measures. Federal activities, permits and financial assistance must be consistent with the Hawaii Coastal Zone Management Act

(HCZMA). The Draft EIS should identify how the proposed project is consistent with the HCZMA and other coastal requirements.

Air Quality

The proposed project will involve the use of dredging equipment, use of heavy equipment for off-loading, and truck transport of dredged material. These activities could have short and long-term impacts on air quality – particularly emissions of nitrogen oxides (NO_x - an ozone precursor), particulate matter less than 10 microns in size (PM₁₀), and carbon monoxide. The Draft EIS should discuss the general air quality impacts of the projects and discuss options for mitigating these impacts.

To reduce construction and operation-related air quality impacts, EPA recommends that MARAD address the feasibility of implementing air quality-related mitigation to reduce equipment and marine-vessel emissions of Diesel Particulate Matter (DPM) and other pollutants from construction and operations, including:

Operations

- Use low sulfur diesel and ultra-low sulfur diesel fuel for marine vessels. If low sulfur fuel is not available, HI DOT and MARAD should determine if making low sulfur fuel readily available and incorporating the appropriate retrofits would be feasible in reducing diesel emissions of idling ferries and other watercraft at the pier.
- Subsidize the retrofit of older marine vessels and the construction of passenger ferries with cleaner technology. The Draft EIS should quantify the reduction of diesel emissions that could be reduced with retrofitted vessels and/or with vessels constructed utilizing newer, cleaner technology and discuss the feasibility of such measures.
- Provide infrastructure for alternative power options for ferries and other watercraft to reduce diesel emissions related to idling.

Construction and Dredging

- Minimize hauling trips of workers and equipment, including trucks and heavy equipment, and establish an activity schedule designed to minimize traffic congestion around the disposal site.
- Use 1996 or newer model equipment and ultra low sulfur diesel fuel.
- Specify a hauling schedule to minimize cumulative impacts from multiple development and construction projects in the area.
- Locate equipment and staging zones away from sensitive receptors such as children and the elderly as well as away from fresh air intakes to buildings and air conditioners.
- Implement an idling reduction strategy for transport trucks.
- Use diesel particle traps, oxidation catalysts, or and other suitable controls to reduce emissions of DPM and other air pollutants.
- Use low sulfur diesel and ultra-low sulfur diesel fuel.
- Employ periodic, unscheduled inspections to ensure that dredging equipment is properly maintained at all times and is tuned to manufacturer's specifications.

Cultural and Historic Resources

The Draft EIS should identify the potential for adverse impacts to any cultural and historic resources that may be impacted in the study area. The Draft EIS should describe what steps are underway, or are proposed, to ensure compliance with Section 106 of the National Historic Preservation Act and other cultural resource protection laws. Context sensitive design measures should be incorporated to all alternatives due to the project's proximity to these and other historic sites and the Kahului shoreline.

Environmental Justice and Community Involvement

Community involvement activities supporting the project should include opportunities for incorporating public input into the facility area design and location process, especially from any members of the community who will be impacted or relocated by the proposed project. The Draft EIS should identify whether the proposed alternatives may disproportionately and adversely affect low-income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts. Executive Order 12898 addresses Environmental Justice in minority and low-income populations, and the Council on Environmental Quality (CEQ) has developed guidance concerning how to address Environmental Justice in the environmental review process (<http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf>).

Analysis of Indirect and Cumulative Impacts

NEPA requires evaluation of indirect and cumulative effects which are caused by the action (40 CFR Parts 1508.8(b) and 1508.7). "Indirect effects may include growth-inducing effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems." CEQ regulations also state that the Draft EIS should include the "means to mitigate adverse environmental effects." (40 CFR 1502.16(h)). This provision applies to indirect effects as well as direct effects. Induced commercial, industrial, and residential growth can adversely affect water quality, wetlands, and other natural resources.

The Draft EIS should evaluate the increased rates of growth for commercial, industrial, recreational, or residential purposes indirectly caused by the project. Specifically, the Draft EIS should estimate reasonably foreseeable changes in land use patterns, as well as the increased number of automobile and truck trips associated with new land uses. Impacts to cultural, water, socioeconomic, and community resources associated with new development and increased vehicle miles travelled should be specifically addressed in the Draft EIS. Appropriate mitigation to minimize impacts should be included.

Cumulative impacts are defined in the CEQ NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-

Federal) or person undertakes such actions (40 CFR 1508.7). These actions include both harbor and non-harbor activities. The cumulative impact analysis should consider all nearby projects such as adjacent roadway improvements, parking lot improvements, and other harbour projects that are reasonably foreseeable and are identified in the surrounding area. These types of projects, identified within and around the proposed project, should be included in the cumulative impacts analysis. Where adverse cumulative impacts are identified, the Draft EIS should identify appropriate mitigation measures, even if the mitigation is the responsibility of other entities. Disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts (CEQ's Forty Most Frequently Asked Questions #19).

EPA recommends using the California Department of Transportation Indirect and Cumulative Impacts Analysis, which is co-authored by EPA and is applicable to impact analyses for non-road projects outside of California. This guidance can be found at [http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm] and [http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm].

**Kahului Harbor Master Plan & EIS
Public Scoping Meeting
November 13, 2006, 6:30 PM
Lihikai Elementary School, Kahului, Maui, Hawaii**

Fred Ruge, Wailuku resident

Suggestions:

- West Breakwater: build a Coast Guard station, agricultural inspection station, homeland security facility, monorail, superferry facility.
- We have an opportunity with Dan Inouye in Senate. The wastewater treatment plant (WWTP) is in the tsunami inundation zone; expand the east harbor to the WWTP and obtain funds to build a new plant inland. The cost of move/build a new WWTP is estimated at \$400 million. Draft a proposal to Inouye, request funds (\$1 billion); use rest of the funds for harbor improvements.

Warren Shibuya, Maui resident

- Focus on sustaining Maui's economic growth; the harbor is undersized and vulnerable to disasters. Passengers need to be kept outside of the harbor. The following need to be done: (1) increase cargo capacity and capacity to handle larger vessels; (2) deepen harbor to handle larger vessels and for more efficient handling of fuel (AVGAS, diesel, propane); (3) increase offshore bulk handling capacity – cement; (4) improve breakwater with facilities for vehicle inspection, to accommodate highway traffic.
- Planning for harbor development needs to be broader and more inclusive. The 2030 Master Plan should include yachts, tours, drydock facilities, and even a second cargo harbor for Maui.
- Until Honopi'ilani Highway is improved, Maui is vulnerable.

Mr. Shibuya provided written testimony.

Lucienne de Naie, Sierra Club

- There should be an overall circulation plan that results in a walkable waterfront—for example, the Baltimore and San Francisco harbors. Plan for places with shade, water reused from the WWTP.
- Include the WWTP in the overall plan; it takes up valuable shoreline space and is near Kanaha Pond. Plan for reuse of treatment plant effluent.

- Kanaha Pond is not only a wildlife refuge but a place for reclaiming native plants. Take care of what we have.
- Commended for keeping folks involved and taking suggestions.
- The harbor is a favorite surf site in central Maui with legendary surf breaks, not created by the harbor; frequented by ali'i.
- Will the harbor be Incorporating Maui Mall's parking lot? Need to know.

James Takayesu, paddler for 15 yrs

- Concerned about recent developments' impacts on shipping. The 2025 Master Plan did not have much of an impact. The first priority was to deal with shipping, but shipping concerns have been set aside in favor of the superferry. There has been a huge increase in cargo volume (e.g., Young Brothers) in the harbor over the past eight yrs. Maui needs a 2010 plan.
- Re acquisition of A&B land—why hasn't it been acquired? What kind of development is in triangle area? Hope it's not a private development (it's a car dealer). This area is contiguous to the harbor.
- The cement silo area could be used to create more space for Young Brothers. Should do more critical things rather than the superferry.
- Kahului Harbor is so critical to the island. Cannot delay; need to move forward every year. 2030 is far away but the community needs to be served.

Dennis Niles, harbor user

- There are no haul out facilities on Maui to serve the tour boat industry (annual servicing). Need to go to Honolulu or Honokohau at great cost. Ma'alaea? Hazardous materials from these activities are an issue. Propose to use the boat ramp at the west breakwater. Impact on small boats? Need to balance competing interests. Need a permanent, environmentally safe haul-out facility.
- Timing? Why was there no anticipation of superferry impacts during the last planning process (2025 plan)? As part of this process, look at the superferry and how it meshes with long-term planning of the harbor.

Lucienne de Naie

Concurs that we need a place for these facilities. Access to the cruise ships is difficult, as well as parking.

Fred Ruge

Cruise ships should be at the west breakwater.

Questions and Clarifications:

- Parking is free in the harbor (Steve Pfister, Kahului Harbormaster).
- Question about 2025 master plan: prepared in 2000; an EA was completed last year; a number of projects have been completed.
- Is there an implementation plan? Yes, there is.
- The harbor master plan is updated every five years.
- The assumptions listed in the handout are preliminary and likely to change in response to input from the user group and others.

Testimony, 13 November 2006, Lihikai School, Kahului, Maui to
Hawaii State Dept of Transportation-Harbors Division

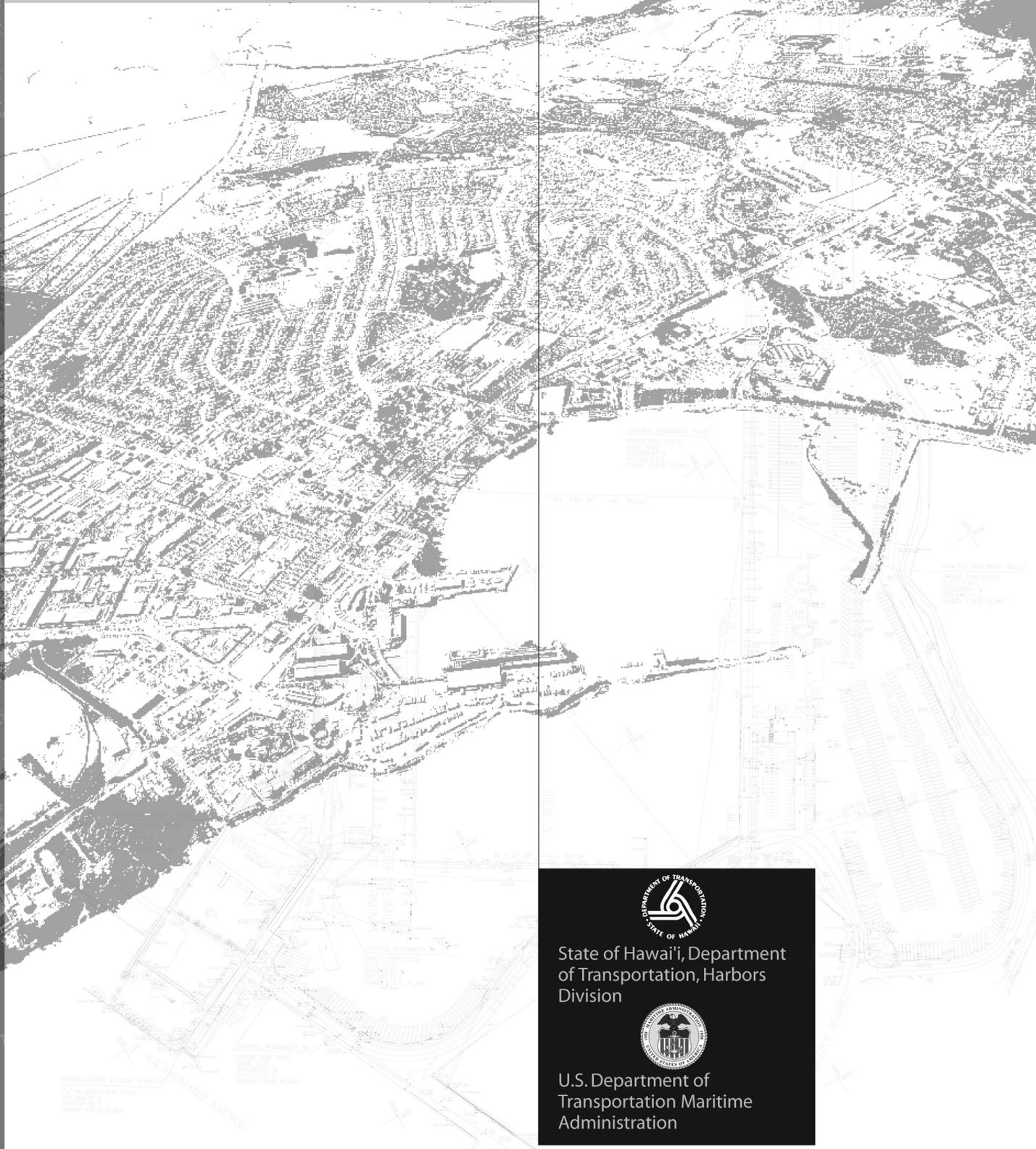
Aloha, I am Warren Shibuya, a Maui resident. Mahalo Mr. Barry Fukunaga, Hawaii State DOT Harbors Division for allowing me to speak at this Kahului Harbor scoping hearing. I understand this scoping hearing combines a Kahului Harbor 2030 Master Plan development with an EIS for Hawaii State Harbors Division to improve Kahului Harbor.

First of two points, besides my harbor improvement recommendations. Hawaii DOT needs to focus on sustaining Maui's accelerated population growth since start of 21st Century. Kahului Harbor's limited cargo processing and bulk handling and storing capacities are woefully undersized, ^{In addition to} ~~despite~~ being vulnerable to disasters. Due to lacking Harbor footprint and ability to support passengers, passengers must be kept outside Kahului Harbor until following recommendations are completed.

1. Increase harbor cargo processing footprint and carrying capacities to accommodate more efficient and larger container carrying vessels.
2. Deepen Kahului Harbor to accommodate deeper drafting, more efficient bulk product deliveries of Av-gas, gasoline, diesel, propane.
3. Increase on-shore bulk fuel storage capacities, including bulk cement.
4. Improve Kahului Breakwater property with facilities, vehicle inspections and support for cruise ship, ferry and tour-boat passengers. Highway traffic better accommodates movement of passengers and vehicles from the Breakwater properties.

Second point. I want the Kahului Harbor 2030 Master Plan development be immediately followed with a development of Maui Harbors 2030 Master Plan. This provides total Maui harbors perspective to accommodate tour boats, yacht berths,

APPENDIX C Cruise Market Study



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State of Hawai'i, Department
of Transportation, Harbors
Division



U.S. Department of
Transportation Maritime
Administration

2007 Kahului Cruise Market Study

Prepared for TEC Inc.

Final Report Submission
March, 2007

Prepared by:



Bermello Ajamil & Partners, Inc.

Overview

1.1 Background and study objectives

Bermello-Ajamil & Partners, Inc. (B&A) was engaged by TEC Inc. to prepare an analysis of global, regional, and local cruise market trends for Kahului, Maui. This study is to be considered in the development of cruise-related marine infrastructure and related upland support facilities within the Harbor, as part of the Kahului Harbor 2030 Master Plan/EIS.

The following study is to determine the potential for overall growth for Kahului in terms of cruise passenger throughput, cruise vessel calls per annum, passenger volume per call and future vessel size. These components contribute to the baseline of our cruise projection/forecasting efforts. Key components of the market study include:

- Assessments of worldwide and regional cruise industry trends and growth patterns;
- Cruise passenger and vessel market projections specifically for Kahului over a 23-year horizon to be used as a baseline for future planning efforts as they relate to berth demand and cruise passenger throughput capacity; and,
- Review of cruise vessel design, specifications, and evolving trends.

Deployments to the island by Carnival Cruises and Norwegian Cruise Line (NCL) in the Hawaiian sub-sector comprise the majority of Kahului's cruise activity, and provide a solid base for potential cruise growth¹. It is important to consider worldwide and regional cruise market trends in order to best forecast growth scenarios for Kahului with regard to cruise passenger throughput and cruise calls. The market study is followed by a brief summary of the evolution of the cruise vessel in order to show the growth of yesterday's modern cruise vessel to today's, and to illustrate what type of high capacity passenger vessels ports and harbors can expect to see worldwide.

The information presented in this document reflects available data on the cruise industry and our interpretation of market trends as of the date of this report.

¹ In April 2007, NCL announced the temporary withdrawal of Pride of Hawai'i from the Hawaii market – effective February 2008. (The ship will be deployed to Europe for the summer of 2008 as part of the NCL fleet). Although this will have an impact on the immediate to short-term volume of cruise activity in the region, we believe the redeployment is unrelated to Kahului's potential cruise capacity and appeal as a destination.

Worldwide Cruise Market

2.1 Summary

The following is a brief review of worldwide cruise market trends applicable to Kahului's mid- to long-term planning efforts in accommodating its cruise market and potential growth.

- 1) The cruise industry has emerged as one of the fastest growing and popular segments of the worldwide travel and leisure industry. Between 1990 and 2005, passenger levels have expanded from 4.4 to an estimated 13.6 million worldwide. With many of the fundamentals that contributed to the success of the industry still in place, cruise passenger volumes are expected to continue their positive growth trend. Projection of the worldwide industry suggests passenger carrying levels could expand from the 2005 estimate of 13.6 million to between 23.8 and 31.5 million by 2020.
- 2) As of March 2007, 36 new cruise vessels with a total berth capacity of 94,101 are scheduled for delivery over the next five years. For comparison purposes, in December 2002 the forward cruise vessel order book contained 26 vessels with a berth capacity of 56,428. This is an increase of 28% in terms of berth capacity over a 4-year timeframe, with each new vessel currently on order carrying an additional 887 berths.²
- 3) In February 2006 Royal Caribbean International announced an order for the next generation of cruise vessel – Project Genesis - for delivery in fall 2009. It is approximately 43% larger than their current largest vessel delivered in spring 2006 – *Freedom of the Seas* - at 220,000 GT. In addition, as of September 2006 NCL contracted with Aker Yards to build two new 150,000-GT, 1066-foot LOA cruise vessels capable of accommodating more than 6,400-passengers and crew. The vessels are scheduled for delivery in 2009 and 2010. A third sister vessel in the series is on option for delivery in 2011.
- 4) For Kahului, the net result of the cruise vessel development trends is that if Kahului chooses to accommodate the future generation cruise vessels' port-of-call service requirements (in order for the destination to remain competitive in the world and regional marketplace), cruise facility enhancements would be necessary. This will include the ability to offer industry operators cruise berth(s) capable of accommodating vessel lengths and structural loads of a 1066-plus feet cruise vessel, gross tonnage of more than 150,000 and with a passenger complement upwards of 4,000 – 6,000 persons per vessel. The largest vessel presently calling at Kahului is the *Pride of Hawaii*, with a LOA of 965-feet, 93,500-GT, and a 2,466 passenger capacity.
- 5) Although the cruise industry continues to strive toward globalization, the majority of cruise passengers are still sourced from two significant locations—North America and the United Kingdom. In 2006, these source markets accounted for more than 76% of the total worldwide cruise bookings.

² Project Genesis and the NCL newbuild orders account for a majority of berths per vessel.

Regional Cruise Trends

3.1 Summary

The majority of Kahului's present and historic cruise activity originates from Honolulu's homeporting operations. Relevant regional market trends that directly impact Kahului include cruises from the U.S. West Coast – inclusive of the Alaskan, Mexican and Hawaiian markets. The following section reviews cruise activity in these regions.

- 1) While facing challenges over the past five years, the U.S. West Coast region continues to reflect a long-term positive growth trend with improved prospects for 2006 observed for all of the region's primary sectors—Mexican Riviera, Mexican Baja, Panama Canal, Hawaii and Alaska. Mid- to long-term prospects are positive. In 2006, 1,201-itineraries with a lower-berth capacity of 2,516,577-passengers spread across 10 cruise sectors were identified as compared to 2004 with approximately 1,950,000-passengers on 975 sailings in the region.
- 2) Carnival Corporation remains the largest operator in the U.S. West Coast sub-sectors – Mexican Riviera and Baja offering 201-sailings with more than 500,000-passengers in 2006. Royal Caribbean International and Princess Cruises also contribute heavily to the capacity in the regional sub-sectors directly affecting Alaska and Hawaii. While NCL offers fewer sailings from West Coast ports at present over the long-term they are likely to diversify into longer-haul Hawaiian and coastal cruises.
- 3) Over the near-term, growth prospects in the region are likely strongest for the Mexican Riviera and Hawaii sectors. While providing indirect impacts, Alaska will also grow significantly over the mid- to long-term provided homeport berths are available in the key ports of Seattle and Vancouver. The Panama Canal sector will see some growth over the mid- to long-term mainly due to the movement of vessels to and from the region on a seasonal basis. The result of this for Kahului and the Hawaiian cruise market is an overall increase in cruise vessels and cruise calls. The Hawaiian destination serves as an attractive itinerary feature for expanding U.S. West Coast deployments and homeporting activity.
- 4) Increased cruise activity in the U.S. West Coast market sector will facilitate an improved annual market capture for the Hawaiian sub-sector – Kahului can benefit from this growth. Continued growth in the Mexican Riviera and Mexican Baja sectors is predicated on the requirements for additional downstream port-of-call berths to provide for increased numbers of vessels in ports on a daily basis. Puerto Vallarta and Cabo San Lucas are constrained at present. There are few alternatives within the typical 8-day cruise patterns to support growth in the mid-term. West Coast homeports inclusive of the Port of Los Angeles, Long Beach and Port of San Diego must also develop facilities to support the next generation of cruise vessels to be introduced into the region (Voyager-class) mid-term, and provide for long-term planning in anticipation of 5,000-passenger vessels. Increased collaboration among destinations must continue its growth. Improvements in port capabilities and cruise tourism infrastructure will undoubtedly make the region more appealing overall for operators, and thus, should work to expand market opportunities for all regional destinations.

3.2 The U.S. West Coast Cruise Region

Capacity Deployment Levels

We define the U.S. West Coast Cruise region as covering ports ranging from the Gulf of Alaska, Hawaii, the states of Washington, Oregon and California, Mexican Baja Peninsula and the Mexican West Coast. There is a smaller influence on the region by South America and the South Pacific areas as well in terms of cruise placement.

In terms of growth the U.S. West Coast region is maturing, especially as far as the North American-based market is concerned. From the North American cruise market perspective the region has been one of the mainstays for the past ten years despite some downturns in growth in the early 2000's. This is illustrated in Table I, where the CLIA's destination analyses from 1998 to 2006 are used to plot the growth in this region.

The Mexico West sector is the core of the region and has more than doubled in growth since 1998. This activity is somewhat muted by the fact that the key downstream ports along the Mexican West Coast are berth constrained. In addition, there are still strong passenger levels in the Mexican Baja 3 and 4-day market sector with 207-cruises and more than 512,000-cruise passengers. While not directly related to the West Coast Region, the Alaska cruise region does influence traffic along the West Coast, and ultimately Kahului, influencing 44 Repositioning sailings. (To a great degree many of the Panama Canal itineraries identified in the study are also directly related to cruise vessel repositioning to and from the Alaska cruise sector). The Hawaii sector plays an important role in the potential expansion of the overall U.S. West Coast regional cruise market due to its anticipated growth.

Table I: Cruise Capacity Placement - U.S. West Coast, North American Operators

Source: Cruise Line International Assoc. (CLIA) and B&A, 2007

Region	Bed-Nights									% Change 00 to 06
	98	99	00	01	02	03	04	05	06	
Alaska	3,790,816	4,086,620	4,197,332	4,698,538	5,052,907	5,265,159	5,913,967	6,417,134	6,356,226	51.43%
Trans Canal	2,612,788	3,036,208	2,573,444	2,396,424	2,092,723	2,783,975	2,930,528	2,718,752	2,803,538	8.94%
Mexico West	2,421,126	2,529,106	2,680,934	1,166,756	3,386,475	3,390,768	4,827,262	5,759,636	5,214,100	94.49%
Hawaii	745,216	885,268	857,390	1,557,438	1,903,302	1,953,200	2,629,458	2,907,444	2,885,034	236.49%
South Pacific	369,507	947,382	1,155,217	1,158,004	835,464	1,099,056	683,506	657,382	1,448,806	25.41%
World	545,242	565,824	414,342	613,046	582,314	375,384	462,934	460,670	339,827	-17.98%
Coastal West	136,198	65,108	217,518	1,944,752	216,338	376,709	643,792	433,436	161,486	-25.76%

3.3 Hawaii Cruise Region

Overview

Cruise itineraries within this sector originate from homeports in Hawaii (Honolulu), the U.S./Canada (San Diego/Vancouver), and Ensenada and provide the opportunity to explore the islands of Hawaii. Due to the Passenger Services Act (PSA) foreign-flagged cruise vessels cannot sail directly to/from/within Hawaii without calling or homeporting in a foreign port. Most of the cruises originating in Hawaii are now controlled by NCL as

their fleet sailing within the Hawaiian Islands are U.S. flagged allowing for inter-island cruising. Since 2001, Hawaii has more than tripled its passenger bed-nights from 857,000 to 2.6-million primarily due to the influence of NCL. NCL's *Pride of America* and *Pride of Aloha* sail year-round in the sub-sector within Hawaii. Honolulu serves as the core homeport in the sub-sector with the mainland ports of San Diego and the Port of Los Angeles contributing to the longer cruise patterns in the sub-sector. All of the major cruise lines offer Hawaiian sailings.

Challenges for Hawaii have been the PSA, cruise homeport infrastructure considerations, shore excursion product needs, and an on-going political debate about the general impact of the Hawaiian cruise industry on the quality of life of Maui residents.

Hawaii is also used as a repositioning cruise in conjunction with the Alaska cruise season due to its potential for increased per diems over potential U.S. West Coast itineraries. A regular Hawaii cruise departing from a U.S. West Coast port or a repositioning sailing requires extensive sea time, (approximately 5-days), to complete the transit to/from Hawaii. This does provide a limiting factor on the number of sailings a cruise operator will offer in this sector due to operational costs associated with the long transit and a weakened onboard revenue stream due to an abundance of sea days.

Impact / Relevance to Kahului

From a strategic standpoint, Kahului is in a good position to continue as a port-of-call for North American cruise vessels offering Hawaiian sailings (specifically NCL homeporting operations through Honolulu). The estimated cruising distance to the Hawaiian ports within overall Hawaiian itinerary patterns from West Coast ports does present a substantial marketing / operational issue for cruise lines. However, the overall demand for the sailings is good and expansion is anticipated. There will be an effort to expand the Hawaiian sub-sector primarily through increased sailings from the U.S. West Coast over the mid- to long-term.

Table 2: Sample Patterns of Hawaiian Cruise Itineraries 2006

Source: B&A, 2007

Operator	Vessel	Pax (Lower Berths)	Length (days)	Season	Number of Cruises	Baseport	Sample Itinerary
Carnival Cruise Lines	Carnival Spirit	2124	12	Spring	1	Honolulu, HI	Ensenada; Hilo; Kahului; Lahaina; Kona; Kauai (Nawiliwili); Honolulu
Celebrity Cruises	Infinity	2449	15	Spring	1	Los Angeles, CA	L.A.; Nawiliwili; Honolulu; Hilo; Kailua Kona; Lahaina; Ensenada; L.A.
Celebrity Cruises	Summit	2449	16	Spring	13	Los Angeles, CA	L.A.; Lahaina; Nawiliwili; Napali Coast; Hilo; Honolulu; Kailua Kona; Ensenada; L.A.
Cunard Cruise Line	Queen Mary II	2620	12	Winter	1	Los Angeles, CA	L.A.; Mount Maunganui NZ; Honolulu; Kailua Kona; L.A.
Hapag-Lloyd	MV Columbus	400	16	Winter	2	Honolulu, Hawaii	Acapulco; Zihuatanejo; Cabo San Lucas; Los Angeles; Lahaina; Nawiliwili; Hilo; Honolulu.
Holland America	Zaandam	1440	16	Winter	4	San Diego, CA	San Diego; Hilo; Honolulu; Kona; Lahaina; Ensenada; San Diego
Holland America	Volendam	1440	19	Spring	1	Vancouver, BC	Seattle; Hilo; Kona; Hnonolulu; Kauai; Lahaina; Vancouver
Holland America	Amsterdam	1380	16	Winter	6	San Diego, CA	San Diego; Kona; Honolulu; Nawiliwili; Hilo; Ensenada; San Diego
NCL	Norwegian Wind	2159	12	Spring / Winter	17	Honolulu, HI	Honolulu; Hilo; Lahaina; Nawiliwili; Fanning Island; Kona
NCL	Pride of America	2146	8	Year-round	49	Honolulu, HI	Honolulu; Kahului; Hilo; Kona; Kauai
NCL	Pride of Aloha	2340	8	Year-round	46	Honolulu, HI	Honolulu; Kauai; Hilo; Kahului; Kona; Kahului

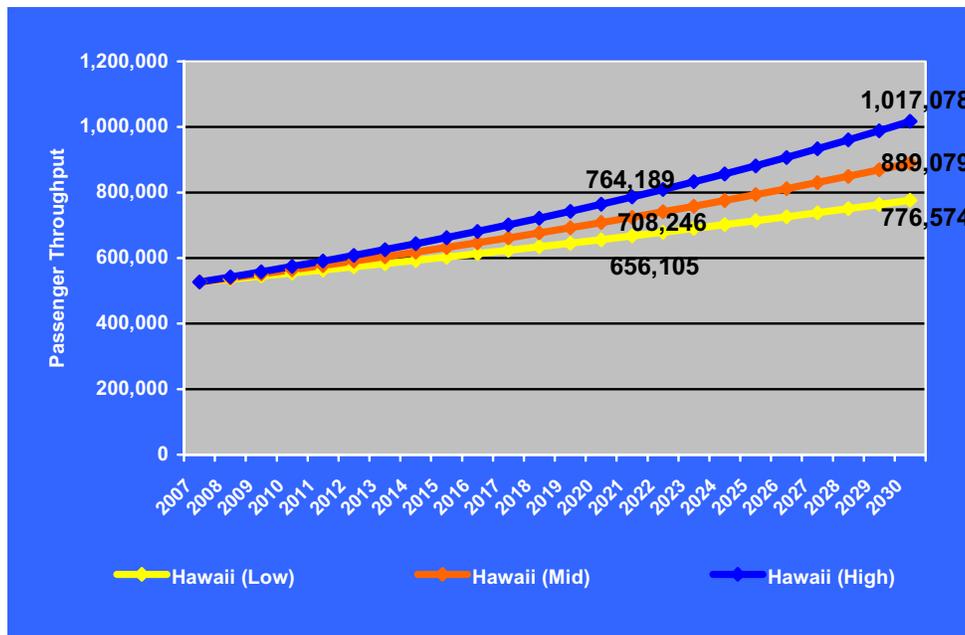
Table 2 (Continued)

Princess	Island Princess	1950	16	Spring / Winter	15	Los Angeles, CA	Los Angeles; Kona; Honolulu; Kauai; Lahaina; Hilo; Ensenada; Los Angeles
Royal Caribbean	Serenade	2500	12	Fall	1	Honolulu, HI	Vancouver; Kona; Hilo; Lahaina; Honolulu
Royal Caribbean	Serenade	2500	12	Fall	1	Ensenada, MX	Honolulu; Kauai; Lahaina; Hilo; Kona; Ensenada

Table I illustrates the growth (in Bed-Nights) of the Hawaiian region from 1998 to 2006. There is an overall increase of 236% within the time period 2000-2006. Figure I below illustrates our growth forecasts from FY2007 out to FY2030 by passenger throughput capacity³. Our FY2007 passenger capacity projection is grown annually by 1.7% (low), 2.3% (mid), and 2.9% (high). These growth variations are based on industry trends, comparable cruise destination growth rates, and largely reflect average annual vessel size increases. It is thus reasonable to assume a sub-sector passenger throughput capacity of 708,000 in FY2020 and 889,000 by FY2030.

Figure I: Projected Scenarios of Capacity Growth for Hawaii Sub-Sector

Source: B&A, 2007



³ Passenger throughput capacity refers to the overall capacity of the region in terms of the passenger capacities of the vessels sailing, in the region and the frequency of sailings.

Kahului Projected Cruise Growth

4.1 Overview

We have used projection variations to illustrate likely passenger throughput and vessel calls for Kahului over a 23-year horizon for the Kahului Harbor 2030 Master Plan. They include the following:

- Development of an unconstrained passenger forecast for Kahului based on historic growth of passenger volumes in the Hawaiian region and at Kahului through market analysis; and,
- Market capture analysis for Kahului within the Hawaiian sub-sector.

The scenarios described above comprise our low, medium, and high passenger forecasts. Our figures are based on Kahului Harbor's Fiscal Year (FY), which begins in July of the previous year and concludes in June. The results are summarized at the conclusion of our analysis.

4.2 Kahului's Cruise Market Overview

From FY2000-FY2007, Kahului has experienced over 400% growth in passenger throughput. The addition of NCL's Pride of Hawaii in May FY2006 has raised passenger throughput tremendously with 52 total calls at Kahului in FY2007, and an estimated 52 calls in the coming years. The result is an estimated 109,000 passengers for FY2007, from 52 cruise calls. Through our analysis, we have calculated that vessels sail within the Hawaiian region at roughly 85.6% passenger occupancy levels, allowing ample room for healthy growth over a long-term time period.

For FY2006 and FY2007, Kahului's cruise base includes five vessels from NCL, as well as the Carnival Spirit. While Kahului has accommodated both cruise lines in recent years, its overall cruise base has largely been – and likely will continue to be – dominated by NCL. The two major cruise lines, both members of the Cruise Line International Association (CLIA), show prominent growth within the cruise industry worldwide.

- **Star/NCL Cruises.** Star Cruises is the leading cruise line in Asia, and with acquisition of NCL Holdings 2000, is the third largest cruise line operator in the world. Star Cruises' combined fleet consists of 20 vessels and over 30,000 lower berths. The NCL and Orient brands are marketed primarily to consumers from North America, Europe and Australia.⁴ The Star Cruises brand is focused on tapping into the Asia Pacific consumer markets. As NCL is expanding its fleet through new vessel deliveries the plan was then to move older tonnage from NCL to Star Cruises (5 in total). However, to date only one vessel has been transferred to the Star fleet. NCL was preparing to become a publicly traded company in late 2006 or early 2007. Star/NCL recently contracted for two 150,000-GT 5,200-passenger vessels set for delivery in 2009/10. A third is on option.
- **Carnival Corporation.** Publicly held and traded, Carnival Corporation controls over 145,000 lower berths on 85 vessels. Carnival Corporation presently has

⁴ Star/NCL recently purchased a tour operation in Hawaii to support cruise operations.

additional 15 - 18 cruise vessels on order or option. Carnival Corporation's portfolio of 12 brands is remarkable and includes many of the gold standard cruise companies: Carnival Cruise Lines, Holland America Line, Princess Cruises, Seabourn Cruise Line and Windstar Cruises in North America; P&O Cruises UK, Cunard Line, Ocean Village and Swan Hellenic in the United Kingdom; AIDA in Germany; Costa Cruises in Southern Europe; and, P&O Cruises Australia.⁵ These brands combine to offer a range of vacation products to consumers with varied tastes, income levels, and national origins. Combined, more than 6.5-million people sail on Carnival brands annually.

The contemporary brand cruise segments, in tandem with a large North American consumer demographic, comprise the majority of Kahului's cruise base.

4.3 Kahului's Cruise Vessel Deployment Trends

Within the Hawaiian sub-sector region, Honolulu provides the majority of homeporting deployment activity for the itineraries impacting Kahului. Kahului serves as a key port-of-call within the region, with a market capture rate of 64.2% of Hawaii's sub-sector cruise market. The primary ports-of-call also incorporated into Kahului's typical cruise itinerary pattern(s) include Hilo, Kauai, Kona, Lahaina, and Nawiliwili. A breakdown of Kahului's cruise activity for FY2007 is summarized in Table 3.

Table 3: Kahului Conventional Cruise Activity⁶, FY2007

Source: B&A, 2007

Cruise Line	Vessel	Passengers (Lower Berths)	Calls	Total Pax	Base Port	End Port	Ports called on
Carnival	Carnival Spirit	2,124	4	8,496	Honolulu	Honolulu	Hilo; Kahului; Kauai; Kona; Lahaina; Nawiliwili;
NCL	Norwegian Wind	2,159	1	2,159	Honolulu	Honolulu	
	Norwegian Sun	2,340	5	11,700	Honolulu	Honolulu	
	Pride of Aloha	2,340	52	121,680	Honolulu	Honolulu	
	Pride of America	2,146	52	111,592	Honolulu	Honolulu	
	Pride of Hawaii	2,466	52	128,232	Honolulu	Honolulu	
TOTAL			166	383,859			

While the Carnival Spirit's activity among Kahului's itinerary patterns is marginal, NCL's Pride of Aloha, Pride of America, and the newly introduced Pride of Hawaii comprise the majority of activity. Vessel dimensions and their impact on market trends for Kahului are explored further under Cruise Vessel Evolution.

4.4 Forecast qualifications

The forecasts in the following section represent our best interpretation of conditions present in the marketplace as of the date of this report. Actual cruise passenger and

⁵ Carnival Corporation owns two land-based tour operations in Alaska—Holland America Tours and Princess Tours—that operate buses, hotels/lodges and train cars for sightseeing.

⁶ Conventional Cruise Activity refers to multi-day, multi-destination cruise deployment – exclusive of ferry operations, boating tours, and inter-island transportation vessels.

vessel arrivals to Kahului could vary and are susceptible to cruise line shifts in capacity deployment resulting from unforeseen changes in cruise line market philosophy(s), destination competition, and other factors. Our market analysis relies on the following qualifications:

- Passenger throughput and cruise calls include conventional cruise activity only, and does not take into account ferries, boating tours, and inter-island transportation vessels;
- All approaches assume cruise infrastructure supply (inclusive of berthing facilities and berth supply) keeps pace with unconstrained market growth;
- Cruise market growth (in all cruise sectors impacting Hawaii – inclusive of Hawaii, U.S. West Coast, Alaska, Mexican Baja, and Panama Canal) maintains a consistent, healthy rate of growth;
- Kahului is able to accommodate a berthing vessel or an offshore vessel tendering passengers through the Harbor; and,
- Cruise lines (inclusive of vessel captains and crew, vessel service and tour operators) are satisfied with the berthing layout(s), dockage accommodation, general cruise facilities, and overall operations offered at Kahului Harbor.

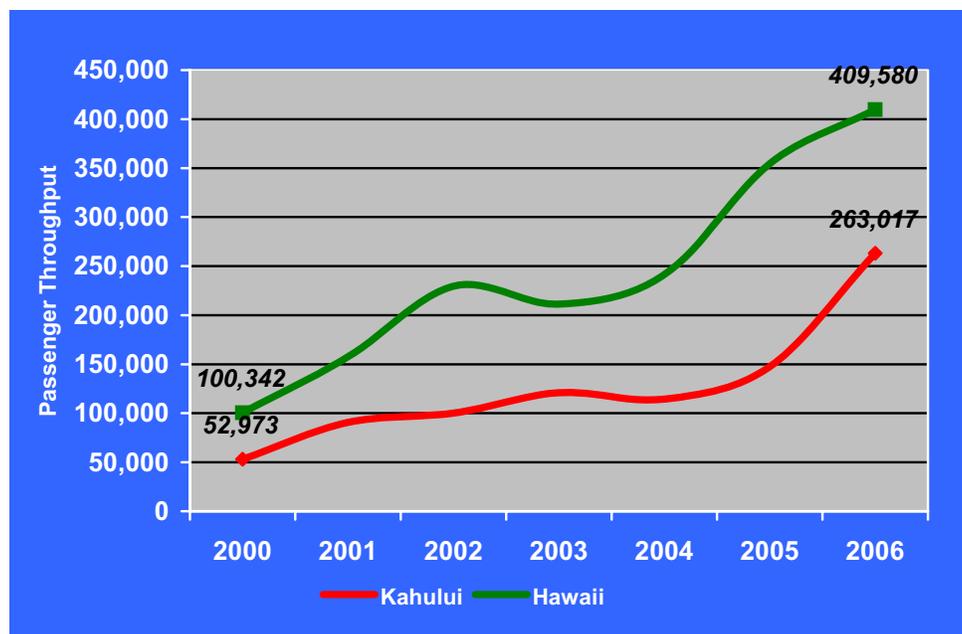
Our forecast methods and the various assumptions inherent in each incorporate our best interpretation of demand and supply conditions present in the marketplace as of the date of this report.

Kahului Historic Passenger Throughput

Figure 2 below illustrates the historic passenger throughput for Kahului from FY2000 to FY2006. Kahului has experienced an average annual growth rate of 34.0%. Compared with Hawaii's average annual growth of 28.6% over the same time period, Kahului has experienced tremendous growth since 2000⁷. The rapid rate of market capture is due to an overall increase in the appeal of Kahului as a destination and NCL and Carnival's interest in regional deployment, and the addition of new vessels to the region – specifically the introduction of NCL's Pride of Hawaii in May of FY2006. These factors account for the acute rise in passenger throughput in FY2006-FY2007. Kahului passenger levels for FY2006-FY2007 are based on web searches of all major cruise lines, and Kahului Harbor's recorded passenger numbers.

Figure 2: Kahului Historic Throughput, FY2000-FY2006

Source: B&A, 2007



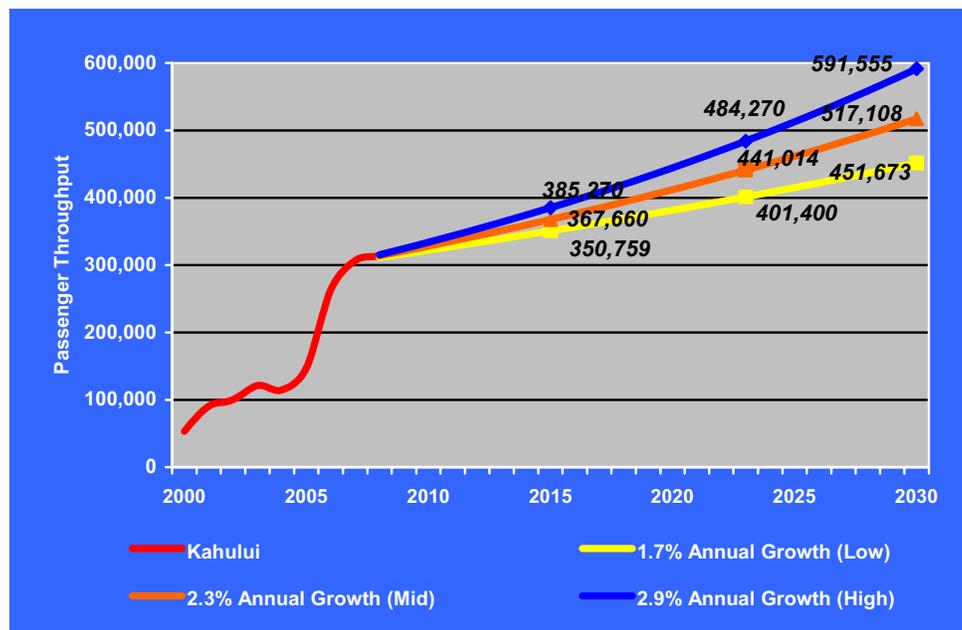
⁷ We have estimated cruise vessels in the Hawaiian region to sail recently at an average 85.6% occupancy level.

Growth Rate Analysis

From a market-supply side standpoint, the cruise market cannot hope to sustain similar growth rates over a 23-year horizon for Kahului deployment trends, and so a projected trend line based upon a historic growth rate is similarly unrealistic. For this reason, our growth analysis takes into consideration other factors in projecting future passenger throughput, such as sub-sector and regional trends, average vessel growth, cruise industry trends, and our overall experience. See Figure 3.

Figure 3: Kahului Growth Analysis Through FY2030⁸

Source: B&A, 2007, Cruise Line website research



As mentioned previously, the rapid growth that took place from FY2000 until the present date is directly related, initially, to interest in Kahului as a destination and the related growth, followed by the placement of NCL's Pride of Hawaii in May FY2006. Although our forecasts are unconstrained, there are prominent market factors that dictate growth. The introduction of a new vessel is a firm example – recent growth in the region affecting Kahului is directly related to NCL deployment. Based on NCL's newbuild schedule, they have now placed all vessels intended for the Hawaiian market into the region. Our growth rates of 1.7% (low), 2.3% (mid), and 2.9% (high) are based on industry trends, comparable cruise destination growth rates, and largely reflect average annual vessel size increases. Our forecasts project mid-points of 368,000 passengers by 2015 and half a million passengers by 2030; 592,000 passengers is our highest forecast. This is a 68.7% increase over a 23-year horizon – a more conservative projection than historic trends would otherwise indicate. An inherent challenge for a region – regarding cruise industry growth – is its overall potential capacity. How much capacity can be placed in the Hawaiian sub-sector? Most lines sailing in the Caribbean sail at vessel occupancy levels of between 97% and 104%. We have assessed Kahului occupancy levels to be roughly 85.6%. Additionally, a daily call at Kahului by a vessel of 2,500 passengers equates to an estimated 910,000 passenger throughput capacity. This result is considerably favorable regarding growth potential.

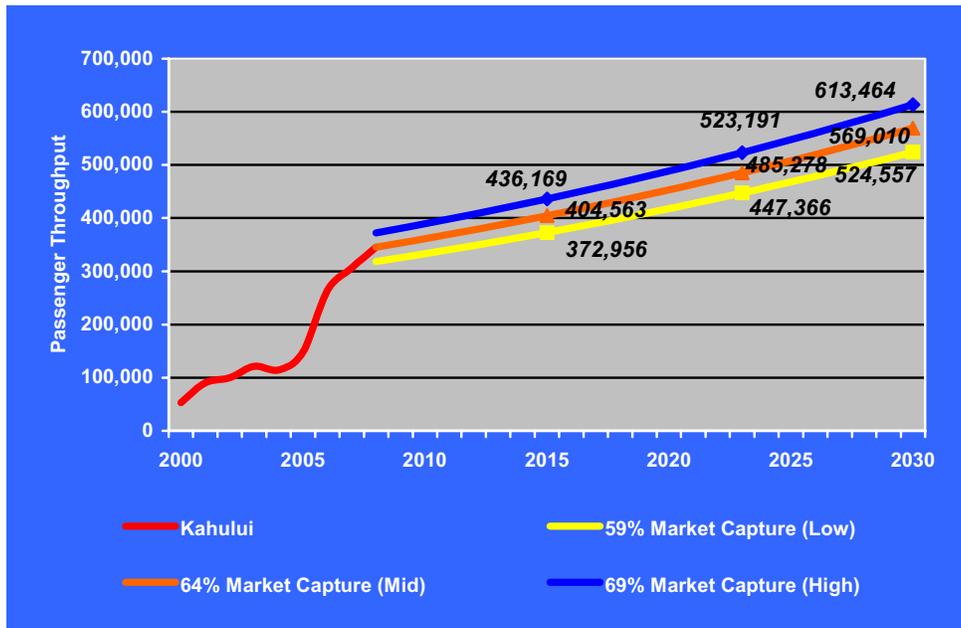
⁸ 2006-8 projections are based on cruise lines' planned cruise itineraries in the region.

Market Capture Analysis

Projection methodology two calls for estimating present and future potential market levels and Kahului's present capture rates. Starting from FY2007, we estimated total potential capacity in the Hawaiian sub-sector at 527,000 passengers; this level was grown at an accelerated annual rate to accommodate for Kahului's recent rapid growth (due to the Pride of Hawaii). From 2008 and onwards, we followed reasonable annual growth rates – an average 2.3% – and viewed total potential passenger capacity at 632,000 passengers in the region by 2015. Growth rates were applied through 2030, to result in a passenger capacity of 889,000 for the overall Hawaiian sub-sector.

Figure 4: Kahului Market Capture Analysis Through FY2030

Source: B&A, 2007



Three scenarios were developed (see Figure 4): Kahului captures a modest 59% of the total potential market (low); Kahului captures a likely 64% of the total potential market (mid); and, Kahului captures a more aggressive 69% of the total potential market. These have been fairly consistent marks for Kahului over the past five years in terms of regional capture. The introduction of NCL's Pride of Hawaii has been accounted for in terms of Hawaii's estimated FY2007 passenger capacity levels and subsequent growth. Under this projection approach, total passenger throughput is estimated to range from 373,000 to 436,000 passengers in 2015, and from 525,000 to 613,000 by 2030.

Anticipated Cruise Passenger Throughput to Kahului

Each of the cruise forecast scenarios generated results within a range that is reasonable for Kahului and for the present qualitative market trends observed in the Hawaiian sub-sector. A summary of the results of each projection scenario is presented in Table 4.

Table 4: Kahului Passenger Projections Overview, FY2010 - FY2030

Source: B&A, 2007

Scenario 1: Historic Trend Analysis / Growth Variations			
	Low (1.7%)	Medium (2.3%)	High (2.9%)
FY 2010	322,407	328,147	333,955
FY 2020	381,605	411,932	444,469
FY 2030	451,673	517,108	591,555
Scenario 2: Market Capture Analysis (of Hawaiian Region)			
	Low (capture at 59%)	Medium (capture at 64%)	High (capture at 69%)
FY 2010	332,874	361,083	389,293
FY 2020	417,865	453,277	488,690
FY 2030	524,557	569,010	613,464
Overall Forecast Conclusion			
FY 2010	322,000 to 389,000 passengers		
FY 2020	382,000 to 489,000 passengers		
FY 2030	452,000 to 613,000 passengers		

The final results for each projection scenario are generally consistent with one another, lending support to a final forecasted range of cruise passenger arrivals to Kahului of between 322,000 to 389,000 in 2010 and 452,000 to 613,000 in 2030. Growth is feasible due to occupancy levels of the vessels sailing in the region, currently estimated at 85.6%. Worldwide average vessel occupancy levels are around 97% - from our experience, we expect passenger levels in the Hawaiian sub-sector will grow, thereby increasing overall vessel occupancy levels. Kahului has a passenger throughput capacity of 910,000 (100% occupancy) given vessel passenger capacities, deployment patterns, and market capture opportunities. Thus Kahului's total passenger capacity is capable of accommodating our most aggressive 2030 market projection from a market-supply side standpoint – 613,000 passengers.

Over the long-term these projections increase at a lower rate than that of the last 6 years. We believe them to be more accurate as we continue to see the evolution of the U.S. West Coast Region, Hawaiian sub-sector, and the impact Kahului is having on deployment in the region overall. We anticipate that the overall cruise throughput to Kahului will remain on the medium to high side over the considered 23-year horizon. Growth of the Kahului cruise market has been very favorable since the introduction of the newly built Pride of Hawaii and it is plausible that progressive trends will continue as additional tourism fundamentals and cruise operational facilities in Kahului and the overall region develop.

Cruise Vessel Evolution

5.1 Evolution of the Modern Cruise Vessel

The evolution of the cruise vessel has been one of the principal mechanisms propelling industry growth. It has also required that cruise destinations – both the maritime port facilities handling homeport and port-of-call operations as well as the destinations themselves – evolve to meet the challenges presented by these vessels if they wish to participate in the large-scale segment of the cruise industry.

Table 5: Sample of Large Cruise Vessel Types

Source: B&A, 2007

Type	First Post - Panamax	Today's Post - Panamax	Tomorrow's Largest
Name	<i>Grand Princess</i>	<i>Freedom of the Seas</i>	<i>Genesis Project</i>
Operator	Princess Cruises	RCI	RCI
Group	Carnival	RCCL	RCCL
Built	1998	2006	2009
Pax (LBs)	2,600	3,634	5,400
Pax (Max)	3,000	4,200	6,400
GT	108,000	160,000	220,000
LOA (ft)	950	1,112	1,181
Beam (ft)	118	150	154
Draft (ft)	27	28	30
Air Draft (ft)	200	210	213

5.2 Accommodating Future Cruise Vessels

As previously mentioned, for Kahului the net result of the cruise vessel development trends is that current facilities are not able to accommodate these large cruise vessels. Should Kahului Harbor choose to fully accommodate the future generation cruise vessels' port-of-call service requirements (in order for the destination to remain competitive in the world and regional marketplace), cruise facility enhancements would be necessary. These efforts would entail possible expansion and overall facility improvements to accommodate vessel lengths and structural loads of a 1066-plus feet cruise vessel, gross tonnage of more than 150,000 and with a passenger complement upwards of 4,000 – 6,000 persons per vessel. At present, the relevant specifications of the vessels that comprise Kahului's cruise market include the following:

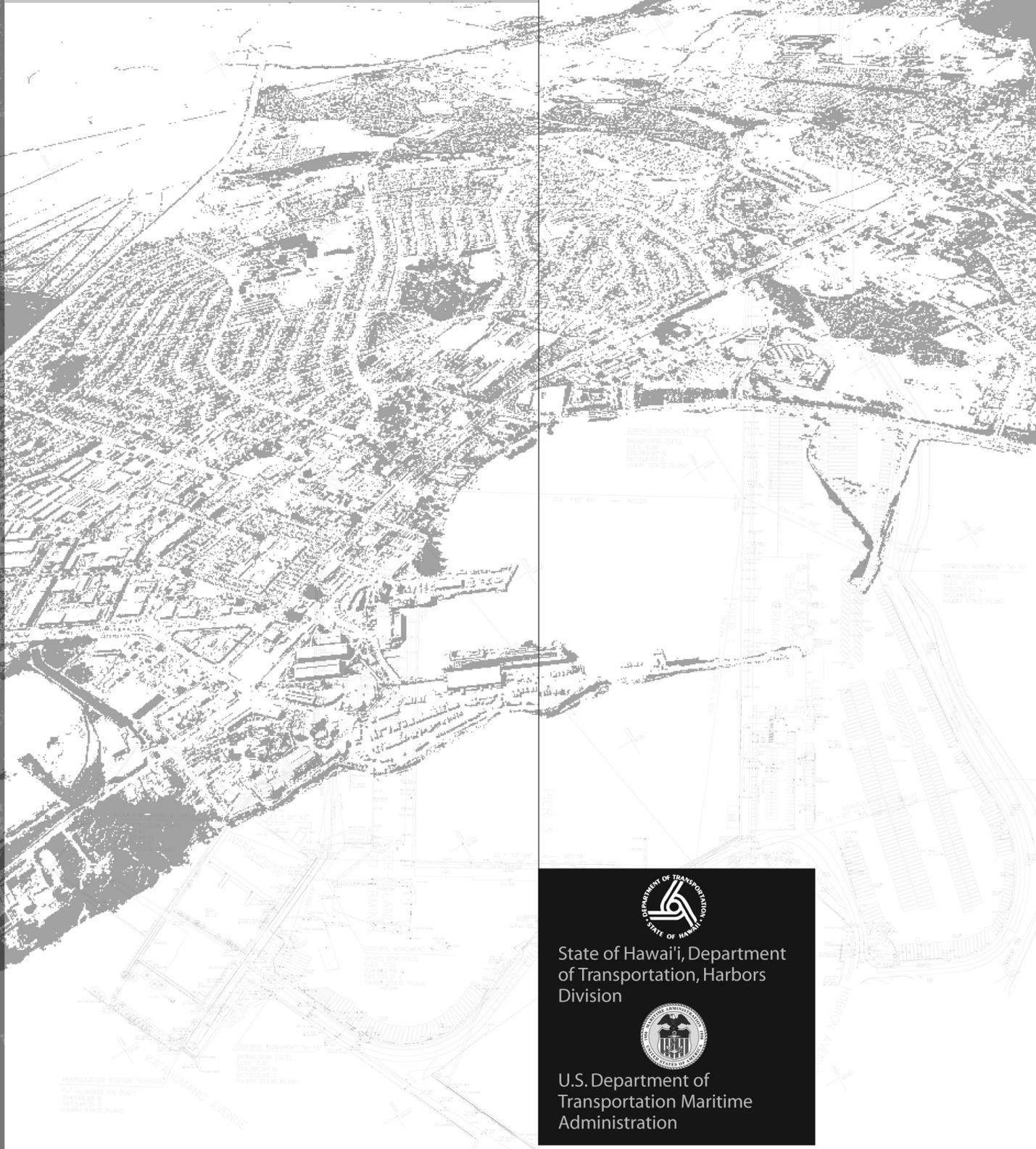
Table 6: Kahului's Cruise Vessels' Specifications, FY2007

Source: B&A, 2007

Cruise Line	Vessel	Specifications (feet)			GRT	Passengers (Lower Berths)	Calls
		Ship Length	Beam	Draft			
Carnival	<i>Carnival Spirit</i>	963	106	26	88,500	2,124	4
NCL	<i>Norwegian Wind</i>	754	93	22	50,760	2,159	1
	<i>Norwegian Sun</i>	842	106	26	76,000	2,340	5
	<i>Pride of Aloha</i>	842	106	26	76,000	2,340	52
	<i>Pride of America</i>	920	106	26	80,409	2,146	52
	<i>Pride of Hawaii</i>	965	106	27	93,558	2,466	52
Total Vessel Calls							166

Our analysis of Kahului's cruise market and vessel deployment trends, however, reveals that Kahului's cruise activity cannot expect to see the addition of any newbuilds to the local or regional (Hawaiian) cruise market in the short- to mid-term. The addition of NCL's *Pride of Hawaii* marks the last newbuild to be added to the Hawaiian market until at least 2010. Further, NCL's ventures in other worldwide cruise markets would imply that any new addition to the Hawaiian market directly affecting Kahului would be a repositioned post-panamax vessel, as opposed to larger, next generation vessels. In identifying a specific design vessel that Kahului can accommodate, we consider this to be the *Pride of Hawaii*, the largest vessel that presently calls at Kahului (52 calls, FY2007). The *Pride of Hawaii* has a length overall (LOA) of 965 feet, and a vessel draft of 27 feet. See tables 5 and 6 above for further vessel specifications.

APPENDIX D Cargo Forecasts Graphs



REPRODUCTION STATION "Kalaheo"
1:25,000 (1981)
DPL 104 10 1
HAWAII STATE PLANS

GENERAL INFORMATION
SHEET NO. 101
SHEET NO. 102
SHEET NO. 103
HAWAII STATE PLANS

KALANIMANU AVENUE



State of Hawai'i, Department
of Transportation, Harbors
Division



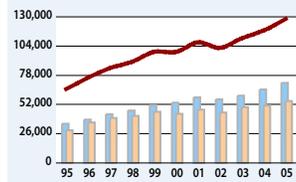
U.S. Department of
Transportation Maritime
Administration

APPENDIX D

KAHULUI COMMERCIAL HARBOR CARGO AND CRUISE PASSENGER THROUGHPUT FY95 TO FY05

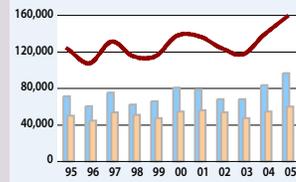
CONTAINERS (TEU)

Total Containers



VEHICLES (Tons)

Total Vehicles



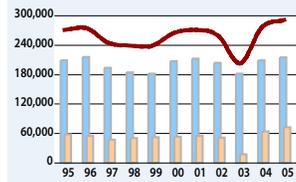
CRUISE PASSENGERS

Total Cruise Passengers

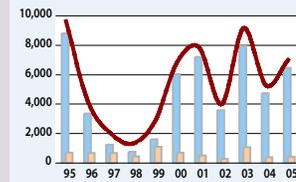


BREAK-BULK (Tons)

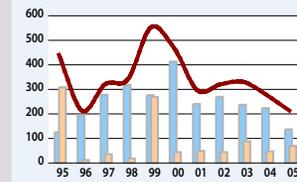
Total Break-Bulk



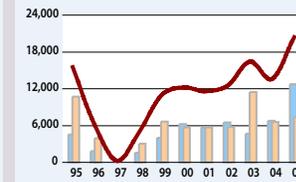
Lumber



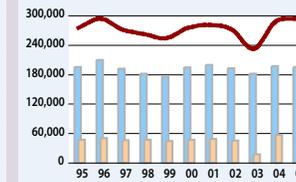
Livestock



Produce

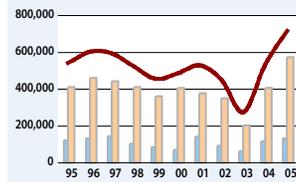


Other

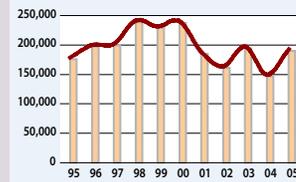


DRY-BULK (Tons)

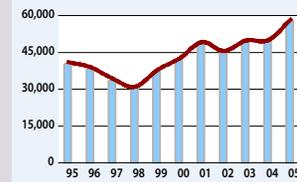
Total Dry-Bulk



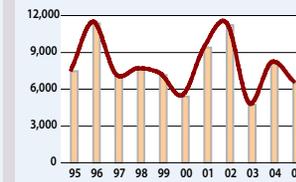
Sugar



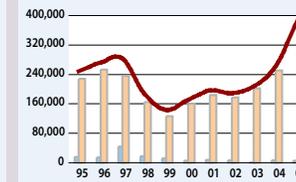
Cement



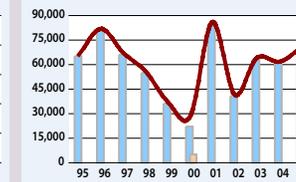
Scrap Metal



Sand/Gravel



Coal



PETROLEUM (Tons)

Total Petroleum



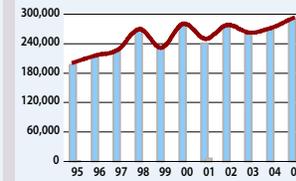
Jet Fuel



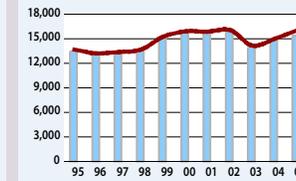
Gasoline



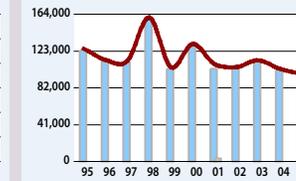
Diesel



LPG

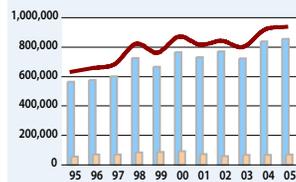


Fuel Oil

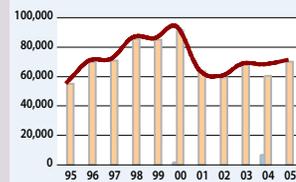


LIQUID-BULK (Tons)

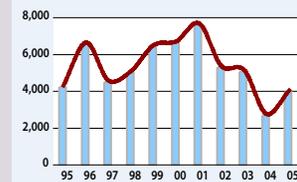
Total Liquid-Bulk



Molasses



Chemicals



Total Petroleum*



*Petroleum is a sub-category of liquid-bulk

KAHULUI HARBOR - 2030 MASTER PLAN

Order of Magnitude Cost Estimates

SUMMARY

ALT	DESCRIPTION	TOTAL ESTIMATED COST
	Alternatives for 2030 Master Plan	
A	Cruise/Ferry at West Breakwater, Expand Pier 1, 2 & 4	\$389,670,000
B	Cargo at West Breakwater, Cruise/Ferry at Pier 2	\$358,620,000

KAHULUI HARBOR - 2030 MASTER PLAN

Order of Magnitude Cost Estimates

UNIT COSTS

ITEM	UNIT	UNIT COST	REMARKS
Dredging & Breakwaters:			
Permits & Environmental Testing	LS	\$100,000	
Mitigation	LS		
Mobilization	LS	\$500,000	
Dredging & Disposal (offsite disposal)	CY	\$60.00	
Dredging & Disposal (on site disposal/reuse)	CY	\$30.00	
Slope Protection	SY	\$60.00	
Breakwater - 20' depth	LF	\$25,000	
Breakwater - 30' depth	LF	\$50,000	
Breakwater - 40' depth	LF	\$100,000	
Navigation Aids	LS	\$50,000	
Fill (behind wharf/bulkhead)	CY	\$10.00	Dredged material (placement only)
Terminal Development Cost:			
Mobilization	LS	\$250,000	
Property Acquisition	AC	\$2,000,000	
Site Preparation & Grading	AC	\$10,000	
Utilities and Drainage	AC	\$50,000	
Lighting, Communications and Electric	AC	\$25,000	
Pavement - Light (Autos & RO/RO)	AC	\$250,000	
Pavement - Heavy (Containers)	AC	\$400,000	
Internal Roadways	LF	\$250	
Fencing & Pavement Marking	AC	\$12,000	
Administration & Office Buildings	SF	\$200	
Sheds & Warehouses	SF	\$150	
Maintenance & Repair Buildings	SF	\$300	
Gate Complex Cargo (2 lane)	EA	\$500,000	
Gate Complex - Other	EA	\$100,000	
Mooring Dolphin	EA	\$100,000	
Berths and Piers			
Marginal Wharf - Cargo	LF	\$20,000	
Marginal Wharf - Cruise/Ferry	LF	\$15,000	
New Pier & Pier Extensions	SF	\$200.00	
Sheetpile, cap and tie-back system	LF	\$15,000.00	
Contingencies			
Dredging & Breakwaters	%	30.0%	
Terminal Development	%	30.0%	
Engineering & Supervision			
Dredging & Breakwaters	%	10.0%	
Terminal Development	%	10.0%	

KAHULUI HARBOR - 2030 MASTER PLAN

Order of Magnitude Cost Estimates

Alternative: A - Cruise/Ferry at West Breakwater, Expand Piers 1, 2, and 4

ITEM	UNIT	UNIT COST	QUANTITY	COST	REMARKS
Dredging & Breakwaters:					
Permits & Environmental Testing	LS	\$100,000		\$0	
Mitigation	LS	\$0		\$0	
Mobilization	LS	\$500,000	1	\$500,000	
Dredging & Disposal (offsite disposal)	CY	\$60	400,000	\$24,000,000	
Dredging & Disposal (on site disposal/reuse)	CY	\$30	200,000	\$6,000,000	Fill areas
Slope Protection	SY	\$60	0	\$0	
Breakwater - 20' depth	LF	\$25,000	0	\$0	
Breakwater - 30' depth	LF	\$50,000	1000	\$50,000,000	West Breakwater
Breakwater - 40' depth	LF	\$100,000	900	\$90,000,000	East Breakwater
Navigation Aids	LS	\$50,000	0	\$0	
Fill (behind wharf/bulkhead)	CY	\$10	200,000	\$2,000,000	Dredged material
Subtotal - Dredging & Breakwaters				\$172,500,000	
Contingency	%	30%		\$51,750,000	
Engineering & Supervision	%	10%		\$22,425,000	
Total Dredging & Breakwaters				\$246,675,000	
Terminal Development Cost:					
Mobilization	LS	\$250,000	1	\$250,000	
Property Acquisition	AC	\$2,000,000	2.3	\$4,600,000	Cargo
Property Acquisition	AC	\$2,000,000	10.5	\$21,000,000	Autos
Site Preparation & Grading	AC	\$10,000	20.3	\$203,000	West Breakwater
Utilities and Drainage	AC	\$50,000	20.3	\$1,015,000	West Breakwater
Fencing & Pavement Marking	AC	\$12,000	20.3	\$243,600	West Breakwater
Lighting, Communications and Electric	AC	\$25,000	20.3	\$507,500	West Breakwater
Pavement - Light (Autos & RO/RO)	AC	\$250,000	20.3	\$5,075,000	West Breakwater
Pavement - Light (Autos & RO/RO)	AC	\$250,000	10.5	\$2,625,000	Autos
Pavement - Heavy (Containers)	AC	\$400,000	2.3	\$920,000	Expansion areas
Internal Roadways	LF	\$250	0	\$0	
Administration & Office Buildings	SF	\$200	0	\$0	
Sheds & Warehouses	SF	\$150	4000	\$600,000	Cruise
Sheds & Warehouses	SF	\$150	66,400	\$9,960,000	CFS
Maintenance & Repair Buildings	SF	\$300	0	\$0	
Gate Complex Cargo (2 lane)	EA	\$500,000	0	\$0	
Gate Complex - Other	EA	\$100,000	0	\$0	
Mooring Dolphin	EA	\$100,000	0	\$0	
Berths and Piers					
Marginal Wharf - Cargo	LF	\$20,000	650	\$13,000,000	Pier 1
New Pier & Pier Extensions	SF	\$200	90,000	\$18,000,000	Pier 2
Sheetpile, Cap & Tieback System	LF	\$15,000	600	\$9,000,000	Pier 2
New Pier & Pier Extensions	SF	\$200	25,000	\$5,000,000	Pier 4
Marginal Wharf - Cruise/Ferry	LF	\$15,000	1200	\$18,000,000	Pier 5 (WB)
Subtotal Terminal Development Costs				\$109,999,100	
Contingency		30.0%		\$32,999,730	
Engineering & Supervision		10.0%		\$14,299,883	
Total Terminal Development Costs				\$142,998,830	
Summary:					
Dredging Costs				\$246,675,000	
Terminal Development Costs				\$142,998,830	
Total Development Cost				\$389,673,830	

KAHULUI HARBOR - 2030 MASTER PLAN
Order of Magnitude Cost Estimates

Alternative: B - Cargo at West Breakwater, Cruise/Ferry at Pier 2

ITEM	UNIT	UNIT COST	QUANTITY	COST	REMARKS
Dredging & Breakwaters:					
Permits & Environmental Testing	LS	\$100,000	0	\$0	
Mitigation	LS	\$0	0	\$0	
Mobilization	LS	\$500,000	0	\$0	
Dredging & Disposal (offsite disposal)	CY	\$60	475,000	\$28,500,000	
Dredging & Disposal (on site disposal/reuse)	CY	\$30	125,000	\$3,750,000	Fill areas
Slope Protection	SY	\$60	0	\$0	
Breakwater - 20' depth	LF	\$25,000	0	\$0	
Breakwater - 30' depth	LF	\$50,000	1000	\$50,000,000	
Breakwater - 40' depth	LF	\$100,000	900	\$90,000,000	
Navigation Aids	LS	\$50,000	0	\$0	
Fill (behind wharf/bulkhead)	CY	\$10	125,000	\$1,250,000	West Breakwater
Subtotal - Dredging & Breakwaters				\$173,500,000	
Contingency	%	30%		\$52,050,000	
Engineering & Supervision	%	10%		\$22,555,000	
Total Dredging & Breakwaters				\$248,105,000	
Terminal Development Cost:					
Mobilization	LS	\$250,000	1	\$250,000	
Property Acquisition	AC	\$250,000	0	\$0	Cargo
Property Acquisition	AC	\$2,000,000	10.5	\$21,000,000	Autos
Site Preparation & Grading	AC	\$10,000	24.3	\$243,000	West Breakwater
Utilities and Drainage	AC	\$50,000	24.3	\$1,215,000	West Breakwater
Fencing & Pavement Marking	AC	\$12,000	24.3	\$291,600	West Breakwater
Lighting, Communications and Electric	AC	\$25,000	24.3	\$607,500	West Breakwater
Pavement - Light (Autos & RO/RO)	AC	\$250,000	10.5	\$2,625,000	Autos
Pavement - Heavy (Containers)	AC	\$400,000	24.3	\$9,720,000	West Breakwater
Internal Roadways	LF	\$250	0	\$0	
Administration & Office Buildings	SF	\$200	0	\$0	
Sheds & Warehouses	SF	\$150	4,000	\$600,000	Cruise
Sheds & Warehouses	SF	\$150	66,400	\$9,960,000	CFS
Maintenance & Repair Buildings	SF	\$300	10,000	\$3,000,000	West Breakwater
Gate Complex Cargo (2 lane)	EA	\$500,000	1	\$500,000	West Breakwater
Gate Complex - Other	EA	\$100,000	0	\$0	
Mooring Dolphin	EA	\$100,000	0	\$0	
Berths and Piers					
New Pier & Pier Extensions	SF	\$200	0	\$0	Pier 1
New Pier & Pier Extensions	SF	\$200	30,000	\$6,000,000	Pier 2
New Pier & Pier Extensions	SF	\$200	25,000	\$5,000,000	Pier 4
Marginal Wharf - Cargo	LF	\$20,000	1,200	\$24,000,000	Pier 5 (WB)
Subtotal Terminal Development Costs				\$85,012,100	
Contingency		30.0%		\$25,503,630	
Engineering & Supervision		10.0%		\$11,051,573	
Total Terminal Development Costs				\$110,515,730	
Summary:					
Dredging Costs				\$248,105,000	
Terminal Development Costs				\$110,515,730	
Total Development Cost				\$358,620,730	



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122, Box 50088
Honolulu, Hawaii 96850



In Reply Refer To:
12200-2007-FA-0054

APR 12 2007

John Kirkpatrick, Project Manager
Belt Collins Hawaii, Ltd.
2153 North King Street
Honolulu, Hawaii 96819

Re: Environmental Impact Statement Preparation Notice (EISPN), Kahului Commercial Harbor 2030 Master Plan

Dear Mr. Kirkpatrick:

The U.S. Fish and Wildlife Service (Service) has reviewed the above referenced EISPN for proposed modifications at Kahului Harbor, Maui Island, Hawaii. The proposed project is sponsored by the U.S. Department of Transportation, Maritime Administration and the State of Hawaii, Department of Transportation, Harbors Division. The following comments have been prepared pursuant to the National Environmental Policy Act of 1969 [42 U.S.C. 4321 *et seq.*; 83 Stat. 401], as amended; the Fish and Wildlife Coordination Act (FWCA) of 1934 [16 U.S.C. 661 *et seq.*; 48 Stat. 401], the Endangered Species Act of 1973 (16 U.S.C. 1531 *et seq.*; 87 Stat. 884), as amended; and other authorities mandating Service concern for environmental values. Based on these authorities, we offer the following comments for your consideration.

The proposed project involves modifications to the existing Kahului Commercial Harbor (KCH) to accommodate the growing demand for cargo vessel operations and cruise ship passenger traffic. Kahului Commercial Harbor is the only harbor on Maui Island capable of handling commercial cargo-related operations. The existing harbor is comprised of an entrance channel (660 feet (ft) wide and 40 ft deep) and a harbor basin (approximately 113 acres in area and 35 ft deep). Pier 1 is about 1,760 ft long and is adjacent to about 23 acres of property that is used for cargo operations and storage to support overseas container and cruise passenger operations, and inter-island shipment operations. Pier 2 is about 870 ft long by 270 ft wide and is adjacent to about 21 acres of property that is used for inter-island container, roll-on/roll-off, and ferry passenger operations. Pier 3 is about 480 feet long and supports operations such as the shipment of fuel, dry cement, sand, gravel, inter-island containers and automobiles.

**TAKE PRIDE[®]
IN AMERICA** 

Mr. John Kirkpatrick

2

In general, two alternatives have been developed to modify the harbor that would result in widening it by about 800 feet to improve navigation and provide vessel access to berths. The existing West Breakwater would need to be extended into the harbor to protect modified piers from oceanic waves. The East Breakwater would be extended in a seaward direction of the harbor to ameliorate strong currents that may interfere with vessel navigation. Also, Piers 1, 2 and 3 would need to be extended to various lengths and a new pier, Pier 4, would be constructed to support land-based vessel support operations.

Important fish and wildlife resources occur throughout the proposed project area, including the marine environment and harbor basin within and adjacent to the foot print of the proposed project. We recommend the draft Environmental Impact Statement (EIS) analyze the potential for project-related losses of marine ecological functions as a result of proposed modifications to the harbor for each of the alternative actions presented. Particular attention should be given to potential impacts to Federal trust resources, including endangered and threatened species, migratory birds, and coral reef resources.

Although federally listed sea turtles are not known to nest within Kahului Harbor, we are concerned that sea turtle habitat may be affected by project-related construction activities. We recommend that the National Marine Fisheries Service (NMFS) be contacted regarding the potential for the proposed project to adversely affect federally listed species under their jurisdiction. In order to facilitate early resolution of any potential conflicts between the proposed project activities and endangered and threatened species, we recommend that interagency consultation in accordance with section 7 of the Endangered Species Act be completed prior to the issuance of the draft EIS.

The draft EIS should include an analysis of potential impacts to coral reef-related ecological functions in terms of degrading species groups and habitats, such as corals, other reef macro-invertebrates, coralline and macro-algae, sand flats and associated infauna, seagrasses, and rare and native marine species. We are concerned that project plans to dredge and fill the marine environment through the enlargement of existing piers, construction of a new pier, and extension of the West Breakwater and East Breakwater, could result in the degradation or loss of significant coral reef resources that occur within the footprint and vicinity of the proposed project, including live coral colonies and other marine animals and plants that rely upon coral habitat for shelter, forage, and reproduction. Also, we are concerned that project-related suspension of fine sediments will lead to abrasion of motile coral larvae or smothering of established coral colonies, algae beds, seagrass beds, or sessile organisms that occur within the nearshore environment. We are also concerned that the extension of the East Breakwater may result in the disturbance of coastal hydrological processes and possible erosion of nearby shorelines. ~~We recommend that these concerns be addressed in the draft EIS for each project alternative under consideration.~~

We recommend that project-related dredging, filling and construction operations be scheduled to avoid the spawning period for most corals, which in Hawaii is April through August. Also, we

Mr. John Kirkpatrick

3

recommend that standard Best Management Practices be incorporated into the project to avoid or minimize the project-related degradation of water quality, which may impact fish and wildlife resources (enclosed). In addition, the proposed project should be designed to avoid any unnecessary impacts to fish and wildlife resources and include measures to minimize unavoidable impacts to fish and wildlife resources. The proposed project should also be designed to compensate for any unavoidable losses of fish and wildlife resources, including the unavoidable loss of coral reef habitat. Project-related mitigation should include a post-construction evaluation of impacts to affected resources as well as an assessment of the effectiveness of each mitigation action that is implemented. We recommend the proposed mitigation measures be identified and justified in the draft EIS in relation to anticipated impacts for each alternative being analyzed.

The introduction of alien species, either through the importation and use of project-related equipment and supplies or by increased cargo vessel traffic at the completed wharf, may cause adverse impacts to fish and wildlife resources. We are especially concerned that alien species introduced as a result of the project may impact near shore coral reef resources by displacing indigenous marine species. Introduced species represent a major threat to the perpetuation of native marine plants and animals and we recommend that the draft EIS address the need to prevent the introduction of marine alien species and present proposed measures to control incipient populations of organisms that may be introduced to the harbor as a result of the project. We further recommend that the Hawaii Division of Aquatic Resources be contacted regarding the prevention of marine alien species introductions to or dispersal of existing marine alien species within the State of Hawaii.

Thank you for the opportunity to provide comments on the proposed project. If you have any questions regarding this letter, please contact Marine Ecologist Kevin Foster or Michael Molina, Coastal Conservation Coordinator by telephone at (808) 792-9420 or (808) 792-9440, respectively.

Sincerely,



Patrick Leonard
Field Supervisor

Enclosure

cc: ACOE-Honolulu District
NMFS-PIRO-Honolulu
~~USEPA-Region IX, Honolulu~~
DOT-Maritime Administration, Washington
DOT-Harbors Division, Honolulu
DAR, Honolulu
CZMP, Honolulu
CWB, Honolulu

Mr. John Kirkpatrick

4

**US Fish and Wildlife Service
Recommended Standard Best Management Practices**

The Fish and Wildlife Service recommends that the following measures be incorporated into projects to minimize the degradation of water quality and impacts to fish and wildlife resources:

- a. Turbidity and siltation from project-related work shall be minimized and contained to within the vicinity of the site through the appropriate use of effective silt containment devices and the curtailment of work during adverse tidal and weather conditions;
- b. dredging/filling in the marine environment shall be scheduled to avoid coral spawning and recruitment periods;
- c. dredging and filling in the marine/aquatic environment shall be designed to avoid or minimize the loss special aquatic site habitat (coral reefs, wetlands etc.) and the unavoidable loss of such habitat shall be compensated for;
- d. all project-related materials and equipment (dredges, barges, backhoes etc) to be placed in the water shall be cleaned of pollutants prior to use;
- e. no project-related materials (fill, revetment rock, pipe etc.) should be stockpiled in the water (intertidal zones, reef flats, stream channels, wetlands etc.);
- f. all debris removed from the marine/aquatic environment shall be disposed of at an approved upland or ocean dumping site;
- g. no contamination (trash or debris disposal, alien species introductions etc.) of adjacent marine/aquatic environments (reef flats, channels, open ocean, stream channels, wetlands etc.) shall result from project-related activities;
- h. fueling of project-related vehicles and equipment should take place away from the water and a contingency plan to control petroleum products accidentally spilled during the project shall be developed. Absorbent pads and containment booms shall be stored on-site, if appropriate, to facilitate the clean-up of accidental petroleum releases;
- i. any under-layer fills used in the project shall be protected from erosion with stones (or core-loc units) as soon after placement as practicable; and
- ~~j. any soil exposed near water as part of the project shall be protected from erosion (with plastic sheeting, filter fabric etc.) after exposure and stabilized as soon as practicable (with vegetation matting, hydroseeding etc.). The Fish and Wildlife Service believes that incorporation of these measures into projects will greatly minimize the potential for project-related adverse impacts to fish and wildlife resources.~~



May 17, 2007
2006.70.0401 / 07P-136

Mr. Patrick Leonard, Field Supervisor
Pacific Islands Fish and Wildlife Office
U.S. Department of the Interior
300 Ala Moana Blvd., Room 3-122
Box 50088
Honolulu, HI 96850

Dear Mr. Leonard:

**Environmental Impact Statement Preparation Notice for the
Kahului Commercial Harbor 2030 Master Plan
Maui, Hawaii**

Thank you for your fax received on April 13, 2007, regarding the Hawaii State Department of Transportation's Environmental Impact Statement Preparation Notice. A copy of the Draft Environmental Impact Statement will be forwarded to you.

We appreciate your concerns with regard to fish and wildlife resources and coastal hydrological processes in and around Kahului harbor and its environs. As you note, sea turtles are not known to nest in the harbor. Nonetheless, we will consult with the National Marine Fisheries Service with regard to the possibility that the project would affect federally listed species.

For the draft EIS, we have commissioned Marine Research Consultants, Inc. to complete a study of the harbor marine environment with attention to corals and listed species. Taken with earlier studies, that study will provide a systematic basis for understanding the existing marine environment in the harbor, and for assessing impacts of proposed actions and alternatives. The results of that study will be incorporated in the EIS.

You mention the introduction of alien species as a concern. This issue has been of concern to the Department of Transportation for some time, and it will be addressed in the EIS.

You enclosed a set of "Recommended Standard Best Management Practices" in your fax. We will consider these in developing plans for proposed actions and mitigation and management measures.

Honolulu
Guam
Hong Kong
Philippines
Seattle
Singapore
Thailand

Mr. Patrick Leonard
May 17, 2007 – 07P-136
Page 2

If you have further comments or questions, please contact me at your convenience.

Sincerely yours,

BELT COLLINS HAWAII LTD.



John Kirkpatrick
Senior Socio-Economic Analyst

JK:lf

cc: Genevieve Salmonson, OEQC
Glenn Soma, State DOT Harbors Division

email from USACE.txt

From: Pennaz, James POH [James.Pennaz@poh01.usace.army.mil]
Sent: Thursday, May 03, 2007 2:57 PM
To: John Kirkpatrick
Cc: Meyers, Daniel T POH; Tom, Patrick Y POH; Mizue, Paul POH
Subject: RE: EISPN for Kahului Commercial Harbor 2030 Master Plan/EIS

John: Here are some comments on the draft document.

Jim Pennaz

James Pennaz, P. E.
Chief, Civil Works Technical Branch
Engineering & Construction Division
Honolulu District
U. S. Army, Corps of Engineers
Building T-223, Walker Drive
Fort Shafter, HI 96858-5440
Phone: (808) 438-8599 FAX: (808) 438-1307

-----Original Message-----

From: Tom, Patrick Y POH
Sent: Thursday, May 03, 2007 9:23 AM
To: Pennaz, James POH
Cc: Meyers, Daniel T POH
Subject: RE: EISPN for Kahului Commercial Harbor 2030 Master Plan/EIS

some of my concerns:

1. Alt A plan - the Corps would require a maintenance easement for future maintenance of the existing federal west breakwater (not sure if the proposed breakwater/pier is intended to be a federal or locally-owned and maintained structure);
2. expanding the turning basin area will likely increase the wave energy reaching the shoreline. any mitigation measures to protect the shoreline, Kahului Beach Road, and Hoaloha Beach? I didn't see any mention of potential shoreline erosion as one of the impacts of the propose project.
3. as a maintenance consideration, I believe it would be easier and cheaper to maintain the proposed east breakwater structure, if the crest width is designed to be wide enough to accommodate at large crane - same goes for the proposed west breakwater(?) structure. cheaper than utilizing a crane on a barge - and don't have to worry about working the barge in bad ocean conditions.
4. need to ensure that Corps has maintenance easement access to the DLNR launch ramp, in order to maintain the breakwater structure.

pat

-----Original Message-----

From: Meyers, Daniel T POH
Sent: Thursday, May 03, 2007 7:38 AM
To: Pennaz, James POH; Tom, Patrick Y POH
Subject: RE: EISPN for Kahului Commercial Harbor 2030 Master Plan/EIS

It appears the West BW will have major impacts. New BW extension and new dock facilities.

-----Original Message-----

From: Pennaz, James POH
Sent: Thursday, May 03, 2007 6:50 AM
To: Meyers, Daniel T POH; Tom, Patrick Y POH

email from USACE.txt

Subject: FW: EISPN for Kahului Commercial Harbor 2030 Master Plan/EIS

Pat/Dan:

Please look this master plan over and see if it has any impacts on our project. Especially rights of way, etc.

Jim

-----Original Message-----

From: Mizue, Paul POH

Sent: Friday, April 27, 2007 9:29 AM

To: Pennaz, James POH; 'jki rkpatrick@bel tcol l i ns. com'

Cc: Shun, Kanalei POH; Yoshimoto, Milton T POH

Subject: FW: EISPN for Kahului Commercial Harbor 2030 Master Plan/EIS

Thanks, John.

I'm passing on to Jim Pennaz who has jurisdiction over federal navigation at the harbor for any comments he or his staff may have.

Paul

-----Original Message-----

From: John Kirkpatrick [mailto:jki rkpatrick@bel tcol l i ns. com]

Sent: Friday, April 27, 2007 9:21 AM

To: Mizue, Paul POH

Subject: EISPN for Kahului Commercial Harbor 2030 Master Plan/EIS

Mr Mizue:

Per Glenn Soma's instructions, here's the EISPN. We plan to issue the draft EIS in July.

<<Kahului Harbor EISPN.pdf>>

Aloha,

John Kirkpatrick

Senior Socio-Economic Analyst

2153 North King Street, Suite 200

Honolulu, HI 96819-4554

Tel: 808 521 5361 * Fax: 808 538 7819

E-mail: jki rkpatrick@bel tcol l i ns. com

Web: <http://www.bel tcol l i ns. com>

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If this transmission includes a work product electronic file, please view the complete Belt Collins Electronic Media Disclaimer Form at <http://www.bel tcol l i ns. com/emdform.pdf>

LINDA LINGLE
Governor



RECEIVED

SANDRA LEE KUNIMOTO
Chairperson, Board of Agriculture

DUANE K. OKAMOTO
Deputy to the Chairperson

2007 APR 23 PM 2:30

BELT COLLINS HAWAII

State of Hawaii
DEPARTMENT OF AGRICULTURE
1428 South King Street
Honolulu, Hawaii 96814-2512

April 19, 2007

Mr. John Kirkpatrick
Belt Collins Hawaii Ltd.
2153 North King Street, Suite 200
Honolulu, HI 96819

SUBJECT: Environmental Impact Statement Preparation Notice
Kahului Commercial Harbor, 2030 Master Plan - February, 2007

Dear Mr. Kirkpatrick,

Thank you for this opportunity to comment on the Kahului Commercial Harbor 2030 Master Plan. The Department recognizes the importance of this facility for the export of agricultural products from Maui and commodities that are imported through this harbor for Maui's residents, visitors and businesses. However, the document provides few details on which specific comments can be made as to the sizing and location of facilities to enhance or promote agricultural development, or to efficiently interdict incoming pest species into Maui. Therefore, we are requesting to be a consulted party to the Environmental Impact Statement process.

Please contact Ms. Carol Okada, Plant Quarantine Manager at 832-0566.

Sincerely



Sandra L. Kunimoto
Chairperson, Department of Agriculture

c: Mr. Glenn Soma, DOT-Harbors Division
DOH-Office of Environmental Quality Control



May 17, 2007
2006.70.0401 / 07P-135

Ms. Sandra L. Kunimoto, Chairperson
Department of Agriculture
State of Hawaii
1428 South King Street
Honolulu, HI 96814-2512

Dear Ms. Kunimoto:

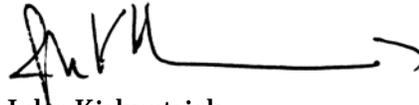
**Environmental Impact Statement Preparation Notice for the
Kahului Commercial Harbor 2030 Master Plan
Maui, Hawaii**

Thank you for your letter dated April 19, 2007, regarding the Hawaii State Department of Transportation's Environmental Impact Statement Preparation Notice. We note your request to be a consulted party to the Environmental Impact Statement process. A copy of the Draft Environmental Impact Statement will be sent to you.

We will contact Ms. Okada to understand your Department's views and concerns. If you have further comments or questions, please contact me at your convenience.

Sincerely yours,

BELT COLLINS HAWAII LTD.



John Kirkpatrick
Senior Socio-Economic Analyst

JK:lf

cc: Genevieve Salmonson, OEQC
Glenn Soma, State DOT Harbors Division

Honolulu
Guam
Hong Kong
Philippines
Seattle
Singapore
Thailand

LINDA LINGLE
GOVERNOR

MAJOR GENERAL ROBERT G. F. LEE
DIRECTOR OF CIVIL DEFENSE

EDWARD T. TEIXEIRA
VICE DIRECTOR OF CIVIL DEFENSE



RECEIVED

2007 MAR 16 PM 2: 15



PHONE (808) 733-4300
FAX (808) 733-4287

STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495

BELT COLLINS HAWAII

March 14, 2007

Mr. John Kirkpatrick, Project Manager
Belt Collins Hawaii, Ltd.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Mr. Kirkpatrick:

Preparation Notice (EISPN), 2006.70.0401
Kahului Commercial Harbor 2030 Master Plan

State Civil Defense has reviewed the Environmental Impact Statement Preparation Notice for the Kahului Commercial Harbor 2030 Master Plan and has the following comments:

- 1) State Civil Defense (SCD) has determined that the applicant need not install another siren in the area. The present siren near the intersection of Kamehameha Avenue and Hana Highway and the proposed new siren near the Veterans Center along Kahului Beach Road will provide adequate coverage for the entire Harbor.
- 2) SCD notes that there are currently two significant statewide initiatives that may have immediate, direct effects on the Kahului Commercial Harbor 2030 Master Plan. SCD is monitoring both initiatives.
 - The Federal Emergency Management Agency (FEMA) is currently undergoing a "Map Modernization" process for the National Flood Insurance Program (NFIP). New elevation data is being collected and processed for the production of new Digital Flood Insurance Rate Maps (D-FIRMS). As a result, some coastal and floodplain areas may be rezoned. Completion of the southern coastal maps is expected by fall 2007.
 - State and county (all four counties) officials have been actively discussing the need for immediate migration from the Uniform Building Code (UBC) to the International Building Code (IBC). The UBC does not adequately address Hawaii's natural hazard probabilities and resulting projected damage. Significant UBC deficiencies have been cited regarding high wind and seismic events. A

Mr. John Kirkpatrick, Project Manager

March 14, 2007

Page 2

- building code upgrade is currently on the City and County of Honolulu's County Council 2007 docket. Kauai County is currently conducting a wind speed study (as did the City and County of Honolulu) to support the need to migrate to the IBC. Similar wind studies are expected for Maui and Hawaii Counties in the near future.
- 3) Hurricane damage is caused not only by high winds, as noted in section 5e (p. 11). As demonstrated by Hurricane Katrina, flooding from heavy rains and damage from storm surges can add to the devastation of a tropical cyclone.
 - 4) Mitigation measures should be considered in master planning and the design phase of any new construction, as mitigation prevents loss of life, minimizes loss of property, and plans for continuity of essential services. Generally, the cost of integrating mitigation measures during construction is approximately one-third the cost of post-construction retrofit. Based on funds availability and project eligibility, pre- or post-disaster grant funds could be used to offset mitigation costs. We suggest SCD be included as an agency to be consulted, as listed in section 9 (p. 20, State Government).

Technicians and planners at SCD are available to assist and answer any questions you may have. For questions regarding sirens, please call Mr. Norman Ogasawara at 733-4300, ext. 531. For questions regarding hazard mitigation, please call Ms. Faye Chambers at 733-4300, ext. 555.

Sincerely,


EDWARD T. TEIXEIRA
Vice Director of Civil Defense

c: Mr. Glenn Soma, DOT Harbors Division, State of Hawaii
SCD Radio Shop



May 17, 2007
2006.70.0401 / 07P-142

Mr. Edward T. Texeira
Vice Director of Civil Defense
Department of Defense
State of Hawaii
3949 Diamond Head Road
Honolulu, HI 96816

Dear Mr. Texeira:

**Environmental Impact Statement Preparation Notice for the
Kahului Commercial Harbor 2030 Master Plan
Maui, Hawaii**

Thank you for your letter dated March 14, 2007, regarding the Hawaii State Department of Transportation's Environmental Impact Statement Preparation Notice. A copy of the Draft Environmental Impact Statement will be forwarded to you.

You indicated that State Civil Defense (SCD) has determined that existing sirens in the Kahului harbor environs are adequate, so no new siren is needed.

We appreciate your concerns with ongoing work to improve maps and building codes, and with advance planning to mitigate the impacts of hurricanes, including winds, flooding, and storm surges. We appreciate your offer of technical help in hazard mitigation.

If you have further comments or questions, please contact me at your convenience.

Sincerely yours,

BELT COLLINS HAWAII LTD.


John Kirkpatrick
Senior Socio-Economic Analyst

JK:lf

cc: Genevieve Salmonson, OEQC
Glenn Soma, State DOT Harbors Division

Honolulu
Guam
Hong Kong
Philippines
Seattle
Singapore
Thailand

LINDA LINGLE
GOVERNOR OF HAWAII



RECEIVED

2007 APR 20 PM 2:08

CHIYOME L. FUKINO, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII BELT COLLINS HAWAII
DEPARTMENT OF HEALTH
P.O. Box 3378
HONOLULU, HAWAII 96801-3378

In reply, please refer to:
EPO-7-062

April 5, 2007

Mr. John Kirkpatrick
Belt Collins Hawaii, Ltd.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Mr. Kirkpatrick:

SUBJECT: Environmental Impact Statement Preparation Notice for Kahului Commercial Harbor 2030 Master Plan, Kahului, Maui, Hawaii
TMK: (2) 3-7-001: parcels 21, 22 and 23
TMK: (2) 3-7-008: parcels 1, 2, 3, 4, 6, 28, & 29
TMK: (2) 3-7-010: parcels 2,3,6,13,15,17,18,22,25,26,27,32,33,34,37 & 38

Thank you for allowing us to review and comment on the subject documents. The documents were routed to the various branches of the Department of Health (DOH) Environmental Health Administration. We have the following Wastewater Branch and General comments.

Wastewater Branch

The Harbor area is served by the County's sewer system. Thus we have no objections to the master plan or proposed improvements. We encourage the developer to work with the County and utilize recycled water for any non-potable water purposes

All wastewater plans must meet Department's Rules, HAR Chapter 11-62, "Wastewater Systems." We do reserve the right to review the detailed wastewater plans for conformance to applicable rules. If you have any questions, please contact the Planning & Design Section of the Wastewater Branch at 586-4294.

General

We strongly recommend that you review all of the Standard Comments on our website: www.state.hi.us/health/environmental/env-planning/landuse/landuse.html. Any comments specifically applicable to this project should be adhered to.

Mr. Kirkpatrick
April 5, 2007
Page 2

If there are any questions about these comments please contact Jiakai Liu with the Environmental Planning Office at 586-4346.

Sincerely,

A handwritten signature in black ink, appearing to read "Kelvin H. Sunada", with a long horizontal flourish extending to the right.

KELVIN H. SUNADA, MANAGER
Environmental Planning Office

c: EPO
WWB

LINDA LINGLE
GOVERNOR



RECEIVED

BARRY FUKUNAGA
INTERIM DIRECTOR

Deputy Directors
FRANCIS PAUL KEENO
BRENNON T. MORIOKA
BRIAN H. SEKIGUCHI

2007 APR 19 PM 2:03

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

BELT COLLINS HAWAII

IN REPLY REFER TO:

STP 8.2460

April 16, 2007

Mr. John Kirkpatrick, Project Manager
Belt Collins Hawaii, Ltd.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Mr. Kirkpatrick:

Subject: Kahului Commercial Harbor 2030 Master Plan
Environmental Impact Statement Preparation Notice (EISPN)

Thank you for the transmittal to our Statewide Transportation Planning Office requesting our review of the subject environmental document for the master plan.

Our Harbors Division has implemented this harbor master plan update. We are in full support of the project.

Very truly yours,

A handwritten signature in black ink, appearing to read "Barry", written over the typed name.

BARRY FUKUNAGA
Interim Director of Transportation



May 17, 2007
2006.70.0401 / 07P-134

Mr. Barry Fukunaga, Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, HI 96813

Dear Mr. Fukunaga:

**Environmental Impact Statement Preparation Notice for the
Kahului Commercial Harbor 2030 Master Plan
Maui, Hawaii**

Thank you for your letter dated April 16, 2007, regarding the Hawaii State Department of Transportation's Environmental Impact Statement Preparation Notice. A copy of the Draft Environmental Impact Statement will be forwarded to the Statewide Transportation Planning Office for your review.

If you have further comments or questions, please contact me at your convenience.

Sincerely yours,

BELT COLLINS HAWAII LTD.

A handwritten signature in black ink, appearing to read 'John Kirkpatrick', with a long horizontal stroke extending to the right.

John Kirkpatrick
Senior Socio-Economic Analyst

JK:lf

cc: Genevieve Salmonson, OEQC
Glenn Soma, State DOT Harbors Division

Honolulu
Guam
Hong Kong
Philippines
Seattle
Singapore
Thailand

LINDA LINGLE
GOVERNOR OF HAWAII



GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4186
E-mail: oeqc@health.state.hi.us

April 11, 2007

Mr. Barry Fukunaga, Interim Director
State Department of Transportation
869 Punchbowl Street
Honolulu, Hawai'i 96813

Dear Mr. Fukunaga:

Subject: EISPN for Kahului Commercial Harbor 2030 Master Plan

Thank you for the opportunity to review the subject document. We have the following comment.

1. Please note that the Governor is the accepting authority for the EIS.

Should you have any questions, please call Jeyan Thirugnanam at 586-4185.

Sincerely,

Genevieve Salmonson
Genevieve Salmonson
Director

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
2009 APR 13 P 12:46

07 APR 27 P 3:22
HARBORS DIVISION



May 17, 2007
2006.70.0401 / 07P-140

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
State of Hawaii
235 S. Beretania Street, Suite 720
Honolulu, HI 96813

Dear Ms. Salmonson:

**Environmental Impact Statement Preparation Notice for the
Kahului Commercial Harbor 2030 Master Plan
Maui, Hawaii**

Thank you for your correspondence dated April 11, 2007 regarding the Hawaii State Department of Transportation's Environmental Impact Statement Preparation Notice.

You note that the Governor of the State of Hawaii is the accepting authority for the Environmental Impact Statement. That will be indicated in the Environmental Impact Statement.

If you have further comments or questions, please contact me at your convenience.

Sincerely yours,

BELT COLLINS HAWAII LTD.



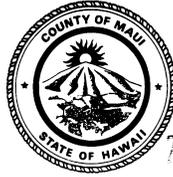
John Kirkpatrick
Senior Socio-Economic Analyst

Honolulu
Guam
Hong Kong
Philippines
Seattle
Singapore
Thailand

JK:lf

cc: Glenn Soma, State DOT Harbors Division

CHARMAINE TAVARES
MAYOR



RECEIVED

CARL M. KAUPALOLO
CHIEF

NEAL A. BAL
DEPUTY CHIEF

2007 MAY 17 PM 2:01

COUNTY OF MAUI BELT COLLINS HAWAII
DEPARTMENT OF FIRE AND PUBLIC SAFETY

200 DAIRY ROAD
KAHULUI, MAUI, HAWAII 96732
(808) 270-7561
FAX (808) 270-7919

May 14, 2007

Mr. John Kirkpatrick, Project Manager
Belt Collins Hawaii, Ltd.
2153 North King Street, Suite 200
Honolulu, HI 96819

RE: The Kahului Commercial Harbor 2030 Master Plan EISPN Publication

Dear Mr. Kirkpatrick,

In response to the above subject matter, The Maui County Fire Department has no comments at this time. However, we will provide review comments to address safety issues at the appropriate phases during the permit and approval process for your project.

Thank you for the opportunity to comment.

Sincerely,


Carl M. Kaupalolo, Fire Chief



May 22, 2007
2006.70.0401 / 07P-166

Mr. Carl M. Kaupalolo, Fire Chief
Department of Fire and Public Safety
County of Maui
55 Mahalani Street
Wailuku, Maui, HI 96793

Dear Chief Kaupalolo:

**Environmental Impact Statement Preparation Notice for the
Kahului Commercial Harbor 2030 Master Plan
Maui, Hawaii**

Thank you for your letter dated May 14, 2007 regarding the Hawaii State Department of Transportation's Environmental Impact Statement Preparation Notice. A copy of the Draft Environmental Impact Statement will be forwarded to you.

If you have further comments or questions, please contact me at your convenience.

Sincerely yours,

BELT COLLINS HAWAII LTD.

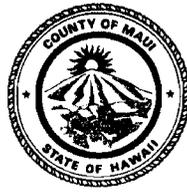

John Kirkpatrick
Senior Socio-Economic Analyst

Honolulu
Guam
Hong Kong
Philippines
Seattle
Singapore
Thailand

JK:lf

cc: Genevieve Salmonson, OEQC
Glenn Soma, State DOT Harbors Division

CHARMAINE TAVARES
Mayor



RECEIVED

TAMARA HORCAJO
Director

2007 APR 11 AM 11:44

ZACHARY Z. HELM
Deputy Director

DEPARTMENT OF PARKS & RECREATION

BELT COLLINS HAWAII

(808) 270-7230
Fax (808) 270-7934

700 Hali'a Nako'a Street, Unit 2, Wailuku, Hawaii 96793

April 3, 2007

John Kirkpatrick, Project Manager
Belt Collins Hawaii, Ltd.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819

RE: Kahului Commercial Harbor 2030 Master Plan EISPN Publication

Dear Mr. Kirkpatrick:

Thank you for the opportunity to review and provide comment on the Environmental Impact Statement Preparation Notice for the Kahului Commercial Harbor 2030 Master Plan.

At this time our department does not have any comment to offer regarding this action. We would, however, reserve the right to submit comments as the project develops in more detail, specifically in the area of Hoaloha Park.

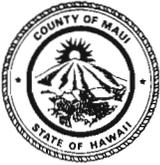
Should you have any questions or need of additional information or comment, please contact me or Patrick Matsui, Chief of Parks Planning & Development at 270-7387.

Sincerely,

A handwritten signature in black ink, appearing to read "Tamara Horcajo".

Tamara Horcajo
Director

c: Patrick Matsui, Chief of Parks Planning & Development



CHARMAINE TAVARES
MAYOR

OUR REFERENCE
YOUR REFERENCE

RECEIVED
POLICE DEPARTMENT
COUNTY OF MAUI

55 MAHALANI STREET
WAILUKU, HAWAII 96793
(808) 244-6400
FAX (808) 244-6411



THOMAS M. PHILLIPS
CHIEF OF POLICE

GARY A. YABUTA
DEPUTY CHIEF OF POLICE

March 12, 2007

Mr. John Kirkpatrick, Project Manager
Belt Collins Hawaii, Ltd.
2153 North King Street, Suite 200
Honolulu, HI 96819

Dear Mr. Kirkpatrick:

SUBJECT: Environmental Impact Statement Preparation Notice – Kahului Commercial Harbor 2030 Master Plan

Thank you for your letter of March 6, 2007, requesting comments on the above subject.

After reviewing the Environmental Impact Statement Preparations Notice (EISPN) for the Kahului Commercial Harbor 2030 Master Plan, we will defer any comments until the Environmental study is completed. This study should include the impact on traffic and public services/infrastructure.

Very truly yours,

Assistant Chief Wayne T. Ribao
for: **THOMAS M. PHILLIPS**
Chief of Police

c: Jeff Hunt, Maui County Planning Department



May 17, 2007
2006.70.0401 / 07P-138

Mr. Thomas M. Phillips
Chief of Police
Police Department
County of Maui
55 Mahalani Street
Wailuku, Maui, HI 96793

Dear Chief Phillips:

**Environmental Impact Statement Preparation Notice for the
Kahului Commercial Harbor 2030 Master Plan
Maui, Hawaii**

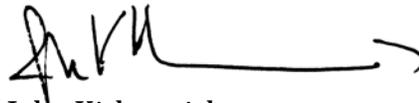
Thank you for your letter dated March 12, 2007, regarding the Hawaii State Department of Transportation's Environmental Impact Statement Preparation Notice. A copy of the Draft Environmental Impact Statement will be forwarded to you.

We appreciate your concern with regard to traffic, public facility, and infrastructure impacts of the expansion of the commercial harbor. These topics will be addressed in the Draft Environmental Impact Statement. A separate traffic study has been commissioned. Its findings will be included in the Draft Environmental Impact Statement.

If you have further comments or questions, please contact me at your convenience.

Sincerely yours,

BELT COLLINS HAWAII LTD.


John Kirkpatrick
Senior Socio-Economic Analyst

Honolulu
Guam
Hong Kong
Philippines
Seattle
Singapore
Thailand

JK:lf

cc: Genevieve Salmonson, OEQC
Glenn Soma, State DOT Harbors Division

CHARMAINE TAVARES
Mayor

MILTON M. ARAKAWA, A.I.C.P.
Director

MICHAEL M. MIYAMOTO
Deputy Director

Telephone: (808) 270-7845
Fax: (808) 270-7955



RALPH NAGAMINE, L.S., P.E.
Development Services Administration

DAVID TAYLOR, P.E.
Wastewater Reclamation Division

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

TRACY TAKAMINE, P.E.
Solid Waste Division

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2007 APR 18 PM 1:39

COUNTY OF MAUI
**DEPARTMENT OF PUBLIC WORKS
AND ENVIRONMENTAL MANAGEMENT**

200 SOUTH HIGH STREET, ROOM 322
WAILUKU, MAUI, HAWAII 96793

April 5, 2007

Mr. John Kirkpatrick, Project Manager
Belt Collins Hawaii, Ltd.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Mr. Kirkpatrick:

**SUBJECT: APPLICATION FOR ENVIRONMENTAL IMPACT
STATEMENT PREPARATION NOTICE
FOR KAHULUI COMMERCIAL HARBOR 2030 MASTER
PLAN
TMK: (2) 3-7-1:Various; 3-7-8:Various; 3-7-10:Various**

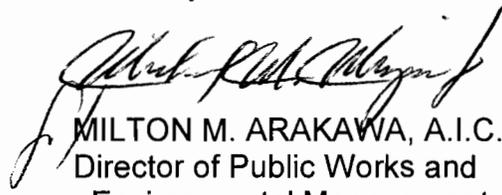
We reviewed the subject application and have the following comments:

1. In reviewing the material presented, no mention is made of the seaweed accumulation along the beach in the vicinity of the Department of Land and Natural Resources (DLNR) boat ramp and in the rocky corner of the harbor in the vicinity of the Maui Beach Hotel/Harbor Lights Condominium. The Environmental Impact Statement (EIS) should address this matter and describe potential impacts of the proposed master plan.
2. The seaweed is removed and placed on a portion of the west breakwater to air dry. Space should be allocated on the west breakwater to continue to allow this drying action to occur.
3. Include a plan for any construction waste.

Mr. John Kirkpatrick, Project Manager
April 5, 2007
Page 2

Please call Michael Miyamoto at (808) 270-7845 if you have any questions regarding this letter.

Sincerely,



MILTON M. ARAKAWA, A.I.C.P.
Director of Public Works and
Environmental Management

MMA:MMM:ls

S:\LUCA\CZMKah_harbor_2030_mast_pln_eis_prep_37001_var_ls.wpd



May 17, 2007
2006.70.0401 / 07P-132

Mr. Milton M. Arakawa, A.I.C.P., Director
Dept. of Public Works and Environmental Management
County of Maui
200 S. High Street, Room 322
Wailuku, Maui, HI 96793

Dear Mr. Arakawa:

**Environmental Impact Statement Preparation Notice for the
Kahului Commercial Harbor 2030 Master Plan
Maui, Hawaii**

Thank you for your letter dated April 5, 2007, regarding the Hawaii State Department of Transportation's Environmental Impact Statement Preparation Notice. A copy of the Draft Environmental Impact Statement will be forwarded to you.

We appreciate your concern with regard to seaweed accumulation in the vicinity of the boat ramp on the west breakwater. We also note your concern with construction waste associated with the project. These topics will be addressed in the Draft Environmental Impact Statement.

If you have further comments or questions, please contact me at your convenience.

Sincerely yours,

BELT COLLINS HAWAII LTD.



John Kirkpatrick
Senior Socio-Economic Analyst

JK:lf

cc: Genevieve Salmonson, OEQC
Glenn Soma, State DOT Harbors Division

Honolulu
Guam
Hong Kong
Philippines
Seattle
Singapore
Thailand

From: [Wayne Boteilho](#)
To: [Kahului HarborEIS;](#)
CC: [Don Medeiros; Jane Lovell;](#)
Subject: Kahului Harbor EIS
Date: Monday, April 02, 2007 12:27:03 PM
Attachments:

Mr. John Kirkpatrick, Project Manager
Belt Collins Hawaii, Ltd.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Mr. Kirkpatrick:

Thank you for your correspondence dated March 6, 2007, requesting comment regarding the preparation of an environmental impact statement (EIS) for the Kahului Commercial Harbor 2030 Master Plan.

During the EIS preparation, the County Department of Transportation (DOT) requests that mass transit be considered as a mitigation to traffic concerns. On page 13 of the EIS preparation notice, it is stated that a traffic study will be conducted. The County DOT requests that facilities for mass transit be incorporated into future planning for the harbor. There needs to be designated areas with appropriately designed bus bays, shelters, benches, etc. Maui County's bus system has been highly successful and is expected to grow. A well planned mass transit facility at Kahului Harbor will result in a win-win situation for passengers and government.

Aloha,

Wayne Boteilho, Deputy Director
Department of Transportation
County of Maui
200 S. High Street
Wailuku, HI 96793

Phone: (808) 270-5563
Fax: (808) 270-7505



May 17, 2007
2006.70.0401 / 07P-133

Mr. Wayne Boteilho, Deputy Director
Department of Transportation
County of Maui
200 South High Street
Wailuku, Maui, HI 96793

Dear Mr. Boteilho:

**Environmental Impact Statement Preparation Notice for the
Kahului Commercial Harbor 2030 Master Plan
Maui, Hawaii**

Thank you for your email dated April 2, 2007, regarding the Hawaii State Department of Transportation's Environmental Impact Statement Preparation Notice. A copy of the Draft Environmental Impact Statement will be forwarded to you.

We appreciate your request that mass transit be considered as a mitigation to traffic concerns.

We understand that your Department is discussing with the Maui Harbormaster the idea of placing of a bus stop near Pier 1, as that is where cruise ships now dock. The EIS will note current plans and anticipated demand for mass transit under the future alternatives being studied.

If you have further comments or questions, please contact me at your convenience.

Sincerely yours,

BELT COLLINS HAWAII LTD.



John Kirkpatrick
Senior Socio-Economic Analyst

JK:lf

cc: Genevieve Salmonson, OEQC
Glenn Soma, State DOT Harbors Division

Honolulu
Guam
Hong Kong
Philippines
Seattle
Singapore
Thailand

Michael Lim

From: Patrick Shaw [patrick.shaw@hawaiiantel.net]
Sent: Friday, March 09, 2007 12:40 PM
To: Kahului HarborEIS
Subject: RE: Kahului Commercial Harbor 2030 Master Plan Environmental Impact Statement Preparation Notice (EISPN)

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

Categories: _KahuluiEISPN Comment

Aloha, John.

Does this EISPN signify that these are the only two alternatives that remain alive for consideration?

Can Harbor users no longer submit suggestions for consideration?

Is any possibility of an alternative with two cruise ship berths possible at this point in time?

NWCA's Operations and Technical Committee is to meet later this month in Seattle, and this issue is on the agenda for discussion, which may lead to suggestions from the members in mid to late April on lower-cost alternatives based on their experiences in harbors around the world....would such suggestions now be too late in coming, and if not, what is the practicality of such suggestions being discussed and incorporated into a possible alternative?

Regards,

Patrick Shaw
NWCA Hawaii
PO Box 29217
Honolulu, HI 96820
(808) 221-1880
(866) 540-3837 Fax
Patrick.Shaw@hawaiiantel.net

-----Original Message-----

From: Kahului HarborEIS [mailto:KahuluiHarborEIS@beltcollins.com]
Sent: Thursday, March 08, 2007 2:33 PM
To: Kahului HarborEIS
Subject: Kahului Commercial Harbor 2030 Master Plan Environmental Impact Statement Preparation Notice (EISPN)

The attached Kahului Commercial Harbor 2030 Master Plan EISPN has been published in the March 8, 2007, Office of Environmental Quality Control Environmental Notice. Comments on this EISPN will be accepted through April 9, 2007. Please direct electronic comments to KahuluiHarborEIS@beltcollins.com, or mail comments to:

Mr. John Kirkpatrick
Belt Collins Hawaii Ltd.
2153 North King Street, Suite 200
Honolulu, HI 96819

with copies to:

Mr. Glenn Soma

Harbors Division
State of Hawaii Department of Transportation
79 South Nimitz Highway
Honolulu, HI 96813-4898

Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, HI 96813

<<Kahului Harbor EISPN.pdf>>



May 17, 2007
2006.70.0401 / 07P-141

Mr. Patrick Shaw
North West Cruiseship Association Hawaii
P.O. Box 29217
Honolulu, HI 96820

Dear Mr. Shaw:

**Environmental Impact Statement Preparation Notice for the
Kahului Commercial Harbor 2030 Master Plan
Maui, Hawaii**

Thank you for your email dated March 9, 2007, regarding the Hawaii State Department of Transportation's Environmental Impact Statement Preparation Notice. A copy of the Draft Environmental Impact Statement will be forwarded to you.

The Draft Environmental Impact Statement will consider three alternatives: two that emerged from discussions with the Maui Harbor Users Group, and a no-action alternative. In the Environmental Impact Statement process, impacts are considered, and mitigation measures for impacts considered significant are identified. The result may be a preferred alternative distinct from the alternatives initially considered.

Harbor users may submit additional suggestions for consideration. Based on feedback received during past meetings, the idea of dedicating more than one pier at Kahului to cruise ship use was opposed by the large majority of Maui Harbor Users Group members. The Department of Transportation is taking both demand and the concerns of harbor users into account in planning for Kahului harbor.

We will carefully consider proposals the North West Cruiseship Association puts forward. If you have further comments or questions, please contact me at your convenience.

Sincerely yours,

BELT COLLINS HAWAII LTD.


John Kirkpatrick
Senior Socio-Economic Analyst

Honolulu
Guam
Hong Kong
Philippines
Seattle
Singapore
Thailand

JK:lf
cc: Genevieve Salmonson, OEQC
Glenn Soma, State DOT Harbors Division

Michael Lim

From: Surfrider Foundation Maui Chapter [surfridermaui@hawaii.rr.com]
Sent: Sunday, March 11, 2007 6:49 AM
To: Kahului HarborEIS
Subject: impact to surf sites

Categories: _KahuluiEISPN Comment

Aloha

Surfrider would like to know the impact to surf sites from the proposed alternatives.

Mahalo

Jan Roberson

Maui Chapter Chair

The Surfrider Foundation

(808) 575-2716



May 17, 2007
2006.70.0401 / 07P-139

Ms. Jan Roberson
Maui Chapter Chair
Surfrider Foundation
P.O. Box 790549
Paia, Maui, HI 96779

Dear Ms. Roberson:

**Environmental Impact Statement Preparation Notice for the
Kahului Commercial Harbor 2030 Master Plan
Maui, Hawaii**

Thank you for your email dated March 11, 2007, regarding the Hawaii State Department of Transportation's Environmental Impact Statement Preparation Notice. A copy of the Draft Environmental Impact Statement will be forwarded to you.

Expansion of the commercial harbor will likely involve expansion of the turning basin, affecting the location of surf sites. An account of potential impacts to surfing will be included in the Draft Environmental Impact Statement.

If you have further comments or questions, please contact me at your convenience.

Sincerely yours,

BELT COLLINS HAWAII LTD.



John Kirkpatrick
Senior Socio-Economic Analyst

Honolulu
Guam
Hong Kong
Philippines
Seattle
Singapore
Thailand

JK:lf

cc: Genevieve Salmonson, OEQC
Glenn Soma, State DOT Harbors Division

From: Nami Ohtomo [nohtomo@HTBYB.com]
Sent: Monday, April 09, 2007 4:08 PM
To: Kahului HarborEIS
Subject: comments from Young Brothers

Attachments: YB comments - Kahului 2030 EISPN.doc

Aloha John,

YB's comments are attached. Please feel free to contact me with questions.

Nami Ohtomo

Manager, Strategic Planning
Young Brothers, Ltd.
Pier 40 - P.O. Box 3288
Honolulu, Hawaii 96801-3288
Phone: (808) 543-9493
Fax: (808) 543-9450
nohtomo@htbyb.com

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Hawaiian Tug & Barge - Young Brothers, Pier 40, P.O. Box 3288, Honolulu, HI 96801-3288

www.htbyb.com

**REVIEW COMMENTS by YOUNG BROTHERS, LTD.
KAHULUI COMMERCIAL HARBOR 2030 MASTER PLAN EISPN (Feb. 2007)**

Comment #	PAGE	SECTION	COMMENT
1	N/A	General comment	The possibility of a “second harbor” beyond Kahului often came up in discussion at the MHUG master planning meetings in 2006-2007. The project should address island-wide harbor planning issues, rather than being limited to Kahului. Suggest that the EIS at least review areas of Maui where a second harbor has been considered/suggested in the past and summarize the conclusions of past studies on the recurring issue of the feasibility of the second harbor concept.
2	2	Interested parties	Please spell out “Young Brothers, Limited”.
3	2-3	Physical setting	This section lists the affected TMKs, but appears to leave out the TMKs for the parcels underlying the Kahului Railway Building and the Old Kahului Store. Also the terminology is unclear whether the referenced “subject property” is the same parcel(s) as the referenced “ <i>Kahului Commercial Harbor 2030 Master Plan</i> project area.”
4	5	Primary and secondary objectives	Separation of cargo and passengers was often mentioned at MHUG, and may warrant inclusion as a primary objective (not secondary).
5	7	Alt A	Discussion starts off with “Alternative A”, then immediately refers to “Alternative 1”.
6	7	Alt A	First paragraph should also specify “achieve clear separation between cargo and passenger traffic” as a reason for relocating passenger operations, in addition to “relieve existing congestion and provide capacity for cargo growth....”
7	7-8	Alt A & B	Particularly in Alt A, but also in Alt B, please specify for the container yards that back-up lands would be hardened to appropriate specifications.
8	6-9	Alternatives	Text description should be clarified to indicate – consistent with Figures 2 thru 4 – that while the No Action Alt includes a new Pier 4, the Pier 4 configuration indicated in Alts A and B is different.

9	7-8, Figures 2,3,4	Alternatives	It appears that the A&B properties on the corner of Wharf Street and Kaahumanu Avenue are identified only as “possible harbor expansion areas” (see Figures). The No Action and other Alternatives should encompass and address the potential impacts of developing these A&B properties. The DOT has already prepared and approved an FEA/FONSI pursuant to HRS Chapter 343 for the acquisition of the A&B properties (July 2006) and the legislative appropriation to acquire this property clearly states that it is for the purpose of expanding inter-island barge terminal facilities at Kahului Harbor to accommodate the increasing volume of inter-island cargo handled at this harbor and the operation of modern cargo handling equipment. Moreover, in a memorandum of understanding signed by YB, DOT, and the Consumer Advocate in 2006, DOT affirmed that it will provide YB with such additional operating space within the A&B property. Therefore, the A&B properties should be more clearly included in the definition of the No Action alternative and both action alternatives.
10	6-9	Alternatives	Discussion of alternatives considered but rejected should be included in Draft EIS, including those for “second harbors” in locations beyond Kahului.
11	8	Paragraph 5, 1 st line	Typo? “...dedicated and facilities...”. Meaning unclear.
12	10, 15	Terrestrial Flora and Fauna	The EIS should address the potential impacts to trees located on the A&B property. (See comments on Cultural and Historic Resources.)
13	16	Socioeconomic conditions	The EISPN states that a “current socioeconomic impact analysis will be presented in the Draft EIS”. This analysis should include impacts of changing the primary use of the acquired A&B parcels from primarily retail and non-harbor related office use to primarily harbor-related uses.
14	14, 17	Cultural and Historic	Impacts on incorporating A&B properties should be addressed in the EIS. For example, the EISPN does not specifically describe and address potential impacts to the Kahului Railroad Building and the Old Kahului Store located on A&B property. The Draft EIS should reference the FEA/FONSI for the A&B acquisition, which

			specified that the 2030 master plan would discuss and develop plans for these two buildings. At a minimum, the Draft EIS should address the demolition of the non-historic elements of these buildings. Per the FONSI, the trees on the A&B properties should also be addressed, and mitigation proposed for any impacts.
15	Fig. 1	Project Location	This figure should include, within the project location, the parcels underlying the Kahului Railway Building and the Old Kahului Store. It does not currently do so.
16	Fig 2, 3, and 4	Alternative A, B, and No Action	Additional areas beyond those shaded at Piers 1, 2, and 3 should be labeled as “possible harbor expansion areas”, as shown in drawings presented at MHUG master planning meetings.



May 17, 2007
2006.70.0401 / 07P-137

Ms. Nami Ohtomo
Young Brothers, Limited
1331 N. Nimitz Highway
Honolulu, HI 96817

Dear Ms. Ohtomo:

**Environmental Impact Statement Preparation Notice for the
Kahului Commercial Harbor 2030 Master Plan
Maui, Hawaii**

Thank you for your email dated April 9, 2007, regarding the Hawaii State Department of Transportation's Environmental Impact Statement Preparation Notice. A copy of the Draft Environmental Impact Statement will be forwarded to you.

We acknowledge your comments regarding plans for a second harbor, the impacts of use of the "A & B parcels," and the wording of the EISPN.

The EIS will include discussion of past second harbor studies and of anticipated need for a second harbor.

In the EISPN, we addressed the "A & B parcels" much as we addressed other parcels that might be acquired by the Department of Transportation to respond to the Maui's need for additional harbor lands. We recognize that more information can be provided about the impacts of anticipated near-term and long-term uses of the "A & B parcels," and will discuss these at more length in the draft EIS.

Honolulu
Guam
Hong Kong
Philippines
Seattle
Singapore
Thailand

If you have further comments or questions, please contact me at your convenience.

Sincerely yours,

BELT COLLINS HAWAII LTD.



John Kirkpatrick
Senior Socio-Economic Analyst

JK:lf

cc: Genevieve Salmonson, OEQC
Glenn Soma, State DOT Harbors Division

