

**HAWAII ADMINISTRATIVE RULES
TITLE 19
DEPARTMENT OF TRANSPORTATION
CHAPTER 42
VESSEL AND HARBOR CONTROLS**

**SUBCHAPTER 3
WATERWAYS**

§19-42-89 Priorities and scheduling of vessel movements in Honolulu Harbor and Barbers Point Harbor.

(a) Preference in the use of piers 1A, 1B, 51A, 51C, 52A, 52B and 53 in Honolulu Harbor shall be given to vessels loading or unloading shipping containers.

(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) The harbor shall be closed to other traffic for an adequate time to permit the safe arrival or departure of passenger vessels. Passenger vessels shall have priority for the use of piers 8-11;

(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.

(c) Priorities of vessel sailings in the event of tsunami warning unless otherwise authorized by the harbor master shall be:

(1) United States Coast Guard and other government vessels;

(2) Passenger vessels;

(3) Tankers;

(4) Vessels with explosive cargo;

(5) Freighters; and

(6) All others.

(d) Under the scheduling procedures in Honolulu Harbor and Barbers Point Harbor, agents shall submit the following to the HHMO:

(1) Copies of passenger vessel schedules as far in advance as possible.

(2) At the earliest possible time, any ship or barge schedules for Honolulu and Barbers Point. (This constitutes tentative booking.)

(3) Prior to 11:00 a.m. five days before a vessel's arrival, or as soon thereafter as possible, an ETA. (Berth assignment shall be confirmed at this time.)

(4) Prior to 11:00 a.m. the day before arrival, a final ETA. (A schedule shall then be prepared by HHMO. The schedule shall be based on the priorities listed in

subsection (a) and on the final ETA and shall be published by 2:00 p.m. each day.) All changes thereafter shall be reported to the tower operator. (Berthing assignments for changes in schedules shall be made on a first-come, first-served and on a not-to-interfere basis with the established HHMO Schedule.)

(5) Prior to 11:00 a.m. daily, known departures and shifts for the following day. All changes thereafter shall be submitted direct to the tower operator. (Changes in schedules shall be made on a first-come, first-served basis, in accordance with the priorities in subsection (a) and on a not-to-interfere basis with the established HHMO Schedule. HHMO shall advise vessels' agents of these changes affecting their vessels.) Vessels arriving and departing at the same hour shall be handled in accordance with the priority described in subsection (a) of this section. Within any category, the vessel that was assigned confirmed booking first shall be permitted to move first unless the vessel is late or operating conditions in the harbor dictate otherwise. HHMO shall advise agents of any change in the announced schedule.)

(e) Tugs that were assigned to a vessel that is delayed in its arrival, shift or sailing time shall normally be released if required for other assignments to meet the harbor master's schedule of vessel movements.

(f) Other requirements are as follows:

(1) Application for berth assignment shall include information as to any peculiar requirements, i.e., camels, side port bunkering, whether one side has to be alongside pier for repair or other special reason. Any unusual physical feature that would affect piloting or mooring, such as engine, steering gear, gyro trouble, etc., shall be indicated.

(2) Compliance with draft limitations set forth in the appropriate harbor master notice is mandatory unless specifically waived by the harbor master.

(3) Except for those vessels entering to load petroleum products, for bunkering or for special repairs requiring minimum draft, all vessels shall be ballasted so as to reduce freeboard to a reasonable degree.

(4) Agents shall arrange for proper and adequate line handlers on time for all vessel arrivals, shifts and departures.

(5) Large commercial vessels requiring pilotage for Kewalo Basin shall plan arrivals and departures for daylight hours.

(6) All changes in a vessel's arrival, shift or sailing time shall be made more than two hours in advance of the previously booked time to avoid unnecessary delays.

(7) Information needed to effectively plan the scheduling of ships shall be provided when requested. This information includes, but is not limited to, actual tonnage and type of cargo to be loaded or unloaded in Hawaiian ports. [Eff 5/20/82; am 12/5/83; am 12/20/85; am and comp 2/26/96] (Auth: HRS §§266-2, 266-3) (Imp: HRS §§266-2, 266-3)