



To: The House Committee on Energy and Environmental Protection  
From: Sherry Pollack, 350Hawaii.org  
Date: Thursday, February 4, 2021, 9:00 am

**In strong opposition to HB1092**

Aloha Chair Lowen, Vice Chair Marten, and Energy and Environmental Protection Committee members,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org **strongly opposes HB1092.**

**HB1092** states the legislature finds that climate change is the most pressing issue of our time. 350Hawaii fully agrees. The planet faces an existential climate crisis and we must act now.

This bill also states the legislature recognizes that air travelers are “increasingly aware” of the climate change implications of their travel and seeks to use carbon offsets as an antidote to what some have termed “Flight shaming.” But while carbon offset schemes claim to compensate for emissions with no cost to the climate – they don’t actually do that, they are simply an accounting trick.

According to the UN IPCC report, if we are serious about averting catastrophic planetary changes, we need to reduce emissions by 45 per cent by 2030. Trees planted today can’t grow fast enough to achieve this goal. A newly planted tree can take as many as 20 years to capture the amount of CO<sub>2</sub> that a carbon offset scheme promises. And during those decades we have to hope that this tree will survive the droughts, wildfires, and tree diseases that are occurring because of the global warming humans continue to cause by our on-going greenhouse gas emissions.

Moreover, new research shows that the Earth’s overheated climate will alter forests at a global scale. The study suggests that by 2040 forests will take up only half as much CO<sub>2</sub> from the atmosphere as they do now, if global temperatures keep rising at the present pace, and that trees will start to exhale more CO<sub>2</sub> than they can take in through photosynthesis.

Bottomline, carbon offsets are a distraction from the real solution to climate change, which is to reduce our carbon emissions. Offsetting simply allows companies like airlines to avoid taking meaningful action on their carbon emissions and to continue with their unsustainable behavior while shifting their responsibility for the climate onto the consumer.

If we’re serious about tackling climate change, there is only one answer to the problem: reducing our emissions. And that will mean moving away from a tourist economy to one that is more diversified and resilient.

Polluting industries have helped to “fuel” the denial that has enabled blocking any meaningful action to confront global warming. As a result, we have lost precious time and are now in the midst of a Climate Crisis. We cannot afford to waste more time on PR schemes. Our only recourse now is to act swiftly and boldly to reduce our greenhouse gas emissions lest we steal our children’s future. We must continue to do our part to avoid the most devastating impacts of climate change.

Mahalo for the opportunity to testify.

Sherry Pollack  
Co-Founder, 350Hawaii.org



## HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

February 4, 2021, 9:00 A.M.

Video Conference

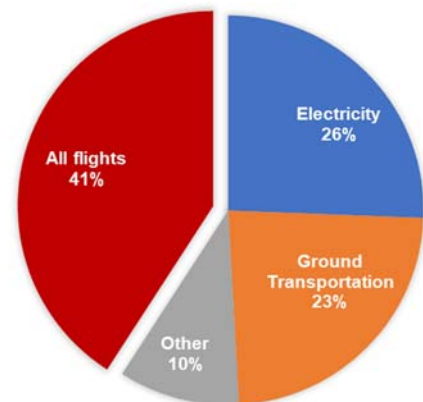
### TESTIMONY IN SUPPORT OF HB 1092

Aloha Chair Lowen, Vice Chair Marten, and members of the Committee:

Blue Planet Foundation **supports HB 1092, establishing a voluntary carbon offset program** for individuals traveling to or from Hawai'i by air. Such a program can help Hawai'i accelerate its carbon reduction goals while low-carbon alternatives for air travel are developed.

Aviation is Hawai'i's largest single source of carbon emissions (when international and round-trip flights are considered), comprising over 40% of the state's overall emissions, as shown in the chart below.<sup>1</sup> Until lower carbon alternatives to jet travel are commercialized, it makes sense to provide an option for travelers to offset their carbon emissions through a verified carbon offset program.

HAWAII'S CARBON EMISSIONS

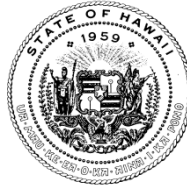


Blue Planet believes that such a Hawai'i-specific program should provide for the offset of 100% of air travel carbon emissions through a combination of renewable energy, energy efficiency, and clean mobility projects for communities, schools, and nonprofits (with a particular focus on lower-income areas and residents), in combination with terrestrial offsets such as tree planting and sustainable agriculture support.

Thank you for the opportunity to provide testimony.

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<sup>1</sup> Estimate of annual greenhouse gas emissions based on DBEDT Monthly Energy Trend data; EPA's eGrid data; the State of Hawaii's "Hawaii Greenhouse Gas Emissions Report for 2015"; Hawaiian Airlines 2018 Annual Report; and other sources. Flight emissions include round-trip and international flights.



LATE

**TESTIMONY BY:**

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
LYNN A.S. ARAKI-REGAN  
DEREK J. CHOW  
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**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

February 4, 2021  
9:00 a.m.  
State Capitol, Via Videoconference

**H.B. 1092**  
**RELATING TO CARBON OFFSETS**

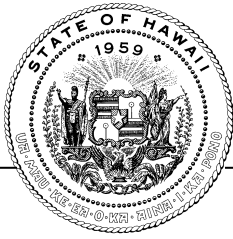
House Committee on Energy & Environmental Protection

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The Department of Transportation (DOT) offers **comments** on this bill which establishes procedures for the Department of Transportation to assist and enable a person to voluntarily purchase as verified carbon offset for carbon dioxide emissions from the person's air travel to or from an airport in the State.

The DOT is concerned with the funding source for airport personnel to facilitate and provide process oversight. Utilization of airport personnel to support this service would be a diversion of Airport Revenues and jeopardize Federal Aviation Administration grant assurances.

Thank you for the opportunity to provide testimony.



# OFFICE OF PLANNING STATE OF HAWAII

**LATE**

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Statement of  
**MARY ALICE EVANS**  
Director, Office of Planning  
before the  
**HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION**  
Thursday, February 4, 2021  
9:00 AM  
State Capitol, Conference Room 325  
in consideration of  
**HB 1092**  
**RELATING TO CARBON OFFSETS**

Chair Lowen, Vice Chair Marten, and Members of the House Committee on Energy and Environmental Protection:

The Office of Planning (OP) offers the following comments on HB 1092. In accordance with Act 16, Session Laws of Hawai‘i 2018, the Office of Planning investigated and recently published the “*Feasibility and Implications of Establishing a Carbon Offset Program for the State of Hawai‘i*” on December 26th, 2019. The publication was electronically provided to the Hawai‘i State Legislature and the Hawai‘i Climate Change Mitigation and Adaptation Commission, and may also be found at the Office of Planning’s website:  
[http://files.hawaii.gov/dbedt/op/sustainability/feasibility\\_and\\_implications\\_of\\_establishing\\_a\\_carbon\\_offset\\_program\\_for\\_the\\_state\\_of\\_hawaii\\_finalweb.pdf](http://files.hawaii.gov/dbedt/op/sustainability/feasibility_and_implications_of_establishing_a_carbon_offset_program_for_the_state_of_hawaii_finalweb.pdf).

The Office of Planning notes that sections 7.2 (pages 49-51) and 7.4 (pages 52-53) of the feasibility report describe the requirements of developing a potential carbon offset program for the State of Hawai‘i. The Office of Planning understands that airports can mitigate their emissions by purchasing credits from projects that eliminate carbon dioxide, off the airport property. The Airport Council International (ACI) has started the Airport Carbon Accreditation (ACA) program to recognize airports that voluntarily act to address climate impacts, and Honolulu’s Daniel K. Inouye International Airport has received this accreditation since 2015.

The U.N. has declared this 2020-2030 decade as the “Decade of Action” to achieve the 2030 Sustainable Development Goals in alignment with the goals of the U.N. Paris Agreement. These international initiatives have significantly impacted markets and corporations to reduce greenhouse gas emissions, including Boeing’s recent commitment to transition its commercial aircraft to be ready to fly 100% on sustainable aviation fuels by 2030.

The State of Hawai‘i likewise established a strong foundation of greenhouse gas reduction policies through statutory targets to achieve a 100% Renewable Portfolio Standard, and enacting the state’s commitment to a Zero Emissions Clean Economy, with both of these targets to be achieved by 2045. Offsets are a specific implementation mechanism used to foster greenhouse gas reductions and, while valuable, the uses are narrow. The State of Hawai‘i should build on its existing greenhouse gas reduction policies and programs to develop the most economically viable mechanisms to facilitate reaching the Zero Emissions Clean Economy target by the year 2045.