



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HARBORS DIVISION
700 FORT STREET
HONOLULU, HAWAII 96813-4808

Thursday, July 28, 2011

HARBOR MASTER NOTICE 1-12

SUBJECT: VESSEL AND BERTH SCHEDULING AT KALAELOA-BARBERS POINT HARBOR

After a 15 month review of vessel schedules and berthing times and discussions with the vessel agents and users of Kalaeloa Barbers Point Harbor, the commercial harbor manager finds that a procedure providing priority to vessels with regular cargo movements protects the public interest by ensuring the flow of commerce and the economic viability of the State.

The commercial harbor manager issues this Harbor Master Notice 1-12 to exercise operational control of vessels requesting schedules and berthing to enter, moor, anchor or dock in KBPH to load or discharge cargo in accordance with the scheduling and berthing procedures provided herein.

Priorities and scheduling of vessel movements shall be in accordance with §19-42-89 (b), *Priorities and scheduling of vessel movements in Honolulu Harbor and Barbers Point Harbor*. Harbor Master Notice 1-12 is issued pursuant to address the demands for an organized method of exercising control and management of vessel scheduling and berthing at Kalaeloa Barbers Point Harbor. Pursuant to §19-41-2, Hawaii Administrative Rules (HAR), the "commercial harbor manager" is the Harbor Division's Oahu District person empowered by the director of transportation with the operational control to regulate the manner in which all vessels may enter, moor, anchor or dock in the commercial harbor. The Harbor Master Notice was developed in consultation and consensus of the vessel agents and the users of Kalaeloa Barbers Point Harbor (KBPH).

Section "§19-42-89, HAR provides the priorities for vessel movements as follows:

"§19-42-89 (b) Priorities for vessel movements other than for tsunamis and unless otherwise authorized by the harbor master shall be as follows:

- (1) *United States Coast Guard and other government vessels, when responding to emergencies;*
- (2) *(For purposes of this Harbor Master Notice, this sub-section is not applicable to Kalaeloa Barbers Point Harbor).*

(3) *The following types of inbound vessels scheduled to load or discharge cargo upon arrival:*

- (A) *Cargo vessels;*
- (B) *Tugs and tows; or*
- (C) *Tankers;*

(4) *Shift of cargo vessels when required for further cargo handling;*

(5) *Outbound vessels with inter-island cargo;*

(6) *Outbound vessels departing for Pearl Harbor;*

(7) *Incoming vessels arriving for repairs or bunkers; and*

(8) *All others.” (Emphasis underscored).*

I. COMMERCIAL HARBOR MANAGER'S PRIORITY:

Priority 1. Vessels with regular cargo movements¹ providing essential cargo material for the economic substance of the State:

- (a) Priority shall be provided to vessels with regular cargo movements (for example, but not limited to, fuel for consumer consumption or energy production, cement, and asphalt) with known and predictable schedules of essential cargo.
- (b) Priority of regular cargo movement is not determined based on the frequency of scheduled berthing at KBPH but the need for the essential cargo as described above to insure the economic viability of the State.

Priority 2. Vessels that service inter-island routes on a regular schedule shall be given berthing priority at their customary schedule and berth.

Priority 3. Other Vessels

II. SCHEDULING AND BERTHING PROCEDURES

A. Scheduling Procedures – Tentative and Confirmed Bookings (Priority 1 & 2).

- (1) Agents for vessels with Priority 1 (regular cargo movements) or Priority 2 (regular scheduled Vessels that service inter-island routes) shall submit their tentative bookings at least 90 days in advance. Conflicts shall be resolved in favor of the vessel with the higher priority as provided above. The Harbor Master shall post the tentative booking schedule no later than 60 days in advance, in the order of vessel priority as stated above.

¹ *Regular cargo movement* is defined as a predictable need for the movement of cargo for the replenishment of a) fuel for energy or transportation needs; or, b) the import of other cargo or material for the economic sustenance of the State., . There is no penalty for operating conditions beyond the control of the vessel operator or agent.

Posting the advance schedule permits agents of vessels with Priority 3 the opportunity to plan the scheduling and berthing of future voyages accordingly.

- (2) Agents for vessels with Priority 1 through 3 shall continue to submit to the Harbor Master the vessel's estimated time of arrival (ETA) prior to 11:00 a.m. five calendar days prior to the vessel's arrival. (Example: Monday, January 3, 2011 at 11:00 a.m. Five days start from Tuesday, January 4, 2011 for an ETA of Sunday, January 9, 2011). Upon receipt, the Harbor Master may confirm the booking request or resolve conflicts that may arise in accordance with vessel priorities
- (3) Vessels may be substituted as long as they maintain the same regular schedule, vessel class (substitution with a smaller vessel in over all length than the initially scheduled vessel is permitted); and, operation.

B. Scheduling Procedures – Tentative and Confirmed Bookings (Priority 3).

- (1) Tentative bookings for inter-island cargo vessels may be made no sooner than 60 days in advance of the vessels ETA.
- (2) Tentative bookings for overseas cargo vessels may be made no sooner than 45 days in advance of the vessels ETA.
- (3) Vessels may be substituted as long as they maintain the same regular schedule, vessel class (substitution with a smaller vessel in over all length than the initially scheduled vessel is permitted), and operation.

C. Allowable Berthing Time – Cargo Operations (Priority 1-3).

The Harbor Master may accept bookings for berths based on the allowable booking period as shown on Table 1. The allowable booking period is based on the Oahu District's analysis of vessel performance (15 months of data) on a first line and last line basis or other reasonable measure at KBPH. The performance measures in Table 1 will be monitored and will be reviewed in January 2012 and six months, thereafter. There is no penalty for operating conditions beyond the control of the vessel operator or agent, however, the Harbor Master may honor an arriving vessel's priority and may order a vessel to vacate the berth if the vessel exceeds its allowable booking period as shown in Table 1.

D. Conditions on Cargo Operations – (Conflicts in Arrivals and Departures).

- (1) Vessels must be working cargo continuously while at the berth. For purposes of this section, working at least 20 hours per 24 hour day will be considered "continuous." The condition is placed on the agent to insure consistency in operations and performance measures. Vessels not complying with this condition, may risk losing their priority to another vessel waiting for the berth.
- (2) Vessels arriving and departing at the same hour shall be handled in accordance with the priorities in accordance in section 19-42-89 and this Harbor Master Notice.

July 28, 2011

Page 4

- (3) If a vessel fails to complete its cargo operations within its allowable berthing time and another vessel is waiting to use that berth, the vessel occupying the berth, regardless of priority, shall either vacate the berth or come to an agreement with the awaiting vessel to voluntarily delay its arrival. If there is no agreement between the agents, the vessel exceeding its allowable berthing time shall be directed by the Harbor Master to shift to another pier or vacate the harbor in deference to cargo vessels with a confirmed booking, regardless of priority.

E. Maintenance work on equipment, pipelines, pavement.

Maintenance work on equipment, pipelines, pavement etc., shall be scheduled similar to a vessel operation. Regulatory and non-discretionary (i.e., emergency repairs) will be given priority where possible. Cargo operations will be given priority over discretionary maintenance.

Your continued support and cooperation is appreciated.



Bill Davis
Honolulu Harbor Master (Acting)

c: USCG, Sector Honolulu

TABLE 1
Usual and Customary Duration of Cargo Operations
Allowable Standard Schedule - Booking Period

| Piers | Vessel Type | Vessel Length (Feet) | Load/Discharge Method | Typical Type of Cargo | Destination From Kalaeloa | Performance Average Jan 2010 to Feb 2011 First Line - Last Line (Hours) | Daylight Operations (+12 hours) | Allowable Booking Period (Performance Ave. + Allow. For Daylight Arr./Dep. (hours) ² |
|---------|-----------------------------|----------------------|-----------------------|-----------------------|---------------------------|---|---------------------------------|---|
| 5, 6 | I/I *fuel barge | 300-350 | Pipeline | fuel | Kahului | 19 | | 19 |
| 5, 6 | I/I fuel barge | 300-350 | Pipeline | fuel | Hilo | 12 | | 12 |
| 5, 6 | I/I fuel barge | 351-450 | Pipeline | fuel | Nawiliwili | 15 | | 15 |
| 5, 6 | I/I fuel barge | 351-450 | Pipeline | fuel | Hilo | 24 | | 24 |
| 5, 6 | O/S ethanol barge | 300-450' | Pipeline | ethanol | USWC** | 24 | | 24 |
| 5, 6 | O/S non-ethanol barge | 400-500 | Pipeline | fuel | USWC | 82 | | 82 |
| 5, 6 | Articulated tug & barge | 600-700 | Pipeline | fuel | USWC | 16 | 12 | 28 |
| 5, 6 | Tanker, small (Mother Ship) | 275-400' | Pipeline | fuel | FG *** or Honolulu | Pipeline load avg. - 8-14 hrs (per agents) | 12 | 20-26 |
| 5, 6 | Tanker, large | 600-738' | Pipeline | fuel | USWC, BPM, Honolulu | 53 | 12 | 65 |
| 7 | Tanker | 550-650' | Pipeline | Asphalt | Foreign, O/S**** | 48 | 12 | 60 |
| 5, 6 | Bulk carrier | 650-738' | Ship's gear | Aggregate | Foreign, O/S port | 22 | 12 | 34 |
| 5, 6, 7 | Bulk carrier | 500-600' | Ship's gear | Scrap Metal | Foreign port | 116 | 12 | 128 |
| 6 | Bulk carrier | 700-738' | Bulk unload | Coal | Foreign, O/S port | 209 | 12 | 221 |
| 7 | Bulk carrier | 500-650' | Pipeline | Cement | Foreign, O/S port | 217 | 12 | 229 |
| 5A | Cargo Barge | 300-450' | Ship's gear | Lumber | USWC | 47 | | 47 |
| 7 | I/I barge | 175-200' | Pipeline | Cement | I/I **** (Punapau) | 9 | | 9 |
| 1 | Tank Barge | 200'-250' | Pipeline | Propane | I/I | 10 | | 10 |
| TBA | Vessel Fueling Barge | - | Pipeline | Fuel | - | - | - | Call Harbor Master for allowable time |
| TBA | Change or New Venture | - | - | - | - | - | - | Call Harbor Master for allowable time |

² Allowable booking periods will be reviewed every 6 months and, in collaboration with users of Kalaeloa Barbers Point Harbor, updated and posted.

* I/I = Interisland
 ** USWC = United States West Coast
 *** FG = Fishing Grounds
 **** O/S = Overseas