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Testimony of the Department of Commerce and Consumer Affairs

**Before the
House Committee on Consumer Protection & Commerce
Wednesday, March 4, 2026
2:00 p.m.
Conference Room 329 & Via Videoconference**

**On the following measure:
H.B. 2283, H.D. 1, RELATING TO PORT PILOTAGE**

Chair Matayoshi, 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 develop and implement updated, cohesive port pilot licensure requirements. The DCCA also supports the deletion 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 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



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ROBIN K. SHISHIDO

Wednesday, March 4, 2026
2 PM
State Capitol, 329

HB2283, HD1
RELATING TO PORT PILOTAGE

House Committee on Consumer Protection & Commerce

The Department of Transportation (DOT) supports H.B. 2283 H.D. 1 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 DOT also supports the proposed removal of Port Allen from the pilotage waters as the inclusion poses a challenge to pilots licensing or licensing renewal. Based on past practice and experience, the Hawaii Pilots Association have methods to evaluate conditions and plan for pilotage should operational needs change at a port facility not identified in Section 462A-17.

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

Testimony of Matson Navigation Company, Inc.
Support of HB2283, HD1
Before the Committee on Consumer Protection and Commerce
March 4, 2026

Dear Chair Matayoshi, Vice Chair Grandinetti, and Members of the Committee:

Matson Navigation Company, Inc. supports HB2283, HD1 which ensures the Department of Transportation's expertise is incorporated to promote uniformity and safety in the regulatory implementation for port pilotage.

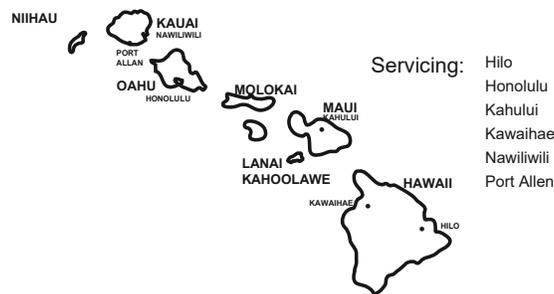
As an island state, Hawaii is very dependent upon our commercial harbors to ensure the continued and unimpeded flow of cargo in and out of our State. It is estimated that over 90 percent Hawaii's imported goods pass through our commercial harbors, including consumer goods, motor vehicles, construction 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.

Thank you for considering our testimony in support with amendments.

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 Consumer Protection and Commerce
Hearing: Tuesday, March 4, 2026 (2:00 PM)

TO: The Hon. Scott Z. Matayoshi, Chair;
The Hon. Tina Nakada Grandinetti, Vice Chair; and
Members of the Committee

FR: Hawaii Pilots Association

RE: HB 2283, HD1 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, HD1 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.

HPA **further supports** HB 2283, HD1 because the House Draft deletes 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 Hawai'i 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 or qualify for that experience in Port Allen. This makes it difficult to recruit otherwise capable and qualified new pilots. 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 companion bill, SB3102, SD1, was similarly amended last week, meaning both bills are now identical. Because the Legislature does not often have the opportunity to update this chapter, HPA both sought and now supports this additional amendment.

Respectfully submitted,

HAWAII PILOTS ASSOCIATION



March 4, 2026

HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE

Rep. Scot Matayoshi , Chair; Rep. Tina Grandinetti , Vice Chair; and Committee Members
Public Hearing, March 4, 2026, 2:00 p.m. – Conference Room 329, State Capitol

Testimony of William F. Anonsen

Managing Partner/Principal of The Maritime Group

In Support of HB 2283 HD1, Relating to Port Pilotage

My name is William F. Anonsen, Managing Partner/Principal of The Maritime Group, and I respectfully support H.B. 2283, HD 1. I have worked for many years within Hawai'i's maritime community on port safety, operational efficiency, and supply chain reliability. I also have a personal connection to this profession, as my late father, Captain Finn Anonsen, served as Chief Harbor Pilot and was a founder of the Hawai'i Pilots Association. I have deep respect for the critical role pilots play in safeguarding our ports and protecting the flow of commerce to our island state.

H.B. 2283, HD1 makes a practical and thoughtful improvement to Hawai'i's pilotage framework by strengthening coordination between the Department of Commerce and Consumer Affairs and the Department of Transportation. As amended in HD1 and reflected in the House Committee Report, the measure clarifies agency roles while ensuring that HDOT's operational expertise meaningfully informs the development and implementation of pilot licensure standards, examinations, and determinations regarding the appropriate number of pilots. This balanced approach preserves DCCA's regulatory authority while grounding licensing decisions in the operational realities of Hawai'i's commercial harbors.

Strong and well-coordinated pilotage directly supports the reliability of our supply chain. Every vessel delivering food, fuel, construction materials, and essential goods depends on safe and efficient navigation. Ensuring an adequate number of highly qualified pilots reduces risk and prevents costly delays. I also respectfully reiterate a practical amendment to HRS §462A-17 to remove Port Allen from the list of designated pilotage waters requiring documented piloting experience. There has been no vessel traffic there requiring state-licensed pilots for over 30 years, and retaining this requirement creates unnecessary administrative burden without enhancing safety.

In my professional view, H.B. 2283, HD1 strengthens interagency coordination, improves regulatory clarity, enhances maritime safety, and supports efficient harbor operations without imposing additional fiscal burden. I respectfully urge the Committee to pass this measure and to consider the additional licensing alignment recommendation.

Respectfully submitted,

William F. Anonsen

William F. Anonsen
Managing Partner/Principal
THE MARITIME GROUP



PASHA HAWAII

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WORLDWIDE
INTEGRATED
TRANSPORTATION
& LOGISTICS
SERVICES

Testimony of Pasha Hawaii Support of HB 2283, HD1

Pasha Hawaii is writing in **support** of HB 2283, 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. HB2283 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 HB 2283 because the House Draft deletes inclusion of Port Allen from the list 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 Hawai'i's licensed port pilots for the past 30 years, and there is not expectation of such traffic in the foreseeable future. There are no opportunities for pilots and pilots-in-training today to demonstrate or qualify for that experience in Port Allen. Removing the reference to Port Allen in HRS Section 462A-17 will align the piloting licensing experience with current practices.

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

Thank you for considering our testimony in support.

Sincerely,

Reggie Maldonado
General Manager



Testimony in **SUPPORT** for HB 2283 HD1, Relating to Port Pilotage

House Committee on Consumer Protection & Commerce
March 4, 2026

Aloha Chair Matayoshi, Vice Chair Grandinetti, and members of the committee,

The Hawaii Harbors Users Group is writing in **support** of HB 2283 HD1, 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 HD1 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.

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 HD1 and respectfully asks for its passage.

HAWAII PORTS MARITIME COUNCIL

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 HB 2283 Relating to Port Pilotage

House Committee on Transportation

*International Brotherhood of
Electrical Workers Local 1260*

February 17th, 2026

*International Union of
Elevator Constructors
Local 126*

Aloha Chair Kila, Vice Chair Miyake 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*

