

OFFICE OF PLANNING STATE OF HAWAII

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MARY ALICE EVANS
DIRECTOR
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Statement of
MARY ALICE EVANS
Director, Office of Planning
before the
**SENATE COMMITTEES ON TRANSPORTATION AND
AGRICULTURE AND ENVIRONMENT**

Wednesday, February 10, 2021
1:05 PM

State Capitol, Conference Room 224

in consideration of
SB 304
RELATING TO CARBON OFFSETS

Chairs Lee and Gabbard, Vice Chairs Inouye and Nishihara, and Members of the Senate Committees on Transportation and Agriculture and Environment:

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

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 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 describe the requirements of developing a potential carbon offset program for the State of Hawai‘i.

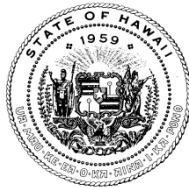
The U.N. has declared this 2020-2030 decade as the “Decade of Action” to achieve the 2030 Sustainable Development Goals in alignment with the goals of the U.N. Paris Agreement.

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.

DAVID Y. IGE
GOVERNOR



TESTIMONY BY:

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February 10, 2021
1:05 p.m.
State Capitol, Via Videoconference

S.B. 304
RELATING TO CARBON OFFSETS

Senate Committee(s) on Transportation & Agriculture and Environment

The Department of Transportation (DOT) offers **comments** on this bill which establishes procedures for DOT 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.



**SENATE COMMITTEE ON TRANSPORTATION
SENATE COMMITTEE ON AGRICULTURE AND ENVIRONMENT**

February 10, 2021, 1:05 P.M.
Video Conference

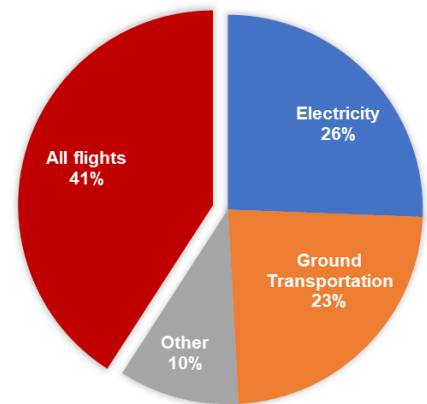
TESTIMONY IN SUPPORT OF SB 304

Aloha Chairs Lee and Gabbard, Vice Chairs Inouye and Nishihara, and members of the committees:

Blue Planet Foundation **supports SB 304, 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.¹ 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.

HAWAI'I'S CARBON EMISSIONS



Thank you for the opportunity to provide testimony.

¹ 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.

SB-304

Submitted on: 2/8/2021 1:28:12 AM

Testimony for TRS on 2/10/2021 1:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Brett Kulbis	Individual	Oppose	No

Comments:

STRONGLY OPPOSE SB-304

This is just another tax on the hard working resident's of Hawaii. It will negatively impact low income families hardest, and will increase our already high cost of living.

Brett Kulbis

SB-304

Submitted on: 2/8/2021 12:39:14 PM

Testimony for TRS on 2/10/2021 1:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Andrea Quinn	Individual	Support	No

Comments:

Dear Honorable Committee Members,

Please support SB304.

Thank you,

Andrea Quinn