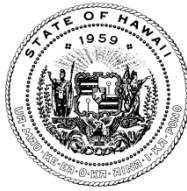


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
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CURT T. OTAGURO
ROBIN K. SHISHIDO

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

HB2332
RELATING TO COMMERCIAL PORT ADMINISTRATION

House Committee on Transportation

The Department of Transportation (DOT) is in strong support of H.B. 2332 that renames the Harbors Division to the Commercial Ports Division and distinguishes between the terms "harbor" and "commercial port" throughout Hawaii Revised Statutes. This bill was included in the Governor's Package at DOT's request.

This bill proposes a significant update to the nomenclature used in statute regarding the state's commercial maritime facilities. This change more accurately reflects the nature and scope of operations under the DOT's purview, aligns with maritime industry terminology, and better represents the economic importance of these facilities to the state. Moreover, this change in nomenclature will clearly distinguish the port facilities controlled by DOT from the boating and recreational facilities controlled by the Department of Land and Natural Resources.

By clearly differentiating between harbors and commercial ports in the statutes, this bill will provide greater clarity in the application of laws and regulations specific to each type of facility.

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

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

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA

P.O. BOX 621
HONOLULU, HAWAII 96809

Testimony of
RYAN K.P. KANAKA'OLE
Acting Chairperson

Before the House Committee on
TRANSPORTATION

Thursday, February 19, 2026
9:00 AM
State Capitol, Conference Room 430

In consideration of
HOUSE BILL 2332
RELATING TO COMMERCIAL PORT ADMINISTRATION

House Bill 2332 proposes to rename the Harbors Division of the Department of Transportation to the Commercial Ports Division and distinguish between the terms of "harbor" and "commercial port" throughout Hawaii Revised Statutes (HRS). **The Department of Land and Natural Resources (Department) offers the following comments pertaining only to SECTION 11 of the measure.**

The Department has no objections to the amendments to Section 200-10, HRS, that standardize names and terminologies. The Department recognizes that the revisions proposed by this measure are technical and administrative in nature, intending to ensure statutory clarity and consistency.

Mahalo for the opportunity to testify on this measure.

DAWN N.S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

RYAN K.P. KANAKA'OLE
FIRST DEPUTY

CIARA W.K. KAHANE
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE
MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES
ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS



February 19, 2026

HOUSE COMMITTEE ON TRANSPORTATION

Rep. Darius Kila, Chair; Rep. Tyson Miyake, Vice Chair; and Committee Members
Public Hearing, February 19, 2026, 9:00 a.m. – Conference Room 430, State Capitol

Testimony of William F. Anonsen
Managing Partner/Principal of The Maritime Group
in Support of H.B. 2332, Relating to Commercial Port Administration

My name is William F. Anonsen, a maritime industry professional and the Managing Partner/Principal of The Maritime Group. I respectfully submit support for H.B. 2332, which provides important clarity and modernization to Hawai'i's laws by consistently defining and consolidating the State's "commercial ports" under the Department of Transportation's authority, improving alignment and accountability across statutes. While largely technical in nature, these updates have meaningful operational benefits.

For an island state that depends on ocean transportation for over 90 percent of its goods, our commercial ports are essential infrastructure. Clear governance supports better planning, investment, safety, and day-to-day operations. Removing outdated or inconsistent terminology helps reduce administrative confusion and strengthens coordination among agencies and port users.

From my experience working with harbor users, carriers, and public agencies statewide, I have seen how statutory clarity directly supports more efficient management and a more resilient supply chain. H.B. 2332 and its companion Senate bill S.B. 3152 in the Governor's package help ensure our ports remain reliable, secure, and prepared for future growth and challenges.

This is a practical, common-sense measure that strengthens the foundation of Hawai'i's maritime transportation system. We respectfully urge your favorable consideration.

Mahalo for the opportunity to testify.

Respectfully submitted,

William F. Anonsen

William F. Anonsen
Managing Partner/Principal
THE MARITIME GROUP



Testimony in **SUPPORT** for HB 2332, Relating to Commercial Port Administration

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 2332, which updates the statutory language to rename the Harbors Division of the Department of Transportation as the Commercial Ports Division and clearly distinguishes between the terms “harbor” and “commercial port.” This distinction is more than semantic. It reflects the functional and economic realities of Hawai‘i’s maritime transportation system. While small boat harbors serve recreational, fishing, and community purposes, commercial ports are the backbone of our state’s supply chain, handling the movement of the vast majority of goods that residents and businesses rely on every day. By distinguishing these terms in statute, this bill ensures that legislation and policy better align with operational and economic functions.

Hawai‘i’s commercial ports are critical to the State’s economy and its supply chain, serving as the primary gateway for essential imports and facilitating interisland distribution of goods. With approximately 85 % of all goods consumed in Hawai‘i imported by sea, and Hawai‘i’s commercial harbor system processing the overwhelming majority of that cargo, port infrastructure and administration play a central role in maintaining economic stability and quality of life for our communities. Clear statutory recognition of commercial ports underscores the importance of these facilities in sustaining commerce, supporting businesses, and enabling industries from retail and construction to agriculture and tourism to function effectively.

Furthermore, using the term commercial ports throughout Hawai‘i law helps clarify the focus of policy toward the statewide maritime system that enables Hawai‘i’s ship-to-shelf supply chain to operate efficiently, reliably, and resiliently. Organizations in the supply chain, from shipping lines and port operators to freight forwarders and logistics partners, work collaboratively to keep essential goods flowing into and across the islands, often under challenging geographic and logistical conditions. Recognizing these facilities as commercial ports in statute reflects their indispensable role in the modern economy and supports a legal framework that can adapt to future growth, investment, and supply chain challenges.



Testimony in **SUPPORT** for HB 2332, Relating to Commercial Port Administration

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 2332, which updates the statutory language to rename the Harbors Division of the Department of Transportation as the Commercial Ports Division and clearly distinguishes between the terms “harbor” and “commercial port.” This distinction is more than semantic. It reflects the functional and economic realities of Hawai‘i’s maritime transportation system. While small boat harbors serve recreational, fishing, and community purposes, commercial ports are the backbone of our state’s supply chain, handling the movement of the vast majority of goods that residents and businesses rely on every day. By distinguishing these terms in statute, this bill ensures that legislation and policy better align with operational and economic functions.

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