



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
Senate Committee on Commerce and Consumer Protection
Wednesday, February 25, 2026
9:45 a.m.
Conference Room 229 & Via Videoconference**

**On the following measure:
S.B. 3102, S.D. 1, RELATING TO PORT PILOTAGE**

Chair Keohokalole 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.

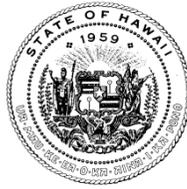
This measure seeks to improve maritime safety through improved coordination between the DOT, which manages harbors within the State, and the DCCA, who has the authority to grant port pilotage licenses. Under current law, the DOT has the authority pursuant to HRS §266 to manage, permit, and regulate the use of commercial harbors, ports, and docks, and set associated rates. Currently, under HRS §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,

to investigate suspected violations of the law and suspend, revoke, or deny the issuance of licenses accordingly, and to 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 also supports the deletion of the inclusion of Port Allen from the definition of pilotage waters in HRS §462A-17. In addition, the DCCA will also collaborate with the DOT to ensure that port pilot licensing, fees, and service levels align with the States's 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.

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'
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

Wednesday, February 25, 2026
9:45 AM
State Capitol, 229

SB3102, SD1
RELATING TO PORT PILOTAGE

Senate Committee on Commerce and Consumer Protection

The Department of Transportation (DOT) supports S.B. 3102, SD1, 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 S.B. 3102, SD1 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.

Testimony of Matson Navigation Company, Inc.
Support of SB3102, SD1
Before the Committee on Commerce and Consumer Protection
February 25, 2026

Dear Chair Keohokalole, Vice Chair Fukunaga, and Members of the Committee:

Matson Navigation Company, Inc. supports SB3102, SD1, 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 SB 3102 SD1, Relating to Port Pilotage

Senate Committee on Commerce & Consumer Protection
February 25, 2026

Aloha Chair Keohokalole, Vice Chair Fukunaga, and members of the committee,

The Hawaii Harbors Users Group is writing in **support** of SB 3102 SD1, 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. SB 3102 SD1 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. Our understanding is that 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. Therefore, as a practical matter, there are no opportunities for pilots and pilots-in-training today to demonstrate that experience in Port Allen, and they must regularly seek exemptions from the State upon licensing or licensing renewal.

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 SB 3102 SD1 and respectfully asks for its passage.



February 25, 2026

SENATE COMMITTEE ON COMMERCE AND CONSUMER PROTECTION

Sen. Jarrett Keohokalole, Chair; Sen. Carol Fukunaga, Vice Chair; and Committee Members
Public Hearing, February 25, 2026, 9:45 a.m. – Conference Room 229, State Capitol

**Testimony of William Finn Anonsen, Managing Partner/Principal of The Maritime Group
In Support of S.B. 3102, SD1, Relating to Port Pilotage**

My name is William F. Anonsen, the Managing Partner/Principal of The Maritime Group. I have spent all of my professional life working in the maritime industry, and the vast majority of that time within Hawai'i's maritime and harbor community. I have spent much of my professional career working within Hawai'i's maritime and harbor community on issues involving port safety, operational efficiency, and supply chain reliability. I also share a personal connection with this profession. My late father, Captain Finn Anonsen, served as Chief Harbor Pilot and helped establish Hawai'i's modern pilotage system and the Hawai'i Pilots Association (HPA) in 1979, giving me a lifelong appreciation for the critical role harbor pilots play in protecting lives, vessels, and our multi-island ports.

S.B. 3102, SD 1 appropriately strengthens coordination between the Department of Transportation (HDOT) and the Department of Commerce and Consumer Affairs (DCCA) by ensuring HDOT's operational expertise informs pilot licensure standards, requirements, and determinations regarding the number of pilots needed to maintain safe and efficient pilotage services.

Additional Licensing Alignment Recommendation

In addition to the improvements reflected in S.B. 3102 SD1, we also recommend that HRS §462A-17 be amended to remove Port Allen from the list of designated pilotage waters requiring documented piloting experience. There has been no vessel traffic at Port Allen requiring the services of state-licensed pilots for more than 30 years, and none is anticipated in the foreseeable future. As a practical matter, pilots and pilots-in-training have no opportunity to obtain or demonstrate this experience and must routinely seek exemptions during initial licensing or renewal. This adds unnecessary administrative burden without enhancing navigational safety. Removing Port Allen from HRS §462A-17 would eliminate redundant red tape and better align the pilot licensing framework with current operational realities.

This alignment improves regulatory clarity, enhances safety oversight, and helps ensure Hawai'i maintains a sufficient number of highly qualified pilots to safely support commerce. In a state dependent on maritime transportation for essential goods, strong pilotage coordination is essential to protecting our ports, supply chain, and public safety. S.B. 3102, SD 1 represents a practical and thoughtful refinement to Hawai'i's pilotage framework, and we respectfully urge the Committee to support and pass this measure. Mahalo for your consideration.

Respectfully submitted,

William F. Anonsen

Managing Partner/Principal
THE MARITIME GROUP



HAWAII STEVEDORES, INC.

1601 Sand Island Parkway • Honolulu, Hawaii 96819 • (808) 842-5399 • FAX (808) 842-5394

Testimony of Hawaii Stevedores, Inc. Support of SB 3102 SD1

Hawaii Stevedores, Inc. is writing in **support** of SB 3102, relating to port pilotage. This bill clarifies the consulting role & responsibilities of the Department of Transportation in the Department of Commerce and Consumer Affairs' development and implementation of pilot licensure standards, requirements, and criteria.

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. SB 3102 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.

Additionally, 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.

Finally, we believe this measure will contribute to the continued safety and economic vitality of Hawai'i's maritime system. For these reasons Hawaii Stevedores, Inc. requests your support of SB 3102 and respectfully asks for its passage.

Thank you for considering our testimony in support.



PASHA HAWAII

TOPA FINANCIAL CENTER / FORT STREET TOWER
745 FORT STREET, SUITE 315, HONOLULU, HI 96813
TELEPHONE: (808) 523-8625 FACSIMILE: (808) 523-8630

WORLDWIDE
INTEGRATED
TRANSPORTATION
& LOGISTICS
SERVICES

Testimony of Pasha Hawaii Support of SB 3102 SD1

Pasha Hawaii is writing in **support** of SB 3102, relating to port pilotage. This bill clarifies the consulting role & responsibilities of the Department of Transportation in the Department of Commerce and Consumer Affairs' development and implementation of pilot licensure standards, requirements, and criteria.

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. SB 3102 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.

Additionally, 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.

Finally, we believe this measure will contribute to the continued safety and economic vitality of Hawai'i's maritime system. For these reasons Hawaii Stevedores, Inc. requests your support of SB 3102 and respectfully asks for its passage.

Thank you for considering our testimony in support.

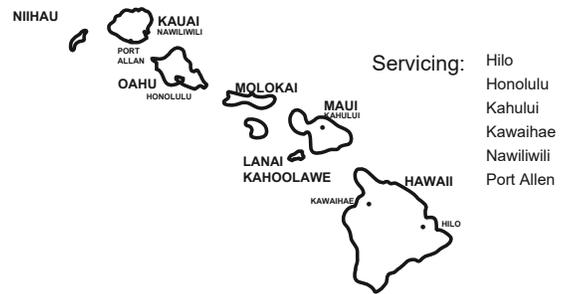
Sincerely,

Reggie Maldonado
General Manager

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 Commerce and Consumer Protection
Hearing: Wednesday, February 25, 2026 (9:45 AM)

TO: The Hon. Jarrett Keohokalole, Chair;
The Hon. Carol Fukunaga, Vice Chair; and
Members of the Committee

FR: Hawaii Pilots Association

RE: SB 3102 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** SB 3102 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.

SB 3102 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 SB 3102 **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. **The House Committee on Transportation saw fit to remove the reference to Port Allen in HB 2283 H.D.1. We respectfully ask that future drafts of SB 3102 match the language of HB 2283 H.D.1, attached here for reference.**

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:

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

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

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

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

(1) Grant licenses to port pilots and deputy port pilots pursuant to this chapter, when the need arises;

(2) [~~Adopt,~~] In consultation with the department of transportation, adopt, amend, or repeal rules in accordance with chapter 91 as may be necessary to carry out the purposes of this chapter, which are to provide for maximum efficiency in navigating vessels entering or leaving the waters of [~~this~~] the State; maintain a pilotage system devoted to the preservation, and protection of lives, property, and vessels entering or leaving waters of the State; and ensure an adequate supply of qualified pilots in aid of commerce and navigation;

(3) [~~Develop~~] In consultation with the department of transportation, develop appropriate standards for licensure and renewal of licensure to maintain an adequate supply of pilots based on the needs of users of pilotage services [~~or the department of transportation's harbors division~~]. Licensing requirements shall include examinations and investigations to determine whether persons applying for full port pilot[;] or deputy port pilot licenses are qualified;

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

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

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

(7) Adopt methods to improve disciplinary and enforcement programs against violations of this chapter[;] and rules adopted thereto; and

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

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

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

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

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

"§462A-8 Denial, suspension, or revocation. In addition to any other actions authorized by law, the director, in consultation with the department of transportation, may deny the issuance of a license to any applicant, and may suspend or revoke the license of

any pilot for any cause authorized by law, including but not limited to the following:

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

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

"§462A-11 Rates of pilotage. ~~[The]~~ Notwithstanding any law to the contrary, the director, in consultation with the department of transportation, shall establish the rates of pilotage for vessels subject to this chapter as follows:

- (1) The rates of pilotage in effect on July 1, 1978, shall remain in effect until changed by the director pursuant to this chapter[-];
- (2) No rate shall be increased, lowered, or altered without a public hearing in accordance with chapter 91. Due notice of hearing shall be mailed at least thirty days prior to the date of hearing to the individual licensed pilots, the pilot's association, and all owners, charterers, operators, and agents of vessels who have registered with the department[-];
- (3) The director, in setting rates of pilotage, shall fix such amounts as will be a fair charge for the services rendered with due regard to necessary operating expenses, maintenance of, depreciation on, and return on investment for property used in the business of pilotage, and the rates and charges of pilotage at comparable ports of the United States[-]; and

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

SECTION 6. Section 462A-17, Hawaii Revised Statutes, is amended to read as follows:

"§462A-17 Description of pilotage waters. Pilotage waters as established under this chapter shall be the waters of the State described as follows:

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

~~(2)~~ (1) Nawiliwili: All waters inside a line drawn from Ninini Point to Kawaii Point[-];

~~[(3)]~~ (2) Honolulu: All waters inside a line drawn from Diamond Head Light, 278° true, to the intersection of a line drawn from the seaward edge of the reef runway at Latitude 21°-18.2' North and Longitude 157°-55.6' West, 180° true[-];

~~[(4)]~~ (3) Kahului: All waters inside a line drawn from Waiehu Point to Waihee Reef Lighted Buoy 2 in Latitude 20° 55.9' North and Longitude 156° 28.5' West and thence to Papaula Point[-];

~~[(5)]~~ (4) Hilo: All waters inside a line drawn from the outer extremity of the Hilo Bay breakwater to Paukaa Point Light[-];

~~[(6)]~~ (5) Kawaihae: All waters inside a line drawn from the outer extremity of the Kawaihae Harbor breakwater due West to Longitude 155° 51' West, thence due North to Latitude 20°03' North and thence due East to where it intersects with the shoreline[-]; and

~~[(7)]~~ (6) Barbers Point: All waters inside a line drawn from the northernmost refinery tower, 250° true, to the intersection of a line drawn tangentially to Maile Point, 165° true."

SECTION 7. Section 462A-18, Hawaii Revised Statutes, is amended to read as follows:

"§462A-18 Vessels required to take a pilot. Every vessel, other than an exempt vessel, entering or departing from any port in or traversing the waters of the State designated as pilotage waters shall employ a pilot licensed under this chapter; provided that a vessel declared by the director of transportation to be in immediate danger of destruction or ~~[which]~~ that poses an immediate

hazard to public safety by its presence in the harbor may be moved without a pilot when a pilot is not immediately available."

SECTION 8. Section 462A-19, Hawaii Revised Statutes, is amended to read as follows:

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

- (1) Any vessel required by the laws of the United States [~~of America~~] to be under the direction and control of a federally licensed pilot;
- (2) Public vessels of the United States [~~of America~~];
- (3) Fishing vessels that have been issued a fishery license or appropriately endorsed registry under the laws of the United States [~~of America~~];
- (4) Tugs or towboats of 1,600 gross tons or less [~~which~~] that are registered in the United States if the master, mate, or operator is licensed in the United States and has made a minimum of six round trips into and out of the pilotage water [~~which~~] that the vessel is traversing; or
- (5) Vessels under 300 gross tons.

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

SECTION 9. Statutory material to be repealed is bracketed and stricken. New statutory material is underscored.

SECTION 10. This Act shall take effect on July 1, 3000.

Report Title:

DOT; DCCA; Port Pilots; Licensure; Pilotage Waters

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. Repeals the inclusion of Port Allen as part of the waters of the State that are regulated by statutory pilotage requirements. Effective 7/1/3000. (HD1)

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

HAWAII PORTS MARITIME COUNCIL

LATE

affiliated with

Maritime Trades Department

AMERICAN FEDERATION OF LABOR and CONGRESS OF INDUSTRIAL ORGANIZATION

606 Kalihi Street Honolulu, Hawaii 96819

TELEPHONE: (808) 845-5222

FAX: (808) 841-1191

Member Unions:

*International Brotherhood of
Boilermakers, Iron Ship
Builders, Blacksmiths,
Forgers and Helpers
Lodge 627*

Testimony in Support of SB 3102 Relating to Port Pilotage

Senate Committee on Transportation

*International Brotherhood of
Electrical Workers Local 1260*

February 17th, 2026

*International Union of
Elevator Constructors
Local 126*

Aloha Chair Inouye, Vice Chair Elefante and committee members

*Hawaii Government
Employees Association,
AFSCME Local 152*

*Hawaii Pilots Association,
MM&P Pilots Division*

Hawaii Ports Maritime Council supports 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, and they 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. Deleting the reference to Port Allen in HRS Section 462A-17 will align the pilot licensing program with current practice.

*Inlandboatmen's Union
of the Pacific*

*International Longshore and
Warehouse Union Local 142*

*Laborers' International Union
of North America Local 368*

*Marine Engineers'
Beneficial Association*

*Marine Firemen,
Watertenders, Oilers & Wipers*

*Masters, Mates and Pilots,
Offshore Division*

Sailors' Union of the Pacific

Mahalo for considering our testimony.

Seafarers International Union

*United Food and Commercial
Workers International Union
Local 480*



*Randy Swindell
President*

