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Testimony of the Department of Commerce and Consumer Affairs

**Before the
Senate Committee on Transportation
Thursday, March 19, 2026
3:05 p.m.
Conference Room 229 & Via Videoconference**

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

Chair Inouye, 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.

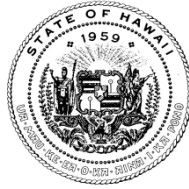
This measure seeks to improve maritime safety through improved coordination between the DOT, which manages harbors within the State, and the DCCA, who has the authority to grant port pilotage licenses. Under the current law, the DOT has the authority pursuant to HRS §266 to manage, permit, and regulate 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.
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KE KIA'ĀINA



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Thursday, March 19, 2026
3:05 PM
State Capitol, 229

HB2283, HD1
RELATING TO PORT PILOTAGE

Senate Committee on Transportation

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.

HB-2283-HD-1

Submitted on: 3/17/2026 3:45:23 AM

Testimony for TRS on 3/19/2026 3:05:00 PM

Submitted By	Organization	Testifier Position	Testify
William Anonsen	Testifying for The Maritime Group	Support	Written Testimony Only

Comments:

Testimony in Support of H.B. No. 2283, HD1

My name is William F. Anonsen, Managing Partner/Principal of The Maritime Group, and I respectfully submit testimony in strong support of H.B. No. 2283, HD1. Regrettably I'm unable to testify in person as I am currently overseas.

This measure appropriately clarifies the roles of the Department of Commerce and Consumer Affairs and the Department of Transportation in port pilot licensure, preserving DCCA's authority while incorporating HDOT's operational expertise.

Port pilotage is essential to maritime safety, environmental protection, and the efficient movement of commerce in Hawai'i. Ensuring that licensure standards are informed by real-world harbor conditions strengthens both safety and operational effectiveness.

Formalizing HDOT's consultative role will improve coordination, enhance consistency in standards, and support reliable port operations. The adjustment regarding Port Allen also reflects a practical alignment with current operational realities.

I respectfully urge your support for this important measure. Thank you for your consideration.

Respectfully,

William F. Anonsen

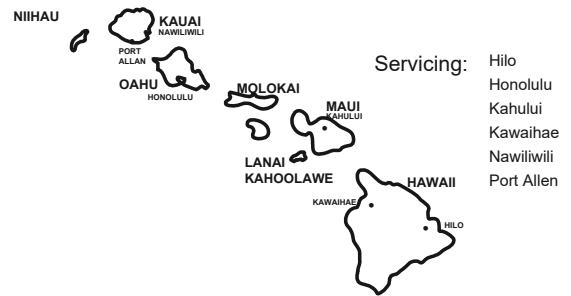
Managing Partner/Principal

THE MARITIME GROUP

HAWAII PILOTS ASSOCIATION

P.O. Box 721 • Honolulu, Hawaii 96808

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Testimony to the Thirty-Third Legislature
2026 Regular Session
Committee on Transportation
Hearing: Thursday, March 19, 2026 (3:05 PM)

TO: Senator Lorraine R. Inouye, Chair;
Senator Brandon J.C. Elefante, 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, SD2, was similarly amended, 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



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

Senate Committee on Transportation

March 19, 2026

Aloha Chair Inouye, Vice Chair Elefante, 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 Hawaii, 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 Hawaii'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 STATE AFL-CIO

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March 19, 2026

The Thirty-Third Legislature
The Senate
Committee on Transportation

SUBJECT: TESTIMONY IN SUPPORT OF HB2283 HD1 – RELATING TO PORT PILOTAGE

Chair Inouye, Vice Chair Elefante, and members of the committee:

The Hawaii State AFL-CIO supports HB2283 HD1 because Hawaii's economy depends on port operations that are safe, efficient, and properly staffed.

Our support reflects the position of our affiliates in the maritime industry, including the Hawaii Pilots Association and the Hawaii Ports Maritime Council, who have raised concerns with delays and gaps in the current licensing process.

Port pilots perform safety-critical work guiding large vessels in and out of our harbors. When licensing decisions are disconnected from operational expertise, it creates unnecessary delays and challenges in maintaining the workforce needed to meet demand.

Stronger coordination between agencies responsible for licensing and those managing daily port operations will improve efficiency, support workforce stability, and ensure decisions are grounded in real conditions.

Respectfully submitted,

A handwritten signature in black ink that reads "Randy Perreira".

Randy Perreira
President
Hawaii State AFL-CIO



WRITTEN TESTIMONY ONLY

March 19, 2026

Representative Darius K. Kila, Chair
Representative Tyson K. Miyake, Vice Chair
Committee on Transportation

RE: HB 2283, H.D. 1 – RELATING TO PORT PILOTAGE
Hearing date: March 19, 2026, 9:00 a.m.

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

Thank you for the opportunity to submit testimony on behalf of Young Brothers, LLC (“YB”) offering **support** of **HB 2283, H.D. 1**, which ensures the Department of Transportation’s expertise is incorporated to promote uniformity and safety in the regulatory implementation for port pilotage.

YB is a water carrier that transports cargo by tug and barge between the islands of O’ahu, Hawai’i, Kaua’i, Maui, Moloka’i, and Lāna’i. Since 1900, customers across the state have relied on YB’s frequent, regular, and universal sailings to serve as the bridge that connects all communities in this island-state. YB’s operations span seven commercial ports across the state. Given the critical role of our commercial ports, it is imperative that the State support dependable and efficient cargo transportation and handling to serve our residents and businesses. Port pilots are a critical part of this process as they provide safe and efficient navigation of vessels into our commercial ports. This measure supports port pilots by requiring the Department of Transportation to provide recommendations to the Department of Commerce and Consumer Affairs on the number of port pilots necessary and other safety measures necessary to maintain efficient pilotage service in the State.

Thank you for your service to the State of Hawaii, and for the opportunity to testify offering support on this measure.

Sincerely,

Kris Nakagawa
Vice President, External and Legal Affairs