



January 28, 2025

**Testimony in Support of HB1083**

Aloha Chair Kila and Members of the Committee,

On behalf of the Hawaii Longline Association (HLA), this testimony is in support of HB1083. HLA members include 150 active longline vessels based exclusively out of Honolulu Harbor as well as the United Fishing Agency (Honolulu Fish Auction). We understand that the intent of last year's mooring lines legislation was not to apply to fishing vessels and thus we are appreciative that HB1083 will remedy the omission of fishing vessels from list of exempted vessel types.

Hawaii longline vessels are considered small vessels with the average size being 72 ft in length and all of them are less than 200 gross tons. Hawaii longline vessels are easily maneuverable and typically use 2-3 mooring lines when tying up in port. Collectively the fleet makes over 1,500 fishing trips per year and conducts several thousand movements within Honolulu Harbor annually during normal fish offloading and berthing procedures.

Thank you for the opportunity to provide this testimony in support of HB1083.

Mahalo

Eric K. Kingma, Ph.D.  
Executive Director



Uploaded via Capitol Website

January 30, 2025

TO: HONORABLE DARIUS K. KILA, CHAIR, HONORABLE TINA NAKADA GRANDINETTI, VICE CHAIR, COMMITTEE ON TRANSPORTATION.

SUBJECT: **SUPPORT OF H.B. 1083, RELATING TO VESSELS IN STATE COMMERCIAL HARBORS.** Clarifies that the requirements for the securing of mooring lines in state commercial harbors shall not apply to certain vessels.

HEARING

DATE: Thursday, January 30, 2025  
TIME: 10:00 a.m.  
PLACE: Capitol Room 430

Dear Chair Kila, Vice Chair Grandinetti and Members of the Committee,

The General Contractors Association of Hawaii (GCA) is an organization comprised of approximately five hundred (500) general contractors, subcontractors, and construction related firms. The GCA was established in 1932 and is the largest construction association in the State of Hawaii. Our mission is to elevate Hawaii's construction industry and strengthen the foundation of our community.

GCA **SUPPORTS** H.B. 1083, which clarifies that the requirements for the securing of mooring lines in state commercial harbors shall not apply to certain vessels.

The GCA supports this measure as it corrects an unintended consequence and aligns the law to the capture the original intent of the measure.

Thank you for the opportunity to provide testimony on this measure.

**HB-1083**

Submitted on: 1/29/2025 1:13:57 PM

Testimony for TRN on 1/30/2025 10:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>       |
|---------------------|---------------------|---------------------------|----------------------|
| Daniel Hazen        | Holo Holo Charters  | Oppose                    | Remotely Via<br>Zoom |

Comments:

I believe this bill should include an amendment exempting vessels under 50GRT

**HB-1083**

Submitted on: 1/29/2025 1:45:27 PM

Testimony for TRN on 1/30/2025 10:00:00 AM

| Submitted By | Organization           | Testifier Position | Testify           |
|--------------|------------------------|--------------------|-------------------|
| Gabriel Lucy | Captain Andy's Sailing | Oppose             | Remotely Via Zoom |

Comments:

Aloha Legislators,

My name is Gabe Lucy, and I'm the General Manager at Captain Andy's Sailing Adventures. For over 40 years, we've safely operated tours along Kauai's Na Pali Coast. I'm submitting this testimony **in opposition to HB 1083 as currently written** because it doesn't include businesses like ours in the exemption for mooring line requirements.

We've spent decades training our crew to handle and secure our vessels safely under all kinds of conditions. Flexibility is key to making quick adjustments when tides, winds, or other factors change. We don't need rigid oversight—we need trust in our experience. Without including operators like us, this bill could slow down operations, cause unnecessary delays, and create an uneven playing field.

I ask that the exemption language be expanded to include experienced local operators who have demonstrated a commitment to safety and responsible operations.

Mahalo for your time and consideration.

Sincerely,

**Gabe Lucy**

General Manager, Captain Andy's Sailing Adventures

**HB-1083**

Submitted on: 1/29/2025 4:08:17 PM

Testimony for TRN on 1/30/2025 10:00:00 AM

| <b>Submitted By</b> | <b>Organization</b>   | <b>Testifier Position</b> | <b>Testify</b>         |
|---------------------|-----------------------|---------------------------|------------------------|
| Shaye Clarke        | Blue Dolphin Charters | Oppose                    | Written Testimony Only |

Comments:

Submitting an opposing testimony for HB1083. Requesting that this bill be amended to exempt vessels less than 100 gross tons. Requirements for the securing of mooring lines in state commercial harbors shall not apply to certain vessels - specifically of 100 gross tons or less. For our vessel size, it poses no risk on the workers or state commercial harbor property. Uncertainty to consider would be who bears the costs or liabilities involved in moving vessels during an emergency and under what circumstances the government or a harbor authority can take these actions without prior permission from owners.