

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

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA

P.O. BOX 621
HONOLULU, HAWAII 96809

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

LAURA H.E. KAAKUA
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

Testimony of
DAWN N. S. CHANG
Chairperson

Before the House Committee on
WATER & LAND

Tuesday, February 7, 2023
9:30 AM
State Capitol, Conference Room 430

In consideration of
HOUSE BILL 1253
RELATING TO HONOLUA BAY

House Bill 1253 proposes to establish the Honolua Bay Special Fund for conservation purposes and the upkeep and maintenance of Lipoa Point. It also establishes a Honolua Bay Advisory Board to administer the Honolua Bay Special Fund and oversee the conservation of Honolua Bay. Finally, it requires the Department of Land and Natural Resources (Department) to include and incorporate Honolua Bay into the Department's Division of State Parks' (State Parks) online reservation system and provides for an appropriation. **The Department appreciates the intent of this measure, but opposes this measure as it is premature.**

Honolua Bay and Lipoa Point are located along the northwestern coast of Maui, approximately 10 miles north of Lahaina. The area is part of the Honolua ahupua'a. The area is rich in cultural and scenic resources and is a world-renowned surfing and snorkeling destination. The rugged Lipoa Point coastline is also popular for pole fishing for leisure and sustenance. In 2014, the State of Hawai'i acquired the lands at Honolua Bay and Lipoa Point from Maui Land and Pineapple, following a tremendous effort by the Save Honolua Coalition, the State's political leaders and others to prevent development of the agricultural lands surrounding Honolua Bay and preserve open space values. In 2016, the Hawaii State Legislature appropriated \$500,000 of CIP funds: \$375,000 for planning and \$125,000 for construction of safety and security improvement including signage and tree hazard removal. However, there was no additional management funding or positions associated with the acquisition of 244 acres of new public land. The dominant land use zoning is Agriculture and Conservation.

The landscape is now vastly composed of the remnants of abandoned pineapple cultivation now re-naturalizing, coupled with stunning coastal vistas and Honolulu Bay, which is a Marine Life Conservation District.

To augment existing planning and stewardship efforts in safeguarding this unique and special landmark, the Department has commissioned the preparation of a scoping plan which is the first of a two-phase project to develop a management plan for the area, as well as addressing hazards from overgrown trees and high cliffs. The scoping plan cost is approximately \$160,000.

The Draft Honolulu to Honokōhau Management Plan (HHMP) was completed in June 2021. The final management plan will be completed once a Finding of No Significant Impact (FONSI) determination is made for the Final Environmental Assessment (FEA). The Draft Environmental Assessment (DEA) will be completed by June 2023 and the FEA by December 31, 2023.

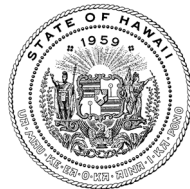
The contract cost for the development of the management plan and Environmental Assessment is approximately \$611,819.00 and will expire on December 31, 2024. The final deliverables will comprise of a management plan and a Final Environmental Assessment. The current schedule for the final deliverables is December 31, 2023. The project's scoping plan and subsequent draft management plan address the significant management challenges related to the natural environment, cultural resources, public health and safety, and stewardship.

Community outreach has occurred with facilitated stakeholder meetings composed of design charrettes that included: community residents, marine resource users, lineal descendants and the Department's State Parks staff and consultants. There were a series of meeting. There has been a community open house with 86 participants, comprising a broad spectrum of the community: lineal descendants, cultural practitioners, fishers, surfers, community members, political leaders, and Department staff. A stakeholder vetting of draft recommendations included four working group meetings with an average 15 attendees, represented by community residents, lineal descendants, surfers, watershed management interests, Hawaiian Island Land Trust, and the Save Honolulu Coalition. Another meeting of approximately 52 participants representing a broad spectrum of the community participated in a virtual open house for review of the draft plan. Environmental Assessment preparation and pre-consultation outreach is anticipated in February 2023, with formal agency and stakeholder consultation in Spring 2023.

Based on the current planning efforts, the provisions of House Bill 1253 are premature to implement at this time.

Mahalo for the opportunity to present testimony in opposition of this measure.

JOSH GREEN, M.D.
GOVERNOR



LUIS P. SALAVERIA
DIRECTOR

SABRINA NASIR
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
Ka 'Oihana Mālama Mo'ohelu a Kālā
P.O. BOX 150
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT

WRITTEN ONLY
TESTIMONY BY LUIS P. SALAVERIA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE HOUSE COMMITTEE ON WATER & LAND
ON
HOUSE BILL NO. 1253

February 7, 2023
9:30 a.m.
Room 430 and Videoconference

RELATING TO HONOLUA BAY

The Department of Budget and Finance (B&F) offers comments on this bill.

House Bill (H.B.) No. 1253: 1) creates a five-member Honolua Bay Advisory Board to oversee conservation efforts at Honolua Bay; 2) establishes a new Honolua Bay Special Fund; 3) requires that Honolua Bay be included in the State Parks Division's online reservation system; 4) establishes a permit structure and fee system for tour boats that enter the Honolua Bay Marine Life Conservation District; and 5) appropriates an unspecified sum of general funds for FY 24 and FY 25 for deposit into the special fund and an unspecified sum of special funds for FY 24 and FY 25 for conservation at Lipoa Point. The Honolua Bay Special Fund would be used for maintenance of Lipoa Point and would derive revenues through legislative and county appropriations, federal funds, gifts, donations, grants, and interest earnings.

As a matter of general policy, B&F does not support the creation of any special fund which does not meet the requirements of Section 37-52.3, HRS. Special funds should: 1) serve a need as demonstrated by the purpose, scope of work and an

explanation why the program cannot be implemented successfully under the general fund appropriation process; 2) reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a clear link between the program and the sources of revenue; 3) provide an appropriate means of financing for the program or activity; and 4) demonstrate the capacity to be financially self-sustaining. Regarding H.B. No. 1253, it is difficult to determine whether the proposed special fund would be self-sustaining.

In addition, B&F does not support the deposit of federal funds into any special fund as federal funds should be kept separate for compliance and reporting purposes. Further, the purpose of the federal grant may not be totally aligned with statutory uses of the special fund.

Thank you for your consideration of our comments.

Council Chair
Alice L. Lee



Director of Council Services
Traci N. T. Fujita, Esq.

Councilmembers
Tom Cook
Gabe Johnson
Tasha Kama
Tamara Paltin
Keani N.W. Rawlins-Fernandez
Shane M. Sinenci
Yuki Lei K. Sugimura
Nohelani U'u-Hodgins

Deputy Director of Council Services
David M. Raatz, Jr., Esq.

COUNTY COUNCIL
COUNTY OF MAUI
200 S. HIGH STREET
WAILUKU, MAUI, HAWAII 96793
www.MauiCounty.us

February 3, 2023

TO: The Honorable Linda Ichiyama, Chair,
and Members of the House Committee on Water & Land

FROM: Alice L. Lee
Council Chair

A handwritten signature in black ink, appearing to read "Alice L. Lee", is written over the printed name and title.

SUBJECT: **HEARING OF FEBRUARY 7, 2023; TESTIMONY IN SUPPORT OF
HB 1253, RELATING TO HONOLUA BAY**

Thank you for the opportunity to testify in **support** of this important measure. The purpose of this measure is to establish the Honolua Bay Special Fund for conservation purposes and upkeep and maintenance of Lipoa Point. It also establishes a Honolua Bay Advisory Board to administer the Honolua Bay Special Fund and oversee the conservation of Honolua Bay.

The Maui County Council has not had the opportunity to take a formal position on this measure. Therefore, I am providing this testimony in my capacity as an individual member of the Maui County Council.

I support this measure for the following reasons:

1. The bill is consistent with the West Maui Community Plan's Policy 3.4.2, "Development at Lipoa Point must respect the area's cultural and scenic resources and historic significance, and uses must be limited to open space and low-intensity recreation."
2. The Maui County Council has long supported the preservation the Honolua area, Lipoa Point, and adjacent shoreline areas in perpetuity. This bill would expand on Act 241 (2013), which was supported by Councilmembers and established the State's commitment to preserve the area.
3. Honolua Bay is part of the Marine Life Conservation District in Honolua-Mokuleia. So it is imperative to protect and preserve the area for future use.

For the foregoing reasons, I **support** this measure.



COMMITTEE ON WATER & LAND

Rep. Linda Ichiyama, Chair

Rep. Mahina Poepoe, Vice Chair

Rep. Cory M. Chun

Rep. Dee Morikawa

Rep. Sonny Ganaden

Rep. Gregg Takayama

Rep. Mark J. Hashem

Rep. Kanani Souza

NOTICE OF HEARING

DATE: Tuesday, February 7, 2023

TIME: 9:30 AM

PLACE: VIA VIDEOCONFERENCE

Conference Room 430

State Capitol

415 South Beretania Street

TESTIMONY OF OCEAN TOURISM COALITION IN OPPOSITION TO HB1253

The Ocean Tourism Coalition (OTC) represents over 300 ocean tour operators statewide. OTC is writing in strong opposition to HB1253. OTC does not oppose funding for the Honolua Bay Marine Life Conservation District, however, commercial boaters already are providing significant financial support to DLNR. Funds for Honolua Bay should come from those who are not currently paying.

First, in 2021, OTC worked with the Division of Aquatic Resources to pass a legislation that will charge boat operators a \$1 per passenger fee starting in 2024, known as the Ocean Stewardship Fee. This fee will generate millions of dollars for DLNR to invest in marine ecosystems and infrastructure at Honolua Bay and other locations across the state. The fee is in addition to the 3% of gross receipts tour boats already pay as a commercial permit fee to DLNR. Accordingly, additional funds necessary for the maintenance of Honolua Bay should come from those not currently paying.

Furthermore, encouraging visitors to enter Honolua Bay by boat is crucial as it has a lower impact on the environment compared to land entry. Boats use designated moorings, which prevent damage to coral reef and other sensitive marine habitats. Additionally, boats are equipped with proper waste disposal systems, which help prevent trash and debris from entering the bay and harming native plant species on land. Furthermore, guests are accompanied and supervised by trained crew, ensuring that the area is not damaged, and local marine life is not harassed. This results in a more pristine and protected environment, beneficial for both the local ecosystem and visitors. An increase in fees for tour boats could discourage visitors from taking boats and result in more damage to the coastal ecosystem.

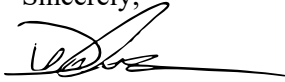
In addition, OTC is not opposed to an online reservation system for those entering Honolua Bay for recreational purposes. However, OTC is opposed to an online reservation system as it applies to commercial operators who have strict time constraints and schedules.

In conclusion, tour boats already pay their fair share. Thus, the legislature should look for Honolua Bay funding from those who are not currently paying. OTC requests the following language for §171-C of the bill:

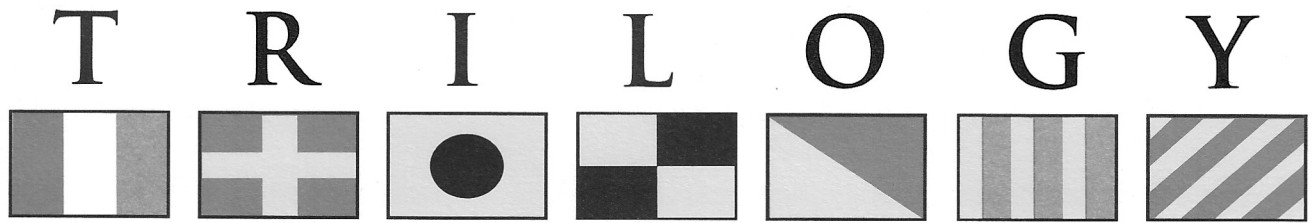
“§171-C Reservations. (a) The department of land and natural resources shall include and incorporate Honolua bay into the division of state parks online reservation system.

(b) The Honolua bay advisory board, in consultation with the department of land and natural resources, shall establish a permit structure for access to Honolua bay **for recreational purposes and not as part of a boat tour**, to be modeled after the existing Waianapanapa state park entry and parking reservation system. In addition, the advisory board, in consultation with the department, shall create a system by which donations can be made for bay conservation.”

Sincerely,



Denver S. Coon
Director
OTC



COMMITTEE ON WATER & LAND

Rep. Linda Ichiyama, Chair
Rep. Mahina Poepoe, Vice Chair

Rep. Cory M. Chun	Rep. Dee Morikawa
Rep. Sonny Ganaden	Rep. Gregg Takayama
Rep. Mark J. Hashem	Rep. Kanani Souza

NOTICE OF HEARING

DATE: Tuesday, February 7, 2023
TIME: 9:30 AM
PLACE: VIA VIDEOCONFERENCE
Conference Room 430
State Capitol
415 South Beretania Street

TESTIMONY OF JAMES COON IN OPPOSITION TO HB1253

Aloha Chair Ichiyama, Vice Chair Poepoe and Members of the WAL Committee:

My name is Jim Coon speaking in opposition to HB1253. I support the Ocean Tourism Coalition's testimony and want to add some additional information.

Commercial Boaters already pay their fair share and should not be included in this proposal. For example, if the fare is \$100 the 4% GET is \$4.16, DOBOR 3% is \$3.00 DAR Stewardship \$1.00 = \$8.16 in tax and fees. That leaves \$91.84 to pay all the expenses and hopefully have a profit. (Fuel, Crew, Catering, Insurance, Debt Service, Advertising, Commissions, Administration, Reservations, Maintenance, and Supplies to name a few)

Commercial Boating Access to Honolua is already very limited and orderly. There are only three moorings in Honolua Bay itself. These three moorings are shared by several vessels each utilizing the mooring for about 90 minutes then moving so the next vessel has access. The various boat companies have created schedules to work together so they can all be accommodated. A reservation

system for commercial vessels would be a nightmare in scheduling and cause unnecessary hardship and uncertainty for these companies.

Guided snorkel access by boat is the most environmentally benign method to experience Honolua Bay MLCD. There is no supervision of land based snorkeler access whereas the vessel snorkel access is supervised and educational. Charter Boat guests only take pictures and leave bubbles.

The Ocean Tourism Industry has been a good steward of Honolua Bay. For many years Trilogy's Blue 'Aina Reef Clean up has hosted local volunteers to clean Honolua Bay and the coastline. The Charterboats have also conducted fundraisers to help in the purchase of Lipoa Point.

Advisory Board: There should be two additional seats on this advisory board. One board member from the Honolua Charter Boat Companies.

One board member of the Honolua Surfing Community.

Our industry cherishes Honolua Bay and the land surrounding it. We have been among the most ardent supporters and stewards for decades. However, this proposal is designed for land based improvements and oversight but is not appropriate nor necessary for commercial vessel access that is already limited, regulated, taxed and permitted by DLNR and DAR.

I humbly ask you to carefully consider and grant our requests to modify this bill if you are going to pass it, by focusing on the land based elements as is done in State Parks. This bill as currently written will cause significant economic harm to every company that depends on continued Honolua access.

Sincerely,

A handwritten signature in black ink, appearing to read "James E. Coon". The signature is written in a cursive style and is enclosed within a large, hand-drawn oval.

James E. Coon, Vice President

HB-1253

Submitted on: 2/6/2023 9:42:50 AM

Testimony for WAL on 2/7/2023 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Philippe Le Blanc	Sea Maui	Oppose	Written Testimony Only

Comments:

TESTIMONY IN OPPOSITION TO HB1253

Sea Maui is writing in strong opposition to HB1253. Sea Maui does not oppose funding for the Honolua Bay Marine Life Conservation District, however, commercial boaters already are providing significant financial support to DLNR. Funds for Honolua Bay should come from those who are not currently paying.

Firstly, boats have a significantly lower impact on Honolua Bay than those entering by land due to the use of designated moorings, which prevent damage to coral reef and other sensitive marine habitats. Additionally, boats are equipped with proper waste disposal systems, which help prevent trash and debris from entering the bay and harming native plant species on land. Furthermore, individuals entering by boat are less likely to damage the coastal ecosystem by trampling on sensitive plant species. Passengers are also accompanied and supervised by trained crew, ensuring that the area is not damaged and local marine life is not harassed. This results in a more pristine and protected environment, beneficial for both the local ecosystem and visitors.

Sea Maui already operates and sponsors multiple Honolua Bay cleanups throughout the year in conjunction with the Save Honolua foundation. Our staff and many other boat companies are already the acting stewards of Honolua bay and regularly clean up after guests that enter from land. We all leave the bay cleaner than when we arrived. Our staff removes debris DAILY from the reefs that comes from on shore. Also, Sea Maui and other boat operations have strict sunscreen policies. We only allow reef safe sunscreen to be used and it's offered for free on board. This helps regulate the amount of toxic chemicals entering the bay, which isn't possible to do with guest entering from land.

In addition, boat tour operators worked with the Division of Aquatic Resources to pass legislation that charges boat operators a \$1 per passenger fee starting in 2024. The Ocean Stewardship Fee will provide necessary funds to the Division of Aquatic Resources to invest in the health of our marine ecosystems and other infrastructure at Honolua Bay and other locations throughout the State. The Ocean Stewardship Fee is in addition to the 3% of gross receipts tour boats pay to DLNR as a commercial permit fee. Accordingly, additional funds necessary for the maintenance of Honolua Bay should come from those not currently paying.

Sea Maui is not opposed to an online reservation system for those entering Honolua Bay for recreational purposes. However, Sea Maui is opposed to an online reservation system as it applies to commercial operators who have strict time constraints and schedules.

In conclusion, tour boats already pay their fair share. Thus, the legislature should look for Honolua Bay funding from those who are not currently paying. Sea Maui recommends the following language for §171-C of the bill:

“§171-C Reservations. (a) The department of land and natural resources shall include and incorporate Honolua bay into the division of state parks online reservation system.

(b) The Honolua bay advisory board, in consultation with the department of land and natural resources, shall establish a permit structure for access to Honolua bay for recreational purposes and not as part of a boat tour, to be modeled after the existing Waianapanapa state park entry and parking reservation system. In addition, the advisory board, in consultation with the department, shall create a system by which donations can be made for bay conservation.”

Sincerely,

Philippe Le Blanc

C.O.O.

Sea Maui

LATE

TESTIMONY OPPOSING HB 1253 / SG1153

Teralani Catamarans is submitting this written and will accompany in person testimony in full opposition to HB 1253/ SB 1153. We do not have any conflict with supporting a Honolua Bay Marine Conservation District as long as it does not become another fee or costs directed towards us in commercial boating as we're already providing multiple levels of financial support for these and other programs. Our suggestion / recommendation is to source any additional funding from entities or individuals currently "not" paying in large amounts as us commercial boating operations do.

As commercial operators and stewards of our ocean resources we have much less impact and much greater respect for the resource than potentially others. We've requested, sponsored and now have (3) designated commercial mooring in Honolua Bay which all of the catamaran operators from Ka'anapali use and are diligent in not overusing. These have helped with the ongoing protection of coral reef and marine life within the bay. Actually, we were advised that we would have (5) mooring placed and had expected this would occur. Only (3) were actually set into operation. All of our guests participating with snorkeling, swimming and use of the bay are supervised by a trained crew member. They're briefed about the sensitive nature of the area and all ocean resource. On our vessels, guests are not allowed, per County of Maui mandate, to use any sunscreen products which are not reef safe and composed of natural zinc based elements. Further all refuse, material or any sign of we were ever in the bay is taken with us once we depart.

Last year marine vessel tour operators statewide worked in with full collaboration with the Division of Aquatic Resources to approve and pass and a charge or new fee providing that boat operators would begin paying a \$1.00 per passenger fee effective with the start of 2024. This "new" fee, will result in hundreds of thousands or potentially millions of annual dollars to assist with the conservation of our delicate marine life and stunning resource at Honolua Bay as well as numerous other areas statewide. The "new" fee is in addition the 3% of gross sales that all operators pay to DLNR as part of our permits. Because of (a) our stewardship and our current effective use of the area (b) new fee adding hundreds of thousands, millions of dollars (c) our contribution of 3% of every dollar brought inno further added new fees, tariffs or taxes should be added.

Just as with Haleakala Crater we're not opposed to some form of on-line reservations program for land based or general use of the area however we are opposed to this having any application towards commercial boating operators. We are already limited to maximum passengers with logs kept per coast guard regulations.

To conclude, we have already been paying our fair share and are more than vested towards attention to and conservation of the Honolua Bay area. With that "plus" the new fee structure of \$1.00 per passenger it is "not" the commercial boating operators that additional funding should be sought from. The legislature should find other sources of further funding from those that use these and other areas that are not currently paying anything. Teralani Catamarans respectfully submits and suggests the following language for 171-C of this bill.

171-C Reservations.

- (a) The Department of Land and Natural Resources shall include and incorporate Honolua Bay into the Division of State Parks online reservation system.***

- (b) The Honolua Bay Advisory Board, in conclusion with the Department of Land and Natural Resources, shall establish a permit structure for access to Honolua Bay for recreational purposes and not as part of a tour boat, to be modeled after the existing Waianapanapa State Park entry and parking reservations system. In addition, the Advisory Board, in conclusion with the department, shall create a system by which donations can be made for Honolua Bay area conservation.***

Sincerely,

A handwritten signature in black ink, appearing to read "Michael T. Kelley". The signature is fluid and cursive, with a large loop at the end.

*Michael T. Kelley
President
Teralani Catamarans*

HB-1253

Submitted on: 2/3/2023 10:24:09 AM

Testimony for WAL on 2/7/2023 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Andrew Crossland	Individual	Support	Written Testimony Only

Comments:

I support this Bill.

HB-1253

Submitted on: 2/6/2023 8:23:17 AM

Testimony for WAL on 2/7/2023 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Zachary LaPrade	Quicksilver Charters	Oppose	Written Testimony Only

Comments:

This bill is unnecessary. In 2021, the charter boat industry worked in collaboration with the Division of Aquatic Resources, to pass legislation that will impose a \$1 per passenger fee starting in 2024 on boat operators. This fee will provide the necessary funds for the Division to improve our marine ecosystems, maintain and install day-use mooring buoys, and replace other necessary infrastructure. Keep in mind, boat operators already pay a 3% commercial permit fee.

HB-1253

Submitted on: 2/6/2023 9:20:14 AM

Testimony for WAL on 2/7/2023 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Anita Sweet	Gemini Charters	Oppose	Written Testimony Only

Comments:

TESTIMONY IN OPPOSITION TO HB1253

Gemini Charters is writing in strong opposition to HB1253. Gemini Charters does not oppose funding for the Honolua Bay Marine Life Conservation District, however, commercial boaters already are providing significant financial support to DLNR. Funds for Honolua Bay should come from those who are not currently paying.

The charter boats that come to Honolulu Bay have a significantly lower impact than those entering by land due to the use of designated moorings, which prevent damage to coral reef and other sensitive marine habitats. Additionally, boats are equipped with proper waste disposal systems, which help prevent trash and debris from entering the bay and harming native plant species on land. Furthermore, individuals entering by boat are less likely to damage the coastal ecosystem by trampling on sensitive plant species. Passengers are also accompanied and supervised by trained crew, ensuring that the area is not damaged and local marine life is not harassed. On a daily basis we make sure our passengers never touch or stand on the reef. We always express in our fafa to “take only photographers, only leave bubbles”. We make sure nothing is ever removed from Honolulu Bay by our passengers. This results in a more beautiful and protected environment, beneficial for both the local ecosystem and all visitors.

The Division of Aquatic Resources and boat operators worked together in agreement to pass legislation that charges boat operators a \$1 per passenger fee starting in 2024. The Ocean Stewardship Fee will provide necessary funds to the Division of Aquatic Resources to invest in the health of our marine ecosystems and other infrastructure at Honolua Bay and other locations throughout the State. The Ocean Stewardship Fee is in addition to the 3% of gross receipts tour boats pay to DLNR as a commercial permit fee. Accordingly, additional funds necessary for the maintenance of Honolua Bay should come from those not currently paying.

Gemini Charters is not opposed to an online reservation system for those entering Honolua Bay for recreational purposes, from the land access. However, Gemini Charters is opposed to an online reservation system as it applies to commercial operators who have strict time constraints and schedules.

In conclusion, tour boats already pay their fair share. Thus, the legislature should look for Honolua Bay funding from those who are not currently paying. Gemini Charters would like to recommend the following language for §171-C of the bill:

“§171-C Reservations. (a) The department of land and natural resources shall include and incorporate Honolua bay into the division of state parks online reservation system.

(b) The Honolua bay advisory board, in consultation with the department of land and natural resources, shall establish a permit structure for access to Honolua bay for recreational purposes and not as part of a boat tour, to be modeled after the existing Waianapanapa state park entry and parking reservation system. In addition, the advisory board, in consultation with the department, shall create a system by which donations can be made for bay conservation.”

Sincerely,

Anita Sweet

General Manager

Gemini Charters

PO BOX 11292

Lahaina, HI 96761

