

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
DAWN N. S. CHANG
Chairperson

Before the House Committee on
FINANCE

Tuesday, February 28, 2023
10:00 AM

State Capitol, VIA VIDEOCONFERENCE, Conference Room 308

In consideration of
HOUSE BILL 755, HOUSE DRAFT 1
RELATING TO AQUATIC NUISANCE SPECIES

House Bill 755, House Draft 1 proposes to authorize the Department of Land and Natural Resources (Department) to adopt rules to prevent and respond to the introduction of aquatic invasive and nuisance species from discharges incidental to the normal operation of a vessel and contemplate the relationship between the federal Vessel Incidental Discharge Act of 2018, as amended, and state law. **The Department supports this measure.**

Pursuant to Section 26-15(b), Hawaii Revised Statutes (HRS), the Department is responsible for managing and administering the aquatic and terrestrial wildlife resources of the State. The State of Hawai'i has approximately 549 known aquatic nuisance species, more than any other U.S. state or territory, with an estimated 80% arriving in state waters via vessel traffic. Aquatic nuisance species can have significant adverse impacts on Hawai'i's economy, culture, public health, and ecosystem. Hawai'i's native aquatic species are particularly vulnerable to the impacts of aquatic nuisance species due to a high rate of endemism, meaning many are without natural predators or natural competition. Nuisance species prey upon Hawai'i's native species, outcompete them for food, light, and space, and even infect them with disease. Examples of harmful aquatic nuisance species that have arrived via vessel discharges include prickly seaweed (*Acanthophora spicifera*) which now covers reefs on all main Hawaiian Islands and orange keyhole sponge (*Mycale armata*) that outcompetes native sponges and corals.

Section 187A-32, HRS, designates the Department as "the lead state agency for preventing the introduction and carrying out the destruction of alien aquatic organisms through the regulation of ballast water discharges and hull fouling organisms." While ballast water and hull fouling are often the focus of discussions surrounding aquatic nuisance species prevention, many studies

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

have shown that other vessel discharges, such as bilge water, anchor chain locker effluent discharge, or runoff from rinsing decks can carry bacteria, larvae, and macroorganisms. Although many aquatic nuisance species have already become established in Hawaiian waters, we can take measures to prevent new species of concern from arriving such as the highly deadly Stony Coral Tissue Loss Disease (SCTLD) that has been devastating reefs in the Caribbean and has been shown to be transmitted through vessel discharges.

There are two separate and important reasons that the Department needs the authority to regulate discharges incidental to the normal operation of a vessel other than ballast water and hull fouling. The first, as noted above, is the need to immediately adopt administrative rules that will prevent the introduction of SCTLD into state waters. Discharges other than ballast water and hull fouling are potential vectors for SCTLD. The amendments made by House Bill 755, House Draft 1 will allow the Department to regulate those other critical vectors.

The second reason is for state enforcement to protect state waters after the final federal regulations take effect under the Vessel Incidental Discharge Act of 2018 (VIDA). The federal VIDA regulations are currently projected to take effect in 2025. Once adopted, they will preempt the State of Hawai'i from adopting or enforcing any state law or regulation with respect to any discharge incidental to the normal operation of a vessel that is subject to regulation under VIDA *unless* the state requirement is identical to, or less protective than, the federal VIDA regulations. Providing the Department with authority to regulate all discharges incidental to the normal operation of a vessel will allow the State to mirror VIDA regulations. This will enable Hawai'i to conduct its own enforcement actions and collect any fines imposed on violators under state procedures and in state courts.

House Bill 755, House Draft 1 also significantly increases potential penalties for violations to reflect the severity of the economic impact the introduction of new aquatic nuisance species can have on the State. The maximum penalties proposed in House Bill 755, House Draft 1 would provide a meaningful deterrent for large, multinational shipping companies and are similar to the penalties for a VIDA violation under section 309 of the Clean Water Act (CWA) (33 U.S.C. 1319). The Department notes that section 309 of the CWA does provide lower minimum penalties for violations, which are appropriate for unintentional recordkeeping and other paperwork violations that do not result in an unauthorized discharge in state waters.

Lastly, the Department is aware of concerns raised by the Hawaii Harbor Users Group and continues to work with them to develop a mutually agreeable amendment.

Mahalo for the opportunity to submit testimony in support of this measure.



WRITTEN TESTIMONY ONLY
February 28, 2023

Representative Kyle T. Yamashita, Chair
Representative Lisa Kitagawa, Vice Chair
House Committee on Finance

RE: House Bill 755, H.D. 1 – RELATING TO AQUATIC NUISANCE SPECIES
Hearing date: February 28, 2023, 10:00 a.m.

Aloha Chair Yamashita, Vice Chair Kitagawa, and Members of the Committee:

Thank you for the opportunity to submit testimony on behalf of Young Brothers, LLC (“YB”) noting significant concerns and offering **OPPOSITION** for House Bill 755, H.D. 1 – Relating to Aquatic Nuisance Species.

YB is a common carrier by water, transporting property by tug and barge between the islands of O‘ahu, Hawai‘i, Kaua‘i, Maui, Moloka‘i, and Lāna‘i. YB is currently the only water carrier authorized to transport property under Chapter 271G, Hawaii Revised Statutes (“HRS”) (i.e., the Hawaii Water Carrier Act), subject to the regulatory authority of the Public Utilities Commission of the State of Hawaii (“PUC”). Since 1900, customers across Hawaii have relied on YB’s frequent, regular, and universal sailings to serve as the bridge that connects all communities in this island-state.

This measure would authorize the Department of Land and Natural Resource (“DLNR”) to adopt rules to prevent and respond to the introduction of aquatic nuisance species from discharges incidental to the normal operation of a vessel and contemplate the relationship between the federal Vessel Incidental Discharge Act of 2018 (“VIDA”), as amended, and state law.

YB notes that the maritime industry is already heavily regulated, including with respect to cargo vessel discharges incidental to their normal operation, and should not be further burdened with unnecessary additional requirements on cargo operations. The federal government already strictly regulates ocean cargo vessels, including through VIDA. YB complies with such environmental regulations.

Accordingly, YB opposes this measure’s apparent legislative grant of authority to DLNR to add a potentially redundant layer of state regulatory oversight in addition to that which is already provided by federal agencies. In this regard, there are important and unresolved questions about the resulting regulatory structure that would result if this measure were passed. For example, it appears that one result will be that DLNR regulations will duplicate federal regulations (provided under VIDA) and vessel owners would then be subject to vessel inspections by separate federal and state agencies and potentially separate enforcement actions, prosecutions, and penalties driven by separate federal and state agencies. We understand VIDA apparently requires the U.S. Coast Guard (“USCG”) to work with individual states in drafting regulations that would pertain to any co-enforcement regimes and the USCG will engage stakeholders to gain input. As far as we know, such discussions with states and engagement with stakeholders has not yet commenced. It is not clear to what extent the issues of parallel inspections, enforcement actions, prosecutions, and fines will be addressed by federal and state discussions, and what impact, if any, specific stakeholder input will have on the USCG’s resulting regulations and guidelines for states. YB also opposes the high fine structure contained in this measure.

With the USCG's discussions with states and public hearings with stakeholders both still pending, without an understanding of the regulatory structure that this measure may drive, and without any language in this bill to address the concerns stated in the last paragraph, yb must respectfully submit that the concepts stated in this measure are not yet ready to be codified into Hawaii law.

If this measure's intent is to combat stony coral tissue loss disease, YB notes that the Hawaii Harbors Users Group ("HHUG") has offered a proposed draft attached to their testimony to encourage further discussion on this issue.

For the reasons stated above, YB offers **OPPOSITION** for this measure.

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



House of Representatives
Committee on Finance
February 28, 2023
10:00 a.m. Conference Room 308
State Capitol

Testimony in Support of HB 755 HD1

Aloha Chair Yamashita, Vice Chair Kitagawa, and Members of the Committee,

The Coordinating Group on Alien Pest Species (CGAPS) is in strong support of HB 755 HD1 Relating to Aquatic Nuisance Species and offers the following comments.

Although DLNR DAR has the authority to regulate ballast water and hull fouling, there are additional ways that vessels can carry and spread aquatic nuisance species (ANS), through “incidental discharges”, including ballast tank sediment, anchor chain sediment, anchor chain locker sediment, and in niche areas such as sea chests, raw water piping, and more.

There are two separate and important reasons to provide DLNR DAR with the authority to regulate all incidental discharges.

Most immediate is that a new and devastating coral disease known as stony coral tissue loss disease (SCTLD) has been shown to be able to spread by vessel ballast water, biofilm (the slime-layer precursor to hull fouling), and sediments. SCTLD is a highly virulent disease that infects and quickly kills more than 20 species of coral. DLNR DAR is considering an emergency rule that would require vessel operators to take extra precautions related to ballast water and biofilm when traveling to Hawaii from SCTLD-affected areas, currently Florida and the Caribbean. However, DLNR DAR can only request that vessels take risk-reducing steps prior to arriving in state waters for other discharges, such as flushing sediments from anchors, chains, and anchor chain lockers.

The second reason is that the federal Vessel Incidental Discharge Act (VIDA) signed in 2018 allows states to enforce or co-enforce with the United States Coast Guard (USCG) new federal incidental discharge standards, once those standards and regulations are fully enacted, likely in 2025. Compelled by VIDA, states now have real-time access to vessel ballast water management reports to allow state agencies to assess ANS risk and to follow up with vessel operators. It will be essential that the state have these authorities to avoid a disjointed or piecemeal approach to this co-enforcement.

This expanded authority also ties into the HB 755 HD1 language that would mirror federal regulations adopted under VIDA as state regulations. This is important because VIDA compels both EPA and USCG to review, revise, and update their incidental discharge regulations every five years. Without the amendments proposed in HB 755 HD1, every time the VIDA regulations are updated DLNR would have to enter the chapter 91 rulemaking process to mirror the new federal regulations, leaving months if not years where the state and federal regulators are working from a different set of regulations. This is clearly not ideal for cohesive co-enforcement and will cause confusion in the shipping industry as well as between regulators. Providing for the automatic update of state regulations to mirror the federal regulations will be crucial in the co-enforcement effort. Note that the mirroring aspects of this proposed bill are not novel. They were modeled after §195D-4(a) HRS which provides for listings under the Hawaii Endangered Species Act to automatically update and match the federal Endangered Species Act.

Lastly, CGAPS was recently approached by the Hawaii Harbor Users Group (HHUG) with compromise language that focuses solely on DLNR DAR's authority related to SCTL, and we are open to further discussion with HHUG on this.

Thank you for the opportunity to provide some details about this measure.

Aloha,

Christy Martin, CGAPS Program Manager

Andrew Porter, CGAPS Legal Fellow

Stephanie Easley, CGAPS Legal Fellow

Testimony of the Hawaii Harbor Users Group
Opposition to HB755, HD1
Before the Committee on Finance
February 28, 2023

Dear Chair Yamashita, Vice Chair Kitagawa, and Members of the Committee:

The Hawaii Harbor Users Group (HHUG) is a non-profit maritime transportation industry group comprised of key commercial harbor users statewide. HHUG has significant concerns with HB755, HD1, especially with respect to the Department of Land and Natural Resources' role as the lead agency for preventing the introduction and carrying out the destruction of aquatic nuisance species and respectfully opposes this measure.

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. The maritime industry is heavily regulated, including with respect to cargo vessels' discharges incidental to their normal operation, and should not be further burdened with unnecessary additional requirements on cargo operations. The federal government strictly regulates ocean cargo vessels, including through the Vessel Incidental Discharge Act of 2018 (VIDA). HHUG members comply with environmental regulations.

Accordingly, HHUG opposes this measure's apparent legislative grant of authority to DLNR to add a new layer of state regulatory oversight that is already provided by federal agencies. In this regard, there are important and unresolved questions about the resulting regulatory structure that would result if this measure were passed. For example, it appears that one result will be that DLNR regulations will duplicate federal regulations (provided under VIDA) and vessel owners would then be subject to vessel inspections by separate federal and state agencies and potentially separate enforcement actions, prosecutions, and penalties driven by separate federal and state agencies. We understand VIDA apparently requires the U.S. Coast Guard (USCG) to work with individual states in drafting regulations that would pertain to any co-enforcement regimes and the USCG will engage stakeholders to gain input. As far as we know, such discussions with states and engagement with stakeholders has not yet commenced. It is not clear to what extent the issues of parallel inspections, enforcement actions, prosecutions, and fines will be addressed by federal and state discussions, and what impact, if any, specific stakeholder input will have on the USCG's resulting regulations and guidelines for states. HHUG also opposes the high fine structure contained in this measure.

With the USCG's discussions with states and public hearings with stakeholders both still pending, without an understanding of the regulatory structure that this measure may drive, and without any language in this bill to address the concerns stated in the last paragraph, HHUG must respectfully submit that the concepts stated in this measure are not yet ready to be codified into Hawaii law.

If this measure's intent is to combat stony coral tissue loss disease, HHUG offers a proposed draft attached to our testimony to encourage further discussion. However, HHUG cannot support HB755, HD1 in its current form.

Thank you for considering our testimony in opposition.

A BILL FOR AN ACT

RELATING TO AQUATIC NUISANCE SPECIES.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. The legislature finds that the department of
2 land and natural resources is the lead state agency for
3 preventing and responding to the introduction of aquatic
4 nuisance species through the regulation of ballast water
5 discharges and hull fouling organisms.

6 ~~—— The legislature further finds that aquatic nuisance species~~
7 ~~can also be introduced into state waters through discharges~~
8 ~~incidental to the normal operation of a vessel, other than~~
9 ~~ballast water and hull fouling.~~

10 ~~—— The legislature further finds that the increase in global~~
11 ~~trade and transportation, as well as climate change, can result~~
12 ~~in unknown or previously benign aquatic plants, animals, and~~
13 ~~pathogens becoming invasive.~~

1 ~~— The legislature further finds that part III of chapter~~
2 ~~187A, "Alien Aquatic Organisms", should be amended to permit the~~
3 ~~department to address incidental discharges other than ballast~~
4 ~~water and biofouling, reflect the relationship between state and~~
5 ~~federal laws related to aquatic nuisance species, establish~~
6 ~~penalties sufficient to deter violations, and remove outdated~~
7 ~~terminology.~~

8 The purpose of this Act is to:

- 9 (1) Authorize the department of land and natural resources
10 to prevent and respond to the introduction of aquatic
11 nuisance species **stony coral tissue loss disease** from
12 discharges incidental to the normal operation of a
13 vessel other than ballast water and hull fouling;
- 14 ~~— (2) Contemplate the relationship between the federal~~
15 ~~Vessel Incidental Discharge Act of 2018 (title IX of~~
16 ~~P.L. 115-282) and state law;~~
- 17 ~~— (3) Provide penalties that will deter violations and~~
18 ~~prevent the introduction of aquatic nuisance species;~~
19 and
- 20 (4) Update outdated terminology.

1 SECTION 2. Part III of chapter 187A, Hawaii Revised
2 Statutes, is amended as follows:

3 1. By adding two new sections to be appropriately
4 designated and to read:

5 "§187A- Rules. (a) The department may adopt rules to
6 prevent and respond to the introduction of aquatic nuisance
7 species stony coral tissue loss disease from discharges
8 incidental to the normal operation of a vessel; provided that
9 the department may only adopt such rules for a vessel that has
10 called a Caribbean port in one of the last of the vessel's five
11 most recent port calls.

12 (b) The rules may include[±

13 — (1) Standards for the department and the United States
14 Coast Guard to use as part of their respective
15 inspection protocols; and

16 (2) Requirements] requirements for preventive measures and
17 best management practices that will reduce the risk of
18 introduction of [aquatic nuisance species] stony coral
19 tissue loss disease only.

1 (c) The rules may also include implementation of a course
2 of action in relation to the arrival or pending arrival of a
3 vessel[, ~~including a high risk vessel~~] that has called a
4 Caribbean port in one of the last of the vessel's five most
5 recent port calls; provided that the course of action adopted
6 shall apply only to a vessel that has called a Caribbean port in
7 one of the last of the vessel's five most recent port calls.

8 (d) Notwithstanding subsection (a) or any other law to the
9 contrary, if the federal government adopts any regulations under
10 VIDA for a discharge incidental to the normal operation of a
11 vessel related to aquatic nuisance species or that otherwise
12 preempts any rule adopted under this part, the VIDA regulation
13 shall be deemed to be a rule adopted by the department.

14 (e) The governor may enter into an agreement with the
15 Secretary of the department in which the Coast Guard is
16 operating to enforce section 312 of the Federal Water Pollution
17 Control Act (33 U.S.C. 1322), as amended, as provided in
18 subsection (k) of section 312, or to otherwise carry out this
19 part.

1 ~~———— "Discharge incidental to the normal operation of a vessel"~~
2 ~~has the same meaning as in section 312 of the Federal Water~~
3 ~~Pollution Control Act (33 U.S.C. 1322), as amended.~~

4 ~~———— ["high] "High risk vessel" includes [fishing and~~
5 ~~recreational] vessels and floating structures, such as barges,~~
6 ~~dry docks, drilling rigs, and cranes, which have spent extended~~
7 ~~periods of time tied up in out-of-state ports[.] or prior to~~
8 ~~arrival in the State, transited a jurisdiction with a high risk~~
9 ~~aquatic nuisance species, including high risk coral pathogens.~~

10 ~~———— "VIDA" means the federal Vessel Incidental Discharge Act of~~
11 ~~2018 (title IX of P.L. 115-282; 132 Stat. 4322) and the~~
12 ~~amendments made by that Act."~~

13 ~~———— 4. By amending section 187A-32, Hawaii Revised Statutes,~~
14 ~~to read:~~

15 ~~———— "~~[[§187A-32]]~~ **[Alien aquatic organisms; lead agency;**~~
16 ~~**rules.] Purposes; lead agency.** (a) The purposes of this part~~
17 ~~are to:~~

18 ~~———— (1) Authorize the department to prevent and respond to the~~
19 ~~introduction of aquatic nuisance species from~~
20 ~~discharges incidental to the normal operation of a~~

1 ~~vessel, including discharges other than ballast water~~
2 ~~and hull fouling;~~

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4 ~~Vessel Incidental Discharge Act of 2018 (title IX of~~
5 ~~P.L. 115-282) and state law; and~~

6 ~~(3) Provide for penalties that will deter violations and~~
7 ~~prevent the introduction of aquatic nuisance species.~~

8 ~~[(a)] (b) The department is designated as the lead state~~
9 ~~agency for preventing the introduction of and [carrying out the~~
10 ~~destruction of alien] responding to aquatic [organisms] nuisance~~
11 ~~species through the regulation of ballast water discharges,~~
12 ~~[and] hull fouling organisms[.], and other discharges incidental~~
13 ~~to the normal operation of a vessel. The department may~~
14 ~~establish an interagency team to address the concerns relating~~
15 ~~to [alien] aquatic [organisms.] nuisance species.~~

16 ~~[(b) The department may adopt rules in accordance with~~
17 ~~chapter 91, including penalties, to carry out the purposes of~~
18 ~~this part. The rules may include standards for the department~~
19 ~~and the United States Coast Guard to use as part of their~~
20 ~~respective inspection protocols. The rules may also include~~

1 ~~implementation of a course of action in relation to the arrival~~
2 ~~or pending arrival of a high risk vessel.~~

3 ~~—— (c) The governor may enter into an agreement with the~~
4 ~~United States Secretary of Transportation to carry out the~~
5 ~~purposes of this part, including but not limited to the~~
6 ~~enforcement of state law.]"~~

7 SECTION 3. Statutory material to be repealed is bracketed
8 and stricken. New statutory material is underscored.

9 SECTION 4. This Act shall take effect on June 30, 3000

H.B. NO. 755
H.D. 1

Testimony of Matson Navigation Company, Inc.
Opposition to HB755, HD1
Before the Committee on Finance
February 28, 2023

Dear Chair Yamashita, Vice Chair Kitagawa, and Members of the Committee:

Matson Navigation Company, Inc. (Matson) opposes HB755, has significant concerns with HB755, HD1, especially with respect to the Department of Land and Natural Resources' role as the lead agency for preventing the introduction and carrying out the destruction of aquatic nuisance species and respectfully **opposes** this measure.

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 safe, dependable, and efficient cargo transportation and handling to service our residents and businesses. The maritime industry is heavily regulated, including with respect to cargo vessels' discharges incidental to their normal operation, and should not be further burdened with unnecessary additional requirements on cargo operations. The federal government strictly regulates ocean cargo vessels, including through the Vessel Incidental Discharge Act of 2018 (VIDA). Matson strictly complies with environmental regulations.

Accordingly, Matson opposes this measure's apparent legislative grant of authority to DLNR to add a new layer of state regulatory oversight that is already provided by federal agencies. In this regard, there are important and unresolved questions about the resulting regulatory structure that would result if this measure were passed. For example, it appears that one result will be that DLNR regulations will duplicate federal regulations (provided under VIDA) and vessel owners would then be subject to vessel inspections by separate federal and state agencies and potentially separate enforcement actions, prosecutions, and penalties driven by separate federal and state agencies. We understand VIDA apparently requires the U.S. Coast Guard (USCG) to work with individual states in drafting regulations that would pertain to any co-enforcement regimes and the USCG will engage stakeholders to gain input. As far as we know, such discussions with states and engagement with stakeholders has not yet commenced. It is not clear to what extent the issues of parallel inspections, enforcement actions, prosecutions, and fines will be addressed by federal and state discussions, and what impact, if any, specific stakeholder input will have on the USCG's resulting regulations and guidelines for states. Matson also opposes the high fine structure contained in this measure.

With the USCG's discussions with states and public hearings with stakeholders both still pending, without an understanding of the regulatory structure that this measure may drive, and without any language in this bill to address the concerns stated in the last paragraph, Matson must respectfully submit that the concepts stated in this measure are not yet ready to be codified into Hawaii law.

If this measure's intent is to combat stony coral tissue loss disease, Matson offers a proposed draft attached to our testimony for the purpose of facilitating further discussion. However, Matson cannot support HB755, HD1 in its current form. Thank you for considering our testimony in opposition.

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10 VIDA for a discharge incidental to the normal operation of a
11 vessel related to aquatic nuisance species or that otherwise
12 preempts any rule adopted under this part, the VIDA regulation
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20 ~~respective inspection protocols. The rules may also include~~

1 ~~implementation of a course of action in relation to the arrival~~
2 ~~or pending arrival of a high risk vessel.~~

3 ~~—— (c) The governor may enter into an agreement with the~~
4 ~~United States Secretary of Transportation to carry out the~~
5 ~~purposes of this part, including but not limited to the~~
6 ~~enforcement of state law.]"~~

7 SECTION 3. Statutory material to be repealed is bracketed
8 and stricken. New statutory material is underscored.

9 SECTION 4. This Act shall take effect on June 30, 3000

H.B. NO. 755
H.D. 1

HB-755-HD-1

Submitted on: 2/26/2023 2:23:53 PM

Testimony for FIN on 2/28/2023 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Douglas Perrine	Individual	Support	Written Testimony Only

Comments:

The cost of preventing the introduction of nuisance species is always much less than the cost of dealing with them after they have been introduced, and the probability of avoiding serious damage to the ecosystem is much higher with blocking introduction than by attempting to mitigate the effects of an introduction that has already occurred. Accordingly I urge this committee to pass HB755 with a positive recommendation.