



# Sierra Club Hawai'i Chapter

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## SENATE COMMITTEE ON WAYS AND MEANS

February 23, 2012, 9:00 A.M.  
(Testimony is 2 pages long)

### TESTIMONY OPPOSING SB 2747

Aloha Chair Ige and Members of the Committee:

The Sierra Club, Hawaii Chapter, with 10,000 dues paying members and supporters statewide, respectfully opposes SB 2747. This bill proposes to lower the electric vehicle charging station requirements at public parking lots.

Hawai'i is an ideal location for electric vehicles. Most commutes are well within an EV's capacity, thus eliminating the need for a gas powered engine. Electric vehicles -- even assuming no improvements to our electric grid -- produce less carbon dioxide emissions than comparable gas powered cars. As Hawai'i begins to meet its renewable energy goals, electric vehicles could be a completely clean source of transportation. Moreover, electrical vehicles are silent, create no air pollution, and need little maintenance. No tune ups, oil changes, or radiator repairs are necessary (these items simply don't exist on an electrical car).

Our current electric vehicle parking law has incentivized a number of electric car distributors to focus on Hawai'i and brought national attention. Nissan and others cite to Hawai'i as a model on how to create smart policy measures to ensure a smooth transition to an electric fleet.

Nevertheless, our current law is not working as well as it could. According to the Department of Business and Economic Development's "EV Public Charging Station Database," only eight charging stations are available to all public electric vehicles statewide. Only one of these charging stations is on a neighbor island.

Plainly requiring just one electric vehicle parking spot/charging station for a highly-used area like the Honolulu International Airport, as proposed in this bill, does not advance or satisfy the State of Hawai'i's noteworthy EV goals.

Accordingly, the Sierra Club suggests putting together a task force of interested stakeholders to revise this bill to ensure that the various interests are considered. Revisions to the current law are needed, but the necessary discussions have not yet occurred. It is possible to ensure the impact on businesses is offset, while ensuring enough charging stations are put into place to encourage aggressive adoption of electric vehicles by the public.

Mahalo for the opportunity to testify.

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**TO:** Senator David Y. Ige  
Chair, Committee on Ways and Means  
*Via Email: WAMTestimony@Capitol.hawaii.gov*

**FROM:** Gary M. Slovin

**DATE:** February 22, 2012

**RE: S.B. 2747, SD1 – Relating to Electric Vehicle Parking**  
**Hearing Date: Thursday, February 23, 2012 at 9:00 a.m.**  
**Conference Room 211**

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Dear Chair Ige and Members of the Committee on Ways and Means:

I am Gary Slovin submitting comments on behalf of the Alliance of Automobile Manufacturers (“Alliance”). The Alliance is a trade association of twelve car and light truck manufacturers including BMW Group, Chrysler Group LLC, Ford Motor Company, General Motors Company, Jaguar Land Rover, Mazda, Mercedes-Benz USA, Mitsubishi Motors, Porsche, Toyota, Volkswagen Group of North America, and Volvo.

The Alliance **submits comments on** S.B. 2747, SD1. Specifically, the Alliance suggests amending the definition of “Electric Vehicle” beginning on Page 3, line 6, (2):

(2) A vehicle, with four or more wheels, that draws propulsion energy from a battery with at least 4 kilowatt hours of energy storage capacity that can be recharged from an external source of electricity.

Changing the battery capacity to 4 kilowatt hours would make the definition of electric vehicle conform to Federal standards as defined by the IRS, and ensure that all of our members’ electric vehicles would qualify for the provisions of the bill.

Thank you for the opportunity to submit comments on this measure.