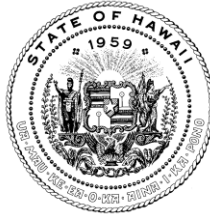


DAVID Y. IGE
GOVERNOR OF HAWAII



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

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

**Testimony of
SUZANNE D. CASE
Chairperson**

**Before the House Committee on
FINANCE**

**Tuesday, February 26, 2019
1:30 PM
State Capitol, Conference Room 308**

**In consideration of
HOUSE BILL 1133, HOUSE DRAFT 2
RELATING TO MARINE LIFE CONSERVATION DISTRICTS**

House Bill 1133, House Draft 2 proposes to limit access to any marine life conservation district not accessible by land to 50 percent of commercial permit holders at any given time. **The Department of Land and Natural Resources (Department) opposes this measure.**

There are currently forty Molokini Shoal Marine Life Conservation District (MLCD) use permits in operation, and this number will not increase. Under Chapter 13-31, Hawaii Administrative Rules, the Department may reissue existing permits, but does not allow the issuance of new permits or the transfer of existing permits. As permits are relinquished or revoked, the total number of Molokini permits is reduced. This regulated attrition was established to grandfather existing commercial operators while gradually reducing human impacts to Molokini's unique underwater ecosystem. Despite these limits on the number of commercial vessels permitted to moor at Molokini, the number of visitors continues to grow.

In 2010, a social carrying capacity study found that over 2/3 of all visitors felt crowded and that too many boats were in Molokini crater. At the time, visitor numbers were around 300,000 per year. Now, Molokini has well over 350,000 visitors annually. A 2016 reef predator movement study found that fifty percent of omilu (a key nearshore reef predator) were displaced outside of the shallow crater into deeper water when the number of boats exceeded 12. The Department is currently working with permitted Molokini operators to explore how to best address this overcrowding concern while minimizing impacts to commercial tour operations.

Molokini commercial use data show that the average number of boats in the crater at the same time during peak use periods is ten and that 12 boats is exceeded about 1/3 of the days. There

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
FIRST DEPUTY

M. KALEO MANUEL
DEPUTY DIRECTOR - WATER

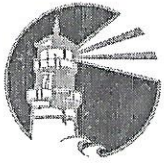
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

are only about 5 days a year when the total number of boats in Molokini crater exceeds 20. The attached photo shows 12 boats moored in Molokini Crater. Based on existing numbers, a workable solution seems highly attainable. House Bill 1133, House Draft 2 would tie the Department's hands and effectively prevent it from managing the very resources the Legislature has entrusted to it.

The Department strongly believes that any management changes are best pursued through the chapter 91 administrative rulemaking process to allow for broader stakeholder engagement and public input. Other Maui ocean users, such as recreational boaters and cultural practitioners, have not had an opportunity to discuss the actions proposed in this Bill or to provide input. The passing of this bill would be premature given the lack of stakeholder engagement.

Thank you for the opportunity to comment on this measure.





COMMITTEE ON FINANCE

Rep. Sylvia Luke, Chair
Rep. Ty J.K. Cullen, Vice Chair

Rep. Stacelynn K.M. Eli	Rep. Nadine K. Nakamura
Rep. Cedric Asuega Gates	Rep. Scott Y. Nishimoto
Rep. Troy N. Hashimoto	Rep. Chris Todd
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Rep. Lisa Kitagawa	Rep. Kyle T. Yamashita
Rep. Bertrand Kobayashi	Rep. Bob McDermott
Rep. Scot Z. Matayoshi	

NOTICE OF HEARING

DATE: Tuesday, February 26, 2019
TIME: 1:30 P.M.
PLACE: Conference Room 308

**TESTIMONY OF THE OCEAN TOURISM COALITION IN STRONG SUPPORT OF
HB 1133 HD2 RELATING TO MARINE CONSERVATION DISTRICTS**

Chair Luke, Vice Chair Cullen and Members of Committee on Finance:

My name is James E. Coon, President of the Ocean Tourism Coalition (OTC),
**speaking in Strong Support of HB 1133 HD2 Relating to Marine Life Conservation
Districts.**

The OTC represents over 300 small ocean tourism businesses state wide. All of
them operate from State Boating Facilities managed by DLNR/DOBOR/DAR.

Molokini Shoals MLCD is a very unique place. It is located at the edge of the
Alenuihaha Channel. It is the most popular snorkel dive destination in Maui
County and possibly the State. The coral is healthy the ecosystem robust the
visitor experience safe and excellent. However the trade winds blow into the
Crater almost every day often starting between 10:00-11:00 am making all boats
leave the area giving about a three hour window of Crater access. The time from
8:00-10:00 is the most valued time in the Crater and the time almost everyone
would prefer to be there to conduct snorkel/dive tours.

Because there are 40 Commercial Permits for the Crater and only 24 moorings,
each company has had to modify their schedule so that they share time on a
specific mooring. It takes a minimum of 1.5 hours to conduct a quality
snorkel/dive tour at Molokini.

Typically each mooring accommodates up to two vessels per day. Currently there are, on occasion, unpermitted vessels that “drift” inside the crater with their guests swimming in the Crater. If this persists it will lead to overcrowding in the Crater in the future. This legislation proactively assures that a workable limit of 20 Permitted Commercial Vessels that can be in the Crater at any one time. It will also prohibit non permitted commercial vessels from entering the Crater.

There are only 24 Commercial Moorings in Molokini Crater so it cannot be overcrowded if non permitted commercial vessels are prohibited from accessing the crater. The cap of 20 vessels at any given time leaves four unused moorings available when wind and sea conditions may render certain moorings in the Crater unsafe to use.

The Molokini Operators have managed to work together for over four decades. There is currently not a problem in Molokini but this legislation will ensure that Molokini Shoals MLCB remains pristine and accessible in the future. It also ensures that the 40 Molokini Permit holders will have adequate time in the Crater to conduct their tours and deliver the world class experience our guests deserve.

We humbly ask you to please pass HB1133 HD2.

Sincerely,



James E. Coon, President

Ocean Tourism Coalition



Testimony by Jonna Chmeleck in strong support to HB1133 relating to Molokini:

Chair Kahele, Vice Chair Keith-Agaran, and Members of WTL Committee:

I work for Makena Boat Partners dba Kai Kanani Sailing in Makena, Hawaii. We are a 30 year old company in South Maui providing snorkel sail tours to Molokini crater. We gratefully acknowledge our place as caretakers and interpreters of this area we call home.

Molokini currently has 26 moorings and there are 40 permit holders who visit and rotate through these moorings. The current situation leads to a symbiotic coalition of operators taking turns to visit the crater. As ambassadors of this area we work together to follow the rules and take care of the coral reefs in the crater. In fact, those reefs and biomass remain healthy in spite of the many recreational visitors. Molokini is considered robust and healthy.

During peak season more than 20 permit holders enter Molokini crater at any one time. HB1133 would limit entry to 20 permit holders at any one time.

This bill will further protect the permit holders by making sure that unpermitted commercial vessels cannot access Molokini by 'drift' diving into the area. HB1133 would limit the crater to commercial use by only permitted vessels and close the loophole in the law.

Our tours offer a safe and supervised exploration of nature.

Thank you,

Jonna Chmeleck



COMMITTEE ON FINANCE

Rep. Sylvia Luke, Chair
Rep. Ty J.K. Cullen, Vice Chair

NOTICE OF HEARING

MEASURE AND TITLE: HB1133

DATE: Tuesday, February 26, 2019

TIME: 1:30PM

PLACE: Conference Room 308

TESTIMONY BY CALYPSO IN STRONG SUPPORT TO HB1133 RELATING TO MOLOKINI:

Chair Luke, Vice Chair Cullen, and Representatives of the FIN Committee:

Calypso Charters and its affiliates employ close to 100 people in Hawaii’s tourism industry. We have been operating in Molokini crater for more than 30 years.

Molokini is a perfect example of a successful Marine Life Conservation District (“MLCD”). The reef and biomass population is healthy, and the permitted operators play by the rules. In Molokini, there are 40 permit holders and only 26 moorings. Despite this gap, the Molokini operators have managed to work together for over three decades without significant user conflict, and minimal impact on the resource. In fact, reports cited by the Division of Aquatic Resources (“DAR”) concluded the “coral reefs at Molokini are considered to be relatively healthy in spite of substantial marine recreation use and impacts associated with these activities are mitigated by the site’s isolation and depth.”

Molokini Existing Limitations and Regulations

Molokini’s use is already extremely limited by mother-nature, and there are more than 20 different rules that operators must abide by.¹ Our operation visits Molokini about 1.5 hours a day for about 300 days a year or less. The natural wind limitations of Molokini force all operators out by 10:00a.m., if not earlier. Molokini is often totally inaccessible due to weather conditions. In short, Molokini is already a heavily regulated resource with limited access and extensive rules and prohibitions. The resource is not experiencing any problems and mother-nature limits use. The purpose of this bill is to maintain the status quo and to provide additional protections to keep Molokini pristine.

¹ Existing regulations, to name a few: No new permits are issued for Molokini (H.A.R. 13-31-5); DAR No Longer Authorizes Temporary Mooring Permits Pursuant to H.A.S. 13-257-52(c); Restrictions on Changing Vessel Size, Height, and/or Weight (Molo Permit, ¶20); Permits are Non-Transferable (H.A.R. 13-231-5); Pre-Trip Passenger Consent Forms Required from All Crew and Passengers (Molo Permit, ¶13); Cannot increase passenger requirement; Zone Area Restrictions; Existing zone restrictions aren’t enforced; Captain experience requirement to pilot Molokini (Molo Permit, ¶17); GPS required for all vessels in Molokini (Molo Permit, ¶6); SCUBA and SNUBA limitations (Molo Permit, ¶10); Monthly Reporting Requirements (Molo Permit, ¶14); Cleaning Snorkel Gear Prohibited (Molo Permit, ¶11); BBQ Prohibited (Molo Permit, ¶11); Speed Restrictions (H.A.R. 13-357-55); Damage to reef prohibited (H.A.R. 13-231-3); 2.5 time limitation (H.A.R. 13-257-3); Vessel Repairs Prohibited (Molo Permit, ¶9); No Fishing or Spearfishing (H.A.R. 13-231-3); No Fish feeding (H.A.R. 13-231-4); No overnight mooring (H.A.R. 13-257-3(b)); and No anchoring (H.A.R. 13-357-55, H.A.R. 13-231-6).

Benefits of Bill

Unfortunately, based on poor rule drafting, *unpermitted* commercial vessels may access Molokini and “drift” dive, as long as they don’t moor inside the crater. This bill would limit commercial use of Molokini to only *permitted* vessels. Additionally, permitted vessels are regulated by the permit and agree to certain rules and regulations. Those rules and regulations help preserve and protect Molokini. On the contrary, non-permitted vessels avoid the permit restrictions. This bill will further reduce the number of vessels in the crater and make certain the vessels are subject to the permit restrictions.

Furthermore, based on the current rules, there is no limitation on the number of permit holders that may enter the crater at any one time. In theory, all 40 boats could enter the crater at any time. This bill would limit entry to 20 permit holders at any one time.

Department of Aquatics (DAR) Reports are Inconclusive

DAR is considering reducing the number of vessels allowed in Molokini to 12. Any further reduction in access to Molokini to *below* 20 vessels is unnecessary and unreasonable. It takes a minimum of 20 moorings to service the 40 permitted tour boats, and the boats need at least 90 minutes to conduct a quality tour. If not, companies will go out of business. DAR cites two reports for its justification to overhaul Molokini.

Reef Predators

DAR cites a reef predator report as justification for reducing moorings to 12, which will put companies out of business. Out of the 5 species studies, only Omilu visited the crater during snorkeling hours.

During the 12 hours of daylight, the Omilu were temporally displaced during peak hours between 8:00am and 10:00am for a short distance, but that “the exact mechanism of displacement [of Omilu] (from A to B) is uncertain.” The report concluded that “further research is needed”, partially because the report was unable to determine the cause of the displacement.

There are so many unknowns in the report, it seems unreasonable to put companies out of business with 12 moorings. Most importantly, “*the consequences of the displacement of bluefin trevally from the shallow waters of Molokini crater during peak hours in human use are unknown.*” That is directly from the report cited by DAR. Also, the report is based on acoustic sound heard by the Omilu. However, DAR isn’t certain of the frequency that Omilu hear sound, and that “the physiological effect of intense anthropogenic noise on fishes is poorly understood.” The method of collecting data also contained important assumptions. For instance, “fluctuations in detection ranges in response to environmental noise are real constraints...and likely introduce a source of error in making conclusions about animal movements” in the report. This is too much error and uncertainty to put long-standing companies out of business.

Customer Satisfaction

DAR also cites a customer satisfaction survey as evidence for reducing moorings below 20. In the survey, ***95% of the visitors that were polled about Molokini stated they were highly satisfied.*** Amazingly, nobody was dissatisfied with the Molokini experience. Also over 80% charter boat passengers in Molokini learned that feeding fish and touching marine life is harmful. These are very encouraging and positive numbers.

Conclusion

Molokini trips offer education along with lifeguarded, supervised natural exploration. Tour boats take pictures and leave bubbles. Tour boats do not feed fish, do not catch fish, do not BBQ in the crater, are faithful stewards of this environment and are the most motivated to keep it pristine. There is currently not a problem in Molokini, but this legislation will ensure that Molokini Crater MLCD remains pristine and usable in the future.

Zachary LaPrade, Calypso Charters

**Testimony of Denver Saxton Coon on behalf of Trilogy Corporation, in Strong Support of HB 1133 HD2,
Relating to Marine Life Conservation Districts.**

COMMITTEE ON FINANCE

Rep. Sylvia Luke, Chair
Rep. Ty J.K. Cullen, Vice Chair

Rep. Stacelynn K.M. Eli	Rep. Nadine K. Nakamura
Rep. Cedric Asuega Gates	Rep. Scott Y. Nishimoto
Rep. Troy N. Hashimoto	Rep. Chris Todd
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Rep. Lisa Kitagawa	Rep. Kyle T. Yamashita
Rep. Bertrand Kobayashi	Rep. Bob McDermott
Rep. Scot Z. Matayoshi	

NOTICE OF HEARING

DATE: Tuesday, February 26, 2019
TIME: 1:30 P.M.
PLACE: Conference Room 308
State Capitol
415 South Beretania Street

Chair Luke, Vice Chair Cullen, and members of the Finance committee:

Aloha. My name is Denver Saxton Coon. I am general counsel for Trilogy Corporation dba Trilogy Excursions on the island of Maui. Trilogy Excursions currently conducts permitted commercial tours at the Molokini Shoal Marine Life Conservation District (“Molokini MLCD”) and is testifying in **strong support** of HB1133 HD2 (the “Bill”).

There are currently 40 commercial vessels authorized by permit to moor at the Molokini MLCD. The permits are issued by the Department of Land and Natural Resources’ Division of Aquatic Resources. However, unpermitted vessels are currently conducting commercial operations in the Molokini MLCD due to a loophole in the wording of the rules. This loophole states that vessels must be permitted in order to moor but fails to address unpermitted commercial operators. This has resulted in unpermitted vessels conducting “drift dive” tours within the crater without the use of a mooring. This not only has led to the overcrowding of the resources but numerous safety concerns. Accordingly, one of the intents of the Bill is to close this loophole for the welfare of the resources and the commercial and recreational visitors to the Molokini MLCD.

In addition, the Bill would limit the number of vessels that may be inside the Molokini MLCD to half the number of permitted vessels at any one time. As it currently stands, there are no limitations on the number of permitted and unpermitted vessels that may use the area at any one time. The intent of Bill is to limit commercial use but not restrict access by recreational users. In addition, the language of the Bill will ensure that the number of vessels in the Molokini MLCD at any one time will decrease over time through the natural attrition of permit holders closing their businesses.

Please pass HB1133 HD2 with an allowance for only half the number of permitted vessels at any one time.

Mahalo,

Denver Saxton Coon
Trilogy Corporation
General Counsel

HB-1133-HD-2

Submitted on: 2/25/2019 7:38:37 AM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Phil Kasper	Malolo Charters	Support	No

Comments:

HB-1133-HD-2

Submitted on: 2/25/2019 10:41:03 AM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Jeff Strahn	Individual	Support	No

Comments:

We strongly support this bill to preserve Molokini Crater. Limiting users to half of the permit holders at one time will protect this MLDC resource for the future.

Jeff Strahn

HB-1133-HD-2

Submitted on: 2/25/2019 11:54:47 AM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Andrea Quinn	Individual	Support	No

Comments:

Dear Honorable Committee Members:

Please support HB1133. Coral reefs are already dying, and many of those surviving are under stress from warming oceans, making them more susceptible to disease. Adding snorkelers with chemicals from sunscreen and toiletries on their bodies just adds to that stress.

By issuing permits for Molokini, we protect the health of the reef and thus a valuable economic resource.

Thank you for the opportunity to present my testimony.

Andrea Quinn

Kihei

HB-1133-HD-2

Submitted on: 2/23/2019 6:54:17 PM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Larry Stevens	Individual	Oppose	No

Comments:

This is not the right way to regulate marine recreation at Molokini. The facility is heavily overused, especially during peak season. Even then, it is rare to see 20 boats there. The recent trend is to increase the size of the boats, so limiting the number of boats means nothing.

The way to protect this vital economic and natural resource is to engage the community of residents, scientists, and commercial interests who can establish sustainable practices that will sustain the resource and the economy that depends on it.

HB-1133-HD-2

Submitted on: 2/23/2019 9:32:55 AM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Linda Castro	Individual	Oppose	No

Comments:



Testimony by Maria Taylor in *strong support* of HB1133 HD2 relating to Molokini:

Thank you for this opportunity to provide testimony regarding HB1133 HD2. I am the General Manager of Kai Kanani Sailing, a Native Hawaiian and family-owned company that has been operating snorkeling tours to Molokini for over 30 years. We train all of our crew as Marine Naturalists through the Hawaii Wildlife Fund and educate our guests about the fragile marine ecosystems and the harm that can be caused by toxic sunscreen, touching sea life, and feeding fish, among many other things. Guest education is critical to the health of our oceans and Molokini crater provides us with a venue to connect the guests to why they need to care about it.

I *strongly* support this bill for the following reasons:

-Molokini is a healthy ecosystem and we want to preserve it. Limiting the commercial operators to 20 boats strikes a fantastic balance that will ensure the continued health of the ecosystem while allowing tour operators to continue to operate and educate guests. Anything less than 20 permitted vessels would put an unnecessary burden on the boating industry.

-HB1133 HD2 would limit commercial use of Molokini to only permitted vessels who are vested in its sustainability and conservation. This would also eliminate overcrowding.

-This legislation will ensure that Molokini Crater MLCDC remains pristine and usable in the future.

Thank you for your time and consideration.

Sincerely,

Maria Taylor, General Manager
Kai Kanani Sailing

HB-1133-HD-2

Submitted on: 2/25/2019 1:21:43 PM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kristie Wrigglesworth	PacWhale Eco-Adventures	Support	No

Comments:

I represent PacWhale Eco-Adventures, a marine eco-tour operation in Maui County involving 6 vessels and 80 vessel staff. I am submitting this testimony in support of HB1133 HD2.

1. DAR already has the ability to reduce the number of permits and visitors to Molokini over time.

The state has already approved 41 Molokini use permits, plus 24 moorings in Molokini in order to protect the coral there. It has made adjustments to ensure that those permits and the number of visitors going to Molokini will be reduced over time. For example, if a vessel attached to a use permit is replaced with a smaller vessel with a lower carrying capacity, then the permit capacity reduces to the vessel carrying capacity. In addition, DAR has authority to reject use of larger commercial vessels in Molokini, and it is their responsibility to do so.

2. Molokini is in good condition and activity in Molokini should not be substantially reduced unless new day-use moorings are installed in more sensitive nearshore areas.

Anchor damage is a key threat to coral reefs around the world according to the [International Coral Reef Initiative](#) and the [US Coral Reef Task Force](#). Day-use moorings have proven to be an effective tool to help prevent this coral damage by enabling boats to tie up to mooring buoys instead of dropping anchors onto the coral reefs.

In recent Molokini working group meetings, DAR has proposed to reduce activity in Molokini to 12 commercial vessels and 2 recreational vessels (14 total at one time). Based on the current trip schedule prepared by all of the Molokini operators, this will result in displacement of 5 or more operators. Substantially reducing activity in Molokini without a plan for additional moorings elsewhere could create anchor damage in more sensitive nearshore areas that operators will be displaced to.

After reading through the surveys and scientific articles provided by DAR, we believe there is little evidence for detrimental impacts to the coral reef and its inhabitants. However, there is evidence of a negative relationship between vessel traffic and a

species of fish called the bluefin trevally: “During peak hours of human use, there was a negative relationship ($R^2= 0.77$, $P < 0.001$) between the presence of bluefin trevally (*Caranx melampygus*) and vessels in subzone A. No other species showed strong evidence of this relationship.”

From an analytical perspective, the science could be improved to support the decision to reduce moorings by expanding analysis to multivariate approach. This will help determine if the vessel number is acting in conjunction with or as a proxy for temporal (time), environmental, spatial (habitat), and/or biological components. Further, additional analysis to justify 12 vessels could be strengthened using a change-point-model to determine when there is a statistical significant difference in the number of bluefin trevally as it relates to vessel counts.

Finally, a key component that is missing is a modeling exercise to determine the appropriate number of vessels (12 is based on insufficient evidence, 1 fish species) and the impact on nearby reefs of increased pressure as a result of increased tourism. Nearshore areas are subject to more pressures resulting from proximity to land and ease of access. Despite Molokini having a high use, it seems to be resilient to the impacts of tourism and that is likely a result of it being away from shore (boat access only) and subject to regular currents.

Thank you for your time and consideration of this testimony in support of HB1133 HD2.

LATE

Testimony of The Nature Conservancy of Hawai'i
Commenting on HB 1133 HD2 Relating to Marine Life Conservation Districts
House Committee on Finance
Tuesday, February 26, 2019, 1:30 PM, Room 308

The Nature Conservancy of Hawai'i is a non-profit conservation organization dedicated to the preservation of the lands and waters upon which all life depends. The Conservancy has helped protect more than 200,000 acres of natural lands in Hawai'i and Palmyra Atoll. We manage 40,000 acres in 13 preserves and work in over 30 coastal communities to help protect the near-shore reefs, waters and fisheries of the main Hawaiian Islands. We forge partnership with government, private parties and communities to protect forests and coral reefs for their ecological values and the many benefits they provide to people.

The Nature Conservancy submits the following comments on HB 1133 HD2.

We don't wish to harm the businesses of tour operators who are responsible, caring and who want to see Molokini's resources thrive not just for the health of their businesses, but also their ecological values and other benefits they provide to all people. We also appreciate the amendments to the bill from the HD1 version to the present HD2 version.

However, we encourage you to defer this measure to ensure that a more comprehensive process informed by user, community, cultural, and scientific engagement is undertaken to address this important issue.

With all respect to the Legislature's authority to establish overarching policy and law, detailed natural resource management strategies and related use requirements and restrictions should be addressed by the State's comprehensive Chapter 91 rulemaking and stakeholder engagement processes. That is clearly the intent of HRS §190-4.5, which this bills seeks to modify with an exemption for a single location.

Levels of use at Molokini by commercial operators should be set after careful consideration of impacts to resources and to all interested parties.

Thank you.

LATE

HB-1133-HD-2

Submitted on: 2/25/2019 6:00:56 PM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Brennan Henders	Maui Classic Charters	Support	No

Comments:

LATE

HB-1133-HD-2

Submitted on: 2/25/2019 6:10:16 PM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Marcella Mondejar	Individual	Support	No

Comments:

HB-1133-HD-2

Submitted on: 2/26/2019 8:09:14 AM

Testimony for FIN on 2/26/2019 1:30:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Kevin Ford	Maui Classic Charters	Support	No

Comments:

We support HB 1133 as it protects the integrity of marine conservation reserves without jeopardizing the businesses of local tour boat operators.

HB-1133-HD-2

Submitted on: 2/26/2019 9:09:46 AM

Testimony for FIN on 2/26/2019 1:30:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
scott blish	maui-molokai sea cruises	Support	No

Comments:

We support this bill. We are a charter boat company employing 50 people. We do operate out of Molokini, we are one of the 41 permittees. We are great care takers of Molokini MLCD, we are the ones that educate people about the uniqueness and fragility of Molokini and we believe we should be able to continue to operate there without radical restrictions as was proposed by DAR.

Mahalo,

Scott Blish

LATE

HB-1133-HD-2

Submitted on: 2/26/2019 9:17:02 AM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Jennifer Coon	Individual	Support	No

Comments:

- HB1133 will ensure the continued success of the environment while reducing overcrowding from unpermitted commercial activities.
- HB1133 will promote sustainability by limiting the number of commercial vessels at any one time to half the number of permittees.
- HB1133 is vital to protect the interests of the state and the many employees who depend on sustainable tourism for their livelihood.
- HB1133 will reduce overcrowding and address the safety concerns caused by unpermitted "drift dives".

HB-1133-HD-2

Submitted on: 2/26/2019 9:18:47 AM

Testimony for FIN on 2/26/2019 1:30:00 PM



Submitted By	Organization	Testifier Position	Present at Hearing
Taryn Johnson	Individual	Support	No

Comments:

Aloha,

I am in support of HB1133 because it will ensure the continued success of the environment while reducing overcrowding from unpermitted commercial activities; it will promote sustainability by limiting the number of commercial vessels at any one time to half the number of permittees; it is vital to protect the interests of the state and the many employees who depend on sustainable tourism for their livelihood; and it will reduce overcrowding and address the safety concerns caused by unpermitted "drift dives".

LATE

HB-1133-HD-2

Submitted on: 2/26/2019 9:19:45 AM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Riley E. Coon	Individual	Support	No

Comments:

Aloha Sir or Madam,

I am in strong support of HB1133. This bill will be helpful in protecting our ocean resource at Molokini and reduce crowding from unpermitted vessels entering the sanctuary. This bill reduces the number of boats to enter the crater at one time in half.

I have grown up swimming in Molokini's waters and I believe in the efforts of the charter boats in helping to protect and educate their guests - who often take these best practices with them when enjoying the ocean on their own- unsupervised.

There have been a recent increase in "drift dives" where un-permitted boats will drift through the crater which poses a danger to everyone else in the area and is frankly unfair to the permitted vessels which have strict requirements to be able to enter the crater and tie up to the day use moorings.

Please pass this Bill,

Riley E. Coon

HB-1133-HD-2

Submitted on: 2/26/2019 9:21:00 AM

Testimony for FIN on 2/26/2019 1:30:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Ginger Lucy	Individual	Support	No

Comments:

I support this bill and the limiting of the number of vessels to 1/2 the permitted at any one time.

LATE

HB-1133-HD-2

Submitted on: 2/26/2019 9:29:33 AM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Danielle Kleinhenz	Individual	Support	No

Comments:

I support bill HB1133 to satisfy both the needs of the conservation district and the operators using the MLCD. This bill would reduce the number of permitted users at any given time while eliminating the ability for commercial user without permits to operate in the vicinity of the MLCD. Reduction in boat traffic would allow for less impact on the MLCD and improve overall experiences for visitors.

LATE

HB-1133-HD-2

Submitted on: 2/26/2019 9:31:18 AM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kristine Kratschmer	Individual	Support	No

Comments:

Aloha

I fully support HB1133 as it will ensure the continued success of the environment while reducing overcrowding from unpermitted commercial activities. Molokini is such a special place - I view it everyday from my house and I would hate to see unpermitted vessels take advantage of this beauty. Sustainable vessels such as the catamarans from Trilogy protect the interests of the state and the many employees who depend on tourism for their livelihood.

Mahalo

HB-1133-HD-2

Submitted on: 2/26/2019 9:31:42 AM

Testimony for FIN on 2/26/2019 1:30:00 PM



Submitted By	Organization	Testifier Position	Present at Hearing
Karan Pohl	Individual	Support	No

Comments:

I am in support of HB1133 due to the following reasons:

- it will ensure the continued success of the environment while reducing overcrowding from unpermitted commercial activities.
- it will promote sustainability by limiting the number of commercial vessels at any one time to half the number of permittees.
- it is vital to protect the interests of the state and the many employees who depend on sustainable tourism for their livelihood.
- it will reduce overcrowding and address the safety concerns caused by unpermitted "drift dives".

LATE

HB-1133-HD-2

Submitted on: 2/26/2019 10:09:28 AM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Andrew mcomb	Individual	Support	No

Comments:

HB-1133-HD-2

Submitted on: 2/26/2019 11:15:30 AM

Testimony for FIN on 2/26/2019 1:30:00 PM



Submitted By	Organization	Testifier Position	Present at Hearing
David Taylor	Individual	Support	No

Comments:

LATE

HB-1133-HD-2

Submitted on: 2/26/2019 12:32:29 PM

Testimony for FIN on 2/26/2019 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Scott Turner	Individual	Support	No

Comments: