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GOVERNOR | KE KIA'ĀINA

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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 Senate Committee on  
WAYS AND MEANS

Thursday, March 5, 2026  
10:01 AM  
State Capitol, Conference Room 016

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

Senate Bill 3152, Senate 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  
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BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE  
MANAGEMENT

RYAN K.P. KANAKA'OLE  
FIRST DEPUTY

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AQUATIC RESOURCES  
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KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS



March 5, 2026

**SENATE COMMITTEE ON JUDICIARY**

Sen. Karl Rhoads, Chair; Sen. Mike Gabbard, Vice Chair; and Committee Members  
Public Hearing, March 5, 2026, 10.01 a.m. – Conference Room 016, State Capitol

**Testimony of William F. Anonsen**  
**Managing Partner/Principal of The Maritime Group**  
**in Support of S.B. 3152 SD1, Relating to Commercial Port Administration**

My name is William F. Anonsen, maritime industry professional and Managing Partner/Principal of The Maritime Group. I respectfully submit testimony in strong support of S.B. 3152, S.D. 1. We feel this bill is a practical, common-sense measure that strengthens Hawai'i's maritime governance framework without creating new regulatory burdens. It provides clarity, consistency, and better alignment with modern port administration practices.

As noted in the Senate Committee on Transportation's Standing Committee Report No. 2268, this measure draws a clear distinction between a "harbor," which is a naturally or artificially protected body of water, and a "port," which is the developed, man-made facility within that harbor designed to facilitate commercial operations. The bill accordingly renames the Harbors Division as the Commercial Ports Division and revises references throughout the Hawai'i Revised Statutes to better align statutory language with the practical functions and responsibilities of the State's commercial port system.

While technical in nature, these changes are meaningful. For an island state that depends on ocean transportation for more than 90 percent of its goods, commercial ports are critical economic infrastructure. Clear and consistent statutory terminology strengthens governance, accountability, and long-term planning. The Transportation Committee's adoption of technical, nonsubstantive amendments for clarity and consistency further improves the measure.

From an industry perspective, precision in statutory language reduces administrative ambiguity, improves interagency coordination, and supports more effective capital improvement planning. As Hawai'i continues modernization efforts across its port system, clarity in governance structure is essential. Aligning statutory language with the functional role of commercial port facilities reinforces the Department of Transportation's authority and responsibility over facilities that serve as gateways for cargo, passengers, and essential goods statewide.

S.B. 3152, S.D. 1 is a practical, common-sense measure that strengthens Hawai'i's maritime governance framework without creating new regulatory burdens. It provides clarity, consistency, and better alignment with modern port administration practices. For these reasons, we respectfully urge your favorable consideration.

Respectfully submitted,

*William F. Anonsen*

Managing Partner/Principal

THE MARITIME GROUP

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**STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I**  
**DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU**  
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Thursday, March 5, 2026  
10:01 AM  
State Capitol, 016

**SB3152,SD1**  
**RELATING TO COMMERCIAL PORT ADMINISTRATION**

Senate Committee on Judiciary

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The Department of Transportation (DOT) is in strong support of S.B. 3152 S.D. 1 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.



**WRITTEN TESTIMONY ONLY**

March 5, 2026

Senator Karl Rhoads, Chair  
Senator Mike Gabbard, Vice Chair  
Senate Committee on Judiciary

**RE: SB 3152, S.D. 1 – RELATING TO COMMERCIAL PORT ADMINISTRATION**  
**Hearing date: March 5, 2026, 10:01 a.m.**

Aloha Chair Rhoads, Vice Chair Gabbard, and Members of the Committee:

Thank you for the opportunity to submit testimony on behalf of Young Brothers, LLC (“YB”) offering **SUPPORT** of **SB 3152, S.D. 1**, which would rename the Harbors Division of the Department of Transportation (“DOT-H”) 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 DOT-H.

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 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



Testimony in **SUPPORT** for SB 3152 SD1, Relating to Commercial Port Administration

Senate Committee on Judiciary  
March 5, 2026

Aloha Chair Rhoads, Vice Chair Gabbard, and members of the committee,

The Hawaii Harbors Users Group is writing in **support** of SB 3152 SD1, 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.