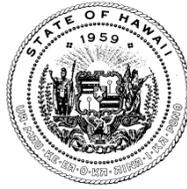


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
CURT T. OTAGURO
ROBIN K. SHISHIDO

Thursday, February 19, 2026
9:00 a.m.
State Capitol, 430

**HB2283
RELATING TO PORT PILOTAGE**

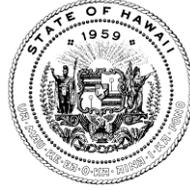
House Committee on Transportation

The Department of Transportation (DOT) supports H.B. 2283, which clarifies the consulting role and responsibilities of the Department of Transportation in the Department of Commerce and Consumer Affairs' development and implementation of pilot licensure standards, requirements, and criteria.

This bill proposes amendments to Chapter 462A of the Hawaii Revised Statutes to enhance the collaboration between the DOT and the Department of Commerce and Consumer Affairs (DCCA) in establishing port pilot licensure standards. The DOT recognizes the critical importance of having well-qualified and properly licensed port pilots to ensure the safe navigation of vessels in our commercial harbors.

The proposed clarifications in H.B. 2283 will strengthen the existing framework for port pilot licensure by explicitly defining the DOT's consultative role.

Thank you for the opportunity to testify in strong support of this bill.



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I
OFFICE OF THE DIRECTOR
DEPARTMENT OF COMMERCE AND CONSUMER AFFAIRS
KA 'OIHANA PILI KĀLEPA
335 MERCHANT STREET, ROOM 310
P.O. BOX 541
HONOLULU, HAWAII 96809
Phone Number: 1-844-808-DCCA (3222)
Fax Number: (808) 586-2856
cca.hawaii.gov

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

NADINE Y. ANDO
DIRECTOR | KA LUNA HO'OKELE

DEAN I. HAZAMA
DEPUTY DIRECTOR | KA HOPE LUNA HO'OKELE

Testimony of the Department of Commerce and Consumer Affairs

**Before the
House Committee on Transportation
Thursday, February 19, 2026
9:00 a.m.
Conference Room 430 & Via Videoconference**

**On the following measure:
H.B. 2283, RELATING TO PORT PILOTAGE**

Chair Kila, and Members of the Committee:

My name is Danny Chau, and I am the Program Specialist for the Port Pilot Program (Program). The Department supports this measure.

The purpose of this bill is to clarify the consulting role and responsibilities of the Department of Transportation (DOT) in the Department of Commerce and Consumer Affairs' (DCCA) development and implementation of pilot licensure standards, requirements, and criteria.

This measure seeks to improve maritime safety through improved coordination between the DOT, which manages harbors within the State, and the DCCA, who has the authority to grant port pilotage licenses. Under the current law, the DOT has the authority pursuant to HRS §266 to manage, permit, and regulate the use of commercial harbors, ports, and docks, and set associated rates. Currently, under §462A-3, the DCCA Director has the authority to grant port pilot licenses, develop rules to ensure efficiency, safety and an adequate supply of port pilots, develop standards for licensure,

investigate suspected violations of the law and suspend, revoke, or deny, the issuance of licenses accordingly, and set pilotage rates.

The DCCA emphasizes the importance of the DOT's expertise in promoting uniformity, safety, and consistency in the regulation of port pilotage. With the DOT's guidance, the DCCA will work to development and implement updated, cohesive port pilot licensure requirements. The DCCA will also collaborate with the DOT to ensure that port pilot licensing, fees, and service levels align with the States maritime safety responsibilities and support the protection of property and vessels at Hawaii's commercial ports.

Thank you for the opportunity to testify on this bill.

Testimony of Matson Navigation Company, Inc.
Support of HB2283
Before the Committee on Transportation
February 19, 2026

Dear Chair Kila, Vice Chair Miyake, and Members of the Committee:

Matson Navigation Company, Inc. supports HB2283, which ensures the Department of Transportation's expertise is incorporated to promote uniformity and safety in the regulatory implementation for port pilotage.

As an island state, Hawaii is very dependent upon our commercial harbors to ensure the continued and unimpeded flow of cargo in and out of our State. It is estimated that over 90 percent Hawaii's imported goods pass through our commercial harbors, including consumer goods, motor vehicles, construction materials, and fuel. Given the critical role of our commercial harbors, it is imperative that the State support dependable and efficient cargo transportation and handling to service our residents and businesses. Harbor pilots are a critical part of this process as they provide safe and efficient navigation of vessels into our commercial harbors. This measure supports harbor pilots by requiring the Department of Transportation to provide recommendations to the Department of Commerce and Consumer Affairs on the number of harbor pilots necessary and other safety measures necessary to maintain efficient pilotage service in the State.

We respectfully request that your Committee amends this measure to exclude Port Allen from the definition of "pilotage waters" in section 462A-17, Hawaii Revised Statutes. The frequency and amount of shipping activity in Port Allen requiring the use of harbor pilots has been near zero throughout the entire twenty first century. Removing Port Allen from the definition will align harbor pilot licensing experience with current practices.

Thank you for considering our testimony in support with amendments.



Testimony in **SUPPORT** for HB 2283, Relating to Port Pilotage

House Committee on Transportation
February 19, 2026

Aloha Chair Kila, Vice Chair Miyake, and members of the committee,

The Hawaii Harbors Users Group is writing in **support** of HB 2283, relating to port pilotage. This bill clarifies the consulting role and responsibilities of the Department of Transportation in the Department of Commerce and Consumer Affairs' development and implementation of pilot licensure standards, requirements, and criteria.

Our membership includes a broad range of maritime stakeholders and has a longstanding and well-established partnership with the Department of Transportation and the Hawaii Pilots Association, giving us a unique and informed perspective on the practical needs of the maritime industry and the State.

Effective pilot licensure standards are critical to maintaining safe, efficient, and reliable maritime commerce in Hawai'i, where ports are essential lifelines for residents, businesses, and visitors. HB 2283 supports a framework that promotes rigorous professional standards for pilots while recognizing the Department of Transportation's institutional knowledge of harbor conditions, vessel traffic patterns, and long-term planning needs. This collaborative approach will enhance consistency, transparency, and confidence in the licensure process for pilots and stakeholders alike.

We support the Hawaii Pilot Association's recommendation that HRS Section 462A-17 delete the inclusion of Port Allen from the list of pilotage waters to which pilots and pilots-in-training are required to document actual piloting experience in order to receive or maintain their license. This is because there has not been any Port Allen vessel traffic requiring the use of Hawaii licensed port pilots for the past 30 years, and there is no expectation of such traffic in the foreseeable future. As a practical matter, there are no opportunities for pilots and pilots-in-training today to demonstrate that experience in Port Allen.

Finally, we believe this measure will contribute to the continued safety and economic vitality of Hawai'i's maritime system. For these reasons, the Hawaii Harbors Users Group urges your support of HB 2283 and respectfully asks for its passage.



**Testimony to
House Committee on Transportation
February 19, 2026
9:00 am
Conference Room 430 & VIA videoconference
Hawai'i State Capitol
HB 2283**

Chair Kila, Vice Chair Miyake, and Members of the Committee:

Hawaii Gas appreciates the opportunity to submit testimony in support of HB 2283, which clarifies the consulting role and responsibilities of the Department of Transportation in the Department of Commerce and Consumer Affairs' development and implementation of pilot licensure standards, requirements, and criteria.

Hawaii Gas is the state's only regulated gas utility, providing essential energy services to homes, businesses, and critical facilities across all islands. The company is committed to Hawaii's transition to a cleaner, more sustainable energy system by advancing renewable fuels such as renewable natural gas and hydrogen while maintaining the reliable infrastructure needed to keep energy affordable and resilient for Hawaii's communities.

HB 2283 enhances interagency coordination, improves regulatory clarity, and supports consistent standards for port pilot oversight.

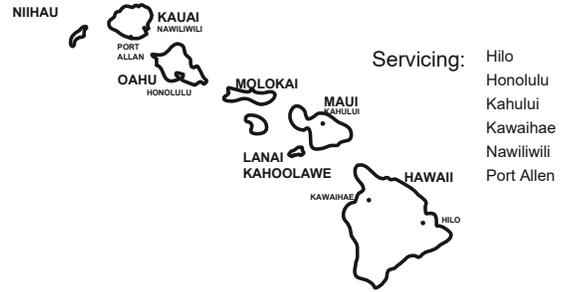
Hawaii Gas supports efforts that reinforce the safety and efficiency of Hawai'i's port system, recognizing its central role in maintaining secure and dependable energy delivery for residents and businesses statewide.

Thank you for the opportunity to provide testimony.

HAWAII PILOTS ASSOCIATION

P.O. Box 721 • Honolulu, Hawaii 96808

Telephone: (808) 532-7233



Testimony to the Thirty-Third Legislature
2026 Regular Session
Committee on Transportation
Hearing: Thursday, February 19, 2026 (9:00 AM)

TO: The Hon. Darius K. Kila, Chair;
The Hon. Tyson K. Miyake, Vice Chair; and
Members of the Committee

FR: Hawaii Pilots Association

RE: HB 2283 Relating to Port Pilotage

Hawaii Pilots Association (“HPA”) is the professional association of Hawai‘i licensed port pilots formed pursuant to Hawaii’s Pilotage Statute, Hawai‘i Revised Statutes (“HRS”) Chapter 462A. HPA, established in 1979, provides safe, reliable and efficient pilotage throughout the Hawaiian Islands, including Hilo and Kawaihae Harbors on the Island of Hawai‘i; Kahului Harbor on the Island of Maui; Honolulu, Kalaeloa (Barbers Point Deep Draft harbor) harbors, and Honolulu Anchorage, on the Island of O‘ahu; and Nawiliwili on the Island of Kaua‘i. In 2025, HPA had over 2,100 movements of various types of vessels ranging from gas tankers, cruise ships, containerships, car carriers, oil tankers, research vessels and even luxury mega yachts. Pilot boats are stationed at each of the islands to transport the pilot to an arriving vessel and to receive a disembarking pilot from an outbound vessel.

HPA members belong to the American Pilots Association, which has been the national association of the maritime piloting profession since 1884, and has over 1200 members nationwide. HPA currently has eight licensed port pilots serving the Hawaiian Islands. To become a fully qualified Port Pilot, the pilot must complete a Training Program that takes approximately 4.5 years to complete.

HPA **supports** HB 2283 because it provides for more consultation between the licensing arm of the Department of Commerce and Consumer Affairs (“DCCA”) and the Harbors Division of the Department of Transportation (“DOT-Harbors”). DOT-Harbors possesses subject matter expertise in the port pilot industry and the various harbors in the State. DOT-Harbors also historically has engaged in regular, productive conversations with HPA and can potentially serve as a good resource for DCCA regarding HPA’s recommendations and/or concerns.

HB 2283 appears to update the Port Pilots' statute, HRS Chapter 462A, to acknowledge the additional role DOT-Harbors plays in serving the important commercial and tourist industry. Because the Legislature does not often have the opportunity to update this chapter, then as an additional update, HPA respectfully asks that future drafts of HB 2283 **delete the inclusion of Port Allen** in the definition of pilotage waters in HRS Section 462A-17. HRS Chapter 462A specifically pertains to the licensing of pilots, but there has not been any Port Allen vessel traffic requiring the use of Hawaii licensed port pilots for the past 30 years, and there is no expectation of such traffic in the foreseeable future. As a practical matter, there are no opportunities for pilots and pilots-in-training today to demonstrate that experience in Port Allen, and HPA must regularly seek exemptions from the State upon licensing or licensing renewal. Seeking and obtaining such an exemption adds an extra layer of "red tape" and delay to the pilot licensing process. Removing the reference to Port Allen in HRS Section 462A-17 will align the pilot licensing experience with current practices. **Attached for the Committee's consideration, and highlighted in yellow on pages 8 and 9, are the proposed amendments to HB2283 that would remove the reference to Port Allen.**

Respectfully submitted,

HAWAII PILOTS ASSOCIATION

A BILL FOR AN ACT

RELATING TO PORT PILOTAGE.

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

1 SECTION 1. Chapter 462A, Hawaii Revised Statutes, is
2 amended by adding a new section to be appropriately designated
3 and to read as follows:

4 "**§462A- Duties of the director of transportation;**
5 consultation. The director of transportation, or the director's
6 designee, shall provide information, data, reports, and other
7 consultative input to the department of commerce and consumer
8 affairs, as requested, for the establishment of port pilot
9 licensure standards, requirements, and criteria under this
10 chapter. The consultative input shall include, at a minimum,
11 examinations, the number of pilots necessary to maintain an
12 efficient pilotage service, pilot fees, and other rules to
13 ensure safe pilotage in the State's commercial ports."

14 SECTION 2. Section 462A-3, Hawaii Revised Statutes, is
15 amended to read as follows:

16 "**§462A-3 Powers and duties of the director.** In addition
17 to any other powers and duties authorized by law, the director
18 shall:

Jj_.B. NO. 22i!>

- 1 (1) Grant licenses to port pilots and deputy port pilots
2 pursuant to this chapter, when the need arises;
- 3 (2) [~~Adopt,~~] In consultation with the department of
4 transportation, adopt, amend, or repeal rules in
5 accordance with chapter 91 as may be necessary to
6 carry out the purposes of this chapter ~~◆~~ which are to
7 provide for maximum efficiency in navigating vessels
8 entering or leaving the waters of this State; maintain
9 a pilotage system devoted to the preservation, and
10 protection of lives, property, and vessels entering or
11 leaving waters of the State; and ensure an adequate
12 supply of qualified pilots in aid of commerce and
13 navigation;
- 14 (3) [~~Develop~~] In consultation with the department of
15 transportation, develop appropriate standards for
16 licensure and renewal of licensure to maintain an
17 adequate supply of pilots based on the needs of users
18 of pilotage services [~~or the department of~~
19 ~~transportation's harbors division~~]. Licensing
20 requirements shall include examinations and
21 investigations to determine whether persons applying

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1 for full port pilot[~~r~~] or deputy port pilot licenses
2 are qualified;

3 (4) Enforce this chapter and rules adopted pursuant
4 thereto;

5 (5) [~~Suspend,~~] In consultation with the department of
6 transportation, suspend, revoke, or deny the issuance
7 of any license for any cause prescribed by this
8 chapter, or for any violation of [~~the~~] rules[~~r~~]
9 adopted hereto;

10 (6) Investigate any person for violations of [~~any~~
11 ~~provisions of~~] this chapter[~~r~~] and rules adopted
12 thereto;

13 (7) Adopt methods to improve disciplinary and enforcement
14 programs against violations of this chapter[~~r~~] and
15 rules adopted hereto; and

16 (8) [~~Do~~] In consultation with the department of
17 transportation, do all things reasonable, necessary,
18 and expedient to insure proper and safe pilotage and
19 to facilitate the efficient administration of this
20 chapter."

21 SECTION 3. Section 462A-3.5, Hawaii Revised Statutes, is
22 amended to read as follows:

1 " ~~[†]~~§462A-3.5~~[†]~~ **Adequate supply of licenses.** (a) The
2 director, in consultation with the department of transportation,
3 shall determine the number of pilots necessary to maintain an
4 efficient pilotage service in accordance with this chapter.

5 (b) ~~[The]~~ In making a recommendation to the director, the
6 department of transportation, in consultation with users of
7 pilotage services~~[, the department of transportation's harbors~~
8 ~~division,]~~ and the professional association of port pilots in
9 the State, shall give primary consideration to the public
10 interest in ensuring that there is an adequate supply of
11 qualified pilots to safely and economically meet the
12 requirements of commerce."

13 SECTION 4. Section 462A-8, Hawaii Revised Statutes, is
14 amended to read as follows:

15 "**§462A-8 Denial, suspension, or revocation.** In addition
16 to any other actions authorized by law, the director, in
17 consultation with the department of transportation, may deny the
18 issuance of a license to any applicant, and may suspend or
19 revoke the license of any pilot for any cause authorized by law,
20 including but not limited to the following:

21 (1) Violation of this chapter or any rule adopted by
22 the director;

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- 1 (2) Loss, damage, or injury due to negligent pilotage;
- 2 (3) Habitual use of any substance rendering a pilot
- 3 unfit to be entrusted with the charge of a vessel;
- 4 (4) Inability to physically or mentally perform the
- 5 duties of a pilot;
- 6 (5) Failure to maintain active service as a pilot in
- 7 the State;
- 8 (6) Procurement of a license through fraudulent
- 9 misrepresentation or deceit;
- 10 (7) Participation in any unfair or deceptive act or
- 11 practice as prohibited by section 480-2;
- 12 (8) Violation of any law or rule intended to promote
- 13 marine safety or protect navigational waters;
- 14 (9) Failure to report marine accidents in accordance
- 15 with the rules of this chapter; or
- 16 (10) Failure to maintain a current and valid federal pilots
- 17 license issued in accordance with title 46[7] United
- 18 States Code[7] chapter 71."

19 SECTION 5. Section 462A-11, Hawaii Revised Statutes, is
20 amended to read as follows:

21 "**§462A-11 Rates of pilotage.** [~~The~~] Notwithstanding any
22 law to the contrary, the director, in consultation with the

H.B. NO. 2283

1 department of transportation, shall establish the rates of
2 pilotage for vessels subject to this chapter as follows:

3 (1) The rates of pilotage in effect on July 1, 1978, shall
4 remain in effect until changed by the director
5 pursuant to this chapter.

6 (2) No rate shall be increased, lowered, or altered
7 without a public hearing in accordance with chapter
8 91. Due notice of hearing shall be mailed at least
9 thirty days prior to the date of hearing to the
10 individual licensed pilots, the pilot's association,
11 and all owners, charterers, operators, and agents of
12 vessels who have registered with the department.

13 (3) The director, in setting rates of pilotage, shall fix
14 such amounts as will be a fair charge for the services
15 rendered with due regard to necessary operating
16 expenses, maintenance of, depreciation on, and return
17 on investment for property used in the business of
18 pilotage, and the rates and charges of pilotage at
19 comparable ports of the United States.

20 (4) Persons aggrieved by the director's decision setting
21 the rates of pilotage may appeal to circuit court as
22 provided in chapter 91."

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1 SECTION 6. Section 462A-18, Hawaii Revised Statutes, is
2 amended to read as follows:

3 **"§462A-18 Vessels required to take a pilot.** Every vessel,
4 other than an exempt vessel, entering or departing from any port
5 in or traversing the waters of the State designated as pilotage
6 waters shall employ a pilot licensed under this chapter;
7 provided that a vessel declared by the director of
8 transportation to be in immediate danger of destruction or
9 [~~which~~] that poses an immediate hazard to public safety by its
10 presence in the harbor may be moved without a pilot when a pilot
11 is not immediately available."

12 SECTION 7. Section 462A-19, Hawaii Revised Statutes, is
13 amended to read as follows:

14 **"§462A-19 Exempt vessels.** This chapter does not apply to:

- 15 (1) Any vessel required by the laws of the United States
16 [~~of America~~] to be under the direction and control of
17 a federally licensed pilot;
- 18 (2) Public vessels of the United States [~~of America~~];
- 19 (3) Fishing vessels that have been issued a fishery
20 license or appropriately endorsed registry under the
21 laws of the United States [~~of America~~];

H.B. NO. 2283

- 1 (4) Tugs or towboats of 1,600 gross tons or less [~~which~~
2 that are registered in the United States if the
3 master, mate, or operator is licensed in the United
4 States and has made a minimum of six round trips into
5 and out of the pilotage water [~~which~~] that the vessel
6 is traversing; or
- 7 (5) Vessels under 300 gross tons.

8 This section provides minimum pilotage requirements, and
9 ~~[is not intended]~~ shall not be construed to negate the
10 department of transportation's responsibility for the safety of
11 all ports and shore waters in the State, nor [does] shall it be
12 construed to limit the [~~department's~~] department of
13 transportation's right to require additional pilotage should
14 ~~[that]~~ the department of transportation determine it is
15 necessary to ensure safety in the ports or shore waters of the
16 State."

17 SECTION 8. Section 462A-17, Hawaii Revised Statutes, is
18 amended to read as follows:

19 "**462A-17 Description of pilotage waters.** Pilotage waters as
20 established under this chapter shall be the water of the
21 State as described as follows:

22 ~~[(1)Port Allen: All waters inside a line drawn from Puolu~~
23 ~~Point to Weli Point.]~~

24 ~~[(2)]~~ (1) Nawiliwili: All waters inside a line drawn from

1 Ninini Point to Kawaii Point.

2 [~~3~~] (2) Honolulu: All waters inside a line drawn from

3 Diamond Head Light, 278° true, to the intersection of a line

4 drawn from the seaward edge of the reef runway at Latitude

5 21°-18.2' North and Longitude 157°-55.6 West, 180° true.

6 [~~4~~] (3) Kahului: All waters inside a line drawn from Waiehu

7 Point to Waihee Reef Lighted Buoy 2 in Latitude 20°55.9' North

8 and Longitude 156°28.5' West and thence to Papaula point.

9 [~~5~~] (4) Hilo: All waters inside a line drawn from the outer

10 extremity of the Hilo Bay breakwater to Paukaa Point Light.

11 [~~6~~] (5) Kawaihae: All waters inside a line drawn from the

12 outer extremity of the Kawaihae Harbor breakwater due West to

13 Longitude 155°51' West, thence due North to Latitude 20°03'

14 North and thence due East to where it intersects with the

15 shoreline.

16 [~~7~~] (6) Barbers Point: All waters inside a line drawn from

17 the northernmost refinery tower, 250° true, to the

18 intersection of a line drawn tangentially to Maile Point,

19 165° true.

20 SECTION 9. Statutory material to be repealed is bracketed

21 and stricken. New statutory material is underscored.

22 SECTION 10. This Act shall take effect upon its approval.

20

21

22

INTRODUCED BY:



BY REQUEST

JAN 26 2026

H.B. NO. 2283

Report Title:

DOT; DCCA; Port Pilots; Licensure

Description:

Clarifies the consulting role and responsibilities of the Department of Transportation in the Department of Commerce and Consumer Affairs' development and implementation of pilot licensure standards, requirements, and criteria.

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.

H.B. No. 2283

JUSTIFICATION SHEET

DEPARTMENT: Commerce and Consumer Affairs

TITLE: A BILL FOR AN ACT RELATING TO PORT PILOTAGE.

PURPOSE: To clarify the consulting role and responsibilities of the Department of Transportation (DOT) in the Department of Commerce and Consumer Affairs (DCCA)'s development and implementation of pilot license standards, requirements, and criteria.

MEANS: Add a new section to chapter 462A, Hawaii Revised Statutes (HRS), and amend sections 462A-3, 462A-3.5, 462A-8, 462A-11, 426A-18, and 462A-19, HRS.

JUSTIFICATION: The bill is necessary to ensure that the DOT's expertise is incorporated to promote uniformity, safety, and consistency in regulatory implementation for port pilotage. As the agency responsible for managing the State's harbors, the DOT is best positioned to guide the development and implementation of port pilot licensure requirements. Leveraging this expertise will enable the DCCA to align pilot licensing, fees, and service levels with the State's maritime safety responsibilities-protecting lives, property, and vessels at Hawaii's commercial ports.

Impact on the public: This bill will enhance maritime safety in the State's commercial ports.

Impact on the department and other agencies: The DOT will be required to play a role in the DCCA's Port Pilotage Program.

GENERAL FUND: None.

OTHER FUNDS: None.

PPBS PROGRAM

DESIGNATION: CCA-105.

OTHER AFFECTED
AGENCIES: Department of Transportation.

EFFECTIVE DATE: Upon Approval.