

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



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

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

Tuesday, April 7, 2026  
2:00 pm  
State Capitol, 308

**SB3152, SD2, HD1  
RELATING TO COMMERCIAL PORT ADMINISTRATION**

House Committee on Finance

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The Department of Transportation (DOT) is in strong support of SB3152, SD2, HD1, 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.

Furthermore, the distinction drawn between 'harbor' and 'commercial port' throughout the Hawaii Revised Statutes is a necessary and overdue clarification. Conflating these two terms has created ambiguity in the application of regulatory provisions, operational responsibilities, and jurisdictional authorities. By clearly defining and consistently applying these terms across the statutes, SB3152, SD2, HD1, will reduce potential legal uncertainty and improve administrative efficiency in the management and oversight of Hawaii's maritime assets.

The Department of Transportation notes that this terminology modernization is consistent with broader national and international maritime industry standards, where 'commercial port' is the recognized designation for facilities engaged in the handling of

cargo, vessels, and commercial waterfront operations. Aligning Hawaii's statutory language with these standards will also benefit the State's relationships with federal agencies, private operators, and other stakeholders involved in port commerce and development.

Additionally, the reaffirmation of the Department of Transportation as the governing body for commercial ports, harbors, and waterfront improvements provides a clear and unified chain of authority that is essential for effective port management, emergency response, and long-term infrastructure planning. This is particularly important given the critical role that Hawaii's ports play in the State's supply chain resilience and disaster preparedness, as evidenced by the provisions in related legislation such as Act 211 SLH 2025 which addresses harbor emergency evacuation protocols and firefighting liability within the commercial harbor system.

The Department of Transportation is committed to working with the Legislature and all relevant stakeholders to ensure a smooth and effective implementation of the renaming and terminology changes proposed in this bill, including updating all necessary administrative rules, forms, signage, and internal designations in a timely manner.

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  
FINANCE**

**Tuesday, April 7, 2026  
2:00 PM  
State Capitol, Conference Room 308**

**In consideration of  
SENATE BILL 3152, SENATE DRAFT 2, HOUSE DRAFT 1  
RELATING TO COMMERCIAL PORT ADMINISTRATION**

Senate Bill 3152, Senate Draft 2, House Draft 1 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.

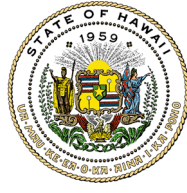
**DAWN N.S. CHANG**  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE  
MANAGEMENT

**RYAN K.P. KANAKA'OLE**  
FIRST DEPUTY

**CIARA W.K. KAHAHANE**  
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

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



**STEPHEN F. LOGAN**  
MAJOR GENERAL  
ADJUTANT GENERAL  
KA 'AKUKANA KENELALA

**JAMES DS. BARROS**  
ADMINISTRATOR OF  
EMERGENCY MANAGEMENT  
KAHU HO'OMALU PŪULIA

STATE OF HAWAII  
KA MOKU'ĀINA O HAWAII'  
**DEPARTMENT OF DEFENSE**  
**KA 'OIHANA PILI KAUA**  
**HAWAII EMERGENCY MANAGEMENT AGENCY**  
4204 DIAMOND HEAD ROAD  
HONOLULU, HAWAII 96816-4420

STATE OF HAWAII  
DEPARTMENT OF DEFENSE  
HAWAII EMERGENCY MANAGEMENT AGENCY

TESTIMONY ON SENATE BILL 3152 SD2 HD1,  
RELATING TO  
COMMERCIAL PORT ADMINISTRATION

BEFORE THE HOUSE COMMITTEE ON  
FINANCE

BY

**JAMES DS. BARROS**  
ADMINISTRATOR  
HAWAII EMERGENCY MANAGEMENT AGENCY

April 7, 2026

Aloha Chair Todd, Vice-Chair Takenouchi, and Members of the Committee:

The Hawaii Emergency Management Agency (HIEMA) respectfully supports Senate Bill 3152 SD2 HD1, which renames the Harbors Division to the Commercial Ports Division and clarifies the definitions, jurisdiction, and management responsibilities related to commercial ports in the state of Hawaii.

Commercial ports are vital lifelines for our islands, serving as key hubs for the transportation of goods, supplies, and emergency resources. This bill provides essential clarity by distinguishing "commercial ports" from "harbors," thereby strengthening the Department of Transportation's authority and operational control over commercial port facilities. Such clarity is critical in emergency situations where efficient coordination and management of maritime infrastructure directly impact disaster response and recovery efforts.

Additionally, the bill's provisions to streamline permitting, enhance enforcement powers, and facilitate private financing for port improvements will improve the resilience and functionality of our commercial ports.

These improvements align with HIEMA's mission to ensure that Hawai'i's infrastructure is prepared to support swift and effective emergency management operations.

We believe SB3152 SD2 HD1 will contribute to a safer, more secure, and better-coordinated maritime transportation system, which is crucial for the wellbeing of Hawai'i's residents and visitors.

Thank you for the opportunity to offer our support for this important legislation.

James Barros: [james.barros@hawaii.gov](mailto:james.barros@hawaii.gov); 808-733-4300



Testimony in **SUPPORT** for SB 3152 SD2 HD1, Relating to Commercial Port Administration

House Committee on Finance  
April 7, 2026

Aloha Chair Todd, Vice Chair Takenouchi, and members of the committee,

The Hawaii Harbors Users Group is writing in **support** of SB 3152 SD2 HD1, 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.



April 7, 2026

**HOUSE COMMITTEE ON FINANCE**

Rep. Chris Todd, Chair; Rep. Jenna Takenouchi, Vice Chair; and Committee Members  
Public Hearing, April 7, 2026, 2:00 p.m. – Conference Room 308, State Capitol

**Testimony of William F. Anonsen**  
**Managing Partner/Principal of The Maritime Group**  
**In Strong Support of S.B. 3152, SD2, HD1, Relating to Commercial Port Administration**

My name is William F. Anonsen, Managing Partner/Principal of The Maritime Group, and we respectfully submit this testimony in strong support of S.B. 3152, SD2, HD1. This measure renames the Department of Transportation's Harbors Division to the Commercial Ports Division and clearly distinguishes between "harbor" and "commercial port" throughout the Hawai'i Revised Statutes. While technical in nature, this clarification has important financial and economic relevance.

For the Finance Committee, clearly defining "commercial ports" as Hawai'i's primary cargo and passenger gateways strengthens the foundation for capital improvement planning (CIP), budgeting, and infrastructure investment. Commercial ports are revenue-generating systems essential to cargo movement, interisland shipping, and supply chain resilience. Aligning statutory language with this reality improves how these assets are prioritized, funded, and managed.

As an island state, Hawai'i depends on its ports for more than 90 percent of its goods. Clear terminology supports:

- Strategic CIP investment in modernization and resilience;
- Stronger financial planning tied to the Commercial Port Special Fund;
- Improved coordination with federal and private funding; and
- Accountability in reinvesting port revenues into infrastructure.

The amendments ensure consistency across statutes, reducing ambiguity that can affect budgeting and project delivery.

Importantly, this measure is cost-neutral and enhances the effectiveness of existing investments by clarifying governance and agency responsibilities, including distinguishing commercial ports from small boat harbor functions. We firmly feel this is a practical, common-sense measure that strengthens fiscal clarity, supports capital investment, and reinforces Hawai'i's economic resilience. For these reasons, we respectfully urge your favorable consideration.

Respectfully submitted,

*William F. Anonsen*

William F. Anonsen  
Managing Partner/Principal  
THE MARITIME GROUP



**WRITTEN TESTIMONY ONLY**

April 7, 2026

Representative Chris Todd, Chair  
Representative Jenna Takenouchi, Vice Chair  
House Committee on Finance

**RE: SB 3152, H.D. 1 – RELATING TO COMMERCIAL PORT ADMINISTRATION**  
**Hearing date: April 7, 2026, 2:00 p.m.**

Aloha Chair Todd, Vice Chair Takenouchi, and Members of the Committee:

Thank you for the opportunity to submit testimony on behalf of Young Brothers, LLC (“YB”) offering **STRONG SUPPORT** of **SB 3152, H.D. 1**, which would rename the Harbors Division of the Department of Transportation to the “Commercial Ports Division”, and create a distinction between the terms “harbor” and “commercial port” throughout Hawaii Revised Statutes (“HRS”).

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, all of which are primarily administered by the Harbors Division of the Department of Transportation.

While the term “harbor” can include small boat harbors (which fall under the jurisdiction of the Department of Land Natural Resources pursuant to Chapter 200 HRS), the term “commercial port” is clearly understood to refer specifically to those ports that can accommodate larger vessels to handle most goods coming into the various islands of our state. As an island-state, the infrastructure and administration of these commercial ports is critical to our supply chain and way of life. Codifying the Department of Transportation’s significant administrative role over such “commercial ports” rather than “harbors” clarifies their authority and supports a legal framework that can better address supply chain specific issues going forward.

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

Sincerely,

Kris Nakagawa  
Vice President, External and Legal Affairs