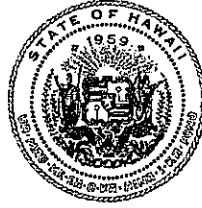
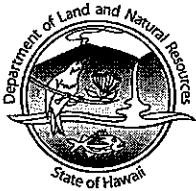


NEIL ABERCROMBIE
GOVERNOR OF HAWAII



**STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES**

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

WILLIAM J. AILA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

GUY H. KAULUKUKUI
FIRST DEPUTY

WILLIAM M. TAM
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
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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

**Testimony of
WILLIAM J. AILA, JR.
Chairperson**

**Before the House Committee on
WATER, LAND & OCEAN RESOURCES**

**Friday, March 16, 2012
9:00 A.M.**

State Capitol, Conference Room 325

**In consideration of
SENATE BILL 2850, SENATE DRAFT 1
RELATING TO GROUNDED VESSELS**

Senate Bill 2850, Senate Draft 1 proposes to authorize the Department of Land and Natural Resources (Department) to assume control of and remove a vessel grounded on a coral reef or in imminent danger of breaking up if the vessel cannot be removed by the owner within twenty-four hours of the grounding. The Department strongly supports this Administration measure.

Currently, Section 200-47.5(b), Hawaii Revised Statutes, allows vessels grounded on coral reefs or in imminent danger of breaking up to be removed by the owner within seventy-two hours. Seventy-two hours is deemed far too long to leave a vessel grounded on a coral reef or in imminent danger of breaking up. The Department has experienced vessels grounded: (1) on a coral reef causing extensive and irreparable damage; and (2) breaking apart due to wave action, which creates marine pollution and a hazard to the natural resource.

This bill would ensure that grounded vessels are removed in a timely manner and reduce costs to the Department for having to salvage vessels that have broken apart or been deposited in hard to reach areas due to the time it took the owner to act on the removal.



Ocean Tourism Coalition

The Voice for Hawaii's Ocean Tourism Industry

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timlyons@hawaiiantel.net

Testimony to the Committee on Water Land and Ocean Resources
Friday, March 16, 2012; 9:00 a.m.
Conference Room 325

Speaking in Support

RE: SB 2850 SD1

Chair Representative Chang, Vice Chair Representative Har and Members of the Water, Land, Oceans Committee:

My name is James E. Coon, President of the Ocean Tourism Coalition. The OTC represents over 300 small ocean tourism businesses state wide. We appreciate the efforts being made by the Legislature in addressing the problem of quickly removing a grounded vessel that may have a severe impact on our near shore environment.

We believe the wording in SB 2850 SD1 addresses the need for DLNR to quickly establish whether or not the owner of a grounded vessel has the where with all to salvage that vessel as effectively as possible.

DLNR may then orchestrate the removal of vessels whose owners may have not have the economic strength to hire a professional salvage company, or expertise to quickly and effectively affect such salvage while providing opportunity for those that do.

We believe this bill will resolve this issue.

Thank you for the opportunity to submit testimony. If you have any questions, please contact me at 808-870-9115.

Sincerely,

James E. Coon, President

har2-Samantha

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 13, 2012 4:51 PM
To: WLOtestimony
Cc: mendy@fair-wind.com
Subject: Testimony for SB2850 on 3/16/2012 9:00:00 AM

Testimony for WLO 3/16/2012 9:00:00 AM SB2850

Conference room: 325
Testifier position: Support
Testifier will be present: No
Submitted by: Melynda Dant
Organization: Individual
E-mail: mendy@fair-wind.com
Submitted on: 3/13/2012

Comments:

This is a good bill. It meets the needs of the state to step in and take action towards recovery procedures if the owner is not able to immediately with in the first 24 hours, yet allows for the owner to step in and take over from the state as soon as they become able after the initial 24 hours.

Most of the commercial marine companies would have staff able to step in immediately if the owners themselves weren't able, but private owners could be away from the vessel location and need some time to get there. This bill is a practical and responsible piece of legislature.