



**Testimony to the Senate Committees on Public Safety, Intergovernmental, and Military Affairs, and the Senate Committee on Transportation and Energy**

Wednesday, March 28, 2018 1:15 p.m.  
Conference Room 225, State Capitol  
RE: SR141 and SCR188

Chair Nishihara, Vice Chair Wakai and Members of the Public Safety, Intergovernmental, and Military Affairs Committee and  
Chair Inouye, Vice Chair Espero and Members of the Transportation and Energy Committee,

Hawaii Gas provides the following **comments** for SR141 and SCR188:

SR 141 and SCR188 proposes THE MAYORS OF THE STATE'S COUNTIES TO SUBMIT A PLAN DETAILING HOW EACH COUNTY WILL MEET THEIR PLEDGE TO ELIMINATE FOSSIL FUELS FROM GROUND TRANSPORTATION BY 2045 AND URGING THE MAYOR OF KALAWAO COUNTY TO SIGN THE PLEDGE.

Hawaii Gas concurs with the importance of reducing and ultimately eliminating carbon emissions from ground transportation in Hawaii, but suggests that Page 2, lines 9-12:

*“BE IT FURTHER RESOLVED that the counties are requested to consider as part of their plan installing electric vehicle charging ports and converting their county's bus fleets to electric buses; “*

be amended to:

*“BE IT FURTHER RESOLVED that the counties are requested to consider as part of their plan installing electric vehicle charging ports and converting their county's bus fleets to renewable technology; “*

for the following reasons:

- 1) The State and Counties should not pick winners and losers of technology by encouraging the Counties to only consider one type of renewable energy as part of their plan, when there are other well-established and emerging renewable options.
- 2) Converting to electric buses may not be the right solution for all public transportation, considering length of route, incline of route, necessary charging time, etc.
- 3) The State and Counties should encourage converting bus fleets in ANY way that will reduce carbon emissions, much like other fleets across the U.S.
- 4) Electrifying transportation in Hawaii at this juncture may actually create MORE carbon emissions when electric vehicles are charged via the electric utility, which is powered by burning COAL AND LOW SULPHUR FUEL OIL. These are the dirtiest and most harmful fuels to burn in the world, and create 7%-15% MORE carbon emissions, greenhouse gases, particulate and NOx emissions than diesel fuel.
- 5) If one of the State goals is to reduce carbon emissions arising from transportation, there are many economical alternatives and interim and transitional solutions. For example, the immediate conversion of diesel to CNG engines provides an interim solution that can convert to renewable

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natural gas fuel cells in a cost-effective manner. These are proven technologies and reduce NO<sub>x</sub>, greenhouse gases, carbon emissions and particulate from 30% to 95%.

Thank you for the opportunity to testify on SR 141 and SCR 188.



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for the following reasons:

- 1) The State and the County should not pick winners and losers of technology by encouraging the Counties to only consider one type of renewable energy as part of their plan. By converting their bus fleets to all electric when there are other well established renewable options and possibly more emerging.
- 2) The State and County should encourage converting bus fleets in ANY way which will create a reduction in carbon emissions, much like other fleets across the U.S.
- 3) Electrifying transportation in Hawaii at this juncture can actually create MORE carbon emissions when electric vehicles are charged via the electric utility, which is powered by burning COAL AND LOW SULPHUR FUEL OIL. These fuels are the dirtiest, most harmful fuels to burn in the world, and create 7%-15% MORE carbon emissions, greenhouse gases, particulate and NOx emissions than diesel fuel.
- 4) If one of the goals is to reduce carbon emissions and other particulates from transportation, there are many economical alternatives, interim and transitional solutions, such as immediately converting diesel to CNG engines, which can cost effectively convert to renewable natural gas fuel, many of which are proven technologies and reduce NOx, greenhouse gases, carbon emissions and particulate from 30% up to 95%.

Thank you for the opportunity to testify on SR 141 and SCR 188.