
A BILL FOR AN ACT

RELATING TO HARBOR SAFETY.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. The legislature finds that the Hawaiian
2 archipelago is the most remote island chain in the world, and
3 ninety-eight per cent of all goods coming into Hawaii are
4 processed by the State's harbor system. There is no viable
5 alternative to ocean shipping for transporting the enormous
6 volume of goods that enter the State. Each day, approximately
7 four hundred shipping containers arrive at Honolulu Harbor,
8 including approximately three thousand tons of food. The State
9 imports more than 1,100,000 tons of food products annually. The
10 Hawaii emergency management agency estimates that existing
11 commercial food stocks would only support Hawaii's residents and
12 visitors for five to seven days if port services were
13 interrupted. Damage to a commercial port could quickly cause
14 food insecurity in Hawaii and limit the State's access to
15 medical supplies and other critically needed goods.

16 The legislature recognizes that, in commercial shipping,
17 tugs are used to tow larger vessels into the harbor, and the



1 vessels are then secured to the bulkhead with mooring lines. In
2 most cases, the mooring lines are secured by certified longshore
3 linespersons. However, presently in Hawaii, out-of-state
4 companies are not required to utilize trained local longshore
5 linespersons, or stevedores, to secure their operational vessels
6 to the State's commercial docks, wharves, piers, quays,
7 bulkheads, and landings.

8 The legislature believes that ensuring the safety of
9 Hawaii's commercial harbors is in the best interest of the
10 State. The State has a responsibility to help protect not only
11 the personal safety of harbor workers but also the physical
12 integrity of the State's commercial docks. To this end, the
13 best way to ensure the safety of Hawaii's harbors and harbor
14 workers is to require the use of a stevedoring company to secure
15 mooring lines when vessels are pulled into the State's harbors
16 by tug. Stevedoring companies in Hawaii are safety-certified
17 and are well-versed in the unique challenges and safety concerns
18 of each individual state harbor. However, the legislature also
19 recognizes that there are public utilities commission-regulated
20 shipping carriers that have personnel who are capable of safely
21 mooring the carrier's vessels. The legislature believes that



1 these carriers should be permitted to continue using the
2 services of their own personnel; provided that the personnel are
3 certified and regularly recertified on the State's safety
4 guidelines and best practices.

5 The legislature declares that this Act is necessary to
6 advance a legitimate local, important, non-economic state
7 interest by protecting the health and safety of the State's
8 inhabitants and that the requirements of this Act are the least
9 restrictive means of effectuating this purpose.

10 Accordingly, the purpose of this Act is to require, with
11 certain exceptions, that the securing of mooring lines from
12 vessels requiring tug assistance to the State's commercial
13 docks, wharves, piers, quays, and landings be performed by a
14 stevedoring company.

15 SECTION 2. Section 266-2, Hawaii Revised Statutes, is
16 amended by amending subsection (a) to read as follows:

17 "(a) The department of transportation shall:

18 (1) Have and exercise all the powers and shall perform all
19 the duties [~~which~~] that may lawfully be exercised by
20 or under the State relative to the control and
21 management of commercial harbors, commercial harbor



1 and waterfront improvements, ports, docks, wharves,
2 piers, quays, bulkheads, and landings belonging to or
3 controlled by the State, and the shipping using the
4 same;

5 (2) Have the authority to use and permit and regulate the
6 use of the commercial docks, wharves, piers, quays,
7 bulkheads, and landings belonging to or controlled by
8 the State for receiving or discharging passengers and
9 for loading and landing merchandise, with a right to
10 collect wharfage and demurrage thereon or therefor;

11 (3) Subject to all applicable provisions of law, have the
12 power to fix and regulate from time to time rates and
13 charges for:

14 (A) Services rendered in mooring commercial vessels;

15 (B) The use of commercial moorings belonging to or
16 controlled by the State;

17 (C) Wharfage or demurrage;

18 (D) Warehouse space, office space, and storage space
19 for freight, goods, wares and merchandise; and



1 (E) The use of derricks or other equipment belonging
2 to the State or under the control of the
3 department;

4 (4) Make other charges, including toll or tonnage charges
5 on freight passing over or across docks, wharves,
6 piers, quays, bulkheads, or landings;

7 (5) Appoint and remove clerks, harbor agents and their
8 assistants, and all such other employees as may be
9 necessary, and to fix their compensation;

10 (6) Require that the securing of mooring lines from
11 vessels requiring tug assistance to commercial docks,
12 wharves, piers, quays, and landings be performed by a
13 stevedoring company; provided that this paragraph
14 shall not apply to the securing of mooring lines:

15 (A) From any vessels operating on behalf of an
16 authorized intrastate or transpacific water
17 carrier of property holding a certificate of
18 public convenience and necessity issued under
19 section 271G-10; or



1 (B) By any tug operator that is both regulated by the
2 United States Coast Guard and a signatory to a
3 collective bargaining agreement;
4 provided further that all personnel conducting the
5 mooring of vessels operating on behalf of an
6 authorized intrastate or transpacific water carrier of
7 property holding a certificate of public convenience
8 and necessity under section 271G-10 who are not
9 employed by a stevedoring company shall be certified
10 and recertified on the State's health and safety
11 guidelines that are applicable to the mooring of water
12 carrier of property vessels;

13 ~~(+6)~~ (7) Adopt rules pursuant to chapter 91 and not
14 inconsistent with law; and

15 ~~(+7)~~ (8) Generally have all powers necessary to fully
16 carry out this chapter.

17 As used in this subsection:

18 "Manifested cargo" means the cargo, passengers, and crew of
19 a vessel that are listed on a manifest or cargo document for the
20 use of customs and other officials.



1 "Stevedoring company" means a company that is registered to
2 do business in the State and authorized to secure mooring lines
3 from vessels to commercial docks, wharves, piers, quays,
4 bulkheads, and landings and that provides services in the
5 loading and offloading of manifested cargo.

6 "Tug" means a boat used for towing larger vessels."

7 SECTION 3. The provisions of this Act shall be enforced to
8 the extent they are not held to conflict with any federal or
9 state constitutional provision, law, rules, or regulations. The
10 provisions of this Act are not severable and if any provision of
11 the Act, or the application thereof to any person or
12 circumstance is held to conflict with any federal or state
13 constitutional provision, law, rule, or regulation, this Act, in
14 its entirety, shall be invalid and section 266-2, Hawaii Revised
15 Statutes, shall be reenacted in the form in which it read on the
16 day before the approval of this Act.

17 SECTION 4. Statutory material to be repealed is bracketed
18 and stricken. New statutory material is underscored.

19 SECTION 5. This Act shall take effect on July 1, 2050;
20 provided that on July 1, 2028, this Act shall be repealed and
21 section 266-2, Hawaii Revised Statutes, shall be reenacted in



1 the form in which it read on the day before the approval of this
2 Act.



Report Title:

Harbor Safety; Mooring Lines; Department of Transportation; Stevedoring Companies; Certificate of Public Convenience and Necessity

Description:

Requires that the securing of mooring lines from vessels requiring tug assistance to commercial docks, wharves, piers, quays, and landings be performed by a stevedoring company. Defines "stevedoring company". Exempts, under certain circumstances, vessels operating on behalf of an authorized intrastate or transpacific water property carrier holding a certificate of public convenience and necessity issued under section 271G-10, HRS, and certain tug operators. Sunsets on 7/1/2028. Effective 7/1/2050. (SD2)

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