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**Testimony of the Department of Commerce and Consumer Affairs**

**Before the**  
**Senate Committee on Transportation**  
**Tuesday, February 10, 2026**  
**3:02 p.m.**  
**Conference Room 229 & Via Videoconference**

**On the following measure:**  
**S.B. 3102, 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 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,

Testimony of DCCA

S.B. 3102

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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 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.  
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**DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU**  
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Tuesday, February 10, 2026  
3:02 PM  
State Capitol, 229

**S.B. 3102**  
**RELATING TO PORT PILOTAGE**

Senate Committee on Transportation

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The Department of Transportation (DOT) supports S.B. 3102, 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 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  
Before the Committee on Transportation  
February 10, 2026

Dear Chair Inouye, Vice Chair Elefante, and Members of the Committee:

Matson Navigation Company, Inc. supports SB3102, 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.



February 10, 2026

**SENATE COMMITTEE ON TRANSPORTATION**

Sen. Lorraine Inouye, Chair; Sen. Brandon Elefante, Vice Chair; and Committee Members  
Public Hearing, February 10, 2026, 3:00 p.m. – Conference Room 229, State Capitol

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

My name is William F. Anonsen, the Managing Partner/Principal of The Maritime Group. I have spent much of my professional life working within Hawai'i's maritime and harbor community alongside commercial harbor users, shipping lines, terminal operators, and public agencies on issues of port safety, operational efficiency, and supply-chain reliability. I also share a personal connection to this profession. My late father, Captain Finn Anonsen, served as Chief Harbor Pilot and was one of the principal founders of the Hawai'i Pilots Association in 1979. He was designated Harbor Pilot #1. Growing up around the harbor instilled in me a deep respect for the skill, judgment, and responsibility required of port pilots and the critical role they play in protecting lives, vessels, and our ports.

SB 3102 makes a practical and common-sense improvement to Hawai'i's pilotage framework by formally incorporating the Department of Transportation's operational expertise into the Department of Commerce and Consumer Affairs' development and implementation of port pilot licensure standards, requirements, and criteria. As outlined in the bill materials, this coordination promotes uniformity, safety, and consistency in regulatory implementation and helps align pilot licensing, fees, and service levels with the State's responsibility to safeguard maritime operations.

This alignment is both logical and necessary. HDOT's Harbors Division manages our commercial ports every day and has firsthand knowledge of local conditions, vessel traffic, berth capacity, and operational risks. Ensuring that this real-world expertise informs licensing standards, examinations, and determinations regarding the number of pilots needed will lead to better decisions grounded in operational reality.

Strong, well-coordinated pilotage directly supports maritime safety and economic reliability. Every ship carrying food, fuel, construction materials, and consumer goods into Hawai'i depends on safe and efficient navigation. Maintaining an adequate supply of highly qualified pilots reduces risk, prevents delays, and helps keep our supply chain moving smoothly for island families and businesses. In my view, SB 3102 strengthens communication between agencies, improves accountability, and enhances safety without imposing an additional fiscal burden. It is a thoughtful refinement that supports both commerce and public safety while honoring the long tradition of professional pilotage in our State.

Mahalo for your consideration. I respectfully urge the Committee to pass SB 3102.

Respectfully submitted,

*William F. Anonsen*

Managing Partner/Principal  
THE MARITIME GROUP



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

Senate Committee on Transportation

February 10, 2026

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

The Hawaii Harbors Users Group is writing in **support** of SB 3102, 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.

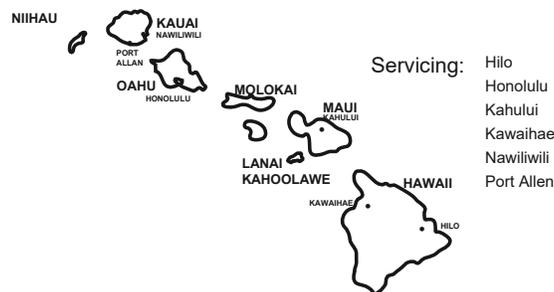
Effective pilot licensure standards are critical to maintaining safe, efficient, and reliable maritime commerce in Hawai'i, where ports are essential lifelines for residents, businesses, and visitors. SB 3102 supports a framework that promotes rigorous professional standards for pilots while recognizing 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 and respectfully asks for its passage.

# HAWAII PILOTS ASSOCIATION

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Testimony to the Thirty-Third Legislature  
2026 Regular Session  
Committee on Transportation  
Hearing: Tuesday, February 10, 2026 (3:00 PM)

TO: The Hon. Lorraine Inouye, Chair;  
The Hon. Brandon J.C. Elefante, Vice Chair; and  
Members of the Committee

FR: Hawaii Pilots Association

RE: SB3102 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 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.

SB3102 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 SB3102 **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 the frequency and amount of shipping activity in Port Allen requiring the use of pilots has been close to zero throughout the entire 21<sup>st</sup> century. Because Port Allen is included, pilots and pilots-in-training as a practical matter typically do not have an opportunity to pilot there and therefore, adding an extra layer of "red tape" to State processes, must seek exemptions from the State in order to receive or maintain their pilot license. Removing the reference to Port Allen in HRS Section 462A-17 will align the pilot licensing experience with current practices.

Respectfully submitted,

HAWAII PILOTS ASSOCIATION