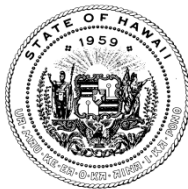


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

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

Wednesday, April 1, 2026
2:00 PM
State Capitol, 329

SB3102, SD2, HD1
RELATING TO PORT PILOTAGE

House Committee on Consumer Protection & Commerce

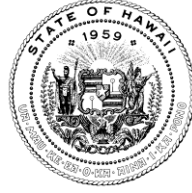
The Department of Transportation (DOT) supports S.B. 3102, H.D.1, which clarifies the consulting role and responsibilities of the Department of Transportation in the Department of Commerce and Consumer Affairs' development and implementation of pilot licensure standards, requirements, and criteria.

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.

The proposed clarifications in S.B. 3102, H.D. 1 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

NADINE Y. ANDO
DIRECTOR | KA LUNA HO'OKELE

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA
SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

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

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

Testimony of the Department of Commerce and Consumer Affairs

Before the
House Committee on Consumer Protection & Commerce
Wednesday, April 1, 2026
2:00 p.m.
Conference Room 430 & Via Videoconference

On the following measure:
S.B. 3102, S.D. 2, 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 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.

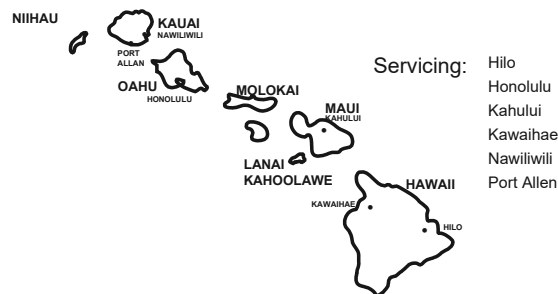
The DCCA emphasizes the importance of the DOT's expertise in promoting uniformity, safety, and consistency in the regulation of port pilotage. With the DOT's guidance, the DCCA will work to development and implement updated, cohesive port pilot licensure requirements. The DCCA also supports the amendments to this measure, including the deletion of Port Allen from the definition of pilotage waters in HRS §462A-17. Additionally, the DCCA will continue to 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.

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: Wednesday, April 1, 2026 (2:00 PM)

TO: Rep. Scot Z. Matayoshi, Chair;
Rep. Tina Nakada Grandinetti, Vice Chair; and
Members of the Committee

FR: Hawaii Pilots Association

RE: SB3102, SD2, 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** SB3102, SD2, 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** SB3102, SD2, HD1 because it 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. Because the Legislature does not often have the opportunity to update this chapter, HPA both sought and now supports this additional provision.

Respectfully submitted,

HAWAII PILOTS ASSOCIATION



HAWAII STATE AFL-CIO

888 Mililani Street, Suite 501 • Honolulu, Hawaii 96813
Telephone: (808) 597-1441 • Fax: (808) 593-2149

April 1, 2026

The Thirty-Third Legislature
House of Representatives
Committee on Consumer Protection & Commerce

SUBJECT: TESTIMONY IN SUPPORT OF SB3102 SD2 HD1 – RELATING TO PORT PILOTAGE

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

The Hawaii State AFL-CIO supports SB3102 SD2 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



Testimony in **SUPPORT** for SB 3102 SD2 HD1, Relating to Port Pilotage

House Committee on Consumer Protection and Commerce
April 1, 2026

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

The Hawaii Harbors Users Group is writing in **support** of SB 3102 SD2 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. SB 3102 SD2 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 SB 3102 SD2 HD1 and respectfully asks for its passage.



WRITTEN TESTIMONY ONLY

March 31, 2026

Rep. Scot Z. Matayoshi, Chair
Rep. Tina Nakada Grandinetti, Vice Chair
House Committee on Consumer Protection and Commerce

RE: SB 3102, S.D. 2, H.D. 1 – RELATING TO PORT PILOTAGE
Hearing date: April 1, 2026, 2:00 p.m.

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

Thank you for the opportunity to submit testimony on behalf of Young Brothers, LLC (“YB”) offering **support** of **SB 3102, S.D. 2, 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



HAWAII STEVEDORES, INC.

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

March 31, 2026

Reference Bill: SB 3102 SD2 HD1

To: House Committee on Consumer Protection & Commerce

Aloha Chair Matayoshi, Vice Chair Grandinetti and Committee Members

Hawaii Stevedores, Inc. is writing in **support** of SB 3102 SD2 HD1, 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 SD2 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.

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 SD2 HD1 and respectfully asks for its passage.

Thank you for considering our testimony in support.

Respectfully,

Randy Grune
Vice President Community Affairs

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

LATE

Member Unions:

March 31, 2026

*Hawaii Government
Employees Association,
AFSCME Local 152*

Senate Committee on Consumer Protection & Commerce
Honorable Scot Z. Matayoshi, Chair
Honorable Tina Nakada Grandinetti, Vice Chair

*Hawaii Pilots Association,
MM&P Pilots Division*

Members of the Senate Committee on Consumer Protection & Commerce

*Inlandboatmen's Union
of the Pacific*

RE: SB3102, SD2, HD1 RELATING TO PORT PILOTAGE

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

Dear Chair, Vice Chair and Members of the Committee:

*International Brotherhood of
Electrical Workers Local 1186*

Hawaii Ports Maritime Council supports SB 3102 SD2, HD1 and the Hawaii Pilots Association's recommendation to amend HRS Section 462A-17 by removing the inclusion of Port Allen from the list of pilotage waters in which pilots and pilots-in-training are required to document actual piloting experience in order to receive or maintain licensure.

*International Brotherhood of
Electrical Workers Local 1260*

There has been no vessel traffic at Port Allen requiring the use of Hawaii-licensed port pilots for decades, and there is no expectation of such traffic in the foreseeable future. As a practical matter, there are no opportunities for pilots or pilots-in-training to obtain this experience, requiring them to seek exemptions from the State during initial licensure or renewal. This adds an unnecessary layer of administrative burden and delay.

*International Longshore and
Warehouse Union Local 142*

*International Union of
Elevator Constructors
Local 126*

Amending HRS Section 462A-17 to remove Port Allen will align the pilot licensing program with current practice.

*Laborers' International Union
of North America Local 368*

Mahalo for considering our testimony.

*Marine Engineers'
Beneficial Association*

Respectfully,

*Marine Firemen,
Watertenders, Oilers & Wipers*

*Masters, Mates and Pilots,
Offshore Division*

Randy Swindell
President

Sailors' Union of the Pacific

Seafarers International Union

Sheet Metal Workers Local 293

*United Food and Commercial
Workers International Union
Local 480*



April 1, 2026

LATE

HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE

Rep. Scot Matayoshi, Chair; Rep. Tina Grandinetti, Vice Chair; and Committee Members
Public Hearing, April 1, 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 S.B. 3102 SD2 HD1, Relating to Port Pilotage

My name is William F. Anonsen, Managing Partner and Principal of The Maritime Group. We respectfully submit this testimony in strong support of S.B. 3102, SD2, HD1. I've spent my professional career working within Hawai'i's maritime and harbor community, focusing on port safety, operational efficiency, and supply chain reliability. I also share a personal connection to this profession through my late father, Captain Finn Anonsen, who served as Chief Harbor Pilot and helped establish Hawai'i's modern pilotage system. This background has given me a deep appreciation for the vital role harbor pilots play in protecting lives, vessels, and our ports.

This measure represents a thoughtful refinement of Hawai'i's pilotage framework by strengthening coordination between the HDOT and DCCA. It appropriately recognizes HDOT's operational expertise by requiring consultation on licensure standards, pilot workforce needs, examinations, and pilotage rates. This alignment is both practical and necessary. While DCCA oversees licensure, HDOT manages daily harbor operations and has direct insight into vessel traffic, navigational safety, and port conditions. Formalizing this collaboration ensures that regulatory decisions are grounded in operational realities and supports a safe and efficient pilotage system. As noted, this coordination is essential to protecting public safety, facilitating commerce, and safeguarding Hawai'i's marine environment.

The measure also appropriately removes Port Allen from the list of designated pilotage waters. There has been no vessel traffic requiring state pilotage services there for decades, and its continued inclusion has created unnecessary administrative burdens without improving safety. This change aligns the statute with current conditions and improves regulatory clarity.

As a multi-island state, Hawai'i is entirely dependent on maritime transportation. A strong, well-coordinated pilotage system is fundamental to ensuring the safe and reliable movement of essential goods that sustain our economy and communities. S.B. 3102, SD2, HD1 reflects a balanced, common-sense approach that enhances safety oversight, supports an adequate supply of qualified pilots, and aligns policy with operational needs. For these reasons, we respectfully urge the Committee to pass this measure.

Respectfully submitted,

William F. Anonsen

William F. Anonsen
Managing Partner/Principal
THE MARITIME GROUP