



# OFFICE OF PLANNING STATE OF HAWAII

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DAVID Y. IGE  
GOVERNOR

MARY ALICE EVANS  
DIRECTOR  
OFFICE OF PLANNING

Statement of  
**MARY ALICE EVANS**  
Director, Office of Planning  
before the  
**HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION**  
Tuesday, March 16, 2021  
9:00 AM  
State Capitol  
in consideration of  
**SB 304, SD 2**  
**RELATING TO CARBON OFFSETS**

Chair Lowen, Vice Chair Marten, and Members of the House Committee:

The Office of Planning offers the following **comments** on SB 304, SD2.

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 is also available at the Office of Planning's website.

The Office of Planning notes that sections 7.2 (pages 49-51) and 7.4 (pages 52-53) of the feasibility report describes the requirements of developing a potential carbon offset program for the State of Hawai'i.

As explained on page 51 of the feasibility analysis, it is unlikely that the State of Hawai'i would generate significant revenue through the production of offsets, and any trading of offset credits produced within Hawai'i would be limited by the State's [Zero Emissions Clean Economy target](#). Through this publication, the Office of Planning instead recommended the adoption of alternative fuels in transportation, including sustainable aviation fuels, to reduce Hawai'i's greenhouse gas emissions to meet Hawai'i's Zero Emissions Clean Economy target by 2045

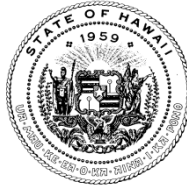
International climate action has significantly influenced markets and corporations to reduce greenhouse gas emissions, including Boeing's recent commitment to transition its commercial aircraft to be ready to fly 100% on sustainable aviation fuels by 2030.

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.

Instead of implementing a carbon offset program, 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.

Mahalo for this opportunity to submit testimony on SB 304, SD 2.

DAVID Y. IGE  
GOVERNOR



**TESTIMONY BY:**

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
LYNN A.S. ARAKI-REGAN  
DEREK J. CHOW  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

March 16, 2021  
9:00 a.m.  
State Capitol, Via Videoconference

**S.B. 304, S.D. 2**  
**RELATING TO CARBON OFFSETS**

House Committee(s) on Energy and 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 from airport personnel to facilitate and provide process oversight. Utilization of airport personnel to support this service could be a diversion of Airport Revenues and jeopardize Federal Aviation Administration grant assurances.

Thank you for the opportunity to provide testimony.



**HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION**

March 16, 2021, 9:00 A.M.

Video Conference

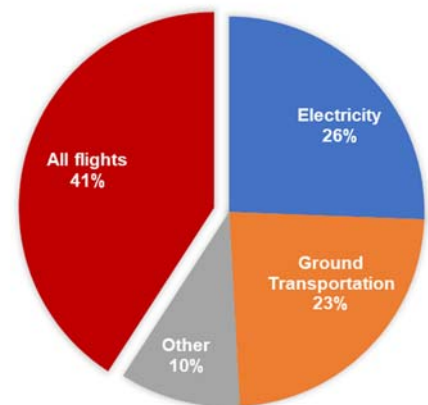
**TESTIMONY IN SUPPORT OF SB 304 SD2**

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

Blue Planet Foundation **supports SB 304 SD2, 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. 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.

HAWAII'S CARBON EMISSIONS



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.



To: The House Committee on Energy and Environmental Protection  
From: Sherry Pollack, 350Hawaii.org  
Date: Tuesday, March 16, 2021, 9am

### **In strong opposition to SB304 SD2**

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 SB304 SD2**

SB304 SD2 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 percent 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

**SB-304-SD-2**

Submitted on: 3/15/2021 2:18:22 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Fern Anuenue Holland	Individual	Oppose	No

Comments:

Aloha please do not greenwash the impacts of our tourism industry via offsets. We want clean aviation fuels and responsible advancements in technology to be considered rather than offsets for corporations that can afford it. Mahalo! Fern Å€ Holland

**SB-304-SD-2**

Submitted on: 3/15/2021 6:57:19 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Nanea Lo	Individual	Oppose	No

Comments:

Hello,

My name is Nanea Lo. I come from Papakāleā, O'ahu, now residing in Māhili in my ancestral homelands. I'm writing in opposition to SB304.

Hawai'i deserves clean, sustainable aviation fuels to dramatically decrease greenhouse gases.

We refuse to allow companies to profit off of greenhouse gas emissions through carbon offset schemes.

Oppose SB304.

me ke aloha 'Āina,

Nanea Lo

**SB-304-SD-2**

Submitted on: 3/16/2021 2:16:13 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Janet Pappas	Individual	Support	No

Comments:

Dear EEP Chair Lowen, EEP Vice Chair Marten and EEP Committee members,

I support this bill to enable a person to voluntarily purchase a valid carbon offset for their CO2 emissions resulting from air travel to or from Hawaii. Many people will want to buy these offsets, so our airports should be prepared to handle these requests.

Please support SB304 SD2.

Thank you for listening and for the opportunity to testify.

Sincerely,

Jan Pappas - Aiea, Hawaii