

‘ŌHUA LANDING CRAFT / CARGO VESSEL OPERATIONS



FINAL ENVIRONMENTAL ASSESSMENT



KŪKULU KE EA A KANALOA
KAHO‘OLAWA ISLAND RESERVE COMMISSION

811 Kolu Street, Suite 201, Wailuku, HI 96793
Telephone (808) 243-5020 Fax (808) 243-5885

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SUMMARY

1. BRIEF SUMMARY

The Kaho‘olawe Island Reserve Commission (KIRC) is responsible for the management of the island of Kaho‘olawe and its surrounding waters two nautical miles seaward from the coastline. KIRC staff and volunteers typically travel from Maui to Kaho‘olawe on Mondays for four days of restoration, cultural, operations and other support work, returning to Maui on Thursdays. The transportation of personnel, supplies and cargo is typically provided via helicopter from the Kahului heliport at an average monthly cost of \$90,000.00.

To help reduce KIRC’s expenditures and profound dependence on helicopter transportation, KIRC recently purchased a landing craft cargo vessel, named the ‘Ōhua by the Commission, to transport personnel, supplies and cargo by boat. Occasionally, personnel and supplies have been transported via KIRC’s patrol and dive support vessel, the Hākilo, though she is not equipped nor intended to be a full-time transport vessel. Before KIRC uses the ‘Ōhua for additional purposes, beyond those conducted by the Hākilo, those proposed uses will be the subject of environmental review pursuant to Chapter 343, HRS, as they involve the use of State lands and funds.

2. PROPOSING/APPROVING AGENCY INFORMATION

Agency: Kaho‘olawe Island Reserve Commission
attn: Michele McLean
811 Kolu Street, Suite 201
Wailuku, Hawai‘i 96793
Phone: 808/243-5020
Fax: 808/243-5885
E-mail: mmclean@kirc.hawaii.gov

3. COMMENTING AGENCIES AND COMMUNITY

Federal: Environmental Protection Agency
United States Coast Guard
United States Army Corps of Engineers

State of Hawai‘i: Department of Health, Clean Water Branch; Hazard Evaluation and Emergency Response Office; Office of Environmental Quality Control
Department of Land and Natural Resources, Division of Aquatic Resources; Division of Boating and Ocean Recreation; Engineering Division; Land Division – Maui District
Department of Transportation
Office of Hawaiian Affairs

County of Maui: Department of Public Works
Department of Planning

Community: Protect Kaho‘olawe ‘Ohana
Hoaloha ‘Āina
Kīhei Surfside Condominium
Maui Fishing Clubs (9)

4. ANTICIPATED DETERMINATION

This document will examine potential environmental and socio-economic impacts associated with the proposed use of the ‘Ōhua to transport passengers, supplies and cargo between the Kīhei Small Boat Ramp and Honokanai‘a, Kaho‘olawe. From time to time, the ‘Ōhua may also land at other locations on Kaho‘olawe when ocean conditions allow. The applicant anticipates that the proposed actions will not create significant impacts to the environment and that a Finding of No Significant Impact (FONSI) will be issued. Therefore, the applicant anticipates that an environmental impact statement will not be required for the proposed action.

5. DESCRIPTION OF OPERATIONS

Kaho‘olawe Island Reserve.

Chapter 6K, Hawai‘i Revised Statutes (HRS), establishes the Kaho‘olawe Island Reserve (Reserve) and the Kaho‘olawe Island Reserve Commission (KIRC). KIRC manages the Reserve and its environmental restoration and preservation programs, and determines the appropriate uses of the island and its waters.

The island of Kaho‘olawe is located six miles southwest of Maui and has an area of approximately 28,800 acres. It is 11 miles long, 7 miles wide and has a peak elevation of 1,477 feet. The Reserve includes the island and its surrounding waters extending seaward two nautical miles from the shoreline.

The island is remote and uninhabited, without permanent facilities or utilities, and includes only limited dirt roads and foot trails. KIRC’s “base camp” is located at Honokanai‘a, on Kaho‘olawe’s southwest coast, and provides basic facilities for KIRC personnel and volunteers. Because there is no harbor or docking facility on Kaho‘olawe, the majority of personnel and supplies are currently transported via helicopter.

KIRC personnel, volunteers, supplies and cargo typically mobilize to Kaho‘olawe on Mondays and extract on Thursdays. In a typical week, this necessitates six passenger flights and three cargo flights on Monday, and six passenger flights on Thursday, with additional flights during each month for heavy cargo, periodic operations and other occasional movements. An average month of helicopter service costs \$90,000.00. KIRC’s proposed ‘Ōhua operations are estimated to cost \$3,600.00 per month.



The 'Ōhua.

On December 4, 2007, KIRC's new landing craft / cargo vessel arrived on Maui. She was designed specifically for passenger and cargo transportation needs to help reduce KIRC's expenditures and profound dependence on helicopter transportation. The vessel is 38-feet long, powered by twin Cummins 490HP turbo diesel engines and twin Hamilton jet drives, and is able to transport 10,000 pounds of payload across the channel from Maui to Kaho'olawe, launching from the Kīhei boat ramp and mooring at the beach at Honokanai'a. The 'Ōhua is currently being used to transport personnel and supplies in a manner similar to transportation operations made by the Hākilo. However, before additional uses are conducted, the environmental review process will be completed.

The additional uses and movements anticipated for the 'Ōhua include (a) the delivery of diesel fuel and gasoline to the Kīhei boat ramp, into pods mounted on a trailer that will be loaded on the 'Ōhua's cargo deck; (b) the delivery of cargo to KIRC's boathouse, located on property adjacent to the Kīhei boat ramp, and the loading of cargo onto the 'Ōhua; (c) the transportation of fuel and cargo from Kīhei to Kaho'olawe, and the return transportation of cargo from Kaho'olawe to Kīhei; (d) the unloading of passengers, fuel and cargo directly onto the beach at Honokanai'a; (e) the occasional landing of the 'Ōhua at other locations on Kaho'olawe; and (f) the storage of the 'Ōhua at KIRC's boathouse. It should be noted that the cargo deck can accommodate the multipurpose trailer or passengers, but not both. The trailer can be mounted with fuel pods or cargo, but not both. This allows for maximum flexibility and smoother ground transportation of fuel and cargo on Maui and Kaho'olawe.

The Office of Hawaiian Affairs expressed concern that the 'Ōhua was purchased prior to the environmental review process being completed. KIRC responded that the need for environmental review was discussed while the 'Ōhua was being designed and built in 2006, and that the decision to undergo the Chapter 343 review process was finally made in the climate of the Superferry debate, knowing that many uses of the 'Ōhua could still proceed. These limited uses nonetheless still provide tremendous financial savings to the KIRC, even though the 'Ōhua's ultimate uses will provide even more. For example, transporting 20 passengers and staff one-way between Maui and Kaho'olawe via boat costs approximately \$300.00; the same transportation via helicopter costs approximately \$3,400.00, more than ten times as much.

Current Programs and Operations.

With a current Maui-based staff of 24, the KIRC runs four Programs that are supported by Operations and Administrative staff. The Restoration Program is responsible for the physical environmental restoration of the island: planting and cultivating native plants, installing irrigation lines, removing invasive alien species, restoring native habitat, and other similar restoration and conservation work. Under a grant from the State Department of Health, the Restoration Program takes volunteer groups to the island every week to assist with this work. The Cultural and Education Program infuses a cultural backdrop to KIRC's on-island activities and is responsible for monitoring, protecting and preserving the island's cultural and historical sites and resources.



The Ocean Program surveys, monitors and tracks all types of marine life, including limu, coral, limpets, fish and mammals, through aerial, on-shore and underwater surveys, photoquads, tagging and tracking. KIRC's Volunteer and Outreach Program provides orientations and other support for the volunteer groups that access Kaho'olawe, prepares a quarterly newsletter and participates in community and public events to disseminate information about the KIRC and Reserve activities.

The Operations staff, with contracted on-island personnel, supports Reserve activities by coordinating transportation and logistics, ordering and providing supplies (food, water, equipment, bedding), and maintaining vehicles and communications systems. KIRC also has an on-staff UXO / Safety Officer to address any issues relating to unexploded ordnance (UXO) still found on-island and in the Reserve waters after five decades of military use as a bombing range.



ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION

1. PHYSICAL ENVIRONMENT

Kīhei Boathouse Property.

The KIRC's boathouse is situated on 8.261 acres of land in Kīhei, between the Kīhei small boat ramp and the Kīhei Surfside condominium on the makai side of South Kīhei Road (TMK Nos. (2) 3-9-004: por. 001 & 61). This property was set-aside to the KIRC by Executive Order for public purposes, including the boathouse. The property's zoning and community plan designations are Park, it is located in the State urban district, and it is situated within the Special Management Area.

The property is presently occupied by KIRC's boathouse and its gravel and concrete access driveway. The driveway enters the property from South Kīhei Road at the property's northeast corner and extends to the boat ramp parking lot. One section of the driveway runs through the existing boathouse while another section loops around the boathouse; this allows KIRC vessels to be pulled forward into and out of the boathouse without having to reverse. Other than these improvements, the property is vacant and undeveloped, with areas densely vegetated with invasive grasses and trees such as kiawe, obscuring most views of the boathouse from South Kīhei Road and neighboring properties. The makai edge of the property is traversed by the South Maui Coastal Heritage Corridor trail, which KIRC has assisted in maintaining and improving.

The existing boathouse and access driveway were built in 2002 under a Special Management Area Minor Permit to house KIRC's patrol vessel Hākilo. The boathouse is a wooden structure that measures 30 by 50 feet, set on a concrete slab, with minimal open electrical improvements and no plumbing except for irrigation and boat wash (a portable toilet is located on-site).

Another Special Management Area Minor Permit was approved in October 2007 for the construction of an addition to the boathouse for the 'Ōhua. The proposed addition, which has not been constructed, would mimic the current structure, only slightly smaller. It would measure 25 x 46 feet, also set on a concrete slab, and would be painted to match the existing structure in a medium tan color with dark tan trim.

Only minor improvements have been made to the site to accommodate the 'Ōhua, including the reconfiguration of the current chain link perimeter fence. Once any other improvements have been made, KIRC will install landscaping along the mauka side of the boathouse to further shield it from view from South Kīhei Road.

With the proposed operations, deliveries of supplies and cargo that are currently made to the Kahului heliport will be made to the boathouse instead. Such supplies and cargo include food and dry goods, bedding and linen, equipment, spare parts, plants and planting materials. Typically these items are delivered on Monday mornings by 11:00 a.m. and then transported to Kaho'olawe.



Once delivered to the boathouse, the cargo will be shrink-wrapped on pallets and loaded onto the cargo trailer, which will then be taken to the boat ramp for loading onto the 'Ōhua's cargo deck.

Additionally, KIRC staff and volunteers will stage at the boathouse rather than the heliport, typically on Monday mornings by 8:30 a.m., so that staff and State vehicles will be parked at the boathouse through Thursday afternoons, typically until 3:00 p.m.

Probable impacts: The proposed operations will result in increased activity at the boathouse property. However, such activity is consistent with those that occur in the immediate area and would have a negligible impact on the property's and area's physical environments.

Mitigation: To mitigate the impact of cargo deliveries, KIRC staff will receive delivery of some items at its Wailuku office, or will pick-up items directly from vendors. Further mitigation is not proposed because such activities occur in the immediate surrounding area – deliveries and vehicular and pedestrian traffic on this stretch of South Kīhei Road already take place during these days and times.

Consultation: In its work on the Coastal Heritage Corridor trail, KIRC worked closely with the leaders of Hoaloha 'Āina, the volunteer group who created and maintains the trail, as well as the management of the Kīhei Surfside Condominium. Both were contacted for pre-consultation; their comments are detailed in the "Kīhei Community" section below.

Kīhei Small Boat Ramp.

The Kīhei boat ramp is a State facility, managed by the Department of Land and Natural Resources' Division of Boating and Ocean Recreation (DOBOR). It is improved with two small piers protected by a breakwater and gets consistent use by commercial snorkeling and diving tour operators, as well as local recreational users (fishermen, pleasure boaters, jet skis). The boat ramp property is improved with a large parking lot for vehicles with trailers, as well as upper parking lots for vehicles only. It also has a boat wash area with hose bibs and public restrooms with an outdoor shower.

The proposed fueling and loading operations would have the 'Ōhua moor at north side of the south (Makena-side) pier. The specially designed and manufactured multipurpose trailer, mounted with two empty 450-gallon fuel pods, will be backed into and secured to the 'Ōhua's cargo deck. The 'Ōhua will then relocate to the south side of the pier to allow other users free access to the north side. The State's fuel vendor, Maui Oil Company, will have a fuel truck parked in the boat ramp parking lot, approximately 50 feet uphill from the ramp, and diesel fuel will be dispensed from the truck directly into the fuel pods. This will require coordination with the 'Ōhua boat captain, who will be on board and will be the designated supervisor, KIRC staff / 'Ōhua crew, who will fuel the pods, and the vendor, who will monitor the fuel meter on the truck. The rate of flow of diesel fuel is 30 gallons per minute, so the entire fueling operation is estimated to take 30 minutes to fill both pods. Given KIRC's current on-island diesel consumption, fueling operations are anticipated to be needed an average of twice per month.



The cargo loading activities at the boat ramp would simply entail placing and securing the already-loaded trailer on the 'Ōhūa's cargo deck. (The trailer can be mounted with the fuel pods or with cargo, but not both; it would occupy most of the vessel's cargo deck.) Cargo is expected to be moved once per week. On her return from Kaho'olawe, the empty trailer (with or without empty fuel pods, depending on whether fuel or cargo was transported) would be pulled off the cargo deck and taken to the boathouse.

For passenger activities at the boat ramp, KIRC personnel and volunteers would board the 'Ōhūa from one of the piers, with KIRC staff and 'Ōhūa crew overseeing and assisting all passengers. Passenger transportation is expected to occur twice per week (departure on Monday, return on Thursday).

Probable impacts: The proposed operations will result in increased activity at the boat ramp. The greatest potential adverse impact is a fuel spill, whether from an overflow of one of the pods or a leak in the hose or the pods.

Mitigation: To mitigate the impacts of increased use of the boat ramp facilities, experienced staff and crew will conduct cargo and passenger loading and unloading safely and efficiently, and activities at the boat ramp will begin at approximately 9:00 a.m. after most morning users have already launched. Fueling will take place on the south side of the south pier so that the ramp areas will remain open. The increase in activity at the boat ramp due to these movements is negligible, however, given the volume, frequency and types of uses already conducted.

Several mitigation measures are proposed to address the possibility of a fuel spill, as provided by a Diesel Fuel Spill Plan that was approved by DOBOR's Maui District Boating Manager. The fuel pods will each have a receiving meter, and the vendor's fuel truck will have a disbursement meter that can detect the exact amount of fuel that it disburses. The 'Ōhūa captain, crewmember, and vendor will each have a handheld radio to be in constant communication during fueling operations. Air horns will be used as a secondary means of communication as a backup to radios so that if a spill occurs, it can be minimized and immediately contained. The 'Ōhūa will also be equipped with diesel absorbent pads and a 200-foot flotation containment boom, either or both of which can be deployed to contain and absorb any spillage. All KIRC staff who will engage in fueling operations will receive training in these response techniques.

If a leak is observed in the fuel hose, the vendor will immediately shut down the fuel truck and follow prescribed mitigation procedures as outlined in the vendor's spill plan, with KIRC staff and 'Ōhūa crew on hand to assist. If a leak were to occur in the pods during fueling operations, in all likelihood the fuel would settle in the vessel's cargo deck which was designed to provide secondary secure containment. Depending on the amount of fuel spilled, a variety of measures would be engaged: the deployment of absorbent pads; the use of a handheld pump to transfer spilled fuel from the cargo deck to an empty standby container; and the deployment of the containment boom if a larger quantity of fuel spilled into the water.



In accordance with the Diesel Fuel Spill Plan, KIRC will notify its emergency spill response contractor who will be mobilized if there is a large spill event. In such case, the United States Coast Guard (USCG) and DOBOR will also be notified.

Consultation: KIRC has consulted with USCG, DOBOR, the State Department of Health (Clean Water Branch and Hazard Evaluation and Emergency Response Branch) and Environmental Protection Agency on these fueling operations, receiving acceptance of the Diesel Fuel Spill Plan or comments that the proposed operations do not trigger any permitting or regulatory requirements. The County of Maui Department of Planning suggested that the use of the boat ramp facility be thoroughly addressed, that the type of fuel and spill mitigation be identified, and that the use of the trailer be explained. The Department of Land and Natural Resources' Division of Aquatic Resources (DAR) offered comments relating to the fueling operations. Nine Maui fishing clubs were also consulted but no comments were offered.

‘Alalākeiki Channel and Reserve Waters.

The waters between the Kīhei boat ramp and Honokanai‘a, Kaho‘olawe are popular for recreational and commercial users: boating, snorkeling, diving, kayaking and fishing, to name the primary ocean recreational activities that regularly occur.

The proposed operations would traverse the waters where these uses take place and would also occur in the waters of the Reserve that are otherwise off-limits. (Reserve waters are only open two weekends per month for trolling only; all other activities are prohibited and can be cited through the Department of Land and Natural Resources' Division of Conservation and Resources Enforcement.)

The waters of the ‘Alalākeiki Channel and Reserve are home to a wide variety of marine life, including federally protected species such as the humpback whales. Additionally, the waters of the Reserve have not yet seen the occurrence of blooms of non-native limu as has happened in nearby Mākena, Kīhei and Mā‘alaea.

Passengers and cargo, including fuel, are proposed to be transported through these waters. The ‘Ōhua was designed to carry up to 30 passengers, who can sit in the wheelhouse or on pop-out benches in the cargo deck. All passengers will be provided with, and required to wear, a life vest. In addition, the vessel is equipped with a life raft and other emergency equipment (beacon, flares, etc.), and is always in radio contact with KIRC's Maui base.

As previously discussed, cargo and the fuel pods are loaded and securely mounted to the cargo trailer, which is then secured to the cargo deck to ensure that all items are contained on the vessel.

Probable impacts: The proposed transportation operations are not expected to have any negligible impact on ocean recreational activities. Potential impacts to marine life would include possible disturbances or strikes, the introduction of alien species (such as invasive limu) to areas where it is not presently found, and cargo or fuel spills.



Mitigation: To mitigate the potential for disturbances to or collisions with marine life, KIRC staff / 'Ōhua crew will monitor the waters during operations and, if any protected species are sighted, a 50-meter safety zone will be established around the vessel (100 meters for humpback whales). All movements will cease until the animal has left the safety zone. Staff / crew will keep a log of all sightings of protected species for KIRC's Ocean Program staff.

In the event that a protected species is harmed or killed, staff from KIRC's Ocean Program and Culture and Education Program will be immediately notified so that appropriate agency personnel can be contacted and protocols conducted.

The Cultural Impact Analysis prepared by KIRC's Cultural and Education Program echoed the concerns over "inadvertent collisions with physical manifestations of our Hawaiian ancestors *i.e.*, Honu, Nai'a, Koholā, as well as the 'Īlioholoikauaaua, Hawaiian monk seal. Constant monitoring of the vessel on the crossing as well as within Honokanai'a needs to be present because of our continued interaction of the Nai'a within the bay of Honokanai'a. The crew does a good job of looking out for these animals as well as other conditions within the ocean."

To mitigate the potential for the introduction of invasive limu, all dive and water gear (masks, fins, snorkels, dive bags, dry bags, etc.) will be visually inspected for limu fragments; gear will be soaked in a bleach-water or detergent-water solution to eliminate spores that may be present but not seen.

If a fuel pod leaks during transport, the previously described spill response measures will be implemented (absorbent pads, pump). If the leak cannot be stopped or adequately staved, the 'Ōhua will return to the Kīhei boat ramp or closest ramped harbor, and KIRC's spill response contractor will be notified and mobilized. Spilled fuel will be contained in the cargo deck.

It is extremely remote that a fuel pod or cargo could be separated from the cargo trailer or cargo deck and ejected into the ocean, even in high seas (and cargo and fuel operations would not be conducted in unsafe ocean conditions). In such unlikely event, though, KIRC's spill response contractor and the USCG will be notified. The fuel pods will be secure so such ejection would not result in a spill. Other cargo is palletized and shrink-wrapped, in addition to its regular packaging, and so could be retrieved relatively intact.

As with the Hākilo, the safety of ocean operations for the 'Ōhua rests notably in the experience and judgment of her captain who will cancel operations at any time if ocean or weather conditions, or other factors, are deemed to be unsafe.

Consultation: In addition to the agencies consulted above for boat ramp fueling activities, the United States Army Corps of Engineers and the State Department of Transportation were consulted about the fuel transportation operations. Their comments indicated that the operations do not fall under their permitting or regulatory requirements.



Honokanai‘a Beach.

KIRC inherited the United States Navy’s “base camp” at Honokanai‘a beach on Kaho‘olawe’s southwest coast. Honokanai‘a is a very long and deep beach – approximately one-half-mile long and generally 100-feet deep at high tide. According to the KIRC’s Restoration Program, the main vegetation cover at Honokanai‘a consists predominately of alien species. The vegetation community can be described as a Open (25-60% cover) of *Prosopis pallida* (kiawe) 3 to 7 meters tall; a scattered sub-canopy (5 to 25% cover) of *Prosopis pallida* (kiawe) 1 to 2 meters; an under story of *Cenchrus ciliaris* (75-90% cover), mixed alien grasses (<5% cover), mixed alien herbs (<5% cover), native herbs (5% cover), native vines (<5% cover) and native grasses (<5% cover). The native plant species include naupaka and ‘akiaki, as well as a variety of species that KIRC has planted in a not-yet-successful effort to restore a coastal wetland area situated approximately fifty feet from the proposed landing site (‘akulikuli, pohinahina, pa‘uohi‘iaka, aweoweo).

Terrestrial wildlife in the area also consists predominantly of introduced species (cats and mice). There are no native, indigenous or exotic animal species that use the shoreline area; dolphins are often seen in the bay (hence its name), and various seabirds have been seen flying over the greater bay area, but none of these species approach the shoreline area nor can it be characterized as an estuary or wetland habitat.

The soil survey prepared by the Natural Resources Conservation Service indicates four soil series in the vicinity: Beaches, characterized by sand and dunes; Lualualei clay, characterized as extremely stony with a 15-30 percent slope; Rock outcrop – Lualualei complex, also 15-30 percent slope; and Usterts, characterized as Lualualei soils with about 50 percent cobbles and stones on the surface.

There are no known subsurface hydrogeological features in the area. The coral features in the bay, in the vicinity of the proposed landing site, are situated along the far south side. There are also five existing moorings in the bay, one of which will be used for the landing operations.

There are two historic properties sites in the vicinity, both cultural material deposits. The KIRC GIS database indicates that wave action has affected both sites, and that modern rubbish is also strewn throughout. The access road was constructed in between the two sites, with prior consultation and on-site monitoring by KIRC cultural resources specialist and contract archaeologist.

During the Navy’s control of the island, occasional barge operations would be conducted at the southernmost end of Honokanai‘a beach. For these Navy operations, a “bridge” of earth and sand would be created to extend to the barge so that heavy equipment could drive on and off. For the proposed KIRC operations, a much smaller scale loading and unloading access method will be used for the unloading of cargo from the ‘Ōhua. An access road to the southern end of the beach, from the main (Kuamo‘o) road to the high water mark, was constructed with dirt, gravel and sand, so that a forklift, bobcat, Polaris, or pick-up truck could drive to the high-water mark to retrieve cargo.



The landing environment will be regularly monitored for changing conditions; there may be occasions where beach landings are not possible and missions cancelled. KIRC staff is very familiar with the marine environment at Honokanai‘a, and our Ocean Resources Specialists work hand-in-hand with our vessel captain and crew. The landing area is mainly sand, with known rocky areas and coral shelves.

The ‘Ōhua will be secured with three lines: two from the bow that will each tie to a one-ton surplus Navy anchor buried in the sand, one on either side of the access road, and one from the stern that will tie to an ocean mooring. This will allow the vessel to land on the beach, drop the cargo ramp and have cargo retrieved from the deck. The two one-ton anchors are partially buried in the sand; given their weight and secure positioning, no hardening or stabilizing is needed or proposed.

In order to traverse the sand, KIRC proposes using a beach matting system, such as MobiMat, to completely minimize physical impacts to the beach. This product is used by the military for beach landings so that heavy vehicles can drive across fine and wet sand without getting stuck and with minimal physical impacts. The matting would be deployed from a roll and secured with stakes in the sand when cargo is loaded or unloaded, and would be retrieved and stored when not in use.

For passenger loading and unloading, the ‘Ōhua would be secured in the same manner, and passengers can walk directly from the cargo deck onto the beach.

(As previously noted, the ‘Ōhua is currently transporting passengers to Honokanai‘a, though she cannot moor or land until the environmental review process has been completed. Therefore, passengers and their belongings must enter the water between the ‘Ōhua and shore. KIRC has improved the unloading and loading of passengers and their belongings by utilizing a safety rope for passengers to hold and be guided, grouping passengers in foursomes so that only a minimal number are in the water at one time, and transporting belongings in a zodiac. Members of the Protect Kaho‘olawe ‘Ohana regularly access Kaho‘olawe by boat and utilize a zodiac to transport passengers and gear to shore; they are thoroughly experienced in how such operations can be conducted safely.)

Throughout the Reserve, including Honokanai‘a beach, the potential presence of UXO remains a constant danger. Before scheduled beach landing operations are to take place, as needed, KIRC’s UXO/Safety Officer will conduct a sweep of the landing area.

Probable impacts: Impacts to vegetation and the beach environment could occur if not properly mitigated. Such impacts could also include damage to the coral shelves in the bay, as some are situated in close proximity to where the ‘Ōhua will be moored. Impacts to the broader Kaho‘olawe environment could include the introduction of alien species such as plants, insects, and small mammals not currently found on the island.

Impacts to passengers could include injury or trauma during loading/unloading due to unpredictable or rough ocean conditions.



Mitigation: To mitigate or eliminate impacts to vegetation and the beach environment, cargo loading and unloading will be concentrated at the southern end of the beach, within the sandy area of the landing site and access road, and the beach matting will be utilized. In the event of rough or high seas, it will be the Captain's discretion whether to cancel or proceed with cargo unloading operations at Honokanai'a.

In the event of coral reef groundings or damage, the impact will be immediately documented (location, size of area of damage, type of coral if known), and staff from KIRC's Ocean Program and Culture and Education Program will be immediately notified.

To mitigate for alien plant, insect and small mammal introduction, a careful inspection of cargo and personal belongings will be conducted. Cargo is anticipated to be received, wrapped, loaded and transported in the same day, reducing the opportunity for alien species to stowaway. Visual inspections of passengers' belongings will be conducted in a manner similar to today's practice, where volunteers are briefed on potentially invasive items (such as dirt and seeds in shoe treads).

To mitigate for possible fuel spills (fuel pod leak) during the unloading of cargo, the same spill response measures as previously discussed will be implemented. The fuel pods, still mounted on the trailer, will be towed to the fuel farm where the pods will be pumped into fuel tanks. This is the current practice with the fuel pods that are presently transported by helicopter.

To mitigate potential passenger loading or unloading mishaps, KIRC will work with the Protect Kaho'olawe 'Ohana to continue improving these operations and to be prepared for any variety of ocean conditions. As noted above, the captain will cancel operations at any time if ocean or weather conditions, or other factors, are deemed to be unsafe.

Consultation: The Protect Kaho'olawe 'Ohana was invited to comment on all aspects of the proposed operations; given the 'Ohana's intimacy with the Reserve, they are fully qualified to discuss impacts to Honokanai'a beach. Their initial concerns related to fuel spills, vessel speed relating to whale strikes, and passenger safety.

In accordance with comments offered by the Office of Environmental Quality Control, the Office of Hawaiian Affairs and DAR, additional detail has been provided on the natural physical environment of Honokanai'a and the proposed beach operations, and additional photographs have been included.

Other Kaho'olawe Bays.

From time to time, KIRC may wish to land the 'Ōhua at other bays on Kaho'olawe in support of program activities or operations, or to support activities and projects of the Protect Kaho'olawe 'Ohana. The areas where the 'Ōhua could land are limited, though, due to the marine environment; she would only land at bays where the marine



environment would not be damaged or impacted, directly or indirectly. Such landings would also not involve any onshore moorings, like are proposed at Honokanai‘a, so would be conducted when ocean conditions are calm enough that the vessel would be stable and/or when the marine environment would not be impacted.

As noted above, before any scheduled landing operations take place, as needed, KIRC’s UXO/Safety Officer will conduct a sweep of the landing area.

As an example, KIRC typically participates in the Community Work Day’s “Get the Drift and Bag It” project by conducting a large-scale clean-up of marine debris at Kanapou Bay on Kaho‘olawe’s eastern coast. In the past, supplies, equipment and some personnel were transported to the bay by helicopter, as it is inaccessible by land; other personnel were transported by boat. Several helicopter trips were then needed to remove the massive amounts of debris that were collected. These movements could be made by the ‘Ōhūa instead.

In addition to Kanapou Bay, other areas where the marine environment would be not be impacted by the ‘Ōhūa landing are Hakioawa, Kaulana, Kaukamoku, Ahupū and Waikahalulu (Hakioawa is where the Protect Kaho‘olawe ‘Ohana has their traditional camp). Even though KIRC anticipates planned activities at other bays, such as Kuheia and Honoko‘a, the presence, condition and locations of corals would preclude landings at these sites. The ‘Ōhūa could still enter these and other bays, and discharge passengers and supplies into shallow water, but could not land.

2. SOCIO-ECONOMIC ENVIRONMENT

Kaho‘olawe and Kīhei Communities.

As stated on their website, “the Protect Kaho‘olawe ‘Ohana is a grassroots organization dedicated to the island of Kaho‘olawe and the principles of Aloha ‘Āina throughout Hawai‘i nei.” Their mission is to “perpetuate Aloha ‘Āina throughout our islands through cultural, educational and spiritual activities that heal and revitalize the cultural and natural resources on Kaho‘olawe.” Credited with stopping the bombing of Kaho‘olawe and securing its return to the State, the ‘Ohana is a recognized in State law (Chapter 6K, HRS) for its historic role, and is also a recognized Steward of the Reserve. As such, the ‘Ohana has a unique and special relationship with the KIRC and with its programs and activities.

As noted earlier, KIRC has worked well with the neighboring Kīhei Surfside Condominium, as well as the volunteers who have created and maintain the South Maui Coastal Heritage Corridor trail.

Probable impacts: Noise and increased activity at the Kīhei boathouse could have an impact on the Kīhei Surfside residents and guests. There are no anticipated impacts to the Coastal Heritage Corridor Trail.



Mitigation: By beginning morning activities at the boathouse after 8:00 a.m., and concluding by dusk, any potential impacts to the Kīhei Surfside will be minimized or eliminated.

Consultation: Preliminary comments from the Protect Kaho‘olawe ‘Ohana, Kīhei Surfside Condominium management and Hoaloha ‘Āina volunteers are provided. The County of Maui Departments of Public Works and Planning were contacted but did not offer preliminary comments relating specifically to the community.

Boating Community.

Predominantly through its Ocean Program, KIRC is cultivating a positive relationship with the boating community.

The Reserve waters (two nautical miles seaward from the coastline) are completely off-limits except for two weekends per month where trolling only is allowed. There are two reasons for this severe restriction: first, the Reserve waters have never been cleared of UXO, which remain a constant danger; and second, the KIRC is responsible for the management of the natural resources of the Reserve and so conducts a wide variety of surveys and monitoring of marine species. Allowing recreational uses and fishing would contradict and/or negate these efforts.

To participate in the “open waters” trolling weekends, vessels are required to register with the KIRC and file catch reports. It is, therefore, important to the KIRC to have a productive working relationship with the boating community.

Probable impacts: As noted previously, the proposed operations could impact the boating community by the increased activity at the Kīhei boat ramp and by potential fuel spills.

Mitigation: By starting these operations at approximately 9:00 a.m., after the morning “rush” after most vessels have launched, impacts due to increased traffic at the boat ramp will be minimized. Fuel spill impacts will also be minimized by the spill response measures previously outlined.

Consultation: KIRC wrote to the nine fishing clubs that the Ocean Program maintains as contacts (Hana Fishing Club, Maui Electric Fishing Club, Lahaina Yacht Club, Maui Land & Pine Fishing Association, Mā‘alaea Boating & Fishing Club, Maui Trailer Boat Club, Maui Casting Club, West Maui Casting Club and Maui Cooperative Fishing Association). No comments were received.



SIGNIFICANCE CRITERIA

Pursuant to Chapter 343, Hawai'i Revised Statutes, and Title 11, Chapter 200, Hawai'i Administrative Rules, State Department of Health, a proposed action is evaluated pursuant to thirteen specific significance criteria. As analyzed pursuant to these criteria, the applicant believes that the proposed operations will not have a significant impact on the environment.

1. The proposed action will not involve an irrevocable commitment to loss or destruction of any natural or cultural resource.
 - *With the proposed mitigation measures, including spill containment and response, alien species inspection, secure mooring lines, and confining Honokanai'a operations to a defined area, the proposed operations will not have any impact on the natural or cultural resources of the south Maui region, Kaho'olawe, or the waters in between. By allowing the continued transportation of personnel and supplies to Kaho'olawe, its natural and cultural resources will continue to be protected and preserved.*
2. The proposed action will not curtail the range of beneficial uses of the environment.
 - *The transportation, loading and unloading of passengers and cargo, with appropriate mitigation, defined procedures and in specified locations, will have no impact on any beneficial use of the environment. By supporting KIRC programs, the proposed operations will allow the continued protection and preservation of the Reserve's environmental resources.*
3. The proposed action will not conflict with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, Hawai'i Revised Statutes, and any revisions thereof and amendments thereto, court decisions, or executive orders.
 - *Subsection 344-3(1) establishes one of the State's environmental policies: "Conserve the natural resources, so that land, water, mineral, visual, air and other natural resources are protected by controlling pollution, by preserving or augmenting natural resources, and by safeguarding the State's unique natural environmental characteristics..." This policy is advanced by the proposed operations, as appropriately mitigated and restricted, that will allow KIRC to continue its natural resources programs.*
4. The proposed action will not substantially affect the economic or social welfare of the community or state.
 - *The transportation of personnel and supplies between Maui and Kaho'olawe, with appropriate mitigation, will have no discernible impact on the economic or social welfare of the community.*



5. The proposed action will not substantially affect public health.
 - *There are no aspects of the proposed operations that will have any discernible impact on public health.*
6. The proposed action will not involve substantial secondary impacts, such as population changes or effects on public facilities.
 - *The proposed operations will have no substantial secondary impacts on the population, public facilities or public services; the only secondary impacts will be the long-term viability and support of KIRC's programs and Reserve activities.*
7. The proposed action will not involve a substantial degradation of environmental quality.
 - *Without appropriate mitigation, the proposed operations could have an adverse impact on environmental quality due to the risk of fuel spills, spread of alien species and physical impacts to the beach; with proposed mitigation of spill containment, alien species inspection, redundant secure moorings and defined restricted areas of operations, environmental quality will not be degraded.*
8. The proposed action will not cumulatively have considerable effect upon the environment or involve a commitment for larger actions.
 - *The proposed operations have a narrow focus and will not have any cumulative adverse effect or future commitment for larger actions. The proposed operations could have a positive cumulative effect by providing greater support, flexibility and financial stability to the KIRC and its natural and cultural resources programs.*
9. The proposed action will not substantially affect a rare, threatened, or endangered species, or its habitat.
 - *With appropriate alien species inspection, the proposed operations will not have any adverse impact on special species or their habitats. In fact, by supporting KIRC's environmental restoration efforts, the proposed operations will help to enhance and protect such species and habitats, including the aforementioned wetland restoration project.*
10. The proposed action will not detrimentally affect air or water quality or ambient noise levels.
 - *With the proposed spill containment and response measures, there will be no discernible long-term detrimental impacts on air or water quality relating to the proposed operations.*



11. The proposed action will not affect or will not likely suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water or coastal waters.
 - *The proposed operations will take place in coastal waters; with appropriate mitigation relating to spill containment and response, and alien species inspection, the proposed operations will not affect this physical environment. KIRC's boathouse is not located in an environmentally sensitive area.*
12. The proposed action will not substantially affect scenic vistas and viewplanes identified in County or State plans.
 - *Given that the proposed operations are not stationary, they will not have any impact on scenic vistas and viewplanes; the storage of the 'Ōhua at the KIRC boathouse is shielded from view by the boathouse structure and surrounding vegetation.*
13. The proposed action will not require substantial energy consumption.
 - *The proposed operations will actually decrease KIRC's overall energy consumption by transporting passengers and cargo via boat rather than helicopter.*



ALTERNATIVES

The only practical alternative to the proposed operations would be to continue to transport the majority of personnel and cargo via helicopter, with minor operations being transported by boat. This is not desirable because of its cost and dependence on the helicopter vendor for aircraft and pilot availability and scheduling. Helicopter transportation will still be utilized with the proposed operations, though to a far lesser extent.

There are other possible alternatives to the proposed operations, ranging from curtailing KIRC programs and on-island activities to acquiring a larger boat for greater ocean transportation operations.

Minimizing KIRC programs and on-island activities, thus reducing the demand for transportation, is not a viable alternative because it conflicts with KIRC's statutory responsibilities. Chapter 6K, HRS, provides that the Reserve "shall be used solely and exclusively for the following purposes: (1) Preservation and practice of all rights customarily and traditionally exercised by native Hawaiians for cultural, spiritual, and subsistence purposes; (2) Preservation and protection of its archaeological, historical, and environmental resources; (3) Rehabilitation, revegetation, habitat restoration, and preservation; and (4) Education." Without the long-term financial and physical ability to transport personnel and supplies, KIRC would be unable to fulfill these responsibilities.

Acquiring a larger vessel is not a desirable option because it would require additional staff and crew; a larger structure or area for storage; a more powerful truck to launch and transport the trailer; and stronger moorings at Honokanai'a. KIRC's passenger and cargo transportation needs can be adequately met with the 'Ōhua making weekly trips.

Specific alternatives to the proposed operations include loading the trailers and full fuel pods onto the 'Ōhua at the boathouse, rather than at the boat ramp; filling the fuel pods at the boathouse instead of at the boat ramp; loading and launching the 'Ōhua from another location on Maui; implementing less intensive mitigation; and mooring offshore from Honokanai'a rather than on the beach.

Loading full trailers on the 'Ōhua at the boathouse, and launching her at the boatramp full of cargo, is not a safe or responsible option. The weight and balance of a full cargo deck are too unstable for this to be a serious consideration.

KIRC also considered filling the fuel pods (mounted on the trailer) at the boathouse, then loading the full trailer onto the 'Ōhua at the boat ramp. This option would have fewer potential adverse impacts from fuel spills and leaks at the ramp facility and the ocean. The subsequent transportation and loading of the trailer, however, would be potentially unsafe and damaging due to its weight (approximately 8,000 pounds), as well as the slope of the driveway, boat ramp parking lot, boat ramp and 'Ōhua's cargo ramp. The potential risk of the trailer (with full fuel pods) tipping or its control being lost is real and would be greater than the potential benefits of fueling at the boathouse.



Loading and launching the 'Ōhūa from another location, such as Mā'alaea, has been a carefully considered alternative, and is viable. Its disadvantage is that the time and energy demand for this location serve to negate the overall purpose of the 'Ōhūa – to provide energy savings. Travel between the Kīhei boat ramp and Honokanai'a takes approximately 45 minutes. Travel between the boat ramp and Mā'alaea takes approximately 15 minutes, and then from Mā'alaea to Honokanai'a takes another 60 minutes, increasing the travel time by 30 minutes, or 67 percent, and consuming that much more fuel.

Implementing less intensive mitigation is a possible alternative, as the proposed mitigation is substantial. However, due to the potential impacts if such mitigation is not thoroughly and rigorously implemented, this alternative was not seriously considered.

Mooring offshore from Honokanai'a, rather than landing on the beach, was also considered because that is typically how transportation via boat has been conducted. This would not fully achieve the objective of the proposed operations, though, because it would severely limit the quantity and types of cargo that could be transported, as such items would have to be waterproof or made waterproof, be buoyant or made buoyant, and be able to be floated or pulled to shore.

While there are many alternatives for the proposed operations, it is concluded that continuing KIRC programs with the support and use of a moderately sized landing craft, loading and unloading cargo at the Kīhei boat ramp, mooring on Honokanai'a beach, all with appropriate mitigation, would be the most suitable transportation option for the KIRC.



FINDINGS AND CONCLUSION

This final environmental assessment has analyzed the potential environmental impacts associated with the proposed operations of the 'Ōhua landing craft for transporting passengers and cargo between Maui and Kaho'olawe. This analysis includes the comments received during the public comment period, and conforms to the requirements of Chapter 343, Hawai'i Revised Statutes, and the State of Hawai'i Office of Environmental Quality Control.

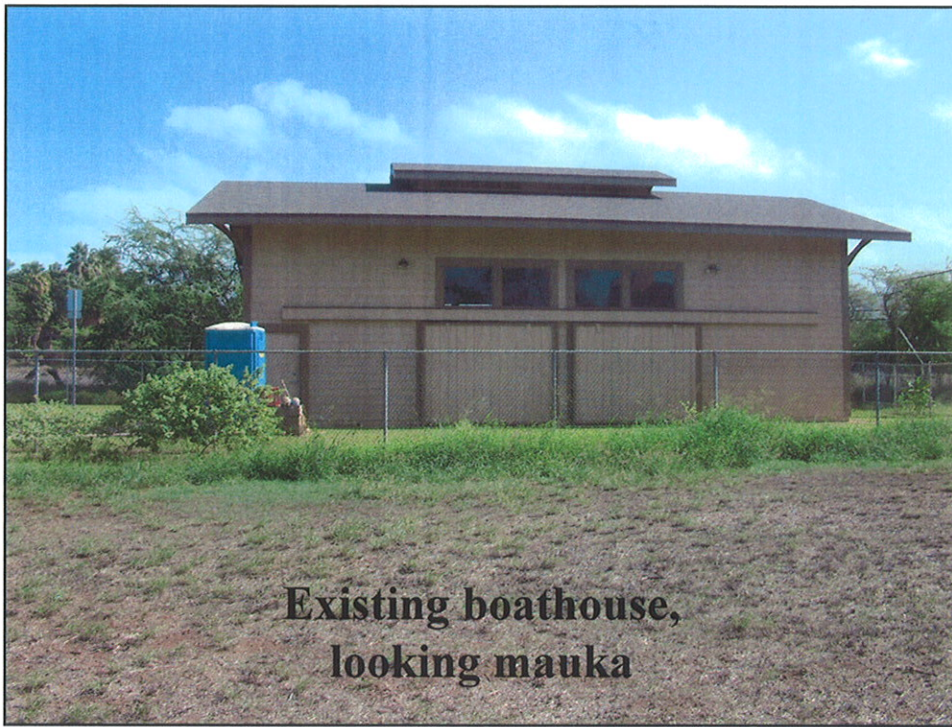
The proposed operations serve to support KIRC's programs and on-island activities as provided by Chapter 6K, HRS, and offer longer-term financial and physical stability for KIRC's transportation needs. These operations are anticipated to have no significant long-term environmental impacts to the surrounding area, natural resources, flora and fauna, archaeological and cultural resources, climate and air quality, public facilities or viewplanes.

Appropriate mitigation will ensure that Maui's and Kaho'olawe's environmental resources are sufficiently protected against possible fuel spills, alien species proliferation and physical impacts to Honokanai'a beach. By supporting KIRC's programs, the proposed operations will serve to further restore, protect and preserve Kaho'olawe's natural and cultural resources.

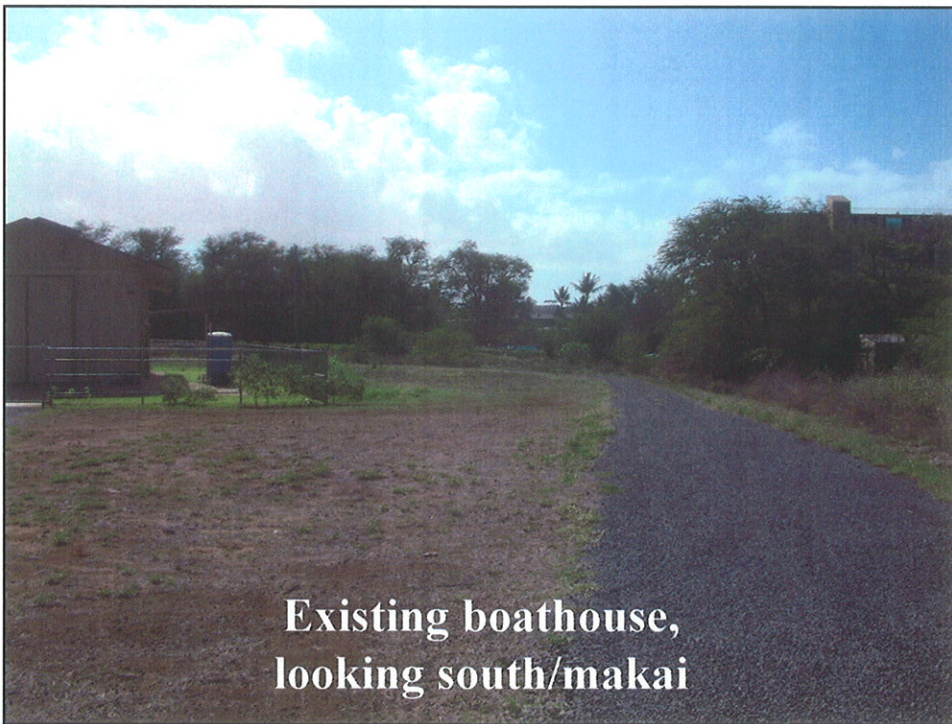
In light of the foregoing, the proposed operations will not result in significant impacts to the environment and a Finding of No Significant Impact (FONSI) will be issued.



APPENDIX A
Maps and Photographs

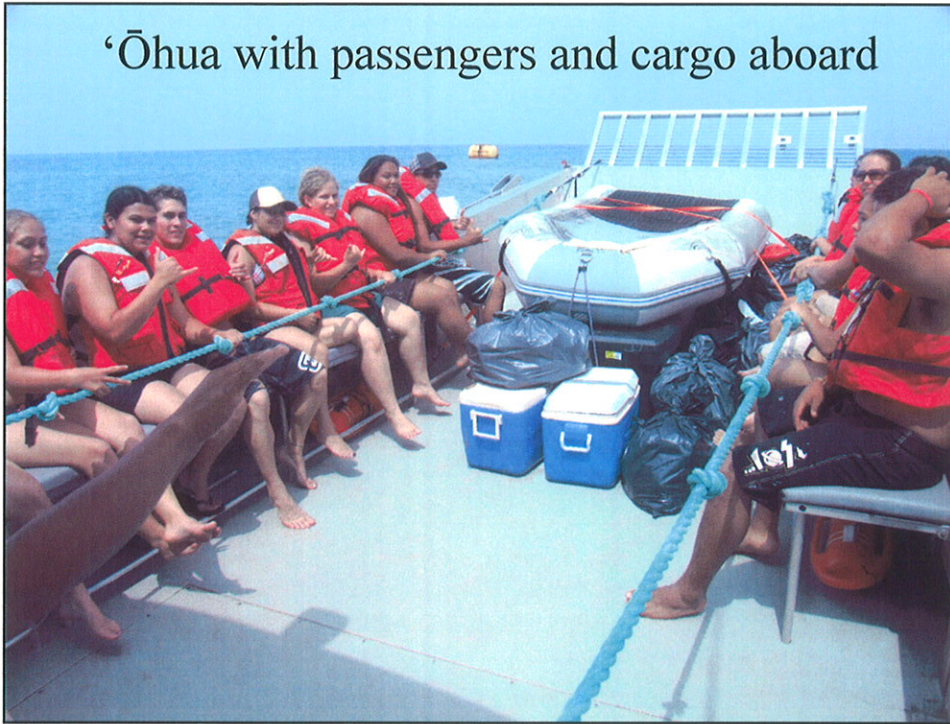


**Existing boathouse,
looking mauka**

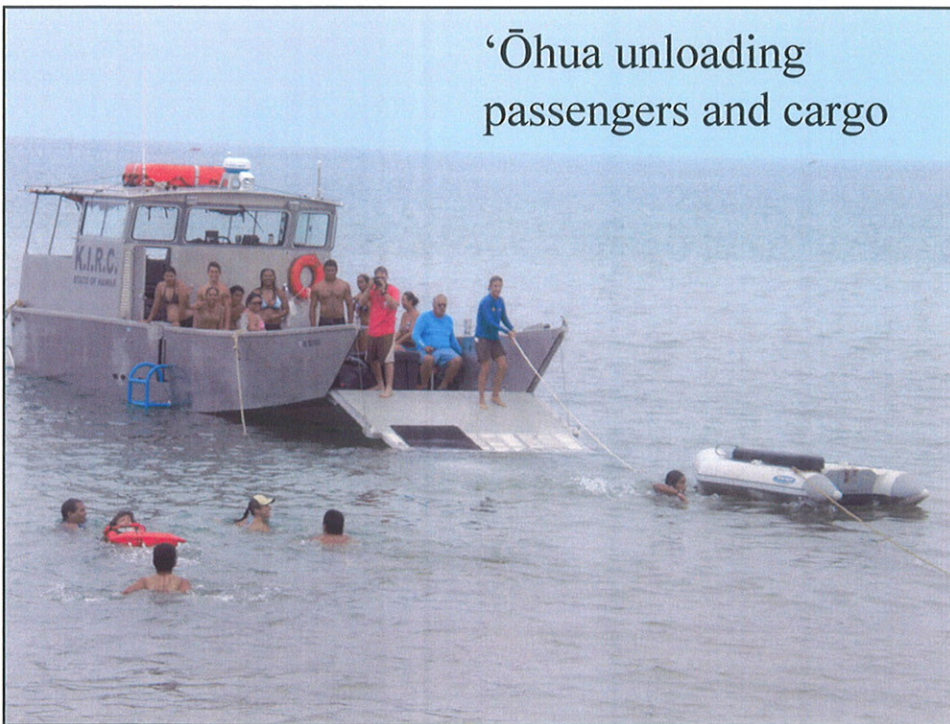


**Existing boathouse,
looking south/makai**

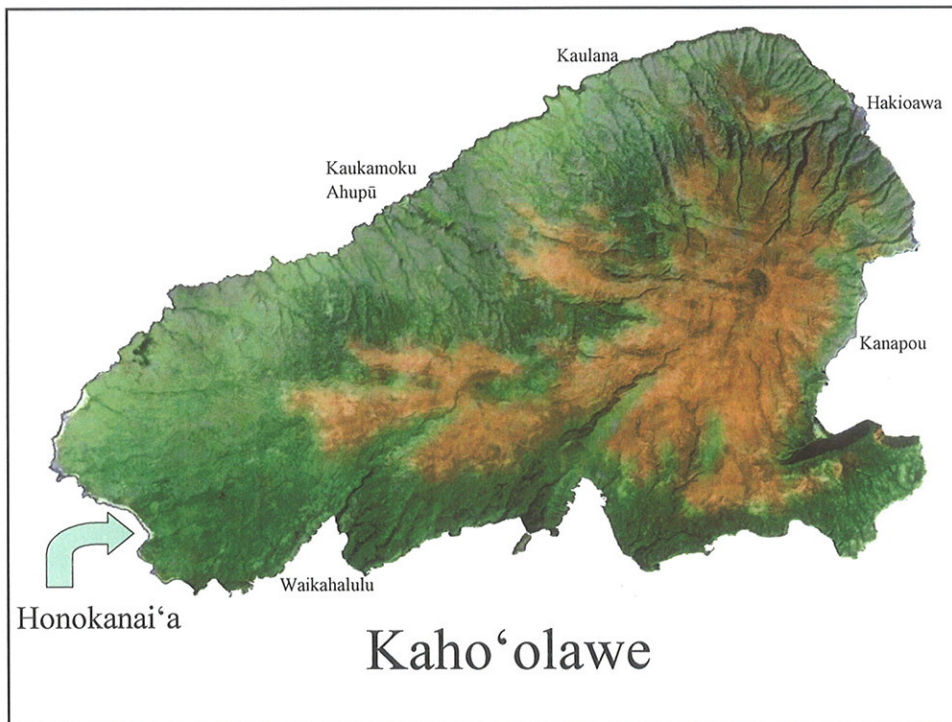
‘Ōhūa with passengers and cargo aboard



‘Ōhūa unloading passengers and cargo

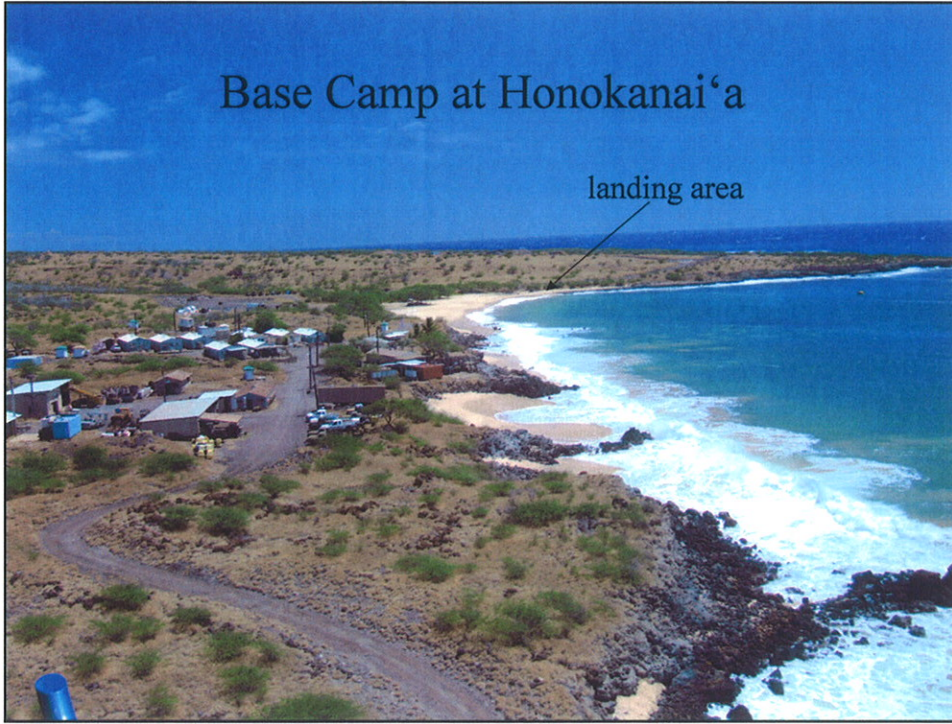


‘Ōhūa at sea



Base Camp at Honokanai'a

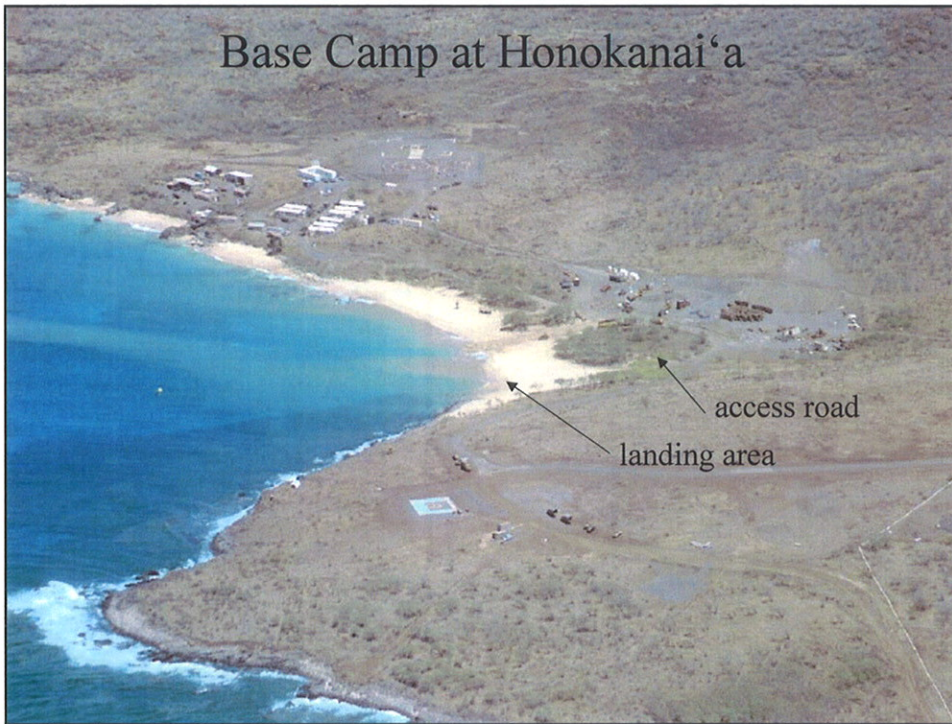
landing area

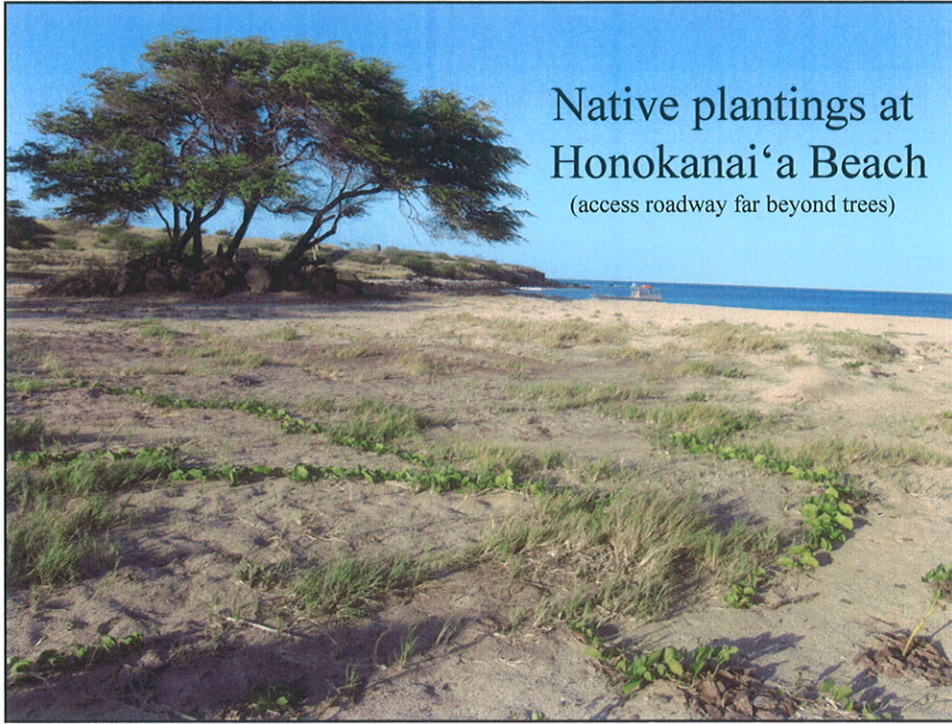


Base Camp at Honokanai'a

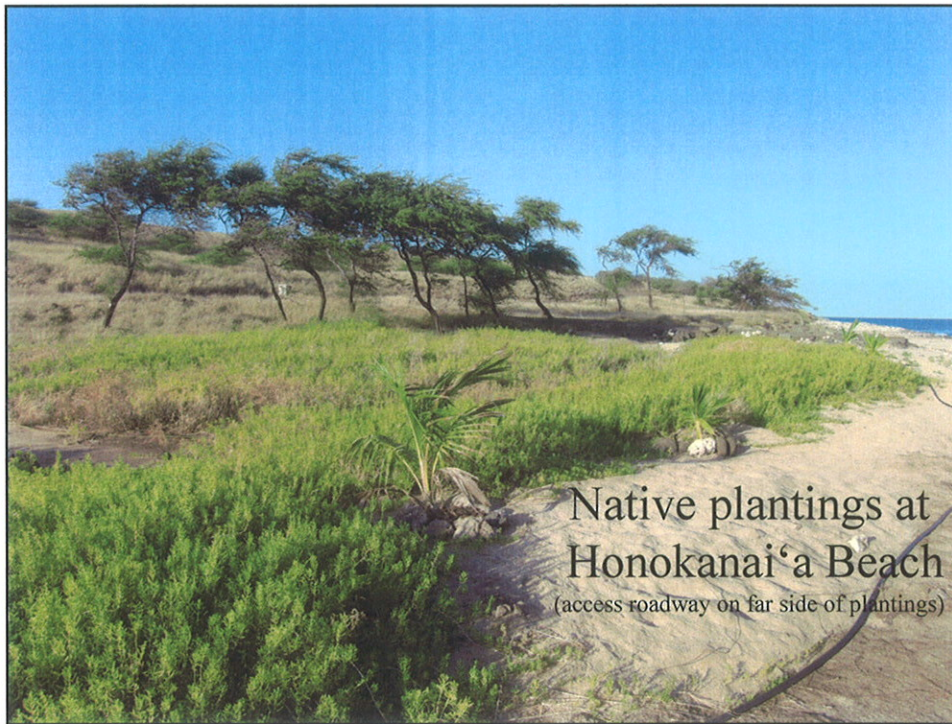
access road

landing area





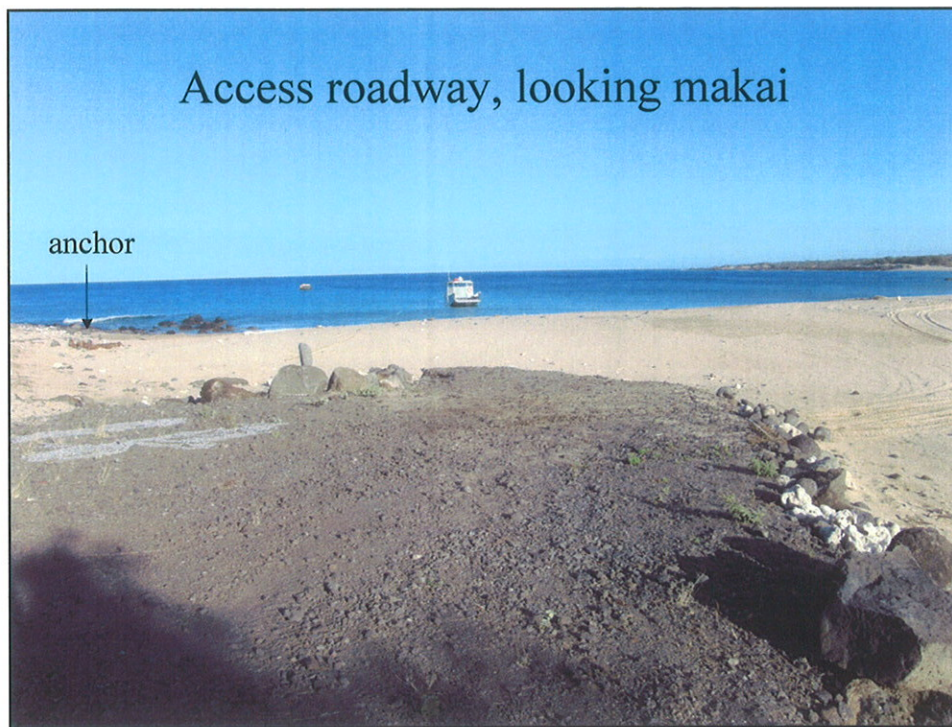
Native plantings at
Honokanai‘a Beach
(access roadway far beyond trees)



Native plantings at
Honokanai‘a Beach
(access roadway on far side of plantings)



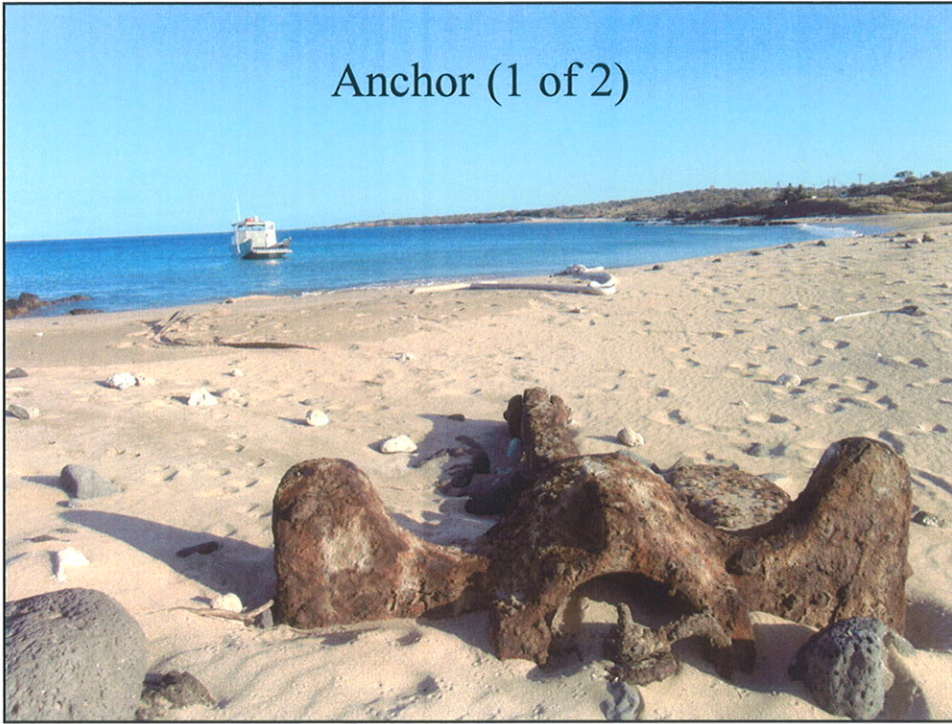
Honokanai'a Beach, between planting areas



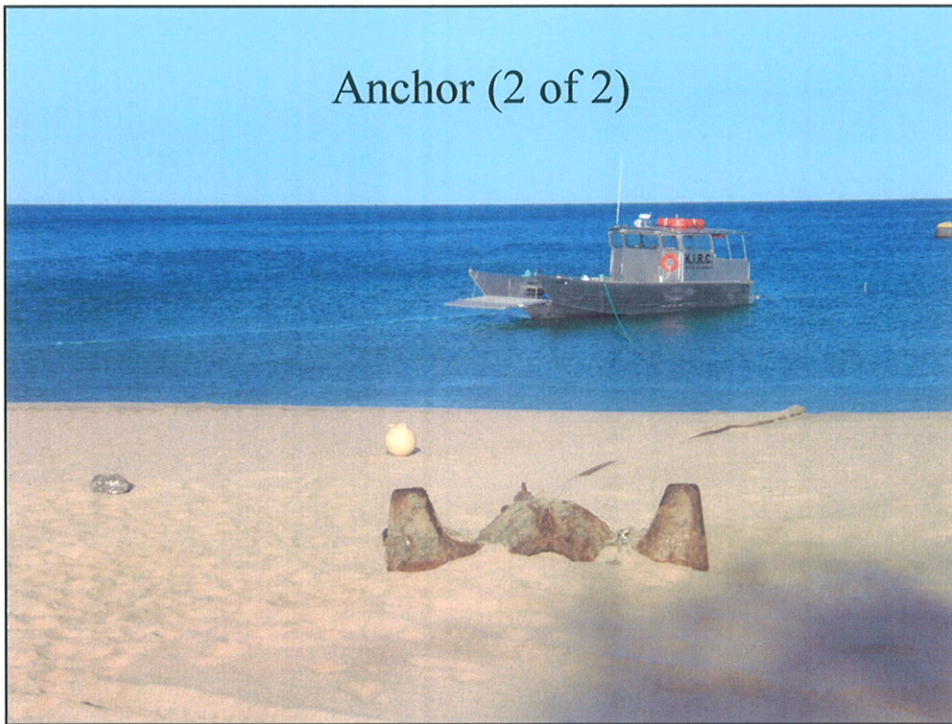
Access roadway, looking makai

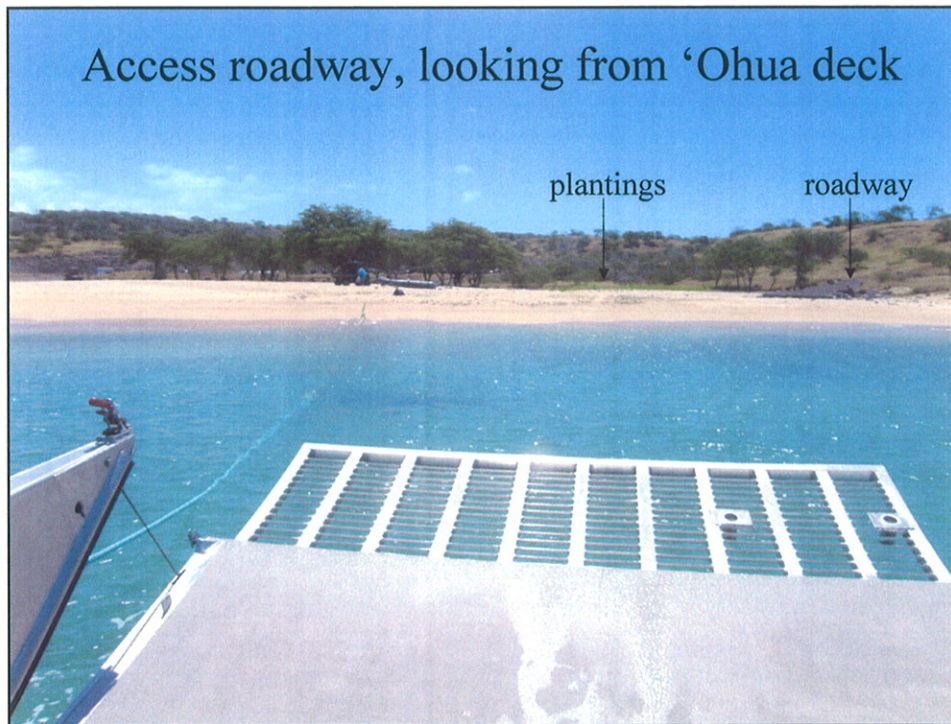
anchor

Anchor (1 of 2)



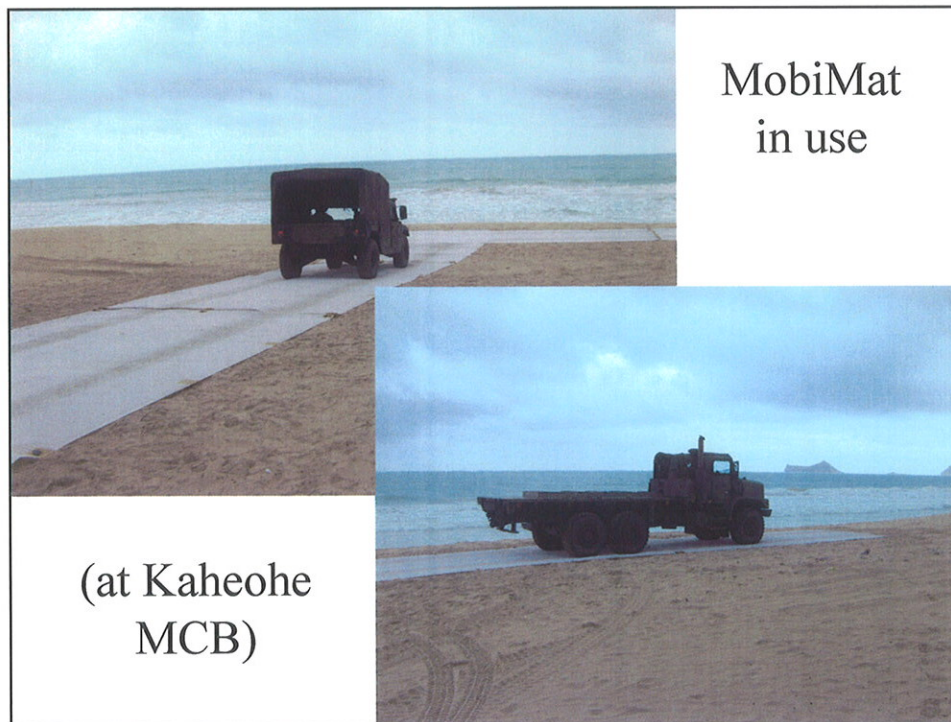
Anchor (2 of 2)







MobiMat in use (at Kaneohe MCB)



MobiMat
in use

(at Kaheohe
MCB)

APPENDIX B
Cultural Impact Assessment

KIRC CEP
Cultural Impact Assessment
For Landing Craft 'Ōhua

In response to the request from the Kaho'olawe Island Reserve Commission (KIRC) on the cultural impacts for the landing craft 'Ōhua, I have brought forward some of my observations and my own experiences with the volunteers that I have traveled with on cultural accesses. These observations are an indication of some of the cultural concerns of the program and how to best support the 'Ōhua and future accesses.

Bullet point observations of the landing craft:

- CEP biggest concerns are to the transportation efforts of materials and fuels to the island and landing in Honokanai'a. With uncertain ocean conditions and an unstable landing of this vessel will impact the area of Honokanai'a and its resources. A stable landing and unloading of material needs to be rehearsed so that the captain, crew, as well as on island Parsons staff can work together to load and unload hazardous materials.
- The amount of power that is generated from the 'Ōhua can be a great concern if not monitored properly by the Captain and his crew. Volunteers also need to have a part in the safety of inadvertent collisions with physical manifestations of our Hawaiian ancestors, *e.g.*, Honu, Nai'a, Koholā, as well as the 'Īlioholokauaua, Hawaiian monk seal. Constant monitoring of the vessel on the crossing as well as within Honokanai'a needs to be present because of our continued interaction of the Nai'a within the bay of Honokanai'a. The crew does a good job of looking out for these animals as well as other conditions within the ocean.
- Ocean conditions will always have an impact on the vessels ability to create a safe landing. The realization that 'Ōhua can one day land won't fully put me at ease do to the nature of the ever changing tide.
- The impact to the shore of Honokanai'a in my assessment will not be severe if kept within the sandy area of the landing site. In the event that the landing craft needs to move closer to the coral areas of Honokanai'a, the cultural impacts as well as the resources could sustain quite a bit of damage.
- Keeping in mind the cultural uses of the other bays, I am sure the captain operating the 'Ōhua will be very mindful of unnecessary landings and culturally aware of the ancestral connections to our physical manifestations of our kupuna, *e.g.*, Nai'a, Koholā, Honu, etc.
- Ocean Safety and cultural awareness seems to play hand in hand to the success of this vessel. I believe with CEP continued involvement and work with this vessel, the accesses of transporting volunteers would be very favorable.

Prepared by Kapono'ai Molitau, KIRC Cultural Resources Specialist IV

APPENDIX C
Diesel Fuel Spill Plan

Kaho'olawe Island Reserve Commission

March 20, 2007

Diesel Fuel Spill Plan

GENERAL

This Spill Plan has been prepared as a best management practice spill plan and it is intended to meet the requirements of HAR 13-232-24. It should be further noted that because the amount of fuel being delivered is less than 1320 gallons there are no requirements to submit a SPCC Plan to the Environmental Protection Agency under 40 CFR PART 112.7

A. Spill Experience

The Kaho'olawe Island Reserve Commission has had no spill experience within the past 12 months. The KIRC vessel operator has no experience in transporting diesel fuel

B. Potential Spills

The reasonably expected modes of major failure or accident in which could be spilled from the facility are the following:

Fuel Trailer Leak or Failure

The maximum quantity of fuel expected to be discharged is 1000 gallons of diesel fuel, which is the maximum capacity of the fuel tanks. It is expected that the trailer/tanks will never exceed 1000 gallons of fuel at any given time.

Rate of Flow: Variable depending on the size and location of the fuel tank failure or leak.

Total quantity of diesel fuel, which could be discharged, is 1000 gallons of diesel fuel.

Direction of Flow: If a spill were to occur in all probability it would flow to the stern of the landing craft's main storage deck.

Protective Measures: The fuel trailer and tanks will meet the U.S. DOT specifications and the tanks will meet DOT and USCG specifications. While the fuel trailer is in the landing craft, the landing craft itself will act as the secondary containment system. All of the drainage holes on the floor of the landing craft will have fluid tight protective plugs placed in the drainage holes before the trailer is loaded onto the landing craft. A secondary transfer pump will be available to put the fuel into an emergency replacement container or back into the repaired tank. There will be enough absorbent pads on the board the landing craft to absorb 25% of the total fuel capacity of the fuel trailer.

Fuel Trailer Off Loading on Kaho'olawe

The fuel trailer will meet the requirements and regulations of the U.S. Department of Transportation's directives regarding transporting a diesel fuel trailer on a watercraft

Prior to the off loading operations the landing craft will utilize a three point mooring system. With two lines secured from shore to the bow of the ship and a winched anchor line attached to a permanent stern mooring anchor one hundred yards from shore, which will insure absolute stability of the landing craft while off loading the fuel trailer.

There is a remote potential for a leak to occur while off loading the trailer from the landing craft, while the landing craft is moored at the beach landing area.

If a leak were to occur while the landing craft is moored, because of the topography of the beach landing are, the leak would flow toward the stern of the landing craft's main storage deck.

Protective Measures: The fuel trailer will be U.S. Department of Transportation certified. While the fuel trailer is in the landing craft, the landing craft itself will act as the secondary containment system. As all of the drainage holes on the floor of the landing craft will have fluid tight protective plugs placed in the drainage holes before the trailer is loaded and off loaded from the landing craft. There will be enough absorbent pads on the board the landing craft to absorb 25% of the total fuel capacity of the fuel trailer. Additionally a 200 ft flotation boom will be permentaly staged at the boat landing area along with a zodiac to insure rapid deployment if needed. KIRC will conduct and document annual training on containment practices and drills in spill boom deployment.

The KIRC will notify the USCG should a spill occur, also contract with an outside environmental professional organization with experience in spill removal operations.

Other Agencies Regulatory Requirements:

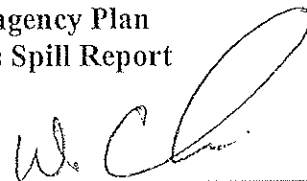
The following regulatory Agencies have indicated that they have no permitting requirements or regulatory oversight on the planned operations to transport fuel to Kaho'olawe

1. U.S Environmental Protection Agency (District 9 San Francisco Office)
2. United States Coast Guard (Honolulu Office)
3. State of Hawaii Department of Health Clean Water Branch
4. State of Hawaii Department of Health Hazard Evaluation and Emergency Response Office.

Attachment A - KIRC Spill Contingency Plan

Attachment B - KIRC Supervisors Spill Report

Plan reviewed and approved:



Wesley Choi
Maui District Boating Manager

7/24/07
Date

Ka'ho'olawe Island Reserve Commission

March 20, 2007

Attachment B KIRC Supervisors Spill Report

1. Date _____ Volume(Gals) _____ Cause _____

Corrective Action taken _____

Plans for preventing recurrence _____

2. Date _____ Volume(Gals) _____ Cause _____

Corrective Action taken _____

Plans for preventing recurrence _____

3. Date _____ Volume (Gals) _____ Cause _____

Corrective Action Taken _____

Plans for preventing recurrence _____

Notes:

Name

Signature

Date

APPENDIX D
Pre-consultation Correspondence

Stephen Fulton

From: Higuchi.Dean@epamail.epa.gov
Sent: Wednesday, February 21, 2007 10:10 AM
To: Stephen Fulton
Subject: More SPCC Information

Hello Steven,

Looks like you are exempt from our federal SPCC requirements. Peter Reich of our Region 9 office sent the following reply:

"If the facility has only 1000 gallons, and no other tankage, or 55gallon drums or other containers larger than 55 gallons, then they are exempt from the SPCC rule and do not need a plan. If they would like to develop a plan on their own with it being a best management practice, they could look at the sample plan on our website and manipulate it into working document for themselves and I'd be happy to help them, but really there is no requirement they do so because they are below the threshold of 1,320 gallons."

If you have other questions, Peter can be reached at 415-972-3052 or at reich.peter@epa.gov

Here are the links Peter suggested:

website:

<http://www.epa.gov/oilspill/>

SPCC guidance:

<http://www.epa.gov/oilspill/guidance.htm>

Sample SPCC Plan (MS word format)

http://www.epa.gov/oilspill/pdfs/guidance/D_BulkStoragePlan.doc

Thanks!

Dean

Stephen Fulton

From: William.I.Johnson@uscg.mil on behalf of Johnson, William MST2
[William.I.Johnson@uscg.mil]
Sent: Wednesday, January 23, 2008 2:11 PM
To: Stephen Fulton
Subject: RE: fuel tanks

Good afternoon Stephen,

This is exactly what we had discussed and understood from one another about the operations involving the(KIRC) and the CFR cites stating how your transportation plans were not subject to Federal regulation.

MST2 Johnson
MST MAUI
USCG

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

From: sfulton@kirc.hawaii.gov [mailto:sfulton@kirc.hawaii.gov]
Sent: Tuesday, January 22, 2008 5:02 PM
To: Johnson, William MST2
Subject: RE: fuel tanks

Aloha Ian,

It has been a while since we have spoken and again thank you for your response and assistance.

If I could, I would like to memorialize our conversations that we had regarding our new landing craft.

As discussed the Kaho'olawe Island Reserve Commission (KIRC) has purchased a 38ft landing craft in order to transport our cargo, staff and volunteers to Kaho'olawe. As I explained the KIRC has been tethered, for years, to helicopter support for all these logistical transportation requirements and as you might well imagine the costs of using a helicopter contractor is becoming prohibitive. This landing craft is the best means we have found to reduce costs and have better control over our own logistical transportation requirements. As part of our best managements practices we have communicated with numerous state and federal agencies to insure we are in compliance with all of the enviromental and regulatory requirements of these various agencies. So our meeting was very timely. As discussed we will be transport ting no more than 900 gallons of diesel fuel per trip, three times a month to Kaho'olawe. The fuel will be contained in two 450 gallon pods which will be secured to a DOT approved trailer. Our fueling and spill plan has been approved by the DLNR, DOBAR Maui Harbor Master. Additionally the EPA office in San Francisco has indicated there are no requirements for the KIRC to provide a Spill Prevention Control and Countermeasure Plan (SPCC) based on the small volume of fuel we will be transporting.

With this follow up e-mail, would you be kind enough to respond, concurring that this is essentially what we discussed that led to your e-mail dated October 26th.

Please call me if you have any questions.

Thank you for your assistance once again.

Stephen

Stephen Fulton

From: William.I.Johnson@uscg.mil on behalf of Johnson, William MST2
[William.I.Johnson@uscg.mil]
Sent: Friday, October 26, 2007 11:19 AM
To: Stephen Fulton
Subject: fuel tanks

As per our conversation yesterday sir I am sending you the following to help clarify any questionable aspects in regards to your fueling operations,

33 CFR 138.12(d)- no applicability for financial responsibility for public vessels in dealing with water pollution regulation.

33 CFR 156.100- Applicability does not apply to public vessels or vessels with 250 barrels or less capacity.

So your good ...

MST2 IAN JOHNSON USCG



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, HONOLULU
FORT SHAFTER, HAWAII 96858-5440

March 13, 2008

RECEIVED

MAR 14 2008

KAHO'OLAWE ISLAND
RESERVE COMMISSION

Regulatory Branch

File Number POH-2008-40

Mr. Stephen Fulton
Reserve Manager
Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201
Wailuku, Hawaii 96793

Dear Mr. Fulton:

This provides a belated response to your request regarding the operation of the Kaho'olawe Island Reserve Commission's (KIRC) landing craft and compliance with Army Corps of Engineers regulations. Your primary activities to transport diesel fuel, cargo and passengers to and from Maui to Kahoolawe as much as three times a month is not a regulated activity subject to Department of Army (DA) permit authorization. However, should these primary activities cause the KIRC to consider the construction of structures, such as piers, ramps, and mooring structures in open or near shore waters to facilitate landing craft operations, consultation should take place with our office to determine whether a DA permit authorization would be required. Finally, it is our understanding that the current scope of activities excludes the discharge of dredged or fill material into waters of the United States from the landing craft.

This determination of Corps jurisdiction is rendered with regards to our authority under Section 10 of the Rivers and Harbors Act, Section 103 of the Marine Protection, Research and Sanctuaries Act and Section 404 of the Clean Water Act. As described by you, the Corps has determined that as long as the activities of the landing craft results in no discharge of materials into the Pacific Ocean and that any planned activities by the KIRC ensure that no discharge of materials and in-water structures are placed into those jurisdictional waters, a Department of Army (DA) permit will not be required. It is recommended that you have practicable measures to avoid and minimize potential adverse impacts to the aquatic environment that will be implemented whenever the KIRC operates the landing craft in ocean areas.

This determination does not excuse the KIRC from complying with other federal, state, or county permits, certifications or authorizations required by law; does not grant the KIRC, or otherwise recognize the KIRC for any claim of property rights or exclusive privileges; and, does not authorize any injury to the property or rights of others, nor any interference with any existing or proposed federal projects in the areas of landing craft operations.

In the future, if the KIRC proposes activities in or near jurisdictional waters (namely, the Pacific Ocean) which require excavation, dredging, or the placement of dredged or fill material, you should provide written applications to Mr. Farley Watanabe of our Regulatory Branch at the address on the front of this letter, or email Farley.K.Watanabe@usace.army.mil to determine if a DA permit may then be required. Please call (808) 438-7701 and refer to File Number POH-2008-40 if you need additional clarification or information.

Sincerely,



George P. Young, P.E.
Chief, Regulatory Branch

Copy Furnished:

U.S. Environmental Protection Agency, Region IX, Honolulu Branch, Honolulu, HI
U.S. Fish and Wildlife Service, Honolulu, HI
U.S. National Marine Fisheries Service, Honolulu, HI
Ms. Laura H. Thielen, Chairperson, DLNR State of Hawaii, P.O. Box 621, Honolulu, HI 96809
Mr. Alec Wong, Chief, Clean Water Branch, State DOH, P.O. Box 3378, Honolulu, HI 96801
Mr. John Nakagawa, Office of Planning, CZM Program, P.O. Box 2359, Honolulu, HI 96804
State Department of Land and Natural Resources, OCCL, Honolulu, HI
State Department of Land and Natural Resources, COWRM, Honolulu, HI
State Historic Preservation Division, DLNR, Honolulu, HI
Administrator, Office of Hawaiian Affairs, Honolulu, HI
State Department of Transportation, Highways Division, Honolulu, HI
Department of Planning and Permits, County of Maui, Wailuku, HI
Ms. Kuhea Paracuelles, Environmental Coordinator, Office of the Mayor, County of Maui
Ms. Naomi MacIntosh, Hawaii Humpback Whale Sanctuary, 6600 Kalaniana'ole Hwy Ste #301,
Honolulu, HI 96825

Stephen Fulton

From: Stephen Fulton
Sent: Wednesday, January 23, 2008 1:11 PM
To: 'george.p.young@usace.army.mil'
Subject: Kaho'olawe Landing craft.

Aloha George,

Thank you again for taking the time to discuss the logistical challenges we face on Kaho'olawe and the plans for our new landing craft.

As I mentioned I had discussed these issues with Ms Connie Ramsey of your office, in March of 2007

If I could, I would like to memorialize our conversations that we had regarding our new landing craft.

As discussed the Kaho'olawe Island Reserve Commission (KIRC) has purchased a 38ft landing craft in order to transport our cargo, staff and volunteers to Kaho'olawe. As I explained the KIRC has been tethered, for years, to helicopter support for all these logistical transportation requirements and as you might well imagine the costs of using a helicopter contractor is becoming prohibitive. This landing craft is the best means we have found to reduce costs and have better control over our own logistical transportation requirements.

As part of our best managements practices we have communicated with numerous state and federal agencies to insure we are in compliance with all of the enviromental and regulatory requirements of these various agencies.

We will be transporting no more than 900 gallons of diesel fuel per trip, three times a month to Kaho'olawe. The fuel will be contained in two 450 gallon pods which will be secured to a DOT approved trailer. Our fueling and spill plan has been approved by the DLNR, DOBAR Maui Harbor Master. Additionally the EPA office in San Francisco has indicated there are no requirements for the KIRC to provide a Spill Prevention Control and Countermeasure Plan (SPCC) based on the small volume of fuel we will be transporting. The State of Hawaii DOH Clean Water Branch has indicated there are no permitting or regulatory requirements necessary for our planned operations.

Based upon my understanding of our conversation this morning could you please indicate whether the Corps of Engineers has any regulatory or permitting requirements regarding transporting diesel fuel, other cargo or passengers on our new landing craft.

Please call me if you have any questions.

Thank you for your assistance.

Stephen

Stephen Fulton
Reserve Manager
Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201
Wailuku, Hawaii 96793
phone: 808-243-5030
cell: 808-281-6720
www.kahoolawe.hawaii.gov

Stephen Fulton

From: Wong, Alec Y [alec.wong@doh.hawaii.gov]
Sent: Wednesday, February 21, 2007 9:29 PM
To: Stephen Fulton

Aloha Mr. Fulton,

Based on the information you provided, an NPDES permit is not required.

If a Department of Army permit is required, a Section 401 Water Quality Certification issued by the Clean Water Branch is needed.

Should you have any questions regarding our program, please contact me at 586-4309.

Alec Wong
Clean Water Branch
State of Hawaii Department of Health
Phone: (808) 586 - 4309
Fax: (808) 586-4352

Notice: This information and attachments are intended only for the use of the individual(s) or entity to which it is addressed, and may contain information that is privileged and/or confidential. If the reader of this message is not the intended recipient, any dissemination, distribution, or copying of this communication is strictly prohibited and may be punishable under state and federal law. If you have received this communication and/or attachments in error, please notify the sender via e-mail immediately and destroy all electronic and paper copies.

Stephen Fulton (sfulton@kirc.hawaii.gov) +Add contact
To:
alec.wong@doh.hawaii.gov

Subject:
Diesel fuel delivery to Kaho'olawe

Attachments:

[More SPCC Information.txt \(1.2 KB\)](#)

Aloha Alec,

Thank for taking the time to discuss with me the diesel transportation challenges that we face on Kaho'olawe. As I mentioned we the KIRC (Kaho'olawe Island Reserve Commission) are in the process of purchasing a 38 foot landing craft in order to deliver our diesel fuel in a more economical manner.

The maximum payload for the boat is 15,000lbs and we will be transporting approximately 7300 lbs or 1000 gallons of diesel fuel per trip.

In conjunction with our vendor Maui Oil, we will be developing and internal spill prevention plan, that addresses the fueling of our fuel trailer from Maui Oil's truck at the Kihei Boat Ramp. And for best management practices we will also be developing an internal spill plan for the boat and trailer, while traveling to Kaho'olawe.

Additionally I have attached for your review a position statement via e-mail from the San Francisco EPA regarding our situation.

With this could you provide me with any information or requirements that the Clean Water Branch has regarding our plans?. Specifically are there any permitting, spill prevention plans, or approval requirements that the KIRC needs to submit to your office for your review and approval.

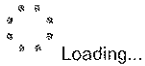
1/23/2008

At your suggestion I am communicating with the Coast Guard and the. I am also in communication with Harbors Division, Department of Land and Natural Resources. In your opinion, are there any other agencies that would require approval for this operation

Thank you again for your guidance and assistance.
Stephen

<<More SPCC Information.txt>>

Stephen Fulton
Reserve Manager
Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201
Wailuku, Hawaii 96793
phone: 808-243-5030
cell: 808-281-6720
www.kahoolawe.hawaii.gov



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Stephen Fulton

From: Martin, Clarence (Curtis) [clarence.martin@doh.hawaii.gov]
Sent: Monday, February 26, 2007 6:39 AM
To: Stephen Fulton
Subject: RE: Transportation of diesel fuel to Kaho'olawe

Thanks for your e-mail. DOH/HEER does not have any specific planning requirements, but I will be happy to review any response plans you might develop. It is a good idea to have such written plans and exercise them. There are spill reporting requirements in 128D that everyone involved in the operation should be aware of. If in doubt, report.

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

From: Stephen Fulton [mailto:sfulton@kirc.hawaii.gov]
Sent: Wednesday, February 21, 2007 11:16 AM
To: Martin, Clarence (Curtis)
Subject: Transportation of diesel fuel to Kaho'olawe

Aloha Curtis,

Thank for taking the time to discuss with me the diesel transportation challenges that we face on Kaho'olawe. As I mentioned we the KIRC (Kaho'olawe Island Reserve Commission) are in the process of purchasing a 38 foot landing craft in order to deliver our diesel fuel in a more economical manner.

The maximum payload for the boat is 15,000lbs and we will be transporting approximately 7300 lbs or 1000 gallons of diesel fuel per trip.

In conjunction with our vendor Maui Oil, we will be developing and internal spill prevention plan, that addresses the fueling of our fuel trailer from Maui Oil's truck at the Kihei Boat Ramp. And for best management practices we will also be developing an internal spill plan for the boat and trailer, while traveling to Kaho'olawe.

Additionally I have attached for your review a position statement via e-mail from the San Francisco EPA regarding our situation.

With this could you provide me with any information or requirements that the Hazardous Evaluation Emergency Response Office has regarding our plans?. Specifically are there any permitting, spill prevention plans, or approval requirements that the KIRC needs to submit to your office for your review and approval.

At your suggestion I am communicating with the Coast Guard and the Clean Water Branch of the Department of Health. I am also in communication with Harbors Division, Department of Land and Natural Resources. In your opinion, are there any other agencies that would require approval for this operation

Thank you again for your guidance and assistance
Stephen

Stephen Fulton <<More SPCC Information.txt>>
Reserve Manager
Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201
Wailuku, Hawaii 96793
phone: 808-243-5030
cell: 808-281-6720

Stephen Fulton

From: Stephen.Pfister@hawaii.gov
Sent: Thursday, October 11, 2007 4:14 PM
To: Stephen Fulton
Subject: Re: DOT permitting requirements

As we discussed earlier today, I am not aware of any State of Hawaii Department of Transportation requirements for permits for the water transportation of fuel, supplies, and passengers between the Kihei small boat ramp and the island of Kaho'olawe. I wish you success with your new form of resupply for the island.

Stephen J. Pfister
 Dept. of Transportation - Harbors Division
 District Manager - Maui District
 Office: 808-873-3350; Cellular: 808-357-0665; Facsimile: 808-873-3355

"Stephen Fulton" <sfulton@kirc.hawaii.gov>

To <stephen.pfister@hawaii.gov>

cc

10/11/2007 01:55 PM

Subject DOT permitting requirements

Aloha Stephen,

It was great talking to you. Mahalo for taking the time to hear about our challenges on Kaho'olawe. As I mentioned we are expecting delivery of our new 38ft. landing craft next month, and as I stated we will using the landing craft to transport, diesel fuel, cargo and passengers to Kaho'olawe. in our planning process we have presented our plans to all of the required government agencies. I did speak to the DOT office about a year ago about permitting and requirements from DOT and my notes reflect that there were no regulatory or permitting requirements from the DOT. As a follow up could you please confirm that this is still the DOT position. For your information:

1. The landing craft is 38 feet long
2. The weight is 16,000lbs dry
3. The maximum pay load is 15,000lbs
4. The landing craft will carry a maximum 1000 gals of diesel fuel and other cargo including water, food stores and passengers.
5. Initially the landing craft will average of two trips a week
6. The landing craft will launch from the Kihei boat ramp and the Harbor Master has approved our request to launch and fuel from that location.

Hope this is helpful. If you have any questions please feel free to call. Look forward to hearing from you.

Mahalo

Stephen

Stephen Fulton

1/16/2008

CHARMAINE TAVARES
Mayor

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

MICHAEL M. MIYAMOTO
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND ENVIRONMENTAL MANAGEMENT
DEVELOPMENT SERVICES ADMINISTRATION
250 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793
March 10, 2008

RALPH M. 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

RECEIVED

MAR 13 2008

KAHO'OLAWA ISLAND
RESERVE COMMISSION

Michele McLean - Interim Director
KAHO'OLAWA ISLAND RESERVE COMMISSION
811 Kolu Street, Suite 201
Wailuku, Maui, Hawaii 96793

Subject: PRE-CONSULTATION FOR DRAFT ENVIRONMENTAL
ASSESSMENT
FOR KAHO'OLAWA ISLAND RESERVE COMMISSION NEW LANDING
CRAFT/CARGO VESSEL

Dear Ms. McLean:

We reviewed the subject application and have no comments at this time.

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

Sincerely,

Milton M. Arakawa, A.I.C.P.
Director of Public Works

ls S:\LUCA\ICZMKIRC_preconsult_draft_ea_ls.wpd
xc: Highways Division
Engineering Division



KŪKULU KE EA A KANALOA

NOA EMMETT ALULI, M.D.
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Vice-Chairperson
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CHARLES PMK BURROWS, Ed.D.
CRAIG NEFF
LAURA H. THIELEN
JOHN D. WAIHE'E, IV

MICHELE McLEAN
Interim Executive Director

KAHO'OLAWE ISLAND RESERVE COMMISSION

811 Kolu Street, Suite 201, Wailuku, HI 96793
Telephone (808) 243-5020 Fax (808) 243-5885

February 29, 2008

Mr. Ralph Nagamine, Administrator
Development Services Administration
Department of Public Works
County of Maui
200 South High Street
Wailuku, Hawai'i 96793-2155

Dear Mr. Nagamine,

This letter invites you to participate in the "pre-consultation" stage of the Kaho'olawe Island Reserve Commission's draft Environmental Assessment of a new landing craft / cargo vessel.

Background

Hawai'i State Law establishes the Kaho'olawe Island Reserve (Reserve) and the Kaho'olawe Island Reserve Commission (KIRC). The KIRC manages the Reserve, its environmental restoration and preservation programs, and determines the appropriate uses of the island and its waters.

Kaho'olawe Island is located six miles southwest of Maui and has an area of approximately 28,800 acres. It is 11 miles long, 7 miles wide and has a peak elevation of 1,477 feet. The Reserve includes the island and its waters extending seaward two miles from the shoreline.

The island is remote and uninhabited, without permanent facilities or utilities, and includes only limited dirt roads and foot trails. KIRC's "base camp" is located at Honokanai'a, on Kaho'olawe's southwest coast, and provides basic facilities for KIRC personnel and volunteers. Because there is no harbor or docking facility on Kaho'olawe, the majority of personnel and supplies are currently transported via helicopter.

KIRC personnel, volunteers, supplies and cargo typically mobilize to Kaho'olawe on Mondays and extract on Thursdays. On a typical week, this necessitates six passenger flights and three cargo flights on Monday, and six passenger flights on Thursday, with additional flights during each month for heavy cargo, periodic operations and other occasional movements. An average month of helicopter service costs \$90,000.00.

Occasionally, personnel and supplies have been transported via KIRC's patrol and dive support vessel, the Hākilo, though she is not equipped nor intended to be a full-time transport vessel.

'Ohua – New Landing Craft / Cargo Vessel

On December 4, 2008, KIRC's new landing craft / cargo vessel arrived on Maui and has been named 'Ohua by the Commission. She was designed specifically for passenger and cargo transportation needs to help reduce KIRC's expenditures and profound dependence on helicopter transportation. The vessel is 38-feet long and is able to transport 10,000 pounds of payload across the channel from Maui to Kaho'olawe, launching from the Kihei boat ramp and mooring on the beach at Honokanai'a.

The 'Ohua is being used to transport personnel and supplies, similar to transportation operations made by the Hākilo. However, before KIRC uses the 'Ohua for additional uses, beyond those conducted by the Hākilo, these uses will be the subject of an Environmental Assessment prepared in accordance with Chapter 343, HRS.

Environmental Assessment

The additional uses and movements anticipated for the 'Ohua include the delivery of fuel to the Kihei boat ramp, into tanks mounted on a trailer that will be loaded on the 'Ohua's cargo deck; the delivery of cargo to KIRC's boathouse, located on property adjacent to the Kihei boat ramp, and the loading of cargo onto the 'Ohua; the transportation of fuel and cargo from Kihei to Kaho'olawe, and the return transportation of cargo from Kaho'olawe to Kihei; the unloading of passengers, fuel and cargo directly onto the beach at Honokanai'a; and the storage of the 'Ohua at KIRC's boathouse.

The draft Environmental Assessment (EA) will: explain these additional uses and movements in greater detail, describe the current environment in which these actions are proposed to be taken, discuss potential adverse impacts, offer appropriate mitigation, and analyze alternatives.

This process allows for interested parties like you to offer comments during "pre-consultation" to be included in the draft EA. Once the draft EA is accepted by the Commission, copies will be sent to a variety of agencies and community groups, including anyone who offered comments during pre-consultation. During a 30-day public comment period, we accept comments that are addressed in a final Environmental Assessment that must also be considered by the Commission.

Therefore, we invite you to offer any comments you may have now, to be included in the draft EA that will be considered by the Commission at its March 19, 2008 meeting. If you do not wish to comment at this time, but wish to review the draft EA during the public comment period, we will be happy to send you a copy.

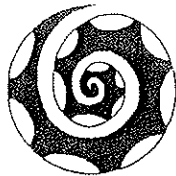
If you have any questions, require additional information, or wish to offer comments at this time, please feel free to contact me at 243-5891 or via e-mail at mmclean@kirc.hawaii.gov. We request that comments be received no later than March 11, 2008.

Mahalo for your time and consideration.

Sincerely,



Michele McLean
Interim Executive Director



KŪKULU KE EA A KANALOA

KAHO‘OLAWE ISLAND RESERVE COMMISSION

811 Kolu Street, Suite 201, Wailuku, HI 96793
Telephone (808) 243-5020 Fax (808) 243-5885

February 29, 2008

COMMISSION MEMBERS

NOA EMMETT ALULI, M.D.

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

CHARLES PMK BURROWS, Ed.D.

CRAIG NEFF

LAURA H. THIELEN

JOHN D. WAIHE‘E, IV

MICHELE McLEAN

Interim Executive Director

Mr. Thorne Abbott, Planner
Department of Planning
County of Maui
250 South High Street
Wailuku, Hawai‘i 96793

Dear Mr. Abbott,

This letter is a follow-up to our e-mail correspondence, inviting you to participate in the “pre-consultation” stage of the Kaho‘olawe Island Reserve Commission’s draft Environmental Assessment of a new landing craft / cargo vessel.

Background

Hawai‘i State Law establishes the Kaho‘olawe Island Reserve (Reserve) and the Kaho‘olawe Island Reserve Commission (KIRC). The KIRC manages the Reserve, its environmental restoration and preservation programs, and determines the appropriate uses of the island and its waters.

Kaho‘olawe Island is located six miles southwest of Maui and has an area of approximately 28,800 acres. It is 11 miles long, 7 miles wide and has a peak elevation of 1,477 feet. The Reserve includes the island and its waters extending seaward two miles from the shoreline.

The island is remote and uninhabited, without permanent facilities or utilities, and includes only limited dirt roads and foot trails. KIRC’s “base camp” is located at Honokanai‘a, on Kaho‘olawe’s southwest coast, and provides basic facilities for KIRC personnel and volunteers. Because there is no harbor or docking facility on Kaho‘olawe, the majority of personnel and supplies are currently transported via helicopter.

KIRC personnel, volunteers, supplies and cargo typically mobilize to Kaho‘olawe on Mondays and extract on Thursdays. On a typical week, this necessitates six passenger flights and three cargo flights on Monday, and six passenger flights on Thursday, with additional flights during each month for heavy cargo, periodic operations and other occasional movements. An average month of helicopter service costs \$90,000.00.

Occasionally, personnel and supplies have been transported via KIRC’s patrol and dive support vessel, the Hākilo, though she is not equipped nor intended to be a full-time transport vessel.

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The 'Ohua is being used to transport personnel and supplies, similar to transportation operations made by the Hākilo. However, before KIRC uses the 'Ohua for additional uses, beyond those conducted by the Hākilo, these uses will be the subject of an Environmental Assessment prepared in accordance with Chapter 343, HRS.

Environmental Assessment

The additional uses and movements anticipated for the 'Ohua include the delivery of fuel to the Kihei boat ramp, into tanks mounted on a trailer that will be loaded on the 'Ohua's cargo deck; the delivery of cargo to KIRC's boathouse, located on property adjacent to the Kihei boat ramp, and the loading of cargo onto the 'Ohua; the transportation of fuel and cargo from Kihei to Kaho'olawe, and the return transportation of cargo from Kaho'olawe to Kihei; the unloading of passengers, fuel and cargo directly onto the beach at Honokanai'a; and the storage of the 'Ohua at KIRC's boathouse.

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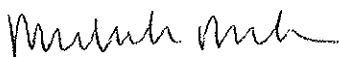
This process allows for interested parties like you to offer comments during "pre-consultation" to be included in the draft EA. Once the draft EA is accepted by the Commission, copies will be sent to a variety of agencies and community groups, including anyone who offered comments during pre-consultation. During a 30-day public comment period, we accept comments that are addressed in a final Environmental Assessment that must also be considered by the Commission.

Therefore, we invite you to offer any comments you may have now, to be included in the draft EA that will be considered by the Commission at its March 19, 2008 meeting. If you do not wish to comment at this time, but wish to review the draft EA during the public comment period, we will be happy to send you a copy.

If you have any questions, require additional information, or wish to offer comments at this time, please feel free to contact me at 243-5891 or via e-mail at mmclean@kirc.hawaii.gov. We request that comments be received no later than March 11, 2008.

Mahalo for your continued time, consideration and assistance to the KIRC.

Sincerely,



Michele McLean
Interim Executive Director

Mahalo!

Pre-consultation with the Protect Kaho‘olawe ‘Ohana
(conducted via e-mail during March 2008)

KIRC:

We are in the process of preparing our draft Environmental Assessment for the 'Ohua, hopefully to be presented to the Commission at the March 19th meeting. We are in the "pre-consultation" phase of the draft, and would obviously like to include the 'Ohana in this first round of input.

Please note that Emmett, Craig, Uncle Bobby and Mike are copied on this e-mail, but I do not believe that they can offer comments as 'Ohana members because they will eventually be acting/voting/processing as Commissioners / ED. But in their KIRC capacities, they can certainly make comments and revisions.

As you may know, the EA process has several statutory steps: the draft EA is prepared with pre-consulted input from relevant agencies and stakeholders (that's what we're doing now). It is then presented to the Commission for acceptance, with their acceptance indicating that they eventually anticipate the whole EA process to result in a Finding of No Significant Impact (FONSI). After their acceptance of the draft EA, it is published for a 30-day public comment period. We provide hard copies of the document to any individuals or organizations that offered comments during pre-consultation, as well as several agencies required by state law (Chapter 343, HRS). So that would be a second opportunity for the 'Ohana (or any individuals) to offer additional input. After the 30-day public comment period, we revise the document to incorporate all comments that were received, addressing any new issues or concerns. The final EA is then presented to the Commission for their FONSI determination. After this action, the final EA is published for a 30-day legal challenge period during which parties could challenge the FONSI if they believe there could be significant impacts for which we have not proposed and planned appropriate mitigation.

Here is some of the background information we are providing for the pre-consultation phase:

KIRC personnel, volunteers, supplies and cargo typically mobilize to Kaho'olawe on Mondays and extract on Thursdays. On a typical week, this necessitates six passenger flights and three cargo flights on Monday, and six passenger flights on Thursday, with additional flights during each month for heavy cargo, periodic operations and other occasional movements. An average month of helicopter service costs \$90,000.00.

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The draft Environmental Assessment (EA) will: explain these additional uses and movements in greater detail, describe the current environment in which these actions are proposed to be taken, discuss potential adverse impacts, offer appropriate mitigation, and analyze alternatives.

If you have any questions, require additional information, or wish to offer comments at this time, please feel free to contact me by phone or e-mail. We request that comments be received no later than March 11, 2008.

PKO:

* Off the top of my head the primary concerns I have are fuel transport, measures to protect it from spillage, and preparedness to clean up any spillage and the speed of the 'Ohua and measures to protect whales during the whale season.

On the safety side, I would like to know the safety measures to protect passengers.

* I have a few safety concerns regarding the loading and unloading of the 'Ohua at Honokanai'a. It can be very dangerous at times especially with passengers on board. One mistake could be disastrous. I think the crew needs to train for all types of situations and have enough trained personnel to handle all these situations. Safety for personnel and equipment is my main concern.

* I think there should also be some guidelines to the effect that if the ocean is rough - storms, small craft warnings - that the 'Ohua should not go out.

* In addition to safety concerns for people, I'm concerned that a large landing craft could also harbor invasive species, in particular rats, more ants, other insects, plant seeds or limu (on the outside of the ship). We should build in standard operating procedures to minimize the inadvertent transport of the bad guys.

* Do we have any other info on the vessel, any photos, any examples of its type servicing other places with similar conditions? What is the name that this vessel goes by? (Bertrum, Whaler... "brand name") and how is it powered (brand/size engine)?

* Is 'Ohua owned and operated by the KIRC? Does it do other work as well? What is its operating cost estimate?

KIRC:

* The concerns you noted (fuel/spillage, speed/whales) are certainly among those where the EA will focus. For the passenger safety issue, the loading, unloading and transport of people will also be described in the document in detail, but in a nutshell the loading and unloading is proposed to occur directly on the beach, with the vessel secured by three lines (two on-shore and one at a mooring); for transport, passengers seated in the front deck have a knotted rope strung in front of them and each is required to wear a life vest, and passengers seated in the wheelhouse have life vests accessible.

* The passenger safety aspect of the EA could be improved, so I'll be sure to do that before the document goes out for public review.

* I think we've done a pretty good job of addressing those concerns [regarding invasive species], which were also raised here by Paul and Dean. I'll take another look to see if there's more we should add, and will also include that all of these concerns were noted by 'Ohana members.

* Photos of the 'Ohua are attached, including one where Cap and crew went to Tacoma (where she was built) to conduct sea trials. I think it's safe to say that similar vessels operate in similar conditions -- with "conditions" meaning safe ones where Captain and crew are trained for the ops and to make judgment calls. She was constructed by Almar (now called North River Marine), the same company that built the Hakilo, and has twin Cummins 490HP turbo diesel engines and twin Hamilton jet drives.

* Yes, the 'Ohua is owned and operated by the KIRC. She was designed to transport cargo and passengers as her primary function, though she has gone on Open Waters patrols, retrieved marine debris, etc., same as the Hakilo. The Hakilo is a superior vessel for dive ops (better dive platform). The cost in fuel for one round-trip run from the Kihei Boat Ramp to Honokanai'a is \$153.50. It's approximately 2 hours of engine time, she uses approximately 25 gallons per hour, and we pay \$3.07/gallon.

Michele McLean

From: Michele McLean
Sent: Friday, March 07, 2008 4:18 PM
To: 'Lis & Bob Richardson'
Subject: RE: KIRC vessel comment letter

Aloha Bob,

Thanks for the response -- sorry to bug you while you and Lis are off-island (hope you're both enjoying your time on the mainland).

Yes, the EA covers fuel spills, but we won't have any storage. Our two fuel pods will be loaded (empty) onto the vessel and then fueled at the ramp. We have a spill plan, containment boom and other measures in the event of a spill or leak. Thanks for your thoughts about the parking -- not sure if that would impact us but I'd like to talk with you further about it once you're back, and we can include any relevant revisions in the final EA.

Will send you a hard copy of the draft EA once it goes before our Commission.

Mahalo nui,
Michele.

Michele McLean
Policy Advisor for Special Projects
Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201
Wailuku, Hawai'i 96793
phone: 808-243-5891
www.kahoolawe.hawaii.gov

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

From: Lis & Bob Richardson [mailto:LisBob@hawaii.rr.com]
Sent: Friday, March 07, 2008 1:49 PM
To: Michele McLean
Subject: Re: KIRC vessel comment letter

Michele- this is Bob Richardson.

Sorry for the delay. I am in Oregon with family and Lis is in Calif for leadership training for our Rotary Club. We will return on the 11th.

I am sure that the EA will answer the usual questions about fuel spills and storage. I don't know if you can ever get permission to paint NO PARKING signs on the asphalt at your gate entry from the trailer parking lot, but I know that I have seen trucks parked there that would block your entry to the lot or block emergency access to your property from the trailer lot. Just a thought. The addition of fuel storage will be good reason to re-think all possible situations. We would appreciate being included on the EA recipients.

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

From: [Michele McLean](#)
To: [Lis & Bob Richardson \(E-mail\)](#)
Sent: Friday, March 07, 2008 12:05 PM
Subject: RE: KIRC vessel comment letter

3/7/2008

Aloha Lis and Bob,

Did you receive this e-mail from last Friday? I didn't hear from you so figured I should check-in.... Please let me know if I need to re-send the document.

Mahalo!
- Michele.

Michele McLean
Policy Advisor for Special Projects
Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201
Wailuku, Hawai'i 96793
phone: 808-243-5891
www.kahoolawe.hawaii.gov

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

From: Michele McLean
Sent: Friday, February 29, 2008 6:27 PM
To: Lis & Bob Richardson (E-mail)
Subject: KIRC vessel comment letter

Aloha Lis and Bob,

Hope all is well with you. Happy Leap Day!

Attached please find a scan of a pre-consultation letter for the draft Environmental Assessment for our new vessel. The letter is pretty self-explanatory. If you'd like me to mail you the original hard copy, please let me know your address.

Many thanks for taking the time to read the letter and, if you choose, for providing comments at this time. Feel free to call or e-mail with any questions.

Mahalo & a hui hou,
Michele.

<< File: Bob and Lis letter_20080229182636.pdf >>

Michele McLean
Policy Advisor for Special Projects
Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201
Wailuku, Hawai'i 96793
phone: 808-243-5891
www.kahoolawe.hawaii.gov



KŪKULU KE EA A KANALOA

KAHO‘OLAWE ISLAND RESERVE COMMISSION

811 Kolu Street, Suite 201, Wailuku, HI 96793
Telephone (808) 243-5020 Fax (808) 243-5885

February 29, 2008

COMMISSION MEMBERS

NOA EMMETT ALULI, M.D.
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ROBERT J. LU‘UWAI
Vice-Chairperson
MILTON M. ARAKAWA, A.I.C.P.
CHARLES PMK BURROWS, Ed.D.
CRAIG NEFF
LAURA H. THELEN
JOHN D. WAIHE‘E, IV

MICHELE McLEAN
Interim Executive Director

Bob and Lis Richardson
Hoaloha ‘Āina
Kihei, Hawai‘i 96753
via e-mail: LisBob@hawaii.rr.com

Dear Bob and Lis,

Many thanks, once again, for your fantastic work on the Kihei Coastal Trail, and for your cooperation and support with our interpretive sign and native plantings project.

This letter invites you to participate in the “pre-consultation” stage of the Kaho‘olawe Island Reserve Commission’s draft Environmental Assessment of a new landing craft / cargo vessel.

Background

Hawai‘i State Law establishes the Kaho‘olawe Island Reserve (Reserve) and the Kaho‘olawe Island Reserve Commission (KIRC). The KIRC manages the Reserve, its environmental restoration and preservation programs, and determines the appropriate uses of the island and its waters.

Kaho‘olawe Island is located six miles southwest of Maui and has an area of approximately 28,800 acres. It is 11 miles long, 7 miles wide and has a peak elevation of 1,477 feet. The Reserve includes the island and its waters extending seaward two miles from the shoreline.

The island is remote and uninhabited, without permanent facilities or utilities, and includes only limited dirt roads and foot trails. KIRC’s “base camp” is located at Honokanai‘a, on Kaho‘olawe’s southwest coast, and provides basic facilities for KIRC personnel and volunteers. Because there is no harbor or docking facility on Kaho‘olawe, the majority of personnel and supplies are currently transported via helicopter.

KIRC personnel, volunteers, supplies and cargo typically mobilize to Kaho‘olawe on Mondays and extract on Thursdays. On a typical week, this necessitates six passenger flights and three cargo flights on Monday, and six passenger flights on Thursday, with additional flights during each month for heavy cargo, periodic operations and other occasional movements. An average month of helicopter service costs \$90,000.00.

Occasionally, personnel and supplies have been transported via KIRC’s patrol and dive support vessel, the Hākilo, though she is not equipped nor intended to be a full-time transport vessel.

'Ohua – New Landing Craft / Cargo Vessel

On December 4, 2008, KIRC's new landing craft / cargo vessel arrived on Maui and has been named 'Ohua by the Commission. She was designed specifically for passenger and cargo transportation needs to help reduce KIRC's expenditures and profound dependence on helicopter transportation. The vessel is 38-feet long and is able to transport 10,000 pounds of payload across the channel from Maui to Kaho'olawe, launching from the Kihei boat ramp and mooring on the beach at Honokanai'a.

The 'Ohua is being used to transport personnel and supplies, similar to transportation operations made by the Hākilo. However, before KIRC uses the 'Ohua for additional uses, beyond those conducted by the Hākilo, these uses will be the subject of an Environmental Assessment prepared in accordance with Chapter 343, HRS.

Environmental Assessment

The additional uses and movements anticipated for the 'Ohua include the delivery of fuel to the Kihei boat ramp, into tanks mounted on a trailer that will be loaded on the 'Ohua's cargo deck; the delivery of cargo to KIRC's boathouse, located on property adjacent to the Kihei boat ramp, and the loading of cargo onto the 'Ohua; the transportation of fuel and cargo from Kihei to Kaho'olawe, and the return transportation of cargo from Kaho'olawe to Kihei; the unloading of passengers, fuel and cargo directly onto the beach at Honokanai'a; and the storage of the 'Ohua at KIRC's boathouse.

The draft Environmental Assessment (EA) will: explain these additional uses and movements in greater detail, describe the current environment in which these actions are proposed to be taken, discuss potential adverse impacts, offer appropriate mitigation, and analyze alternatives.

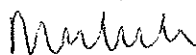
This process allows for interested parties like you to offer comments during "pre-consultation" to be included in the draft EA. Once the draft EA is accepted by the Commission, copies will be sent to a variety of agencies and community groups, including anyone who offered comments during pre-consultation. During a 30-day public comment period, we accept comments that are addressed in a final Environmental Assessment that must also be considered by the Commission.

Therefore, we invite you to offer any comments you may have now, to be included in the draft EA that will be considered by the Commission at its March 19, 2008 meeting. If you do not wish to comment at this time, but wish to review the draft EA during the public comment period, we will be happy to send you a copy.

If you have any questions, require additional information, or wish to offer comments at this time, please feel free to contact me at 243-5891 or via e-mail at mmclean@kirc.hawaii.gov. We request that comments be received no later than March 11, 2008.

Mahalo as always for your time and consideration.

Sincerely,



Michele McLean
Interim Executive Director

Mahalo!

Michele McLean

From: Michele McLean
Sent: Friday, March 07, 2008 3:03 PM
To: 'M.J. "MILENA" HINTON (General Manager)'
Subject: RE: KIRC vessel comment letter

Aloha MJ,

Thanks! And sorry to add to your workload right now, especially with your staffer leaving soon!

We expect the increased activity at the boathouse to begin around 8:30 at the earliest, given that we have residential neighbors.... plus the main users of the boat ramp typically launch early, so we'll go a little later to give plenty of room for all. In the afternoons, we endeavor to be pau before dusk.

Thanks for the heads-up about the lights, and sorry if that was a nuisance. We have a contractor there who is widening the boathouse doorways, so maybe he left them on during the day without realizing it. But I'll let our captain and operations staff know.

Isn't Anna great? The plantings along the trail are doing really well, too. Glad to hear that yours are thriving!

Will send you a hard copy of the draft EA once it goes before our Commission, so you'll have another opportunity to comment. Regardless, please keep in touch if you have any questions or concerns with our activities next door.

Mahalo!
- Michele.

Michele McLean
Policy Advisor for Special Projects
Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201
Wailuku, Hawai'i 96793
phone: 808-243-5891
www.kahoolawe.hawaii.gov

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

From: M.J. "MILENA" HINTON (General Manager) [mailto:surfside2936.gm@hawaiiantel.net]
Sent: Friday, March 07, 2008 2:27 PM
To: Michele McLean
Subject: Re: KIRC vessel comment letter

Aloha Michele ~

Yes I did receive the document. Thank-you for the reminder. This has been a particularly busy time, as Kate, my lead front office staff member gave 8 working days notice. I am sure your in synch with "staff" changes.

I do not have any concerns about KIRC as our neighbors. I do have just a few questions: What are the anticipated hours of operation for delivery and any associated noise that would come from activities at the boat house area? (We try to keep the KSS grounds quiet between, 9pm and 8 am daily.)

3/7/2008

Note: I did notice the lights in the boat house were on, I believe, all night for a few nights last week.

Our native plantings are also thriving on KSS property. Mahalo for providing Anna's information so we can learn more about native Hawaiian plants.

Come by and say Aloha anytime. Mahalo for including us in the EA process.

MJ Hinton
General Manager
Kihei Surfside AOA
ph 808-879-4588
www.kiheisurfsideaoa.com
fax: 808-874-3731

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

From: Michele McLean
To: M. J. "MILENA" HINTON (General Manager) (E-mail)
Sent: Friday, March 07, 2008 12:05 PM
Subject: RE: KIRC vessel comment letter

Aloha M.J.,

Did you receive this e-mail from last Friday? I didn't hear from you so figured I should check-in.... Please let me know if I need to re-send the document.

Mahalo!
- Michele.

Michele McLean
Policy Advisor for Special Projects
Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201
Wailuku, Hawai'i 96793
phone: 808-243-5891
www.kahoolawe.hawaii.gov

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

From: Michele McLean
Sent: Friday, February 29, 2008 6:28 PM
To: M. J. "MILENA" HINTON (General Manager) (E-mail)
Subject: KIRC vessel comment letter

Aloha M.J.,

Hope all is well with you. Happy Leap Day!

Attached please find a scan of a pre-consultation letter for the draft Environmental Assessment for our new vessel. The letter is pretty self-explanatory. If you'd like me to mail you the original hard copy, please let me know your address.

Many thanks for taking the time to read the letter and, if you choose, for providing comments at this time. Feel free to call or e-mail with any questions.

Mahalo,
Michele.

<< File: MJ letter_20080229182603.pdf >>

[Michele McLean](#)

[Policy Advisor for Special Projects](#)

[Kaho'olawe Island Reserve Commission](#)

[811 Kolu Street, Suite 201](#)

[Wailuku, Hawai'i 96793](#)

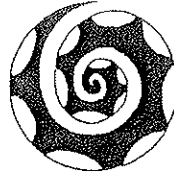
[phone: 808-243-5891](#)

www.kahoolawe.hawaii.gov

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February 29, 2008

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MICHELE McLEAN

Interim Executive Director

Ms. M.J. Hinton, General Manager
Kihei Surfside AOO
Kihei, Hawai‘i 96753
via e-mail: surfside2936.gm@hawaiiintel.net

Dear M.J.,

Many thanks, once again, for your cooperation and support with our interpretive sign and native plantings project.

This letter invites you to participate in the “pre-consultation” stage of the Kaho‘olawe Island Reserve Commission’s draft Environmental Assessment of a new landing craft / cargo vessel.

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This process allows for interested parties like you to offer comments during "pre-consultation" to be included in the draft EA. Once the draft EA is accepted by the Commission, copies will be sent to a variety of agencies and community groups, including anyone who offered comments during pre-consultation. During a 30-day public comment period, we accept comments that are addressed in a final Environmental Assessment that must also be considered by the Commission.

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If you have any questions, require additional information, or wish to offer comments at this time, please feel free to contact me at 243-5891 or via e-mail at mmclean@kirc.hawaii.gov. We request that comments be received no later than March 11, 2008.

Mahalo as always for your time and consideration.

Sincerely,



Michele McLean
Interim Executive Director

Mahalo!

Fishing Clubs on Maui

HANA FISHING CLUB
 P. O. Box 816
 Hana, HI 96713
 Contact: Sam Aina, President
 Phone: 248-8931

LAHAINA YACHT CLUB
 835 Front Street
 Lahaina, HI 96761
 Contact: Uwe Shultz
 Phone: 667-6211

MAALAEA BOATING & FISHING CLUB
 P. O. Box 1173
 Wailuku, HI 96793
 Contact: R. Kalei Luuwai
 Phone: 877-6999 (wk)

MAUI CASTING CLUB
 C/o 191 Hiwalani Loop
 Pukalani, HI 96768
 Contact: Gary Hashizaki
 Phone: 572-9446

MAUI COOPERATIVE FISHING ASSOCIATION
 P. O. Box 3090
 Kahului, HI 96732
 Contact: Jim McCormick, President
 Phone: 874-9250

MAUI ELECTRIC FISHING CLUB
 P.O. Box 398
 Kahului, HI 96732
 Contact:
 Phone: 871-2342 (wk)

MAUI LAND & PINE FISHING ASSOC.
 c/o Douglas K. Cabading
 456-A Kaa Circle
 Kahului, HI 96793
 Phone: 871-0642(res.) 877-3351 (wk)

MAUI TRAILER BOAT CLUB
 P.O. Box 672 P.O. Box 1666
 Wailuku, HI 96793 - Kahului HI 96732
 Contact: Morrow Bugda (Sec.)
 Phone: 579-9528

WEST-MAUI CASTING CLUB
 c/o Napili Fire Station
 4950 Hanawai Street
 Lahaina, HI 96761
 Contact: Wayne Watanabe
 Phone: 669-4300 (wk)

APPENDIX E
Draft Environmental Assessment Correspondence



KŪKULU KE EA A KANALOA
KAHO‘OLAWE ISLAND RESERVE COMMISSION

811 Kolu Street, Suite 201, Wailuku, HI 96793
Telephone (808) 243-5020 Fax (808) 243-5885

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CHARLES PMK BURROWS, Ed.D.
CRAIG NEFF
LAURA H. THIELEN
JOHN D. WAIHE'E, IV
MICHAEL K. NAHO'OPI'I
Executive Director

April 4, 2008

Aloha,

RE: Draft Environmental Assessment for the 'Ōhua Landing Craft / Cargo Vessel Operations, Kihei, Maui and Honokanai'a, Kaho'olawe

Enclosed please find a copy of the Draft Environmental Assessment for the Kaho'olawe Island Reserve Commission's new landing craft / cargo vessel 'Ōhua.

At its meeting of March 19, 2008, the Kaho'olawe Island Reserve Commission reviewed the draft Environmental Assessment for the above-reference project, and anticipates a Finding of No Significant Impact (FONSI) determination.

The Draft Environmental Assessment is expected to be published in the April 23, 2008 issue of the *Environmental Notice*, with the 30-day public comment period lasting through May 23, 2008. If you wish to submit comments on the document, please provide them to us by this date.

If you have any questions or require additional information, or to submit comments, please contact Michele McLean at 243-5891, via e-mail at mmclean@kirc.hawaii.gov, or at the address noted above.

Thank you for your attention and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael K. Naho'opi'i".

Michael K. Naho'opi'i
Executive Director

Enclosure

LINDA LINGLE
Governor of Hawai'i



KATHERINE PUANA KEALOHA
Director

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

Telephone (808) 586-4185
Facsimile (808) 586-4186
Electronic Mail: oeqc@doh.hawaii.gov

235 South Beretania Street
Leiopapa A Kamehameha, Suite 702
Honolulu, Hawai'i 96813

May 5, 2008

Mr. Michael K. Naho'opi'i, Executive Director
Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201
Wailuku, Hawai'i 96793

Dear Mr. Naho'opi'i:

We have reviewed the draft environmental assessment (DEA) entitled: "'Ohua Landing Craft/Cargo Vessel Operations," Tax Map Key (2) 3-9-004: 001 (por.) and 061 (por.), in the Wailuku and Makawao districts on the islands of Maui and Kaho'olawe. The Office of Environmental Quality Control (OEQC) offers the following comments for your consideration.

1. Natural Physical Environment of Honokanai'a Beach

The DEA at page 9 should include a more detailed description of the natural physical environment at Honokanai'a Beach as it would be at this site that impacts would likely occur. Specifically, the description should include a soil profile of the shoreline area and a description of any shoreline hardening structures that may exist in the shoreline area. Please include a photograph of the surplus Navy anchor buried in the sand and used to secure the 'Ohua and describe how it is stabilized into the shoreline area (i.e., concrete poured around buried anchor, etc.).

Although the DEA makes mention of the vegetative cover of *Prosopis pallida* with its understory of *Cenchrus ciliaris*, it does not make specific mention of the native herbs, grasses and vines in the shoreline area and indicate whether any of these are rare, threatened, or endangered species. Please consult with the biologists in the Department of Land and Natural Resources and describe any native, indigenous, or exotic fauna (avian, mammal, or otherwise) that may use the shoreline area. Please include photographs, if available, of these species.


Please describe any subsurface hydrogeological features in the shoreline area of Honokanai'a Beach such as offshore underwater groundwater springs, if any. Also, any historic, archaeological or cultural sites in the environs of Honokanai'a Beach should also be described in the draft environmental assessment. Please include photographs, if available.

2. Reassessment of Significance Criteria

In light of your research on the items we list above pertaining to the shoreline, biology, geology and historic/archaeological/cultural aspects of the natural physical environment, we would respectfully request that you reassess the significance of the proposed action in light of the criteria set forth in Section 11-200-12, Hawai'i Administrative Rules.

Thank you for the opportunity to comment on this document. If there are any questions, please contact Mr. Leslie Segundo, Environmental Health Specialist, at (808) 586-4185.

Sincerely,



KATHERINE PUANA KEALOHA
Director



KŪKULU KE EA A KANALOA
KAHO'OLAWÉ ISLAND RESERVE COMMISSION

811 Kolu Street, Suite 201, Wailuku, HI 96793
Telephone (808) 243-5020 Fax (808) 243-5885

Log No. 08:06016

June 3, 2008

Ms. Katherine Puana Kealoha, Director
Office of Environmental Quality Control
235 South Beretania Street
Leiopapa A Kamehameha, Suite 702
Honolulu, Hawai'i 96813

Dear Ms. Kealoha,

RE: Draft Environmental Assessment for 'Ōhua Landing Craft/Cargo Vessel

Thank you for your May 5, 2008 letter regarding the Draft Environmental Assessment for the Kaho'olawe Island Reserve Commission's new Landing Craft/Cargo Vessel 'Ōhua. Your letter was reviewed by our staff natural resources specialists, ocean resources specialists and cultural resources specialists; please accept our response to your comments as follows:

1. Natural Physical Environment of Honokanai'a Beach

We appreciate your suggesting a more detailed description of the physical environment at the proposed primary beach landing site; this detail and accompanying photographs will be provided in the final document.

Honokanai'a is a very long and deep beach – approximately one-half-mile long and generally 100-feet deep at high tide. The two one-ton surplus Navy anchors are partially buried in the sand; given their weight and secure positioning, no hardening or stabilizing is needed or proposed. The soil survey prepared by the Natural Resources Conservation Service indicates four soil series in the vicinity: Beaches, characterized by sand and dunes; Lualualei clay, characterized as extremely stony with a 15-30 percent slope; Rock outcrop – Lualualei complex, also 15-30 percent slope; and Usterts, characterized as Lualualei soils with about 50 percent cobbles and stones on the surface.

The native plant species found in the beach vicinity include naupaka and 'akiaki, as well as a variety of species that KIRC has planted in an effort to restore a coastal wetland area situated approximately fifty feet from the proposed landing site – 'akulikuli, pohinahina, pa'uohi'iaka, aweoweo. (This restoration work has not been considered successful to date, though we aim to implement a revised plan later this year.) There are no native, indigenous or exotic animal species that use the shoreline area; dolphins are often seen in the bay (hence its name), and

Ms. Katherine Puana Kealoha, Director
June 2, 2008
Page Two

various seabirds have been seen flying over the greater bay area, but none of these species approach the shoreline area nor can it be characterized as an estuary or wetland habitat.

There are no known subsurface hydrogeological features in the area. The coral features in the bay, in the vicinity of the proposed landing site, are situated along the far south side. There are also five existing moorings in the bay, one of which will be used for the landing operations.

There are two historic properties sites in the vicinity, both cultural material deposits. The KIRC GIS database indicates that wave action has affected both sites, and that modern rubbish is also strewn throughout. The access road was constructed in between the two sites, with prior consultation and on-site monitoring by KIRC cultural resources specialist and contract archaeologist.

2. Reassessment of Significance Criteria

We have taken your request to reassess the significance criteria very seriously. Upon consideration of the information you requested in your letter, however, we do not believe that our assessment of the significance criteria has been substantially altered. The more complete descriptions of the physical environment and operations will likely result in the determination as initially anticipated: a finding of no significant impact.

Again, thank you for your comments on the Draft Environmental Assessment. If you have any questions or require further information, please do not hesitate to contact Michele McLean at 243-5891 or mmclean@kirc.hawaii.gov.

Sincerely,

Michael K. Nāho'opi'i
Executive Director

MKN/mm

PHONE (808) 594-1888



FAX (808) 594-1865

STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

RECEIVED
RECEIVED
MAY 21 2008
KAHO'OLAWE ISLAND RESERVE COMMISSION
KAHO'OLAWE ISLAND RESERVE COMMISSION

HRD08/3586

May 21, 2008

Michelle McLean
Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201
Wailuku, Hawai'i 96793

RE: Request for comments on the 'Ōhua landing craft / cargo vessel, Draft Environmental Assessment (DEA), Kaho'olawe.

Aloha e Michelle McLean,

The Office of Hawaiian Affairs (OHA) is in receipt of the above-mentioned letter dated April 4, 2008. OHA has reviewed the project and offers the following comments.

OHA appreciates the diligence that this applicant has shown in terms of mitigations for vessel strikes, introduction of invasives, and fuel leaks in regards to this project. We are pleased by the efforts of the applicant and those that they work with and the results that they achieve for this very special place.

OHA is obliged, however, to comment on some things in the DEA that gave us some degree of concern. The first of which is the DEA itself. OHA understands that the 'Ōhua was bought with state funds (DEA, page 1) on December 4, 2008 (sic) and is currently being used but "before additional uses are conducted, the environmental review process will be completed." (DEA, page 3)

The purpose of Hawaii's EIS law is not to justify the environmental effects of government actions after economic and technical decisions have been made. Rather, the purpose is to "ensure that environmental concerns are given appropriate consideration in decision making along with economic and technical consideration." (Hawai'i Administrative Rules (HAR) § 11-200-1) As such, OHA finds it odd to be reviewing a project in an environmental review document that has not only gone beyond the proposing stages, but actually exists and is currently being used.

Michelle McLean
May 21, 2008
Page 2

OHA also inquires about the permitting requirements needed for the “bridge” of earth and sand that will be created so that the ‘Ōhūa can land. In particular we ask about a Department of the Army Corps of Engineers permit and compliance with State water quality standards that this portion of the project may require and must comply with.

Thank you for the opportunity to comment. If you have further questions, please contact Grant Arnold (808) 594-0263 or e-mail him at granta@oha.org.

‘O wau iho nō me ka ‘oia‘i‘o,



Clyde W. Nāmu‘o
Administrator

C: OHA Maui CRC Office

LINDA LINGLE
GOVERNOR OF HAWAII



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MICHAEL K. NĀHO'OPII

Executive Director

KŪKULU KE EA A KANALOA
KAHO'OLAWE ISLAND RESERVE COMMISSION

811 Kolu Street, Suite 201, Wailuku, HI 96793
Telephone (808) 243-5020 Fax (808) 243-5885

Log No. 08:06017

June 3, 2008

Mr. Clyde W. Nāmu'o, Administrator
Office of Hawaiian Affairs
711 Kapi'olani Boulevard, Suite 500
Honolulu, Hawai'i 96813

Dear Mr. Nāmu'o,

RE: Draft Environmental Assessment for 'Ōhua Landing Craft/Cargo Vessel

Thank you for your May 21, 2008 letter regarding the Draft Environmental Assessment for the Kaho'olawe Island Reserve Commission's new Landing Craft/Cargo Vessel 'Ōhua. Please accept our response to your comments as follows:

We have noted the typographical error in the date on which the 'Ōhua arrived on Maui -- thank you for the correction.

We appreciate your concern that the environmental review process is currently being conducted although the 'Ōhua has already been purchased. The need for environmental review was discussed during many stages of the overall "'Ōhua project" since its inception in mid-2006; the decision to undergo the Chapter 343 review process was finally made in the climate of the Superferry debate, knowing that many uses of the 'Ōhua could still proceed. These limited uses nonetheless still provide tremendous financial savings to the KIRC, even though the 'Ōhua's ultimate uses will provide even more. For example, transporting 20 passengers and staff one-way between Maui and Kaho'olawe via boat costs approximately \$300.00; the same transportation via helicopter costs approximately \$3,400.00, more than ten times as much.

The "bridge" of earth and sand discussed in the Draft Environmental Assessment (page 9) refers to operations during the Navy's control of Kaho'olawe; this is not being proposed for any of KIRC's operations. It is our understanding that environmental and permitting reviews were properly followed at that time. We apologize for this not being clear. For the 'Ōhua operations, an access road to the beach had been constructed with dirt, gravel and sand, in the same vicinity as the Navy's sand bridge, but this only leads from the main gravel road to the high water mark, not onto the beach itself.

We hope that this response satisfactorily addresses your concerns. We will be happy to include your letter among the comments received during the public comment period.

Mr. Clyde W. Nāmu‘o, Administrator
June 2, 2008
Page Two

Again, thank you for your comments on the Draft Environmental Assessment. If you have any questions or require further information, please do not hesitate to contact Michele McLean at 243-5891 or mmclean@kirc.hawaii.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'MKN', with a long horizontal flourish extending to the right.

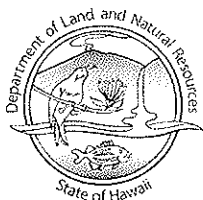
Michael K. Nāho‘opi‘i
Executive Director

MKN/mm

LINDA LINGLE
GOVERNOR OF HAWAII



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



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 20, 2008

Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201,
Wailuku, HI 96793

Attention: Mr. Michael K. Naho'opi'i
Executive Director

Dear Mr. Naho'opi'i:

SUBJECT: Draft Environmental Assessment for the 'Ohua Landing Craft/Cargo
Vessel Operations, Kihei, Maui, and Honokanai'a, Kaho'olawe

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comments.

At this time, enclosed are comments from the Engineering Division and the Maui District office of the Land Division on the subject matter. Should you have any questions, please feel free to call my office at 587-0433. Thank you.

Sincerely,


Morris M. Atta
Administrator

Enclosures



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

April 11, 2008

MEMORANDUM

TO: **DLNR Agencies:**
 Div. of Aquatic Resources
 Div. of Boating & Ocean Recreation
 Engineering Division
 Div. of Forestry & Wildlife
 Div. of State Parks
 Commission on Water Resource Management
 Office of Conservation & Coastal Lands
 Land Division – Maui District

FROM: *for* Morris M. Atta *Thielen*
SUBJECT: Draft Environmental Assessment for the 'Ohua Landing Craft/Cargo Vessel Operations
LOCATION: Maui to Kaho'olawe
APPLICANT: Kaho'olawe Island Reserve Commission

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by May 15, 2008.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
 We have no comments.
 Comments are attached.

Signed: *[Signature]*
Date: 05/15/08

**DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION**

LD/MorrisAtta

Ref.: DEAOhuaLandingCraft/CargoVessel

Maui.405

COMMENTS

- () We confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zone _____.
- () Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zone _____.
- () Please note that the correct Flood Zone Designation for the project site according to the Flood Insurance Rate Map (FIRM) is _____.
- () Please note that the project must comply with the rules and regulations of the National Flood Insurance Program (NFIP) presented in Title 44 of the Code of Federal Regulations (44CFR), whenever development within a Special Flood Hazard Area is undertaken. If there are any questions, please contact the State NFIP Coordinator, Ms. Carol Tyau-Beam, of the Department of Land and Natural Resources, Engineering Division at (808) 587-0267.

Please be advised that 44CFR indicates the minimum standards set forth by the NFIP. Your Community's local flood ordinance may prove to be more restrictive and thus take precedence over the minimum NFIP standards. If there are questions regarding the local flood ordinances, please contact the applicable County NFIP Coordinators below:

- () Mr. Robert Sumimoto at (808) 523-4254 or Mr. Mario Siu Li at (808) 523-4247 of the City and County of Honolulu, Department of Planning and Permitting.
 - () Mr. Kelly Gomes at (808) 961-8327 (Hilo) or Mr. Kiran Emler at (808) 327-3530 (Kona) of the County of Hawaii, Department of Public Works.
 - () Mr. Francis Cerizo at (808) 270-7771 of the County of Maui, Department of Planning.
 - () Mr. Mario Antonio at (808) 241-6620 of the County of Kauai, Department of Public Works.
-
- () The applicant should include project water demands and infrastructure required to meet water demands. Please note that the implementation of any State-sponsored projects requiring water service from the Honolulu Board of Water Supply system must first obtain water allocation credits from the Engineering Division before it can receive a building permit and/or water meter.
 - () The applicant should provide the water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update.
 - () Additional Comments: _____

-
- (X) **Other:** We do not have any objections for the proposed operation for the newly purchased landing craft cargo vessel, named Ohua, to transport personnel, supplies, and cargo from Maui to Kahoolawe.

Should you have any questions, please call Ms. Suzie Agraan of the Planning Branch at 587-0258.

Signed: _____


ERIC T. HIRANO, CHIEF ENGINEER

Date: _____

5/15/00



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

April 11, 2008

RECEIVED
MAUI DISTRICT
LAND DIVISION
2008 APR 15 PM 2:45

MEMORANDUM

TO: **DLNR Agencies:**
 Div. of Aquatic Resources
 Div. of Boating & Ocean Recreation
 Engineering Division
 Div. of Forestry & Wildlife
 Div. of State Parks
 Commission on Water Resource Management
 Office of Conservation & Coastal Lands
 Land Division – Maui District

RECEIVED
LAND DIVISION
2008 MAY -6 A 9:25
DEPT OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

FROM: *for* Morris M. Atta *Maui*
SUBJECT: Draft Environmental Assessment for the 'Ohua Landing Craft/Cargo Vessel Operations
LOCATION: Maui to Kaho'olawe
APPLICANT: Kaho'olawe Island Reserve Commission

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by May 15, 2008.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *[Signature]*
Date: 5/1/08

LINDA LINGLE
GOVERNOR OF HAWAII



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



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

RECEIVED

JUN 06 2008

KAHŌ'ŌLAWE ISLAND
RESERVE COMMISSION

June 5, 2008

Kaho'olawe Island Reserve Commission
811 Kolu Street, Suite 201,
Wailuku, HI 96793

Attention: Mr. Michael K. Naho'opi'i
Executive Director


Dear Mr. Naho'opi'i:

SUBJECT: Draft Environmental Assessment for the 'Ohua Landing Craft/Cargo
Vessel Operations, Kihei, Maui, and Honokanai'a, Kaho'olawe

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comments.

In addition to the comments previously sent you, enclosed are comments from the Division of Aquatic Resources on the subject matter. Should you have any questions, please feel free to call my office at 587-0433. Thank you.

Sincerely,


for Morris M. Atta
Administrator

Enclosures

MEMORANDUM

To: Morris Atta
Land Division

From: Dan Polhemus *DP*
Aquatic Resources

Subject: Draft Environmental Assessment of the Ohua Landing Craft/Cargo Vessel
Operations

RECEIVED
LAND DIVISION

2008 JUN --2 A 9:55

DEPT OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

We have no objections

We have no comments

Comments are attached

Date: 6-2-08

LINDA LINGLE
GOVERNOR OF HAWAII



Laura H. Thirlen
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCES HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

April 11, 2008

MEMORANDUM

TO:

DLNR Agencies:

- Div. of Aquatic Resources
- Div. of Boating & Ocean Recreation
- Engineering Division
- Div. of Forestry & Wildlife
- Div. of State Parks
- Commission on Water Resource Management
- Office of Conservation & Coastal Lands
- Land Division - Maui District

AQUATIC RESOURCES: 1561

DIRECTOR	
COMM. FISH.	
AQ RES/ENV	
AQ REC	
PLANNER	
STAFF SVCS	
RCUH/UH	
STATISTICS	
AFRC/FED AID	
EDUCATION	
SECRETARY	
OFFICE SVCS	
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Due Date:	



FROM:

Morris M. Atta *M. Atta*

SUBJECT:

Draft Environmental Assessment for the 'Ohua Landing Craft/Cargo Vessel Operations

LOCATION: Maui to Kaho'olawe

APPLICANT: Kaho'olawe Island Reserve Commission

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments ~~by 5/30/08~~

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *Skippy Han*
Date: *5/30/08*

Post-it® Fax Note 7671

Date	5/30/08	# of pages	1
To	Alton / Richard		
From	Skippy		
Co./Dept.	DAR		
Phone #	Emailed Comments		
Fax #	587 0115	Fax #	243-5833

RECEIVED
Maui
APR 29 2008
Div. of Aquatic Resources

DIVISION OF AQUATIC RESOURCES - MAUI
DEPARTMENT OF LAND & NATURAL RESOURCES
130 Mahalani Street
Wailuku, Hawai'i 96793
May 30, 2008

To: Alton Miyasaka & Richard Sixberry, Aquatic Biologists
From: Skippy Hau, Aquatic Biologist
Subject: Draft Environmental Assessment for the 'Ohua Landing Craft/Cargo Vessel Operations (DAR 1561)

(Received on April 29, 2008; Comments to Morris Atta (Land) by May 15, 2008).
Sorry for the delay in reviewing and commenting on the Draft Environmental Assessment. The scheduling of departures and loading of fuel at the Kihei boat ramp appears to minimize impact to other boaters. There must be strict adherence to fueling procedures and the oil spill response plan should minimize any leaks or accidental spills.

Will the sand accumulation at the ramp have any impact on where the landing craft launches? Was fueling being planned for the south side of the loading docks?

Some landings have been tested using the MobiMat (P.4 photos). Will these mats be anchored for a certain period of time? The use of these mats will protect and minimize impacts on the shoreline.

I suggest an evaluation of the possible landing locations with a general map of benthic characteristics including depths for the approaches to shore areas. The locations appear to be mainly sand with basalt or possible rocky areas. It would be helpful to have rocky areas along with coral reefs identified and monitored for changing conditions during the winter and summer. How often will unexploded ordnance be checked in landing areas?

I strongly support the KIRC in addressing some of the long-term needs for transporting personnel, supplies and equipment. The use of a landing craft could also provide an alternative during times of a disaster around Maui County.

LINDA LINGLE
GOVERNOR OF HAWAII



KŪKULU KE EA A KANALOA
KAHO'OLawe ISLAND RESERVE COMMISSION

811 Kolu Street, Suite 201, Wailuku, HI 96793
Telephone (808) 243-5020 Fax (808) 243-5885

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JOHN D. WAIHE'E, IV

MICHAEL K. NĀHO'OPI'I

Executive Director

Log No. 08:06028

June 13, 2008

Mr. Morris M. Atta, Administrator
Land Division
Department of Land and Natural Resources
P.O. Box 621
Honolulu, Hawai'i 96809

Dear Mr. Atta,

RE: Draft Environmental Assessment for 'Ōhua Landing Craft/Cargo Vessel

Thank you for your May 20 and June 5, 2008 letters regarding the Draft Environmental Assessment for the Kaho'olawe Island Reserve Commission's new Landing Craft/Cargo Vessel 'Ōhua. We appreciate the review and input from the Land Division – Maui District, Engineering Division, and Division of Aquatic Resources.

While Land and Engineering Divisions had no comments or objections, Aquatic Resources offered some positive remarks and support of our proposed mitigation measures. Other issues raised by Aquatic Resources are addressed below.

Sand accumulation at the Kihei boat ramp is not anticipated to impact where the 'Ōhua launches. During fueling operations, the vessel would first moor at the north side of the south pier to load the trailer, and then would relocate to the south side of the south pier for the actual fueling operations. These movements would seek to make the north pier and the north side of the south pier as available as possible to other users.

The beach matting system, such as MobiMat, will be tested repeatedly before being used for heavy cargo and fuel unloading operations on Kaho'olawe. The matting will be anchored while in use, and then will be rolled off the beach while not in use.

The landing environment will be regularly monitored for changing conditions; there may be occasions where beach landings are not possible and missions cancelled. KIRC staff is very familiar with the marine environment at Honokanai'a, and our Ocean Resources Specialists work hand-in-hand with our vessel captain and crew. The landing area is mainly sand with known rocky areas and coral shelves. Sweeps for unexploded ordnance will occur as recommended by our staff UXO Specialist, particularly after storm or surge events, as is our current practice.

Mr. Morris M. Atta, Administrator

June 13, 2008

Page Two

We appreciate your coordinating the comments from these divisions and thank you for the comments on the Draft Environmental Assessment.

If you have any questions or require further information, please do not hesitate to contact Michele McLean at 243-5891 or mmclean@kirc.hawaii.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael K. Nāho'opi'i". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael K. Nāho'opi'i
Executive Director

MKN:mm

c: File