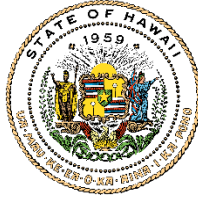


JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

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

Testimony of
DAWN N.S. CHANG
Chairperson

Before the Senate Committee on
WATER AND LAND

Monday, February 12, 2024
1:00 PM
State Capitol, Conference Room 229

In consideration of
SENATE BILL 2156
RELATING TO PORT INFRASTRUCTURE

Senate Bill 2156 proposes to require the Department of Land and Natural Resources (Department) to create a strategic plan for maintenance dredging of harbors and port locations, requires a report to the Legislature and makes an appropriation. **The Department appreciates the intent of this measure and recommends amendments.**

The Department believes a strategic plan for maintenance dredging is not necessary because the Department has already identified the facilities around the state that require maintenance dredging on a regular basis. These facilities are:

- North Kawaihae Small Boat Harbor, Hawai'i
- Wailoa Small Boat Harbor Channel, Hawai'i
- Kikiaola Launch Ramp, Kaua'i
- Waika'ea Canal Launch Ramp, Kaua'i
- Lahaina Small Boat Harbor Channel, Maui
- Mala Wharf Channel, Maui
- Maunalua Bay Launch Ramp, O'ahu

The estimated average cost of each maintenance dredging project is approximately \$1,000,000 to \$1,500,000, which includes the costs of design, permitting, and the dredging work itself. With sufficient funding available, the Department anticipates being able to complete two or three dredging projects each year and estimates that a recurring \$3,000,000 appropriation would cover annual maintenance dredging needs.

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

RYAN K.P. KANAKA'OLE
FIRST DEPUTY

DEAN D. UYENO
ACTING 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

The Department therefore recommends that the language and appropriation regarding a dredging strategic plan be replaced with a recurring annual general fund appropriation of \$3,000,000, to be expended on maintenance dredging work. The Department recommends that this be achieved by amending the purpose of the measure in SECTION 1, removing SECTION 2, and replacing SECTION 4 of the measure with the following:

There is appropriated out of the general revenues of the State of Hawaii the sum of \$3,000,000 or so much thereof as may be necessary for fiscal year 2024-2025 for the purpose of conducting maintenance dredging at state small boat harbors, boat launch ramp facilities, and other state boating facilities and waterways, including design, permitting, and dredging work, as identified by the department of land and natural resources; provided that this appropriation shall be recurring for each fiscal year; provided further that any funds not expended or encumbered for this purpose shall lapse to the general fund at the end of each fiscal year.

The sum appropriated shall be expended by the department of land and natural resources for the purposes of this Act.

Mahalo for the opportunity to provide testimony on this measure.

JOSH GREEN, M.D.
Governor

SYLVIA LUKE
Lt. Governor



WENDY L. GADY
Executive Director

STATE OF HAWAII
AGRIBUSINESS DEVELOPMENT CORPORATION
235 S. Beretania Street, Room 205
Honolulu, HI 96813
Phone: (808) 586-0186 Fax: (808) 586-0189

**TESTIMONY OF WENDY L. GADY
EXECUTIVE DIRECTOR
AGRIBUSINESS DEVELOPMENT CORPORATION**

BEFORE THE SENATE COMMITTEE ON WATER AND LAND

Monday, February 12, 2024
1:00 p.m.
Conference Room 229 & Videoconference

**SENATE BILL NO. 2156
RELATING TO PORT INFRASTRUCTURE**

Chairperson Inouye, Vice Chair Elefante, and Members of the Committee:

Thank you for the opportunity to testify in support of Senate Bill No. 2156, which requires the Department of Land and Natural Resources to create a strategic plan for maintenance dredging of harbors and port locations.

The Agribusiness Development Corporation (ADC) supports the Legislature's intent to create a strategic plan for improving and maintaining our ports and harbors to keep shipping channels deep and free of silt. Transportation of products from the various microclimates throughout the state is a critical component in the agricultural industry. Most of these shipments travel by ocean, simply because it's more economical than air transit.

Investing and improving Hawaii's key ports and harbors will improve efficiency, reduce costs, and increase competitiveness. As a major gateway to

the East and West, Hawaii's ports and harbors play a vital role in the handling of bulk and containerized food shipments to and from the state.

Thank you for your consideration of our testimony.

SB-2156

Submitted on: 2/7/2024 1:36:53 PM

Testimony for WTL on 2/12/2024 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Zachary LaPrade	Testifying for Quicksilver Charters	Support	Remotely Via Zoom

Comments:

Chair, Vice Chair, and Honorable Members of the Committee.

I am writing to express my strong support for Senate Bill No. 2156, which addresses the critical issue of maintenance dredging for small boat harbors, channels, ramps, and other port infrastructure in Hawaii. As a resident and frequent user of our state's coastal facilities, I am acutely aware of the importance of ensuring their safety and functionality.

Safety is paramount when it comes to maritime infrastructure. The current practice of waiting until dredging is imminent before allocating funds and initiating permits poses significant risks to public safety. Accumulation of marine sediment and foreign debris not only impedes navigation but also increases the likelihood of accidents and damage to vessels. These conditions can escalate to such a degree that they threaten the very safety of those who rely on these facilities for recreation, subsistence fishing, and other essential activities.

Senate Bill No. 2156 takes a proactive approach to address these safety concerns by requiring the Department of Land and Natural Resources to develop a strategic plan for maintenance dredging. By identifying potential projects, estimating costs, and establishing timelines for completion, this bill ensures that necessary maintenance is conducted in a timely manner, thereby minimizing the risk of closures or interruptions to services at our port facilities.

As a concerned citizen, I urge you to support this legislation to prioritize safety and ensure the continued functionality of Hawaii's port infrastructure. By investing in proactive maintenance measures, we can safeguard the well-being of our coastal communities and preserve these vital resources for generations to come.

Thank you for your attention to this important matter.

Sincerely,

Zachary LaPrade

SB-2156

Submitted on: 2/8/2024 3:29:43 PM

Testimony for WTL on 2/12/2024 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
George F. Garnes III	Testifying for Gemini Sailing Charters	Support	Written Testimony Only

Comments:

Dear Chair Inouye, Vice Chair Elefante, and Members of the Committee on Water and Land,

I am writing to express my strong support for SB2156, which addresses the critical issue of maintenance dredging for small boat harbors, channels, ramps, and other port infrastructure in Hawaii. As a resident and frequent user of our state small boat harbors, I am acutely aware of the importance of ensuring their safety and functionality.

Safety is paramount when it comes to maritime infrastructure. The current practice of waiting before allocating funds and initiating permits for dredging poses significant risks to public safety. Accumulation of marine sediment and foreign debris not only impedes navigation but also increases the likelihood of accidents and damage to vessels. These conditions can escalate to such a degree that they threaten the very safety of those who rely on these facilities for recreation, subsistence fishing, and other essential activities.

SB2156 takes a proactive approach to address these safety concerns by requiring the Department of Land and Natural Resources to develop a strategic plan for maintenance dredging. By identifying potential projects, estimating costs, and establishing timelines for completion, this bill ensures that necessary maintenance is conducted in a timely manner, thereby minimizing the risk of closures or interruptions to services at our port facilities.

As a concerned citizen, I urge you to support this legislation to prioritize safety and ensure the continued functionality of Hawaii's port infrastructure. By investing in proactive maintenance measures, we can safeguard the well-being of our coastal communities and preserve these vital resources for generations to come.

Thank you for your attention to this important matter.

Sincerely,

George F. Garnes III

Vice President Gemini Charters



COMMITTEE ON WATER AND LAND

Senator Lorraine R. Inouye, Chair Senator Brandon J.C. Elefante, Vice Chair

Date: Wednesday, February 7, 2024

Time: 9:09am

Comment Supporting SB2156

HFACT is a not-for-profit, IRS 501c (5) organization, that advocates for small boat commercial, non-commercial, and recreational fishermen throughout Hawaii. HFACT board members sit on a number of federal fisheries management and endangered species advisory committees as well as state marine and coastal zone advisory committees; and, HFACT is thoroughly familiar with and participates in ocean and marine resource management in Hawaii and the central Pacific.

HFACT supports SB2156 requiring the DLNR to develop a strategic plan to maintain and dredge harbors and ports. As an example, the Hawaii Kai Small Boat Harbor has been problematic for years and should have been dredged to remove the sand that caused the ramp area and also the area near the head buoy making it hazardous for ingress and egress. The boating community has been complaining and warning the DLNR and DOBOR of this hazard for years and some boats have had serious and costly damage. The boaters were told that the shifting sands were an act of Mother Nature and nothing would be done. The present situation is that it got so serious that DOBOR finally had to take action, as it was made publicly known through the television news stations. There are boaters in Hawaii Kai Marina that have not been able to go fishing for years due to the shallowness of the channel.

Therefore, we strongly support this bill that would require the maintenance of our harbors to prevent this situation from happening again.

HFACT thanks the chair, vice-chair, and committee members for this opportunity to provide comment and to assist in providing food to the people of Hawaii and to assist in the conservation of Hawaii's natural resources.

Sincerely and Aloha,

Edwin Watamura
Executive Director.
watafishing @ gmail.com



THE SENATE
KA 'AHA KENEKOA

THE THIRTY-SECOND LEGISLATURE
REGULAR SESSION OF 2024

COMMITTEE ON WATER AND LAND

Senator Lorraine R. Inouye, Chair
Senator Brandon J.C. Elefante, Vice Chair

NOTICE OF HEARING

DATE: Monday, February 12, 2024
TIME: 1:00 PM
PLACE: Conference Room 229 & Videoconference
State Capitol
415 South Beretania Street

Dear Chair Inouye, Vice Chair Elefante, and Members of the Committee on Water and Land:

The Ocean Tourism Coalition (OTC) represents hundreds of tour operators and charter boat businesses statewide. I am writing to express my strong support for SB2156, which addresses the critical need for regular dredging of small boat harbors within our state. Commercial tour operators are deeply invested in the safety and prosperity of our maritime community, and I believe that this bill is paramount in ensuring the uninterrupted functioning of both commercial operations and recreational boating activities.

Small boat harbors serve as vital hubs for a myriad of maritime activities, including recreational boating and commercial tourism. However, without regular dredging maintenance, these harbors are susceptible to sediment buildup, which poses significant safety hazards and impediments to navigation. Accumulated sediment can restrict vessel access, increase the risk of grounding, and even obstruct emergency response efforts during critical situations. Furthermore, the economic implications of neglected dredging cannot be overstated. Interruptions to both commercial and recreational activities due to inadequate dredging affects the lives of those who depend on the ocean for fun and for work.

SB2156 represents a proactive approach to safeguarding our infrastructure. By establishing a framework for regular dredging maintenance of small boat harbors, this bill ensures that these essential waterways remain accessible, safe, and conducive to both commercial and recreational use.

In conclusion, I urge you to support SB2156 and prioritize the regular dredging of small boat harbors in our state. Thank you for considering my testimony on this crucial matter.

Sincerely,

Denver S. Coon

President

OTC

SB-2156

Submitted on: 2/9/2024 12:35:18 PM

Testimony for WTL on 2/12/2024 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
MELYNDA DANT	Testifying for Fair Wind Cruises	Support	Written Testimony Only

Comments:

RE: Testimony in Support for SB2156

Dear Chair Inouye, Vice Chair Elefante, and Members of the Committee on Water and Land,

I am writing to express my support for SB2156, which addresses the issue of maintenance dredging for small boat harbors, channels, ramps, and other port infrastructure in Hawaii. As a business that frequently uses state small boat harbors, I know the importance of ensuring their safety and functionality.

Safety is paramount when it comes to maritime infrastructure. The current practice of waiting before allocating funds and initiating permits for dredging poses significant risks to public safety. Accumulation of marine sediment and foreign debris impedes navigation and increases the likelihood of accidents and damage to vessels.

SB2156 takes a proactive approach to address these safety concerns by requiring the Department of Land and Natural Resources to develop a strategic plan for maintenance dredging. By identifying potential projects, estimating costs, and establishing timelines for completion, this bill ensures that necessary maintenance is conducted in a timely manner, thereby minimizing the risk of closures or interruptions to services at our port facilities.

I ask you to support this legislation to prioritize safety and ensure the continued functionality of Hawaii's port infrastructure. By investing in proactive maintenance measures, we can safeguard the well-being of our coastal communities and preserve these vital resources for generations to come.

Thank you for your attention to this important matter.

Melynda Dant

President Fair Wind Cruises

LATE

SB-2156

Submitted on: 2/11/2024 3:23:11 PM

Testimony for WTL on 2/12/2024 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Peter Wood	Testifying for Sailing Maui Inc.	Support	Written Testimony Only

Comments:

RE: Testimony in Support for SB2156

Dear Chair Inouye, Vice Chair Elefante, and Members of the Committee on Water and Land, As a boat operator who utilizes Mala Wharf for access to our vessels, I am writing to express my strong support for SB2156, which addresses the critical issue of maintenance dredging for small boat harbors, channels, ramps, and other port infrastructure in Hawaii. Dredging is very important to all boaters who are launching vessels in the ramp. May I also request that the light at the dock at the Mala Boat Ramp be replaced? Both the dredging and a well lite ramp are extremely important for ensuring the safety of all boat users.

Safety is paramount when it comes to maritime infrastructure. The current practice of waiting before allocating funds and initiating permits for dredging poses significant risks to public safety. Accumulation of marine sediment and foreign debris not only impedes navigation but also increases the likelihood of accidents and damage to vessels. These conditions can escalate to such a degree that they threaten the very safety of those who rely on these facilities for recreation, subsistence fishing, and other essential activities.

SB2156 takes a proactive approach to address these safety concerns by requiring the Department of Land and Natural Resources to develop a strategic plan for maintenance dredging. By identifying potential projects, estimating costs, and establishing timelines for completion, this bill ensures that necessary maintenance is conducted in a timely manner, thereby minimizing the risk of closures or interruptions to services at our port facilities.

As a concerned citizen and commerical boat operator, I urge you to support this legislation to prioritize safety and ensure the continued functionality of Hawaii's port infrastructure. By investing in proactive maintenance measures, we can safeguard the well-being of our coastal communities and preserve these vital resources for generations to come.

Thank you for your attention to this important matter.

Peter Wood - Inca Robbin

SB-2156

Submitted on: 2/7/2024 1:51:36 PM

Testimony for WTL on 2/12/2024 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Uilani Naipo	Individual	Support	Written Testimony Only

Comments:

I support this measure.

- U'ilani Naipo

SB-2156

Submitted on: 2/8/2024 2:51:16 PM

Testimony for WTL on 2/12/2024 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kevin Ford	Individual	Support	Written Testimony Only

Comments:

Aloha,

I am writing in support of SB2156, as a frequent user of small boat harbors in Hawaii I have seen the importance of maintaining the facilities for the safety of the users and vessels. Shallow harbors are constantly battling rising marine sediment on the ocean floor due prop wash and swells which can cause accidents within the vessels that are using them.

Thank you for your consideration in passing this bill.

SB-2156

Submitted on: 2/8/2024 9:09:18 PM

Testimony for WTL on 2/12/2024 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Iwa Shaw	Individual	Support	Written Testimony Only

Comments:

Aloha,

I have spent my entire life in Hawaii and am both a recreational and commercial boater on the island of Maui. I utilize the state boat ramps frequently and have personally been affected by the lack of regular maintenance particularly at Mala Boat Ramp in Lahaina. This boat ramp regularly needs to be dredged due to the ocean swells and currents pushing sand into the ramp area. It seems as though the dredging always happens a very long time after it's needed due to the process being started only after it is needed. Mala Boat Ramp is currently so shallow several boats can only launch on one side or at a certain tide. One of my boats can't even use Mala Ramp in the condition that it is in right now. My personal experience is similar to the experiences of others at boat launching facilities state-wide. This bill will help streamline the process and prevent delays that can cause harm to both vessels and people. I support this bill and urge you to do the same.

Mahalo,

Iwa Shaw