

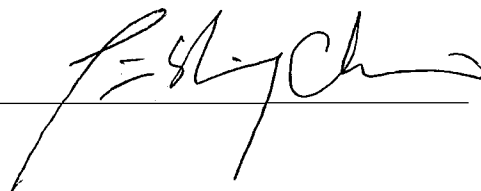
**HSERC MEMBERS OR THE VOTING REPRESENTATIVES'  
SIGN-IN SHEET FOR September 3, 2009**

Dean M Yoshizu  
Dept. of Agriculture  
Board of Agriculture

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Tin Shing Chao  
Manager  
Occupational Safety and Health Division  
Department of Labor and Industrial Relations

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Henry Silva  
Hawaii Representative/LEPC Chairperson  
Hawaii County Fire Department

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Captain Carter Davis  
Honolulu Representative/LEPC Chairperson  
Honolulu Fire Department

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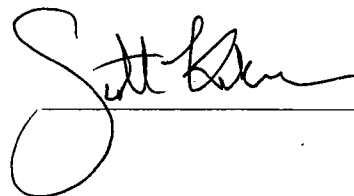


Albert Kauai  
Kauai Representative/LEPC Chairperson  
Kauai Fire Department

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Scott Kekuewa  
Maui Representative/LEPC Chairperson  
Maui Fire Department

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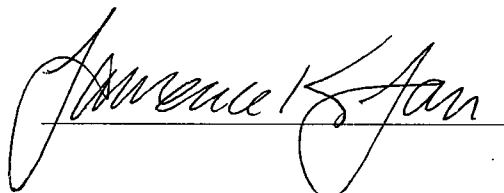


Laurence K. Lau  
Deputy Director, Environmental Health  
Department of Health

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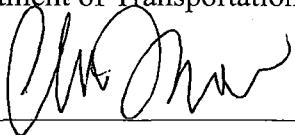
Katherine P. Kealoha  
Director  
Office of Environmental Quality Control

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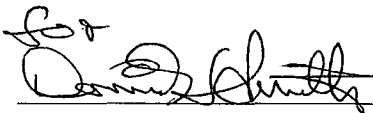
**HSERC MEMBERS OR THE VOTING REPRESENTATIVES' SIGN-IN SHEET FOR September 3, 2009**

Chris Takeno  
Hazardous Materials Officer  
Department of Transportation




---

Edward Teixeira  
Vice Director  
State Civil Defense  
Department of Defense



---

Jay Maddock, Ph.D.  
Director  
Office of Public Health Studies  
University of Hawaii at Manoa



---

Deb Juarez



September 3, 2009

1. Fred Nunes is here for DOT Harbors.
2. Lt. Commander Nakama is here for the Coast Guard
3. Next meeting, Gaelic has only Dec. 17, 24, 31 open for the 5<sup>th</sup> floor.

Jan said to go for the 17<sup>th</sup>. The others are on the eves of Christmas and New Years

LINDA LINGLE  
GOVERNOR OF HAWAII



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

LIEUTENANT GOVERNOR'S  
OFFICE

STATE OF HAWAII  
DEPARTMENT OF HEALTH

In reply, please refer to:  
HEER OFFICE

'09 AUG 28 P2:35

P.O. BOX 3378  
HONOLULU, HAWAII 96801

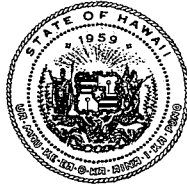
HAWAII STATE EMERGENCY RESPONSE COMMISSION  
MEETING #76

Thursday, September 3, 2009 from 8:30 a.m. to 10:30 a.m.

Department of Health  
919 Ala Moana Boulevard, Fifth Floor  
Honolulu, Hawaii 96814

AGENDA

- 1) 8:30 Call to Order  
Approval of Minutes from Mtg #75  
Laurence Lau, Deputy Director for Environmental Health
- 2) 8:40 LEPC Updates  
Henry Silva, Hawaii LEPC Representative  
Clifford Ikeda, Kauai LEPC Representative  
Scott Kekuewa, Maui LEPC Representative  
Carter Davis, Oahu LEPC Representative
- 3) 8:55 EPA Update  
Mike Ardito, USEPA Region 9
- 4) 9:05 HMEP Update  
David Smith, State Civil Defense
- 5) 9:15 HEPCRA Administrative  
Rules Update, Discussion  
and Decisions  
HEER, Tetra Tech
- 6) 9:25 Break
- 7) 9:35 Follow Up On Letters To Fire Council  
Discussion and Decisions  
HEER
- 8) 9:45 Follow Up On Proxy Voting  
Discussion and Decisions  
HEER
- 9) 9:55 Other Business  
Briefing on Statewide Petroleum  
Facilities Development Plan  
DOT Harbors  
  
Homeland Emergency Response  
Exchange (HERE)  
Windsor Solutions, Application Demo  
  
Briefing on DHS Chemical and  
HAZMAT Information Reference  
Portal (CHIRP) Database  
HEER
- 10) 10:30 Schedule next HSERC meeting



STATE OF HAWAII  
DEPARTMENT OF HEALTH

P.O. Box 3378  
HONOLULU, HAWAII 96801-3378

In reply, please refer to:

EHA/HEER Office

HAWAII STATE EMERGENCY RESPONSE COMMISSION  
MEETING # 75

Thursday, June 18, 2009 from 9:05 a.m. to 10:21 a.m.

Department of Health  
919 Ala Moana Boulevards, 5<sup>th</sup> Floor  
Honolulu, Hawaii 96814

Attendees

Voting: Laurence Lau, Department of Health; Carter Davis, Honolulu LEPC; Tin Shing Chao, Department of Labor and Industrial Relations; Henry Silva, Hawaii County LEPC; Scott Kekuewa, Maui LEPC; David Smith, State Civil Defense, Department of Defense; Rebecca Alakai, Office of Environmental Quality Control; Chris Takeno, Department of Transportation; Dr. Deborah Juarez, Office of Public Health Studies

Non-Voting: Sharon Leonida, Department of Health, HEER Office; Beryl Ekimoto, Department of Health, HEER Office; Keith Kawaoka, Department of Health, HEER Office; Cynthia Pang, U.S. Navy; Curtis Martin, Department of Health, HEER Office; Clarice Chung, State Civil Defense, Department of Defense; Mike Cripps, Department of Health, HEER Office; Paul Chong, Department of Health, HEER Office; Terry Corpus, Department of Health, HEER Office; Michael Ardito, USEPA; Larry Dove, US FEMA; Liz Galvez, Department of Health, HEER Office; Rosiland Selbach, Tetra Tech; Roy Murakami, Honolulu Fire Department;

1. Larry Lau called the meeting to order 9:05 a.m.
  - 1.1 Introduction of attendees.
  - 1.2 Approval of minute. Tin Shing: **moved to adopt the minutes from meeting #74. Scott Kekuewa Seconded. Minutes adopted.**
2. Local Planning Committee (LEPC) Updates
  - 2.1 Hawaii: Henry Silva:
    - 2.1.1 LEPC meeting will be July 30, 2009, Working with County Civil Defense with HMEP Grant to update Emergency Operations Plan. Hawaii County Fire Department, Dave Smith and Henry working to bring a HAZMAT Technicians Class to Hawaii, starting on July 29.
    - 2.1.2. Two incidents: week of May 24<sup>th</sup>, Cal-Tech Observatory had a 23 gallon Hydraulic fluid spill, 18 gallons cleaned up, advised to check with HEER Office about proper cleanup. County's Solid

Waste Compacter leaked 110 gallon Hydraulic fluid along dirt road. Advised to contact HEER office and State Environmental Health Office.

2.2. Kauai: Clifford Ikeda not able to attend.

2.3 Maui: Scott Kekuewa:

2.3.1. LEPC meeting on June 17, 2009. Passed motion to provide training for responders. Made a deal with Fire Department to pay for half of a HAZ CAT Training and provide HAZMAT I. Q. Training for both Fire and Police responders.

2.3.2. Next meeting August 18, 2009.

2.4. Oahu: Carter Davis:

2.4.1. LEPC meeting will be June 24. Agenda will include discussions of recent incidents at Campbell Industrial Park, CIP. Incidents may not occur for eight or ten months and then several will occur in a short time. On the second incident, there was an after section meeting with the Campbell Local Emergency Action Network, CLEAN and industry people. Main focus in lessons learned has been in evacuation, moving a population. One issue coming out of CIP, there is only one way in and out. Alternative route is being blocked by new tenant. This needs to be investigated further. Something that the owners of CIP may need to consider, new route in and out of the park. It was a challenge to get people out of the park, large amount of people there during the day. More discussion at LEPC meeting.

2.4.2. NASTTPO: DOT PHMSA – Speaker Ron Digregorio on the HMEP program, LEPC need to better present needs to congress. Seventy, (70) different fees from 47 jurisdictions are imposed on Hazmat shippers and carriers. Twenty-five of these fees are used to plan training and response. NASTTPO is concerned that Congress thinks the HMEP Grand is not needed because the States are funding training. It was emphasis that the States, Fire Departments, LEPC's need to tell our congressional delegates about the need of the HMEP program. There are some who feel that HMEP Funding is not a needed program. Writing letters would create an impact, this program is coming up for reauthorization. Discussion with Henry, Scott, Carter, suggestion about a partition signed by HSERC. Problems were mentioned, easier if individual LEPC do their own. NASTTPO President Tim Gablehouse suggested that a face-to-face meeting with Congressional members would create the best impact. **This should be mentioned to Larry Lau.** Chemical Safety Board, CSB, Bill Wright spoke about the increase of Dust Explosions across the country, they are working to eliminate problems. Now looking into increase of welding accidents, including the accident at CIP. Tim Shing from OSHA, his office has a National Emphases Program for explosive dust. They have protocol to investigate those accidents. Carter gave example of dust in an office building that have not cleaned their air conditioning systems. CAMEO, MARPLOT have new versions available now. Training this summer for CAMEO. CFATS is going through reauthorization, Wastewater and Clean Water plants no longer pre-empted, and assessment may go out to these plants especially if they have chlorine.

3. EPA Update: Mike Ardito

3.1 75<sup>th</sup> HSERC meeting, congratulated commission, handouts on table. Risk Management Program is due June or July, new submissions through e-submit. NASTTPO Mid-Year is week of Oct 19, in Las Vegas along with HAZMAT EXPOL. The 22 power point presentations from 2008 HAZMAT EXPOL are at: <http://www.nasttpo.com/home/>. Copies of "EPA Pacific Southwest Regional Annual Progress Report 2009 on table and online. Animal Waste Air Emissions, under EPCRA 304, "Large Confined Animal Feeding Operations" may have to submit a one-time report on Continuous Release Emergency Response Notification System. Hawaii may have two large pig

farms and four large poultry farms. EPCRA Section 313, Toxic Release Inventory TRI, returned back to rules in effect before December 22, 2006. Rules affect TRI due July 1, 2009, Form R, more detailed form should be used. Web site: <http://www.epa.gov/tri/index.htm>. EPA extended compliance date to November 10, 2010 for the Spill Prevention, Control and Counter Measure, SPCC, regulations. Web site: [www.epa.gov/emergencies/content/spcc](http://www.epa.gov/emergencies/content/spcc). Updated version of Computer Aided Management of Emergency Operation, CAMEO, Marplot, and Aloha are now available, [www.epa.gov/emergencies/content/cameo/marplot.htm](http://www.epa.gov/emergencies/content/cameo/marplot.htm), and [www.epa.gov/emergencies/content/cameo/aloha.htm](http://www.epa.gov/emergencies/content/cameo/aloha.htm). A letter may come to HSERC from EPA regarding E-Plan. Some states have adopted E-plan, no Region 9 states have done it. Department of Homeland Security recently contacted States to request Tier II information. Doing critical infrastructure planning, no Region 9 states have done so yet. To help EPA is asking if the new Exchange Network Grants could allow EPCRA Tier II forms to be put on the network. That is one way for DHS to access information. In May EPA provided \$50 million from Recovery Act for water projects in Hawaii.

Larry noted we are an Exchange Network state and have agreement with EPA in regard to TRI. Will talk to Information Manager, could be another data flow. Governor signed bill that allows revolving fund, that receives money, to give out money differently from normal loan process. Law only allowed loans, the Federal Recovery money allows us to make grants or grant equivalent, financial assistants; we now have legal authority to do this. Also, working with counties.

4. HMEP Update: David Smith

4.1 Honolulu hosting chemical course this week, June 15-19, 22-26. July 13 begins two weeks

Technician course . Working with Hawaii County to get another course. Problems setting up training because of break in training of one week. Issues with meeting National Fire Academy (NFA), requirements for certificate for promotion required by some counties. Classes usually are \$35-37,000 per four week course. Hawaii County has main instructor that lives there, cost is \$7-8 thousand per course. HMEP Grant will have \$30,000 left, need to spent it in 2-2 ½ months.

Instructor can do another course, have to move fast. Next years grant due end of June. Funding for next year already decided, will be the same as last years. Still need to go through the process of doing paperwork. Discussion with Larry, Henry, Scott, David, Roy, on amount of slots that a county hosting an HMEP funded training should offer to other counties. HSERC to sent letter to State Fire Counsel reminding them, when using HMEP Grant Funds for classes, 15 seats for the host county and 15 slots each for the three other counties. If counties don't accept slots, host county gets them back.

Larry has to leave at 10:00. Henry was asked to be acting chair. When Henry's item comes up, Scott can be acting chair.

5. HEPCRA Administrative Rules Update: HEER, Tetra Tech

5.1 Rosiland Selbach explained what has happened since last meeting. Small Business Review Board will sent out notices to all the different industry's agencies, called a "Reg Alert". Sharon went over some of the questions that were asked. SBRW happy we are doing the rules.

Larry would like provisions made to include electronic reporting when it becomes possible. Question of **proxy** was asked. Discussion Larry, Henry, Curtis, Chris, if a voting member can designate a person out side of their own department to vote for them. Is it legal? For the present we can accept proxy from within their own department. Discussion on video conferencing. Check for legal advice.

6. No Break

7. Proposal of HMEP Project: Henry Silva

8.1 Hawaii County would like to use HMEP Grant funds, up to \$24,000 to revise the Hawaii County



Civil Defense "County Emergency Operations Plan". Hawaii County will be using a HLS Grant to cover the rest of the cost. This proposal is for next HMEP Grant starting in September. Questions if HLS Grant can be used with HMEP Grant. Discussion: Scott, Henry, David, Curtis, County knows it has to provide 20% matching funds. Can both funds be used, this needs to be looked into and report back in Septembers' meeting. Scott noticed typo in handout, will be corrected. **Motion** to approve "Hawaii County proposed project HMEP Planning Grant Fiscal Year 2010. **Deborah (UH) Moved, Tin Shing Second, Motion** carried.

8. Vote to Approve New LEPC Membership: Scott Kekuewa

8.1 Handout, letter to chair of HSERC requesting approval for changes, additions and resignations to Maui LEPC. Front of page shows letter sent to Maui's Mayor describing changes, back is current Maui LEPC's membership list. Former co-chair Joe Blackburn has resigned. **Motion** to accept, **Deborah (UH) Moved, David (SCD) Second. Motion** accepted.

9. Other Business: Henry Silva Hawaii LEPC

Naptha Barge Fire, July 4, 2004, this will be the fifth anniversary, gave history of the fire and events that happened. 93th Civil Support Team CST, did an impact study of the area if the barge had exploded. This would have gone into the hotel area in Hilo, causing a potential catastrophic fire. This is not including the fire companies that would have been lost. At that time State DOT was going to look into possibly retro fitting the fuel barge unloading area with monitors. Fire fighters would not need to man hose lines. Five years have passed, nothing has been done, no mention if anything will be done. Hawaii County LEPC is asking HSERC to invite State DOT or Harbors to come to HSERC meeting and explain what plans for improvements are being made, if there is a time table for work to be done? At unloading site for fuel barges, fire protective measures are null or sub standard. Important for firefighters and emergency responders to have issues addressed in a timely fashion. Curtis mentioned letter from Larry to Harbors and response that they received letter and would take it into consideration as part of planning for Harbors. Discussion: Curtis, Henry, Carter, Chris. Letter should be written inviting someone to come and update the HSERC on plans. Beryl will supply Chris Takeno with copy of letter. He will ask about any plans that have been make, HSERC to sent letter to invite someone from State DOT, Harbors to attend meeting. Discussion: Curtis, Carter, Henry, suggestions to tell Big Island Chief to speak to Fire Council about this issue as well as letter from HSERC contacting DOT Harbors personnel would be beneficial.

10. Schedule next HSERC meeting:

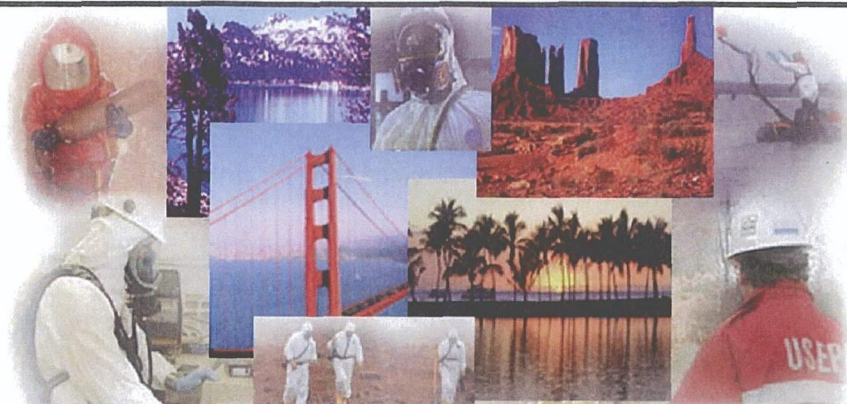
Larry: Meeting is scheduled for September 3, 2009 at 8:30 a.m. Larry had to leave. **Motion to adjourn from Henry, Scott seconded.** Adjourned at 10:21 am.

Respectively Submitted,

Sharon L. Leonida  
Environmental Health Specialist III



United States  
Environmental Protection Agency  
Pacific Southwest Region



**EMERGENCY PREVENTION, PREPAREDNESS, AND RESPONSE  
PROGRAM UPDATE FOR HAWAI'I SERC  
MEETING IN HONOLULU ON SEPTEMBER 3, 2009**

## **PREVENTION, PREPAREDNESS AND RESPONSE ACTIVITIES**

### **EPA Emergency Contact Calendar Cards for 2010**

The EPA is providing members and attendees of today's Hawai'i State Emergency Response Commission meeting with a stack of EPA's updated emergency contact calendar cards for 2010 – sized to fit into a wallet or pocket.

### **Emergency Preparedness Meetings for 2009**

The National Association of SARA Title III Program Officials (NASTTPO) "mid-year" meeting with the EPA Western Regions' Emergency Prevention and Preparedness conference will be held the week of October 19 in Las Vegas at the Tuscany Hotel. All SERC and LEPC members are invited to attend the combined conference on Tuesday, October 20 through Thursday, October 22. More information and the draft agenda is posted on NASTTPO's new Web site at <http://www.nasttpo.com/home/>.

### **Electronic Reporting and Signature Under EPCRA 312**

EPA Headquarter's Office of Emergency Management issued a memorandum on July 30, 2009 to provide guidance to State Emergency Response Commissions (SERCs) and local governments regarding electronic signature under Section 312 of the Emergency Planning and Community Right-to-Know Act. EPCRA Section 312 requires the owner or operator of a facility subject to the Material Safety Data Sheet (MSDS) requirements under the Occupational Safety and Health Act of 1970 and its regulations, submit a hazardous chemical inventory form to the SERC, Local Emergency Planning Committee (LEPC) and the local fire department with jurisdiction over the facility. When the EPA first promulgated regulations for EPCRA reporting in October 1987, the ability to report using electronic systems or electronic signature were not available options. Proposed EPCRA rulemaking in 1998 provided guidance to States and local agencies that they could continue to develop their own reporting format including electronic reporting to reduce the information management burden on States and local agencies as well as reducing the reporting burden on facilities.

(over)

### **OEM Director Debbie Dietrich's Letter to SERC Chairs**

A six-page letter from the EPA's Office of Emergency Management Director Debbie Dietrich was sent out to the SERC chairs or executive directors on August 20, 2009. The letter contained a wide-ranging program update that included many topics.

The mailing included copies of two documents regarding the Organization for Economic Cooperation and Development's (OECD's) Chemical Accidents Programme to share best practices to prevent chemical accidents and to prepare for incidents, if, unfortunately, they do occur. The guidance documents are the *OECD Guidance on Developing Safety Performance Indicators for Industry* and the *OECD Guidance on Developing Safety Performance Indicators for Public Authorities and Communities / Public*. If possible, it was suggested that some SERCs and LEPCs consider establishing measurement programs using the OECD guidance.

The results of EPA's 2008 LEPC Survey was also mentioned in the letter. The report is found on the EPA's OEM Website at:

[www.epa.gov/emergencies/docs/chem/2008\\_lepcsurv.pdf](http://www.epa.gov/emergencies/docs/chem/2008_lepcsurv.pdf).

Regarding the Citizen Corps, the EPA suggested that SERCs and LEPCs consider working more closely with FEMA's Citizen Corps to make EPCRA and Risk Management Plan program work more effective.

As a reminder about the EPCRA program, the general threshold for reporting under EPCRA Sections 311 and 312 is 10,000 pounds, except for gasoline and diesel fuel where the threshold is 75,000 gallons and 100,000 gallons, respectively. However, this higher threshold is not applicable to alternative fuels containing more than 10 percent of ethanol. Those fuels are reportable at the lower 10,000 pounds threshold.

A number of other topics were contained in the letter including environmental justice; Computer Aided Management of Emergency Operations (CAMEO); Risk Management Program e(lectronic)Submit; and the EPA's Community Action for a Renewed Environment (CARE) grant program.

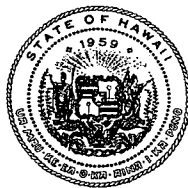
### **EPA Awards More Than \$1.3 Million in Recovery Act Funds to Clean Up Underground Petroleum Leaks in Hawai'i**

The EPA announced the distribution of \$1,317,000 to Hawai'i on July 27 under the American Recovery and Reinvestment Act of 2009 to assess and clean up underground storage tank petroleum leaks.

### **EPA Pacific Southwest EPP Program Contact**

For more information about the U.S. EPA's Emergency Prevention and Preparedness program for Hawai'i, you may contact the liaison, Mike Ardito, at (415) 972-3081 or by email at [ardito.michael@epa.gov](mailto:ardito.michael@epa.gov).

LINDA LINGLE  
GOVERNOR OF HAWAII



CHIYOME LEINAALA FUKINO, M.D.  
DIRECTOR OF HEALTH

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

In reply, please refer to:  
File: EHA/HEER Office

June --,2009

Mr. Barry Fukunga  
Deputy Director, Harbors Division  
79 South Nimitz Highway  
Honolulu, Hawaii 96813

Dear Mr. Fukunaga:

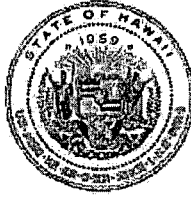
The Hawaii State Emergency Response Commission (HSERC) held its' quarterly meeting on June 18, 2009. One of the item discussed was the Hilo Barge Fire that occurred on July 4, 2004. A letter was sent to your office dated March 28, 2006. Your office sent a reply dated May 3, 2006. You stated that the Harbors Division intends to implement the "**Statewide Petroleum Facilities Development Plan**"; consultants will be looking at fire safety requirements at each of the commercial harbors on the four major Hawaiian Islands."The Harbors Division intends to implement the plan's recommended improvements in the most expeditious manner possible".

The HSERC would like to have someone from your office attend our next meeting to give an update or presentation to our commission on the current status of the "Statewide Petroleum Facilities Development Plan". Our next meeting is currently scheduled for -----2009. It will be held at 919 Ala Moana Boulevard, ----floor, Honolulu, Hawaii. Please contact Sharon Leonida at 586-4249 or e-mail her at [sharon.leonida@doh.hi.gov](mailto:sharon.leonida@doh.hi.gov).

LINDA LINGLE  
GOVERNOR

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

EDWARD T. TEIXEIRA  
VICE DIRECTOR OF CIVIL DEFENSE



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

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

September 3, 2009

TO: Mr. Laurence K. Lau, Chair  
Hawaii State Emergency Response Commission

FROM: Edward T. Teixeira   
Vice Director of Civil Defense

SUBJECT: HSERC Meeting - September 3, 2009

I am unable to attend the September 3, 2009, HSERC meeting due to a conflicting schedule.

I hereby appoint David H. Smith from State Civil Defense to represent me at the above meeting with all the rights as a voting member.

LINDA LINGLE  
GOVERNOR OF HAWAII



KATHERINE PUANA KEALOHA  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
235 S BERETANIA ST. SUITE 702  
HONOLULU, HAWAII 96813  
Tel. (808) 586-4185  
Fax. (808) 586-4186  
Email: oeqc@doh.hawaii.gov

December 18, 2008

MEMORANDUM

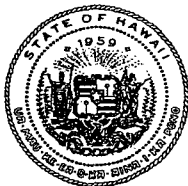
TO: Laurence K. Lau, Chair  
Hawaii State Emergency Response Commission

FROM: Katherine Puana Kealoha *KPK*  
Director

SUBJECT: Hawaii State Emergency Response Commission (HSERC)

There may be times when I am unable to attend the HSERC meetings due to a conflicting schedule. I hereby appoint Rebecca Alakai from my staff to represent me at the December 18, 2008 meeting and all future meetings as a voting member.

LINDA LINGLE  
GOVERNOR OF HAWAII



CHIYOME LEINAALA FUKINO, M.D.  
DIRECTOR OF HEALTH

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

In reply, please refer to:  
File: EHA/HEER Office

09-492 SL

August 4, 2009

Mr. Mike Formby  
Deputy Director, Harbors Division  
79 South Nimitz Highway  
Honolulu, Hawaii 96813

Dear Mr. Formby:

The Hawaii State Emergency Response Commission (HSERC) held its quarterly meeting on June 18, 2009. One of the items discussed was the Hilo Barge fire that occurred on July 4, 2004. A letter was sent to your office, dated March 28, 2006. Your office sent a reply, dated May 3, 2006. The letter stated that the Harbors Division intends to implement the "**Statewide Petroleum Facilities Development Plan**"; consultants would be looking at fire safety requirements at each of the commercial harbors on the four major Hawaiian Islands.

The HSERC would like to have someone from your office attend our next meeting to give an update or presentation to our commission on the current status of the "Statewide Petroleum Facilities Development Plan." Some of the items that are of interest are: DOT Harbors planning for updates to piers, has any plans improved for fire fighting capability? HSERC recommended fire fighting monitors, any action taken on this? What is the current status for fire fighting on state piers? Because of the current state fiscal problems, what are the current statewide harbors plans? Our next meeting is currently scheduled for September 3, 2009, at 8:30 am. It will be held at 919 Ala Moana Boulevard, 5th Floor, Honolulu, Hawaii.

If you have any question, please contact Sharon Leonida at 586-4249, or e-mail her at [sharon.leonida@doh.hawaii.gov](mailto:sharon.leonida@doh.hawaii.gov). Our mailing address is: HEER Office, 919 Ala Moana Blvd., Room 206, Honolulu, Hawaii 96814.

Sincerely,

A handwritten signature in cursive script, appearing to read "Laurence K. Lau".

FOR LAURENCE K. LAU  
Deputy Director for Environmental Health  
Vice Chairman, HSERC

LINDA LINGLE  
GOVERNOR



DEPT. OF TRANSPORTATION  
HARBORS DIVISION

6 MAY -5 P1:44

RODNEY K. HARAGA  
DIRECTOR

Deputy Directors

BARRY FUKUNAGA  
BRENNON T. MORIOKA  
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HARBORS DIVISION  
79 SOUTH NIMITZ HIGHWAY  
HONOLULU, HAWAII 96813-4898


HAR-EP  
9869.06

May 3, 2006

TO: LAWRENCE K. LAU, DEPUTY DIRECTOR  
ENVIRONMENTAL HEALTH  
DEPARTMENT OF HEALTH

FROM: BARRY FUKUNAGA  
DEPUTY DIRECTOR - HARBORS

SUBJECT: PORT FUEL FIGHTING



Thank you for your letter dated March 28, 2006 expressing concerns regarding the events that took place at Hilo Harbor on July 4, 2004. We appreciate your correspondence notifying us of the potentially dangerous situation that exists. As the stewards of the commercial harbor system, we take the responsibility of protecting the public's safety and welfare very seriously.

We are looking at all measures that will improve the fire fighting capability of the system while protecting our personnel. In addition, we will soon be embarking in our *Statewide Petroleum Facilities Development Plan*. In one of the work tasks, our consultant will be looking at fire safety requirements at each of our commercial harbors on the four major Hawaiian Islands: Oahu, Maui, Hawaii and Kauai. We will take your recommendation of remote controlled fire nozzles under advisement. The Harbors Division intends to implement the plan's recommended improvements in the most expeditious manner possible and we will continue to work in a coordinated manner with our harbor users and government agencies to improve the safety of our vital facilities.

If you have any questions, please call Fred Pascua, Planning Engineer, of our Harbors Division Engineering Planning Section at 587-1888.

(4386)  
07263





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

In reply, please refer to:  
File: EHARHEER Office

06-148 MC

March 28, 2006

Mr. Barry Fukunaga  
Deputy Director, Harbors Division  
Department of Transportation  
79 South Nimitz Highway  
Honolulu, Hawaii 96813

Dear Mr. Fukunaga:

Subject: **Port Fuel Fire Fighting**

The Hawaii State Emergency Response Commission (HSERC) has reviewed the fire which occurred on the naphtha barge "NAMOKU" at Hilo Harbor Fuel Pier 3 on the night of July 4, 2004 and found that it could have been catastrophic. Due to the volume and traffic of naphtha and gasoline being on and off loaded at State piers throughout the State, plus expected growth in that traffic, we recommend that the State Department of Transportation, Harbors Division upgrade the firefighting capacity at all State fueling piers. We believe that this can be done during the anticipated renovation and construction preceding the increase of passenger liner and ferry traffic expected in the next few years. In any event, we strongly recommend increasing the firefighting capacity.

On July 4, 2004 a sparking pump shaft ignited the fuel barge "NAMOKU" and caused fire of the naphtha, its cargo. The barge emergency shut down for the delivery pumps was inoperable, while shore side delivery was shut down with an ensuing overpressure at the barge, which fed the fire. The barge piping rumbled and groaned but did not burst, and the fire was eventually extinguished as a firefighter manually shut off the pumps' fuel supply on the barge. The barge was kept cool and did not explode because Hilo's firefighters manned their hoses and kept the piping cool with a steady stream of water. The firefighters had to perform this work while standing within the explosion radius of the barge. They would have become casualties if the naphtha cargo had exploded, as would, people in a portion of Hilo town and on a cruise liner if nearby.

Discussion with Coast Guard personnel familiar with fueling operations in other states reveals that there is a standard procedure and equipment for fighting a fuel fire such as on the Namoku without endangering the firefighters. This fix involves the installation of trainable unmanned monitors (remote controlled fire nozzles) supplied by fire pumps to provide an appropriate flow

Mr. Barry Fukunaga  
March 28, 2006  
Page 2.

and reach of water to cool fuel vessels at the fueling connection area of State piers. This allows water to cool and reduce the potential for an explosion while personnel fall back to a safe distance. This is a low-tech solution that should be added at all of the State's fueling piers.

If you have any question, please call Mr. Mike Cripps of the Hazard Evaluation and Emergency Response Office at 586-4249.

Sincerely,



LAURENCE K. LAU  
Deputy Director for Environmental Health  
Vice Chairman, HSERC

c: Mr. Rod Haraga, DOT  
Dr. Chiyome Fukino, DOH  
Mr. Fred Nunes, Harbors Division, DOT  
Capt. Mason Brown, USCG Sector Hawaii

## Leonida, Sharon L

---

**From:** Hasegawa, Jan K.  
**Sent:** Wednesday, September 02, 2009 3:11 PM  
**To:** Leonida, Sharon L  
**Subject:** RE: When is 5th floor available in December

Hi Sharon,  
You'd better do the 17<sup>th</sup>.

The 24<sup>th</sup> and 31<sup>st</sup> are the 'eves"; people will probably be out on these days. ☺

Thanks,  
Jan ☺

Jan Hasegawa  
Secretary for  
Laurence K. Lau  
Deputy Director for Environmental Health  
State of Hawaii, Department of Health  
Ph. (808) 586-4424, Fax (808) 586-4368  
[jan.hasegawa@doh.hawaii.gov](mailto:jan.hasegawa@doh.hawaii.gov) <<mailto:jan.hasegawa@doh.hawaii.gov>>

---

**From:** Leonida, Sharon L  
**Sent:** Wednesday, September 02, 2009 2:51 PM  
**To:** Hasegawa, Jan K.  
**Subject:** FW: When is 5th floor available in December

Hi Jan,

Tomorrow is HSERC meeting, I asked Gaelic when the 5th floor is going to be available for December and she said the 17th, 24th and 31st. Can you see when Larry has openings?? Thanks  
Sharon

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

**From:** Teshima, Gaelic K  
**Sent:** Wednesday, September 02, 2009 2:25 PM  
**To:** Leonida, Sharon L  
**Subject:** RE: When is 5th floor available in December

I only have the 17<sup>th</sup>, 24<sup>th</sup>, 31<sup>st</sup>.

Gaelic K. F. Teshima  
Secretary for Thomas E. Arizumi  
Environmental Management Division  
Department of Health  
Phone: 586-4304 Fax: 586-4352  
E-mail Address: [gaelic.teshima@doh.hawaii.gov](mailto:gaelic.teshima@doh.hawaii.gov)

---

**From:** Leonida, Sharon L  
**Sent:** Wednesday, September 02, 2009 2:13 PM  
**To:** Teshima, Gaelic K  
**Subject:** When is 5th floor available in December

Hi Gaelic,

Tomorrow is the HSERC meeting, I have to talk to Jan about planning the December meeting. Could you tell me when the 5th floor is available on a Thursday in december? Larry knows that alot of people take off for the holidays and usually tries for early in the month. Thank You. Sharon

**Leonida, Sharon L**

---

**From:** Ardito.Michael@epamail.epa.gov  
**Sent:** Monday, August 31, 2009 1:05 PM  
**To:** Leonida, Sharon L  
**Subject:** Re: HSERC Meeting on Sept 3

Sharon,

I just sent out a Fed Ex package to you that should arrive by this Wednesday, Sept. 2. It has EPA's one-page, double-sided program update for the HSERC meeting as well as about 40 emergency contact calendar cards for 2010 to be distributed.

Please confirm that it arrives by Wednesday afternoon. Thanks and have a good meeting!

Michael (Mike) Ardito  
Emergency Preparedness Coordinator  
U.S. Environmental Protection Agency,  
Pacific Southwest Region  
75 Hawthorne Street, Mail Code SFD-9-3  
San Francisco, CA 94105

Work Telephone: 415-972-3081  
Work Fax: 415-947-3520  
Work Email: ardito.michael@epa.gov

From: "Leonida, Sharon L" <sharon.leonida@doh.hawaii.gov>  
To: Michael Ardito/R9/USEPA/US@EPA  
Date: 07/27/2009 12:45 PM  
Subject: HSERC Meeting changed to Sept 3

---

Morning Mike,

I had to do some fancy foot work and finally got enough voting members who could attend the meeting on Sept 3, 2009. It will be on the 5th floor. Other wise it would have been in a smaller room, but the catch is that Larry has to leave early. So the meeting has to start at 8:30 am. I finally got word about NASTTPO. Because of the on going problem of layoff vs furlong, it's hard to know what is going to happen. Both Beryl and I hope we can make it.

We don't know.

sharon

8/31/2009

**Leonida, Sharon L**

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**From:** postmaster@doh.hawaii.gov  
**Sent:** Monday, July 27, 2009 10:00 AM  
**To:** Leonida, Sharon L  
**Subject:** Delivery Status Notification (Relay)



ATT2972917.txt



HSERC meeting

This is an automatically generated Delivery Status Notification.

Your message has been successfully relayed to the following recipients,  
but the requested delivery status notifications may not be generated by  
the destination.

chris.takeno@hawaii.gov  
fred.pascua@hawaii.gov

**Cripps, Michael (Mike)**

---

**From:** Dean Watase/HAR/HIDOT@HIDOT@STATEHIUS@DOHMAIL on behalf of Dean Watase/HAR/HIDOT@DOHMAIL  
**Sent:** Tuesday, January 13, 2009 12:43 PM  
**To:** Cripps, Michael (Mike)  
**Subject:** RE: Update to the HSERC regarding Fire Suppression System in Commercial Harbors

Hi Mike,

I got your phone message. I am in jury duty now so the earliest I would be able to return your call is Friday. Or please call me too.

Mahalo nui loa

.....  
Dean Watase, Planner  
State Department of Transportation, Harbors Division  
79 South Nimitz Highway; Honolulu, Hawaii 96813  
Phone: (808) 587.1883 / Fax:: (808) 587.2504

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<b>Michael Mike Cripps/DOH@DOHEXCH</b> 01/08/2009 07:39 AM	To Dean
--	---------

Watase/HAR/HIDOT@DOHMAIL cc Clarence Curtis Martin/DOH@DOHEXCH Subject RE: Update to the HSERC regarding Fire Suppression System in Commercial Harbors

Thanks, Dean. The HSERC (Hawaii State Emergency Response Commission) was specifically interested in the Hilo Pier naptha barge fire and the proximity to the Hilo population and the cruise ships. That interest also was extrapolated to Kauai and Māui where harbor traffic has increased crowding and increased hazmat (gasoline, naptha, propane, oil) deliveries. The Hilo barge fire was just where this problem manifested itself. This said, here is my request. The HSERC will next meet at 0900 Thursday April 2. The HEER Office is the coordinator for the HSERC and the LEPCs (Local Emergency Planning Committees) made up of the various Counties. Could we get you or someone from DOT Harbors to brief the HSERC for about 15 minutes on the Harbor plans for the States harbors as that relates to HAZMAT shipments? I will give you a call to explain a little better, thanks...mike

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

**From:** Dean Watase/HAR/HIDOT@HIDOT@STATEHIUS@DOHMAIL **On Behalf Of** Dean Watase/HAR/HIDOT@DOHMAIL  
**Sent:** Wednesday, January 07, 2009 9:09 AM  
**To:** Cripps, Michael (Mike)  
**Cc:** Fred Pascua  
**Subject:** Update to the HSERC regarding Fire Suppression System in Commercial Harbors

Hi Mike,

Regarding you request for an update of Harbors efforts to deal with fire suppression capabilities in our commercial harbors, we are near the completion of our STATEWIDE FUEL FACILITIES DEVELOPMENT PLAN. The plan will

provide recommendations for fire suppression systems for new facilities within the harbors system. Specifically, it will recommend foam monitor stations in all future fuel facility developments. I am attaching an excerpt from the recommendations for the Kalaeloa Barbers Point Harbor because it is on the top of the list for new fuel facilities.

<< File: Fuel Plan Kalaeloa Harbor.pdf >> << File: Kalaeloa Harbor Figure.pdf >>

The fuel plan will recommend that all of the new fuel facilities in the other commercial harbors be provided with similar fire suppression systems.

Please let me know if you have any further questions.

Mahalo nui loa

.....

Dean Watase, Planner

State Department of Transportation, Harbors Division

79 South Nimitz Highway, Honolulu, Hawaii 96813

Phone: (808) 587.1883 / Fax:: (808) 587.2504



**Cripps, Michael (Mike)**

---

**From:** Dean Watase/HAR/HIDOT@HIDOT@STATEHIUS@DOHMAIL on behalf of Dean Watase/HAR/HIDOT@DOHMAIL  
**Sent:** Wednesday, January 07, 2009 9:09 AM  
**To:** Cripps, Michael (Mike)  
**Cc:** Fred Pascua  
**Subject:** Update to the HSERC regarding Fire Suppression System in Commercial Harbors

Hi Mike,

Regarding your request for an update of Harbors efforts to deal with fire suppression capabilities in our commercial harbors, we are near the completion of our STATEWIDE FUEL FACILITIES DEVELOPMENT PLAN. The plan will provide recommendations for fire suppression systems for new facilities within the harbors system. Specifically, it will recommend foam monitor stations in all future fuel facility developments. I am attaching an excerpt from the recommendations for the Kalaeloa Barbers Point Harbor because it is on the top of the list for new fuel facilities.



Fuel Plan Kalaeloa Harbor  
Kalaeloa Harbor.p Figure.pdf

The fuel plan will recommend that all of the new fuel facilities in the other commercial harbors be provided with similar fire suppression systems.

Please let me know if you have any further questions.

Mahalo nui loa

.....  
Dean Watase, Planner  
State Department of Transportation, Harbors Division  
79 South Nimitz Highway; Honolulu, Hawaii 96813  
Phone: (808) 587.1883 / Fax: (808) 587.2504

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STATEWIDE FUEL FACILITY DEVELOPMENT PLAN

Honolulu Harbor will not significantly increase in future. Expanding fuel transfer capacities in Honolulu Harbor is therefore considered not necessary. In the event that most of the fuel shipments will be shipped out from Kalaeloa Barbers Point Harbor in the future, Honolulu Harbor would still retain an important the back-up function. Therefore fuel facilities in Honolulu Harbor should be maintained in the current capacities, even if Kalaeloa Barbers Point Harbor becomes the primary fuel transfer harbor on Oahu.

## 6.2 Kalaeloa Barbers Point Harbor

Kalaeloa Barbers Point Harbor was originally developed as the reliever harbor to augment Honolulu Harbor's capacity. Over the past decade, the volume of fuel shipments, both fuel product imports and inter-island shipments, has significantly grown to today, it is the top harbor in terms of increases in liquid-bulk cargo.

In the new fuel system, Kalaeloa Barbers Point Harbor continues to serve as the primary fuel handling harbor for importing refined fuels and biofuel feedstock as well as for exporting various fuel products and biofuels. Its proximity to the two refineries with their comprehensive fuel infrastructure, the availability of undeveloped area to add harbor capacity and available lands for alternative fuel production suggests that Kalaeloa Barbers Point Harbor is ideally suited to serve as the hub for Hawaii's fuel system.

### 6.2.1 Design Framework for the Future Fuel Facilities

Considering the three energy design schemes described in Section 4, Kalaeloa Barbers Point Harbor could provide the following future fuel-related functions:

1. Loading fuel barges for the shipment of petroleum products (including liquefied petroleum gas [LPG]) to the neighbor islands.
2. Unloading Handysize to Panamax tankers, which bring petroleum products and LPG (mostly propane) to the islands.
3. Loading Handysize to Panamax tankers, which export refined petroleum products produced locally to remote markets outside of Hawaii.
4. Unloading Handysize to Panamax tankers, which bring biofuel feedstock to Oahu (e.g., palm oil, molasses).
5. Loading and unloading barges that transport biofuel feedstock between the islands.
6. Loading and unloading barges that transport biofuels between the islands.
7. Loading compressed natural gas (CNG) barges to distribute it to the neighbor islands; as a future option.

---

STATEWIDE FUEL FACILITY DEVELOPMENT PLAN

It is anticipated that the range of types of fuels to be handled in the future will include the following:

1. Clean petroleum products (including conventional and evolving), possibly some “dirty” fuels such as residual fuels for power plants.
2. Non-petroleum products (e.g., ethanol, biodiesel, biofuel feedstock such as vegetable oil, molasses, etc.).
3. LPG gas (i.e., propane, butane).
4. Possibly, CNG in the future.

For the seven fuel-related functions above, the future fuel pier would have to be able to accommodate the following vessel types (please note that the vessel type 4 described below represents a new fuel technology, which would be applicable only in the event that NG is introduced in Hawaii):

1. Double-hull fuel barge: 400-foot long by 80-foot wide by 28-foot deep draft, capacity of approximately 80,000 barrels.
2. Gas barge: 246-foot long by 46-foot wide by 12-foot deep draft; capacity of approximately 16,000 barrels.
3. Handysize Tankers: 600-foot long by 95-foot wide by 34-foot deep draft, capacity of approximately 225,000 bbl and small Panamax Tanker: 720-foot long by 106-foot wide by 38-foot deep draft, capacity of approximately 420,000 barrels.
4. CNG barge (evolving shipping technology): unknown dimensions and capacity.

Figure 6-1 illustrates the recommended location of the new fuel facilities in the Kalaeloa Barbers Point Harbor at Piers P-3 and P-4. Currently, a ship repair company uses the area and this operation would have to be relocated to another site.

The advantages of choosing this location are as follows:

1. The harbor stakeholders recommended this location in the *Oahu Commercial Harbors 2020 Master Plan*.
2. This location is undeveloped in terms of pier infrastructure and therefore an open area for new pier developments.
3. This location is in close proximity to the existing transmission pipelines and construction costs would be minimized to extend these pipelines.

STATEWIDE FUEL FACILITY DEVELOPMENT PLAN

4. The recommended location is close to the harbor entrance and separated from cargo handling operations at Piers P-5 to P-7, which increases operational safety during fuel transfer operations.
5. Since the prevailing winds are coming from the northeast, possible fuel spills would be confined to and intercepted at the fuel berths at Piers P-3 and P-4 and would not drift into the inner harbor, thereby mitigating the environmental and operational risk potential.

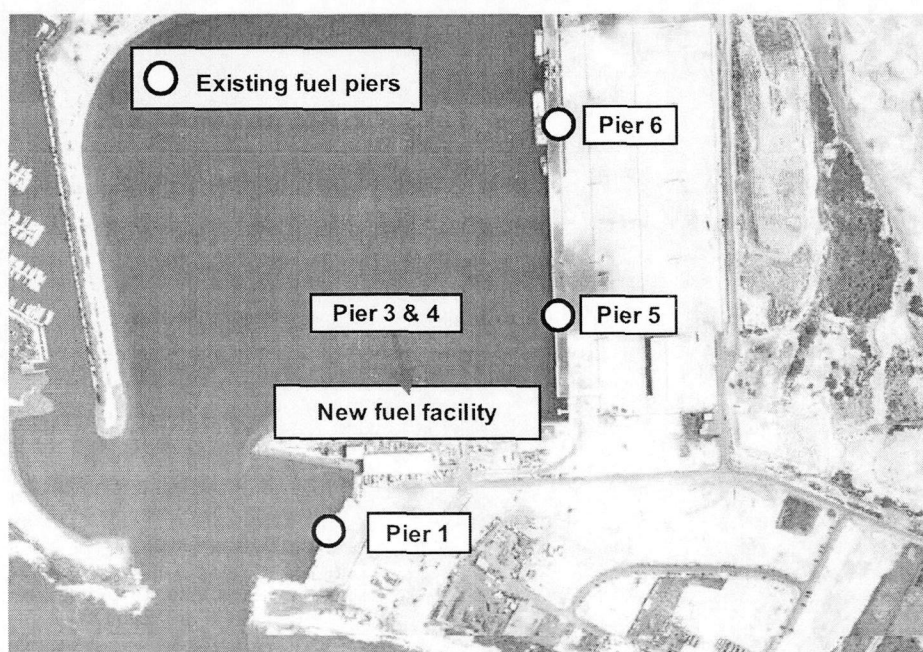


Figure 6-1: Recommended Location of New Fuel Piers - Kalaeloa Barbers Point Harbor

**6.2.2. Proposed Fuel Pier**

The total length of Piers P-3 and P-4 is about 1,350 feet, which would allow for the construction of two fuel berths. In this design, one small tanker and one large fuel barge (or two large fuel barges) could be accommodated simultaneously. In addition, there would be ample room for ancillary facilities around the pier area. Three ancillary fuel facilities alternatives are presented

STATEWIDE FUEL FACILITY DEVELOPMENT PLAN

Figures 6-2 and 6-3 (11x17 inch drawings at the end of this section) show the site plan and the detail layout for the proposed configuration, respectively. The fuel piers at Pier P-3 and P-4 would be dedicated to fuel handling only. Therefore, fuel transfer at Piers P-5 and P-6 would serve as backup facilities depending on the availability of the dedicated facility. Since the pier system would be dedicated to fuel transfer, it is recommended that a protruding segmented pier configuration be used, using a series of breasting dolphins and mooring dolphins.

Near the corner between Piers P-4 and P-5 is a small finger pier for a utility boat, which is used, among other activities, to deploy and recover spilled fuel.

The recommended location for Fuel Berth 1 is at Pier P-4. Berth 1 would be developed first because it could accommodate fuel vessels from a large barge to a small Panamax tanker with a length of 720 feet. The pier face would be established by the straight alignment of four breasting dolphins against which the fuel vessels could rest against while fuel transfer is carried out. The fuel transfer platform supports the loading arms which provide a safe ship-to-shore connection. The forward side of the fuel transfer platform is placed back from the breasting line so that fuel barges or the tanker actually do not touch the fuel transfer platform. For fuel transfer operations the fuel barges or tanker are positioned in such a way that their onboard fuel pipelines, located amidships, would be within the reach of the loading arms. Secured berthing would be accomplished by several bollards located on land and on the breasting dolphins. Shore-side access and gangway landing would be available on a walkway that is suspended between two breasting dolphins. Two of the breasting dolphins would be accessed from landside via these shore-side access platforms. The other breasting dolphins would be accessed from landside via a catwalk; they would also be inter-connected by a catwalk.

Fuel Berth 1 would have two remotely controlled fire suppression monitors, which could distribute different types of foams to combat different product fires on the loading platform and on the fuel vessel. In addition, several fire hydrants would be placed directly at the fuel berths to provide fire-suppression water or to cool equipment.

The recommended location for Fuel Berth 2 is at Pier P-3. If construction is done in phases, Berth 2 would be built last. It is designed to accommodate a large fuel barge up to 400 feet. The design details are the same as above.

Figure 6-4 (11x17 inch drawing at the end of this section) shows several typical cross-sections of the layout shown in Figure 6-2. Sections A-A and B-B show the configuration of Fuel Berth 2. In Section A-A, the barge would rest against a breasting dolphin, which would be connected to shore by a catwalk. The breasting dolphins would have the necessary vertical and battering piles to take the impact and breasting loads of the design fuel barge.

Section B-B shows the fuel transfer platform with the loading arm. These pipelines would connect to the fuel pier transmission pipeline system on shore. Because the fuel transfer platform does not touch the fuel barge, the piling system would have to accommodate lower loads than the breasting dolphins.

Section C-C shows a typical cross-section of Fuel Berth 1 with a small Panamax tanker resting against one of the breasting dolphin.

---

STATEWIDE FUEL FACILITY DEVELOPMENT PLAN

Configuration and outfitting of the Fuel Berths 1 and 2 are given in the following pages as follows:

Fuel Berth 1 would have the following components:

1. There would be four breasting dolphins in series with mooring bollards and fendering systems. Two breasting dolphins would have disembarkation platforms attached to them to would allow safe access to the fuel barge.
2. Catwalks between each breasting dolphin and shore-side would provide access.
3. Four mooring bollards would be built on land using sheeted bulkhead structures and with shore-side access.
4. A fuel transfer platform (recessed from the breasting line) with a roadway from shore-side that would provide access for a maintenance truck to the fuel loading arms.
5. Fuel loading arms, which can serve Panamax tankers and fuel barges, would establish safe and efficient shore-to-ship fuel transfer connections. This would be either single- or dual-product loading arms. The number of loading arms would be determined by the type of fuel to be loaded and unloaded at the fuel berth.
6. A fire suppression system with two fixed foam monitors (using seawater) would be installed on Piers 2 and 3. Different types of foam would be required for different fuels to be handled. The fixed foam monitors would be installed on shore-side at suitable locations to allow good working coverage of foam spray on the fuel berth.
7. Adequate fixed lighting would be installed to illuminate all parts of the fuel pier that are critical for operating the fuel pier.
8. A central fuel monitoring system (fuel flow, pressures, temperatures, etc.) would inform the operator about fuel transfer progress. The fuel monitoring system would be equipped with alarms for certain high or low controls functions.
9. Two-stage alarm system that would alert the operator to stop pumping fuel when the unloading arms near its limits of reach or when the mooring line loads are near its limits of loading capacity.
10. Real-time environmental monitoring system that would observe wind, current, waves, and seismic conditions.
11. An emergency shutdown system that could be activated from the central point or at the pier.
12. A vapor control system with piping that would collect fuel vapor from the fuel vessels and convey it to the vapor treatment system.

---

STATEWIDE FUEL FACILITY DEVELOPMENT PLAN

13. Dredging to a continuous depth of 42 feet along the fuel pier (assuming that the harbor basin is dredged to such).

Like Fuel Berth 1, Berth 2 is similar except in the following ways:

1. A disembarkation platform that would be suspended between two breasting dolphins.
2. Fuel loading arms with smaller pipe diameters than Berth 1 to serve fuel barges, would establish safe and efficient shore-to-ship fuel transfer connections. This would be either single- or dual-product loading arms. The number of loading arms would be determined by the type of fuel to be loaded and unloaded at the fuel berth.

In addition, there are a number of common pier components and ancillary facilities that serve both fuel berths. The common facilities include:

1. Vapor control system that would collect fuel vapor, which could be subject to federal guidelines. This system would process the collected vapor in a vapor incinerator.
2. Electrical powered shore-side pumps, designed to reduce tanker energy requirements to offload cargos. This would result in reduced fuel usage and emissions from the tankers.
3. A central fire control system that would control the fire pumps, which would supply seawater to the water-foam generators and which also would control the foam monitors.
4. Marine fuel loading arms, which would provide safe and efficient shore connections. Either single-product or dual-product loading arms, which feature the following benefits:
  - a. Increase of safety against accidental spills.
  - b. Fast connecting of shore and shipside fuel transfer pipes – manual/hydraulic quick connect.
  - c. Remote connect and disconnect for more personal safety.
  - d. Faster loading operation, higher pressure/flow velocity and higher flow rates.
    - i. Less maintenance than flexible transfer hoses, elimination of wear and tear, more efficient than transfer hoses.
5. Emergency release coupling with spill preventer.
6. Spill protection equipment; including oil spill booms (deployed during tanker offloading operations), utility boats for containment boom deployment, and easily accessible supplies of emergency oil spill equipment (absorbents, protective clothing, etc.).

### 6.2.3 Ancillary Facilities Conceptual Design Alternatives

Vital support functions for the fuel transfer operation at the new fuel pier would be supported by several ancillary facilities, located adjacent to the fuel pier. Three alternative layouts for ancillary facilities are presented, which would provide various pipelines, storage facilities and other fuel infrastructure in support of the new fuel pier system.

Under Alternative A, the space in the immediate vicinity to the fuel pier would be used to either store or process biofuels or marginal fuels (the term marginal fuels refers to innovative fuels other than biofuels, which are introduced to Hawaii's energy market by companies other than the established fuel companies). Alternative A proposes a tank farm for biofuels, or marginal fuel. The tank farm would provide essential fuel storage capacities, which is otherwise not available at the moment.

Alternatives B and C, the space adjacent to the fuel pier would not be used for fuel related operations, but instead would be available to support other cargo operations. The pipeline system, which connects the new fuel piers with the existing fuel system in the harbor, crosses the space in belowground transmission pipelines. Alternatives B and C differ in the manner the product pipelines are installed, either as above- or belowground systems.



#### 6.2.4 Ancillary Facility Alternative A

Figure 6-5 (11x17 inch drawing at the end of this section) depicts Alternative A. If this scenario is used, the land adjacent to the new fuel piers would accommodate a new tank farm system that could provide storage capacities for biofuels, its feedstock or other high-quality fuels. The tank farm would comprise of several above-ground tanks with a total storage capacity of about 130,000 barrels. The tank farm would have containment walls to limit potential fuel spills. The entire tank facility would be equipped with a suitable fire suppression system comprised of fixed and manually operated foam monitors. Centralized controls would provide real time data access of relevant process parameters of the tank storage facilities.

A fuel pumping station would provide hydraulic head for more efficient fuel discharge operations. Electrical-powered shore-side pumps would reduce tanker energy requirements to offload cargos resulting in reduced fuel usage and emissions from the fuel vessels during offloading operations.

An administration building would contain controls, as well as security and product quality assurance facilities. A parking lot would be situated outside the perimeter fence. The fuel facility would be a secure facility and equipped with perimeter security fencing and video monitoring system. Access to the facility would be controlled and visitors would have to pass through a security gate.

The fuel facility would provide a holding tank for waste oil and oily water that is collected from tankers and barges during loading and maintenance activities. These waste products would be held until appropriate treatment could occur or until the waste oil and oily water could be safely disposed of. A vapor recovery unit or a vapor incinerator would be provided to safely discharge fuel vapors that are collected by the vapor control pipeline system.

The product transmission pipelines within the boundaries of the fuel facility could be installed on above ground on pipeline racks. This would reduce the installation and maintenance costs and adds flexibility to the pipeline arrangements inside the battery limits. Outside of the facility boundary, the transmission pipelines, which would connect the new fuel pier with the existing fuel system in the harbor would be installed in belowground pipe gallery.

The installation of the transmission pipelines on pipeline racks and pipeline galleries would result in flexible and cost-effective construction and maintenance. Figure 6-7 and 6-8 show details of the typical configurations of pipeline racks and pipeline galleries, respectively, which are considered for the new fuel pier facilities. Some of the transmission pipelines would have to be insulated and/or heated to convey viscous fuel or liquid agents for fuel processing.

### 6.2.5 Ancillary Facility Alternative B

Figure 6-6 (11x17 inch drawing at the end of this section) shows Alternative B. In Alternative B, the ancillary facilities would be limited to the essential support functions of the fuel pier only. The space that was used for fuel storage or fuel processing in Alternative A is now used for other harbor operations.

A fuel pumping station would provide hydraulic head for more efficient fuel discharge operations. Electrical-powered shore-side pumps would reduce tanker energy requirements to offload cargos resulting in reduced fuel usage and emissions from the fuel vessels during offloading operations.

An administration building would contain controls, as well as security and product quality assurance facilities. A parking lot would be situated outside the perimeter fence. The fuel facility would be a secure facility and equipped with perimeter security fencing and video monitoring system. Access to the facility would be controlled and visitors would have to pass through a security gate.

The fuel facility would provide a holding tank for waste oil and oily water that is collected from tankers and barges during loading and maintenance activities. These waste products would be held until appropriate treatment could occur or until the waste oil and oily water could be safely disposed of. A vapor recovery unit or a vapor incinerator would be provided to safely discharge fuel vapors that are collected by the vapor control pipeline system.

The product transmission pipelines within the boundaries of the fuel facility could be installed on above ground on pipeline racks. This would reduce the installation and maintenance costs and adds flexibility to the pipeline arrangements inside the battery limits.

The installation of the transmission pipelines on pipeline racks and pipeline galleries would result in flexible and very cost-effective construction and maintenance of it. Figure 6-8 and 6-9 (11x17 inch drawings at the end of this section) show details of the typical configurations of pipeline racks and pipeline galleries, respectively, which are considered for the new fuel pier facilities. Some of the transmission pipelines would have to be insulated and/or heated to convey viscous fuel or liquid agents for fuel processing.

### 6.2.6 Ancillary Facility Alternative C

Figure 6-7 (11x17 inch drawing at the end of this section) shows Alternative C. Alternative C differs from Alternative B only to the extent that the process and interconnecting piping inside the fuel facility are installed on aboveground pipeline racks

### 6.2.7 Proposed Configuration of Pipeline Racks and Pipeline Galleries

Figure 6-8 (11x17 inch drawing at the end of this section) shows the configuration a typical pipeline rack system that could be used for the ancillary facilities. The pipeline rack system would accommodate up to 15 product pipelines. The pipelines would be supported approximately every 20 feet by steel frames, which would be anchored in the ground. Thermal (axial) stress compensation of pipelines (due to varying process temperatures in some fuels) would be accommodated by directional changes of pipeline alignment or mechanical expansion joints. The pipeline racks would feature inspection catwalks for maintenance and regular inspections. Access ladders would be provided every 90 to 100 feet to allow ready access to the interior catwalk. The space below the pipeline racks could be sealed to avoid ground contamination from leaking transmission pipelines. The capacity of pipeline racks could be increased by adding pipeline support brackets on the outside of the support frames opposite the access ladders.

Pipeline installation on pipeline racks is common and safe design features in the chemical and petrochemical industries. Pipeline installation on pipeline racks add significant flexibility and cost effectiveness for construction and maintenance. Since it is anticipated that the new fuel facilities at Piers P-3 and P-4 will go through significant changes after completion in the coming years, as new types of fuels are introduced to the market or volume of specific fuels change.

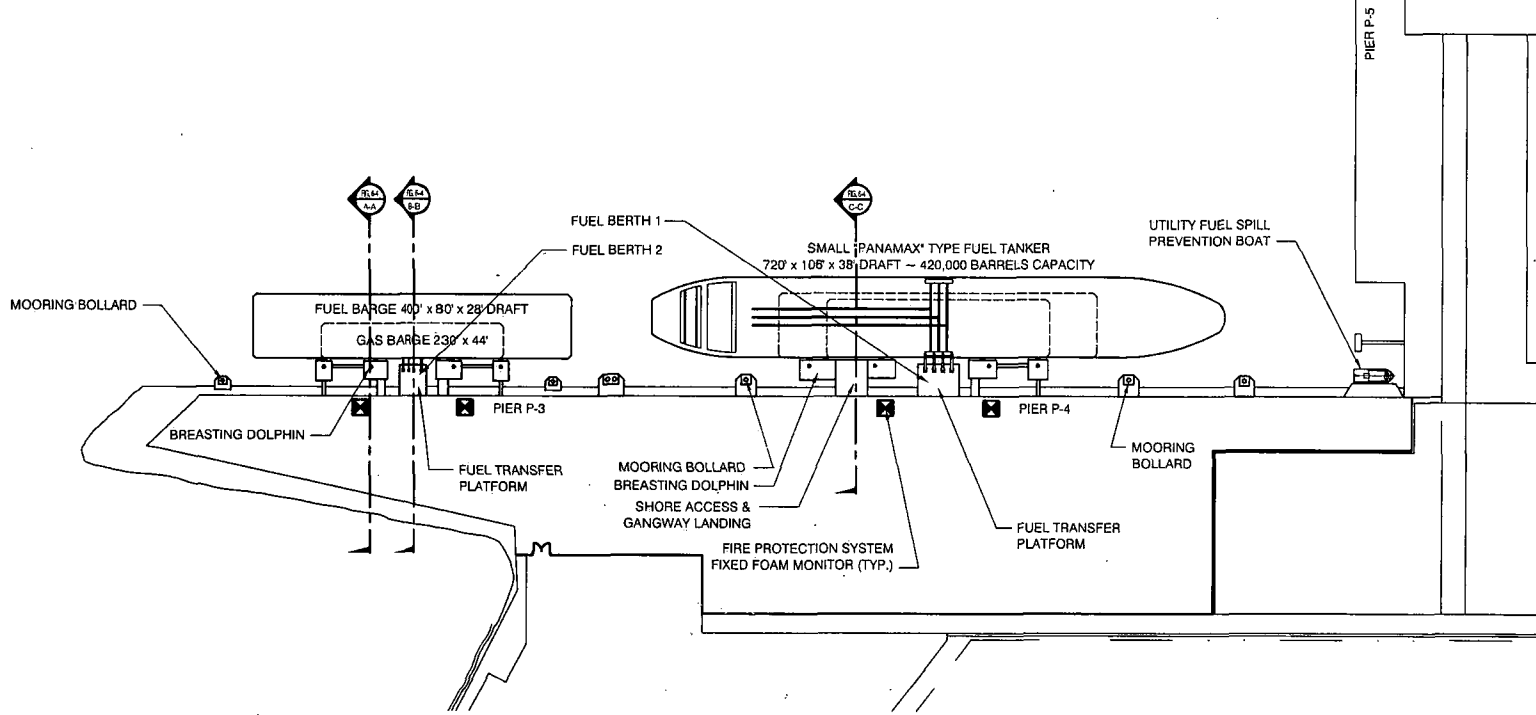
Figure 6-9 (11x17 inch drawing at the end of this section) shows a typical configuration of a pipeline gallery, which would accommodate process pipelines within the new fuel facility at Piers P-3 and P-4 (in Ancillary Alternative B) and the interconnecting pipelines that connect the fuel facility at Piers P-3 and P-4 with the existing fuel piping system in the harbor.

The pipeline gallery is basically a concrete trough with pipeline supports on which the pipelines are installed. The covers of the pipeline gallery would be made of concrete slabs with removable sections in appropriate distances to allow access for construction. The pipeline gallery would be accessed by secured manholes (access hatches) located at appropriate distances. The pipe gallery features room for a central inspection pathway with adequate head and side clearance. The space above the pipeline gallery could be used for regular harbor operations, provided that the cover of the pipe gallery provide enough structural strength.

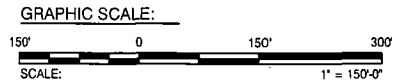
Typically, the pipe gallery would feature sensors that provide alarm and control capabilities to detect dangerous vapors or leaking product lines.

Pipeline installations in pipeline galleries are common and safe design features in the chemical and petrochemical industries. Pipeline installations in pipeline galleries add significant flexibility and cost effectiveness for construction and maintenance. Since it is anticipated that the new fuel facilities at Piers P-3 and P-4 will go through significant changes after completion in the coming years, as new types are added and volume of fuels are increasing.

**Figure 6-3 : CONCEPTUAL DESIGN - FUEL FACILITIES - DETAIL PLAN**  
**Kalaheoa Barbers Point Commercial Harbor, Oahu**



**FIGURE 6-3**



DATE: 11/21/11, 10:41 AM  
 DRAWN BY: JMS  
 CHECKED BY: JMS  
 PROJECT: KALAHEOA BARBERS POINT COMMERCIAL HARBOR, OAHU  
 SHEET: 6-3 OF 10


**Marc M. Siah & Associates, Inc.**  
 Consulting Civil, Structural, Environmental & Ocean Engineers  
 820 South Beretania Street, Suite 201, Honolulu, Hawaii 96813 TEL: 538-7180 FAX: 528-4352

**Cripps, Michael (Mike)**


---

**From:** Todd.J.Offutt@uscg.mil on behalf of Offutt, Todd LCDR [Todd.J.Offutt@uscg.mil]  
**Sent:** Monday, March 20, 2006 3:15 PM  
**To:** Cripps, Michael (Mike)  
**Subject:** 22 Mar, Marine Firefighting Plan Review  
**Importance:** High

Mike,  
 As discussed, pls share w/ Curtis and your colleagues. r/TJO

---

**From:** Offutt, Todd LCDR  
**Sent:** Wednesday, March 15, 2006 11:48 AM  
**To:** 'cmartin@eha.health.state.hi.us'  
**Subject:** 22 Mar, Marine Firefighting Plan Review

Curtis,  
 Aloha. I understand that you may be working a letter to DOT Harbors about fire monitors throughout the ports. At our 22 March brief to maritime stakeholders (see attached) on the Marine Firefighting & Salvage Plan, we plan to mention the very issue of NAPTHA barges & Ethanol additive barges, as was relayed to us by Jeff Farris of HFD. We also briefed the Oahu LEPC last November on our effort, and have shared the same during a series of Air-Sea Disaster Workshops held at neighbor islands over the past 4 months. Pls call if you desire more information, but would appreciate an advance copy of your draft letter, if possible, or a copy of the final when mailed. As always, pls call if you'd like to discuss further. r/TJO

P.S. Appreciate your forwarding the attached open invite to any interested persons. **Our initial RSVP is 15 MAR (today)**, but we're in the process of resending it to the larger port community, but appreciate any help that you can provide. Thanks.

Todd J. Offutt, LCDR  
 Chief, Contingency Planning & Force Readiness  
 CG Sector Honolulu  
 W-(808)842-2686, C-262-3692, F-842-2699

---

**From:** Offutt, Todd LCDR  
**Sent:** Wednesday, March 08, 2006 4:20 PM  
**To:** 'LNakai@honolulu.gov'  
**Subject:** 22 Mar, Marine Firefighting Plan Review

Leland,  
 Aloha. Appreciate if you could the attached to LEPC members on Oahu and neighbor islands. Mahalo.  
 r/TJO

<<MFFP\_Review.pdf>>  
 Subj: UPDATE OF MARINE FIREFIGHTING & SALVAGE PLAN FOR HAWAII

Dear Port & Maritime Stakeholder:

The U.S. Coast Guard, in partnership with other port stakeholders and emergency responders, is in the process of updating the Marine Firefighting and Salvage Plan for the Main Hawaiian Islands (MHI) and American Samoa. A meeting has been scheduled at the Hawaii Oil Spill Response Center, Sand Island

7/31/2009

Access Road, from 9 am to 11:30 am on **March 22, 2006**.

Though major changes are not expected, the review will provide agencies and organizations the opportunity to reacquaint themselves with their respective roles and responsibilities for incidents both aboard ships and at waterfront facilities. It will also provide an opportunity to update inventories of firefighting resources, and possibly, reveal deficiencies in training or policy.

As history shows, marine fires require a multi-agency response to conduct and support rescue and medical care. This is especially true when a ship or waterfront facility produces harmful plumes that affect nearby populations. While the Coast Guard has specific responsibilities, other agencies include—but are not limited to: Civil Defense, State of Hawaii, the City and County of Honolulu, industry vessel and facility operators, Department of Defense, police, and fire/rescue.

In preparation for the meeting, personnel from CG Sector Honolulu discussed this effort at the November 2005 meeting of the Honolulu Local Emergency Planning Committee (LEPC). Please note, however, that this effort will not preoccupy itself with causes of such incidents, but the ability of port and maritime interests to respond to them, regardless of whether they are accidental or intentional. Additionally, related response issues like large-scale rescues from ships or aircraft are being addressed separately by an Air-Sea Disaster Rescue Work Group.

To ensure all interested parties are involved, please forward this open invite as appropriate. If you wish to discuss the scope of the meeting, please call me at (808) 842-2686. To RSVP, or for an advance copy of the current plan, please call our Mr. Scott Morse of our Contingency Planning and Readiness Staff at (808) 842-2696 by **March 15, 2006**.

Sincerely,

TODD J. OFFUTT

Lieutenant Commander

U. S. Coast Guard

By Direction of the Sector Commander

Copy: LEPC Members

Area Committee Members

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
U.S. Coast Guard  
Sector Honolulu

Sand Island Parkway  
Honolulu, HI 96819  
Staff Symbol: CPF/R/Readiness  
Phone: (808) 842-2686  
Fax: (808) 842-2649

16104  
March 8, 2006

Subj: UPDATE OF MARINE FIREFIGHTING & SALVAGE PLAN FOR HAWAII

Dear Port & Maritime Stakeholder:

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Sincerely,

A handwritten signature in black ink, appearing to read "T. Offutt".

TODD J. OFFUTT  
Lieutenant Commander  
U. S. Coast Guard  
By Direction of the Sector Commander

Copy: LEPC Members  
Area Committee Members

1. 5th Army
2. DOT Harbor planning  
for update to piers  
Has any plans improved  
fire fighting capability.
3. HSEAC recommends  
Fire fighting monitors.  
Any action taken?  
What is current status  
for fire fighting on state  
piers
4. Up date on current state  
wide harbor plans  
because <sup>current</sup> state fiscal problems