



John Uekawa, President
Dave Rolf, Executive Director



HADA Testimony in OPPOSITION to HB393

RELATING TO GROUND TRANSPORTATION

Presented to the House Committee on Energy and Environmental Protection at the
Public Hearing 8:30 a.m. Thursday, February 4, 2021 in Room 325

VIA VIDEO CONFERENCE

Hawaii State Capitol

by David H. Rolf for the members of the Hawaii Automobile Dealers Association, *Hawaii's franchised new car dealers, who provide sales, warranty work and other factory-certified maintenance service for Hawaii's privately-owned and fleet-owned cars and light trucks*

Chairs Lowen, Vice Chair Marten and members of the committee:

A single-state ban on certain vehicle sales causes customers to purchase those vehicles from other states, and then simply ship them in.

The result of such a ban would be damage to local businesses, loss of local jobs, and a further decline in the Hawaii economy.

A preferred approach is a transitional one.

Hawaii has been instrumental on the national scene in helping longtime American-based manufacturers -- those that compose what was once referred to as the "Arsenal of Democracy" -- transition to electric vehicles.

Right now, the massive electric grid infrastructure, electric power production that will be needed from renewable sources, and the charging network needed for a widespread transition to renewable-fuel-powered vehicles poses financial challenges for all.

Hybrid vehicles will be key to the transition; it was good to see that sales of gas-electric vehicles were not included in the proposed ban.

Our dealers look forward to working will all in drafting the roadmap that is needed for all to see how the distance to the goal can be covered in the shortest amount of time.

We look forward to working alongside all on this transition. We recommend, however, that this measure be held. Its effect would unnecessarily hurt the Hawaii economy when many factors are now coming into the marketplace that will foster a more rapid transition.

Respectfully submitted,

David H. Rolf, on behalf of the dealer members of the Hawaii Automobile Dealers Association

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David H. Rolf, for the members of the Hawaii Automobile Dealers Association

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HB-393

Submitted on: 2/2/2021 3:55:52 PM

Testimony for EEP on 2/4/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
LIBRADO COBIAN	Oahu Motorsports Association	Oppose	No

Comments:

Dear Legislatures I would like to inform you that **ONE CRUISE SHIP** emits the DAILY emissions of **ONE MILLION CARS**. And the Cruise Lines DO NOT PAY FEDERAL TAXES., but they pay Docking fees. Wanting to bann Gas powered Automobiles , while allowing the Cruise Ship industry to pollute our Hawaiian Islands is completely discriminatory and unfair .

With todays technology of Automobile emmissions control , Banning Automobiles and allowing Industry Giants like the Cruise Ship industry to still polute our Islands is completely Futile.

If we legislate to reduce pollution by going after the low level trace polluters I predict that in the future BarbeQueing will also soon be banned.



**Hawaiian
Electric**

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON
ENERGY & ENVIRONMENTAL PROTECTION**

HB 393

Relating to Ground Transportation

February 4, 2021

9:00 AM, Agenda Item # 10

State Capitol, Conference Room 325 / VIDEO CONFERENCE

June Chee

Program Manager, Electrification of Transportation
Hawaiian Electric Company, Inc.

Aloha Chair Lowen, Vice Chair Marten and Committee Members,

My name is June Chee and I am testifying on behalf of Hawaiian Electric Company **supporting the intent of HB393**, Relating to Ground Transportation. Hawaiian Electric Company supports the intent of this measure as it helps to address the State's climate change goals and accelerate the transition to clean transportation alternatives such as electric vehicles.

In 2019, Hawaiian Electric conducted its Electric Vehicle Critical Backbone Study, which looked at the forecasted need for public and private electric vehicle charging infrastructure in the next 10 years. The backbone study projected a need of seven times more public charging by 2030. This insight helped the Company focus its planning for the coming influx of electric vehicles through electrification of transportation programs such as specific EV rates to encourage daytime charging; our proposed Charge Ready Hawaii pilot to provide make ready infrastructure support to commercial properties and multi-unit dwellings; and a request to expand our public charging network. By the end of February 2021, the Company will own and operate 25 fast chargers with 13 on O'ahu, six on Hawai'i Island, five on Maui, and one on Moloka'i. As the largest provider of electric

vehicle fast charging in the state, Hawaiian Electric Company remains committed to EV strategies that are sustainable and help create a bridge to a cleaner future.

Thank you for this opportunity to testify.



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 4, 2021

TO: Representative Nicole Lowen
Chair, Committee on Energy and Environmental Protection

FROM: Tiffany Yajima / Curt Augustine

RE: **H.B. 393 – Relating to Ground Transportation**
Hearing Date: Thursday, February 4, 2021 at 9:00 a.m.
Conference Room: 325

Dear Chair Lowen and Members of the Committee on Energy and Environmental Protection:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in **opposition** to H.B. 393, Relating to Ground Transportation, which would prohibit the sale of new motor vehicles solely powered by fossil fuels beginning January 1, 2030.

The Alliance for Automotive Innovation is the singular, authoritative and respected voice of the automotive industry. Focused on creating a safe and transformative path for sustainable industry growth, the Alliance for Automotive Innovation represents the manufacturers producing nearly 99 percent of cars and light trucks sold in the U.S. Members include motor vehicle manufacturers, original equipment suppliers, technology, and other automotive-related companies and trade associations.

Automakers are committed to electric vehicles and have a vested interest in the success of the zero-emission vehicle (ZEV) market. In fact, Auto Innovator members are projected to spend a quarter trillion dollars by 2023 to develop, produce, and market electric vehicles. Today, there are 40 ZEV (Battery Electric Vehicle (BEV), Plug-in Hybrid Electric Vehicle (PHEV), and Hydrogen Fuel Cell Electric Vehicle (FCEV)) models offered for sale in the U.S., and that number will only grow in the future. Based on publicly available product planning announcements, the number of available models is projected to exceed 100 by 2025.

While we share the goal of increasing Hawaii’s ZEV market, automakers are opposed to vehicle mandates and bans because we have learned that these mandates do not build markets or attract consumers. Rather, achieving the state’s shared goals for the transportation sector requires aggressive action to develop the state’s electric vehicle market.

Those actions include, for example, increasing electric and hydrogen fueling infrastructure, updating building codes for electric vehicle charging in new residential

and commercial properties, retrofitting buildings for EV charging, and supporting public fleet requirements to allow our state government to lead by example. Auto Innovators have also supported consumer purchase incentives for electric vehicles, including tax credits and rebates, and fuel cost reductions for electricity and hydrogen production. Raising consumer awareness of electric vehicle options and charging infrastructure are also key components of a more robust consumer market for these vehicles.

The Auto Innovators look forward to working with the legislature, the Department of Transportation and other stakeholders in the transition to electric transportation. However, based on the reasons above we respectfully request that this measure be held.

Thank you for the opportunity to submit this testimony.



HB 393, RELATING TO GROUND TRANSPORTATION

FEBRUARY 4, 2021 · HOUSE ENERGY AND
ENVIRONMENTAL PROTECTION COMMITTEE ·
CHAIR REP. NICOLE E. LOWEN

POSITION: Support.

RATIONALE: Imua Alliance supports HB 393, relating to ground transportation, which prohibits the sale of new motor vehicles that are solely powered by fossil fuels and designed for personal use beginning January 1, 2030, by motor vehicle dealers and salespersons.

According to a report produced by the Hawai'i Climate Change Mitigation and Adaptation Commission, global sea levels could rise more than three feet by 2100, with more recent projections showing this occurring as early as 2060. In turn, over the next 30 to 70 years, approximately 6,500 structures and 19,800 people statewide will be exposed to chronic flooding.

Additionally, an estimated \$19 billion in economic loss would result from chronic flooding of land and structures located in exposure areas. Finally, approximately 38 miles of coastal roads and 550 cultural sites would be chronically flooded, on top of the 13 miles of beaches that have already been lost on Kaua'i, O'ahu, and Maui to erosion fronting shoreline armoring, like seawalls.

Furthermore, according to research conducted by Michael B. Gerrard from Columbia Law School, modern-day slavery tends to increase after natural disasters or conflicts where large numbers of people are displaced from their homes. In the decades to come, says Gerrard, **climate change will very likely lead to a significant increase in the number of people who are displaced**

and, thus vulnerable, to human trafficking. While the Paris Climate Agreement of 2015 established objectives to limit global temperature increases and several international agreements are aimed at combating modern-day slavery, it is highly uncertain whether they will be adequate to cope with the scale of the problem that is likely to occur as a result of climate change.

As we work to reduce carbon emissions and stave off the worst consequences of climate change, we must begin preparing for the adverse impact of sea level rise on our shores. We are now quantifying the speed at which we must act. We cannot continue to develop the 25,800-acre statewide sea level rise exposure area—one-third of which is designated for urban use—without risking massive structural damage and, potentially, great loss of life.

Therefore, we should take steps to accelerate Hawai'i's efforts to address climate change and develop a clean economy, including by reducing combustion-engine powered vehicles on our state's streets. **Norway will end the sale of new cars that use fossil fuels in 2025. The Netherlands will enact a similar plan, but by 2030. France and the UK have called for total internal-combustion vehicle bans by 2040.** Hawai'i should do the same, since these nations prove that we can transition our transportation sector to EV technology without damaging our economy. For the sake of our keiki, we cannot afford to wait to solidify strategies to preserve our island home for generations to come.

Kris Coffield · Executive Director, Imua Alliance · (808) 679-7454 · kris@imuaalliance.org



Email: communications@ulupono.com

HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION
Thursday, February 4, 2021 — 8:30 a.m.

Ulupono Initiative supports HB 393, Relating to Ground Transportation

Dear Chair Lowen and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.

Ulupono supports HB 393, which prohibits the sale of new motor vehicles that are solely powered by fossil fuels and designed for personal use beginning January 1, 2030, by motor vehicle dealers and salespersons.

Ulupono supports Hawai'i's reduction of fossil fuel use as we strive to meet the State's 100% renewable goal by 2045. This measure seeks to make a large impact on the renewable energy goal by transitioning personal vehicles to zero-emission vehicles.

Ulupono finds that electric vehicles (EVs) are an important avenue to address Hawai'i's pressing climate issues and align with the State's energy and environmental goals. EVs currently offer an effective option to advance clean, renewable ground transportation and provide immediate benefits to Hawai'i.

In fact, the Governor of California recently signed an executive order to eliminate the sale of new gas cars and trucks by 2035. California joins a multitude of countries and cities across Europe, as well as China and British Columbia, who have taken similar measures to eliminate the sale of new fossil fuel vehicles.

Most recently, Nissan committed to having every new vehicle in major markets (including the US) be electrified by the early 2030s and just last week General Motors (GM) committed to stop making gasoline and diesel cars, vans and SUVs by 2035.

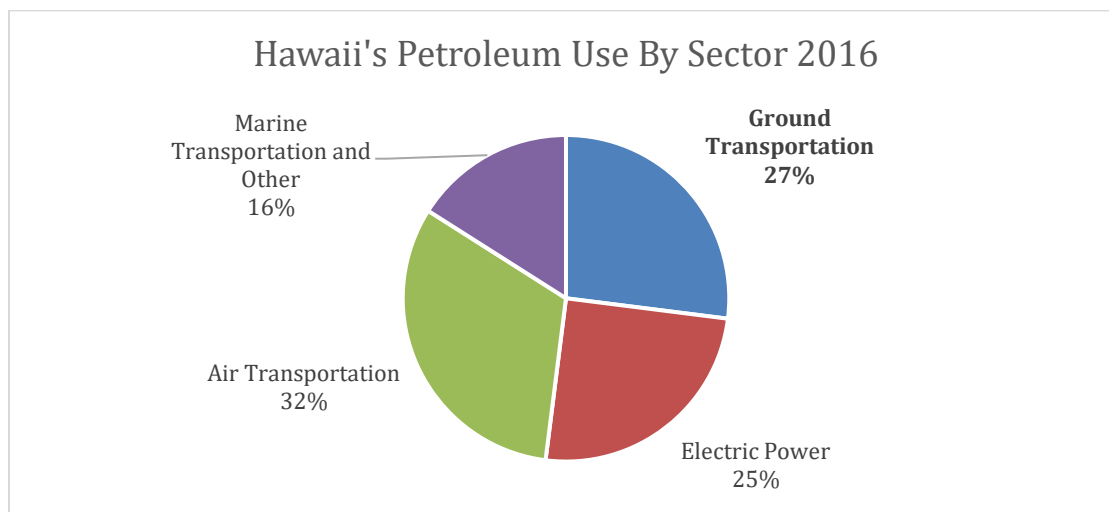
The future of transportation does not depend on fossil fuels and the State of Hawai'i should

Investing in a Sustainable Hawai'i

continue to lead by example and further show the world that Hawai'i is serious about the sustainability and resiliency of our community by encouraging EVs as this bill proposes.

EVs Provide Immediate Energy and Environmental Impact

Ground transportation alone utilizes more than a quarter of the state's imported petroleum. Electrifying ground transportation will reduce our demand for imported fossil fuels, keeping millions of dollars in the state and cutting harmful pollution.



Source: Hawai'i State Energy Office – Hawai'i Energy Facts & Figures

Converting from petroleum-based vehicles to EVs immediately reduces GHG emissions, helping combat climate change and its impacts on our islands. EVs produce zero-emissions at the tailpipe, and even when full lifecycle emissions (from manufacturing through disposal) are considered, EV emissions are approximately 50 percent lower than internal combustion engine (ICE) vehicles.

EVs can also support the integration of more renewables on the electric grid with smart charging technology and rate structures. Thus, proliferating EVs throughout Hawai'i can help accelerate progress towards the State's 100 percent RPS goal, as well as contribute to the State's Paris Agreement commitments and carbon neutral goal.

Hawai'i Should Be Doing More

EVs are the future, but they currently only represent about one percent of all passenger vehicles in the state. Though EV sales have been growing by about 25% per year, Hawai'i must encourage this still nascent market and be prepared with the necessary infrastructure.

Public EV charging stations are a vital component of the EV system. They provide access to charging for drivers who may not be able to charge at home, such as residents who live in



multi-unit dwellings, and alleviate range anxiety for all EV drivers, a top-cited barrier to purchasing EVs. Similar to the benefits that community solar offers to renters and apartment residents, public chargers open up the opportunity and feasibility of owning an EV to more people, increasing equity and access.

This bill is an important measure for the State to push for the decarbonization of our economy, while continuing to show the world that Hawai'i is a clean energy leader.

Thank you for this opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

Testimony of the Motor Vehicle Industry Licensing Board

**Before the
House Committee on Energy & Environmental Protection
Thursday, February 4, 2021
8:30 a.m.
Via Videoconference**

**On the following measure:
H.B. 393, RELATING TO GROUND TRANSPORTATION**

WRITTEN TESTIMONY ONLY

Chair Lowen and Members of the Committee:

My name is Kedin Kleinhans, and I am the Executive Officer of the Motor Vehicle Industry Licensing Board (Board). The Board appreciates offers comments on this bill.

The purpose of this bill is to prohibit the sale of new motor vehicles that are solely powered by fossil fuels and designed for personal use beginning January 1, 2030, by motor vehicle dealers and salesperson.

The Board will review this bill at its next publicly noticed meeting on February 9, 2021.

Thank you for the opportunity to testify on this bill.

HB-393

Submitted on: 2/2/2021 9:34:07 PM

Testimony for EEP on 2/4/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Ted Bohlen	Climate Protectors Coalition	Support	No

Comments:

To: The House Committee on Energy and Environmental Protection (EEP)

From: Climate Protectors Coalition

Hearing Date: Thursday, February 2, 2021, 9:00 am

In support of HB393 RELATING TO GROUND TRANSPORTATION

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

The Climate Protectors Coalition **supports HB393.**

The Climate Protectors Coalition is a group inspired by the Mauna Kea Protectors but focused on reversing the climate crisis. As a tropical island State, Hawaii will be among the first places harmed by the global climate crisis, with more intense storms, loss of protective coral reefs, food insecurity, and rising sea levels destroying our shorelines. We must do all we can to reduce our carbon footprint and become at least carbon neutral as soon as possible.

This bill would reduce greenhouse gas emissions by prohibiting the sale by dealers and salespersons of new vehicles solely powered by fossil fuels for personal use beginning January 1, 2030. This is a large change to cleaner transportation, but we must reduce fossil fuel use or face greater destruction from the climate crisis. Nine years is sufficient time to maske the transition, and we don't have any time to waste!

The Climate Protectors ask that you pass this bill. Mahalo!

Climate Protectors Coalition (by Ted Bohlen)



**MOTORCYCLE
INDUSTRY
COUNCIL®**

February 3, 2021

The Honorable Nicole Lowen
Chairwoman, House Energy and Environmental Protection
415 South Beretania St.
Hawaii State Capitol, Room 425
Honolulu, HI 96813

RE: EXCLUDE MOTORCYCLES FROM HB 393

Dear Chairwoman Lowen:

The Motorcycle Industry Council (MIC) is a not-for-profit, national trade association representing hundreds of manufacturers, distributors, dealers and retailers of motorcycles, scooters, motorcycle parts, accessories and related goods, and allied trades.

MIC opposes HB 393, which would prohibit new motor vehicle dealers from selling or offering for sale a new motor vehicle that is solely powered by fossil fuels.

Motorcycle manufacturers are committed to environmental responsibility and to reducing motorcycle emissions. Many are making significant financial and research investments in new vehicle technologies, including electric options. However, compared to the automobile industry, the motorcycle industry does not have anywhere near the same resources that the automobile industry has to meet such an aggressive goal. While the 2030 deadline outlined in your legislation is ambitious, it is infeasible for motorcycle manufacturers to meet. The result would possibly mean putting manufacturers – as well as their sales and service employees – out of business.

Excluding motorcycles from HB 393 would have little effect on air pollution in Hawaii. According to Federal Highway Administration statistics, the number of motorcycles registered in Hawaii in 2017 was approximately 7 percent of the number of automobiles. Nationally, the average miles traveled per light-duty vehicle in 2017 was 11,467 whereas the average motorcycle mileage in 2017 was 2,312. That number may be even smaller for your island state. Overall, the percentage contribution of motorcycles to vehicle miles traveled in the state is negligible.

Motorcycles benefit transportation by reducing congestion on our roads, improving traffic flow, and reducing congestion in parking lots. Motorcycles also result in far less wear-and-tear on highway infrastructure when compared to other motor vehicles. It is for these reasons we believe motorcycles should be an encouraged form of transportation and not forced to comply with this unattainable goal.

We urge that HB 393 be amended to clarify that motorcycles are not included in the provisions of the bills.

Thank you very much for your consideration of these comments. Should you have any questions, please contact me at 703-416-0444 ext. 3202.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott P. Schloegel", written in a cursive style.

Scott P. Schloegel
Senior Vice President, Government Relations

cc: House Energy and Environmental Protection Committee Members

HB-393

Submitted on: 2/3/2021 7:29:39 AM

Testimony for EEP on 2/4/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Edna Ching	Individual	Oppose	No

Comments:

Dear Legislators,

A single cruise ship emits the daily emissions of 1 million cars. And the cruise lines do not pay federal taxes, but they pay docking fees. Wanting to ban gas powered automobiles, while allowing the cruise ship industry to pollute our home and the surrounding waters is completely discriminatory and unfair .

With today's technology of automobile emissions control, banning automobiles and allowing industry giants like the cruise ship industry to still pollute our Islands is completely futile.

If we legislate to reduce pollution by going after the low level trace polluters, I predict that in the future other more harmless activities will be banned.

Thank you for your time.

Hawaii Electric Vehicle Association

PO BOX 6310
Hilo, HI 96720
hawaiidriveelectric@gmail.com



February 3, 2021

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

Hawaii Electric Vehicle Association is in SUPPORT of HB393.

The call to accelerate the decarbonization of our transportation sector is increasing every day and is impossible to ignore. Transportation accounts for a significant part of the globe's greenhouse gas emissions. In the U.S., the transportation sector contributes roughly 30%. Fossil fuel-powered vehicles contribute to a significant portion of Hawaii's emissions, pollute the air that we breathe, and perpetuates our dependence on oil imports.

HB393 will encourage a positive step-change in our local auto retail industry. It will encourage manufacturers to deliver zero-emission vehicles (EVs), increase local availability of EVs, and increase our investment in charging infrastructure. This will enable the democratization of sustainable transportation. Importantly, Hawaii will be in good company. [Several countries and states](#) have declared future bans on the sale of new gas vehicles.

The electrification of transportation is helping to reduce emissions and heal our environment. It will provide our residents the opportunity to reduce their transportation costs and contribute personally to improving air quality and to climate action. A ban on new internal combustion vehicle sales will create the tension to change. HB393 is a loud call for change and will help stimulate the various changes required for our clean transportation (and energy) future, e.g., charging infrastructure, futureproofing (making EV-ready) of buildings and homes, and focus on multi-modal clean transport.

Thank you for your support of **HB393**.

Sincerely,

A handwritten signature in black ink, appearing to read "Noel Morin", with a long horizontal line extending to the right.

Noel Morin - President

Hawaii EV Association is a grassroots non-profit group representing electric vehicle owners in Hawaii. Our mission is to accelerate the electrification of transportation through consumer education, policy advocacy, and electric vehicle charging infrastructure expansion. For more information, please visit hawaiiev.org.



HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

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

Video Conference

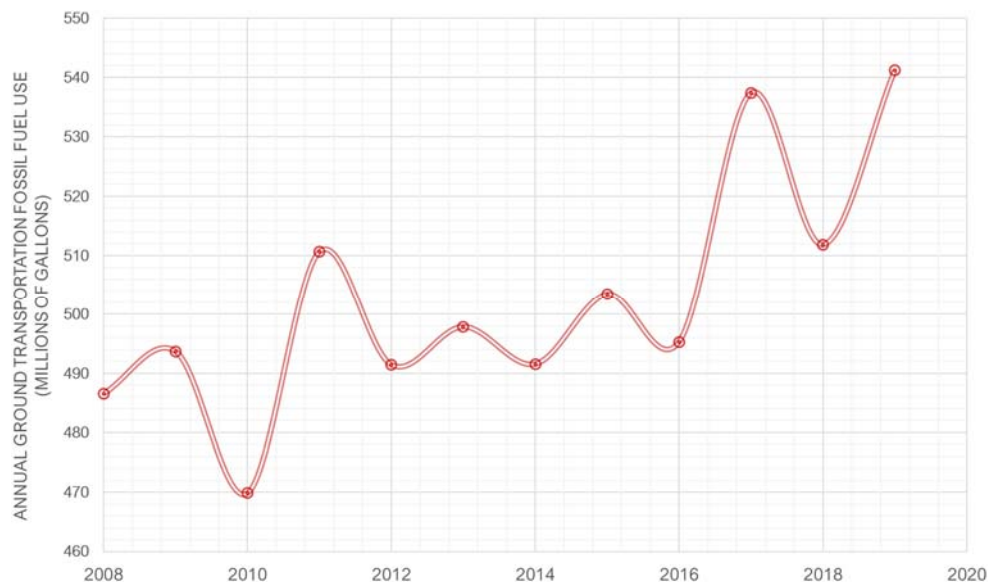
TESTIMONY IN SUPPORT OF HB 393, SUGGESTED AMENDMENT

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

Blue Planet Foundation **supports HB 393**, which phases out the sale of new cars powered solely by fossil fuels by 2030. This measure is a needed and important first step to ensure that Hawai'i is taking meaningful action to reduce greenhouse gas emissions in the ground transportation sector. Blue Planet encourages the Committee to amend the bill to require that all new cars sold after a certain date be zero-emission vehicles rather than continuing an indefinite reliance on vehicles that are partially powered by climate-changing fossil fuels.

Existing policies and initiatives have failed to reduce carbon emissions from Hawai'i's cars and trucks

While Hawai'i has made substantial progress on policies, programs, and actions to reduce burning fossil fuels in the electricity sector, **we are falling short on decarbonizing our ground transportation sector**. Greenhouse gas emissions from transportation have been climbing steadily for years prior to the coronavirus pandemic.



info@blueplanetfoundation.org

55 Merchant Street 17th Floor • Honolulu, Hawai'i 96813 • 808-954-6161 • blueplanetfoundation.org

In 2019, more gasoline was sold in the islands than in 2018.¹ Without deliberate and forward-thinking leadership, we risk accelerating this trend of increased transportation emissions as Hawai'i residents go back to school and the office and as tourists return, especially with lower than usual oil prices. In addition, the quicker we turn our private and public fleets over to electric, the faster we turn the spigot off that leaks billions out of our economy annually to buy gasoline. Mobility should be powered by homegrown power, not imported carbon.

Even today, over one million gasoline-powered vehicles are on the roads in Hawai'i—and from them comes nearly five million metric tons of climate-changing carbon pollution. Although we now have over 13,000 electric vehicles (EVs) on the state's roads, they still only make up a mere 1% of all registered vehicles in the state.² Hawai'i drivers are increasingly choosing larger, heavier vehicles, which are often less fuel efficient. According to the Hawaii Auto Dealers Association, pickup trucks and sport utility vehicles—still largely powered solely by fossil fuels—accounted for 69.2% of Hawai'i vehicle sales in 2019, a sharp increase from 48.7 per cent in 2012.³

Clean transportation is part of a brighter, resilient future

House Bill 393 can help Hawai'i shift this trajectory. In addition to climate benefits, zero-emission vehicles, like EVs, have myriad community benefits including quieter roads, less air pollution, and lower vehicle maintenance costs for residents and fleet operators. EVs will also play an integral role in Hawai'i's clean energy future. While EVs that use the existing electricity grid to charge still use mostly fossil fuel, they use that fuel more effectively than burning fuel directly in a typical gasoline engine. This is why EVs are much less expensive to “fuel” per mile than their gasoline counterparts.

Further, by using stored electrical energy, EVs can take advantage of intermittent solar, wind, and other clean energy resources. Most vehicles sit idle over 22 hours of the day, so they can become *de facto* energy storage devices if their batteries are plugged into the grid when they are not in use. With smart grid infrastructure in place, EVs become an essential component to electricity load and clean energy resource balancing—in addition to providing clean mobility solutions for Hawai'i residents.

Others have already committed to a zero-emission future

In September 2020, California made headlines when Governor Gavin Newsom signed an executive order directing the state to require **all new cars and passenger trucks sold in California to be zero-emission vehicles by 2035**, after a summer of devastating wildfires fueled by climate-change-induced extreme weather. California joined the ranks of several countries who have also recognized that fossil fuel-powered ground transportation needs to

¹ “Monthly Energy Trends,” DBEDT, accessed June 9, 2020, <http://dbedt.hawaii.gov/economic/energy-trends-2>.

² Ibid.

³ Hawaii Dealer, “Hawaii Auto Dealers Association, 2020 Spring Edition, https://issuu.com/traveler-media/docs/hawaiidealer_2020_spring_edition.

end. **France** plans to phase out gas-powered car sales by 2040. **Britain announced in November that it will ban the sale of new gasoline and diesel cars by 2030**, a decade earlier than its previous commitment of 2040. **India, Netherlands, Israel, and Denmark** have set a similar goal for 2030. And **Norway** plans to have all new cars, buses, and light commercial vehicles be zero emission vehicles by 2025.

Auto manufacturers are similarly making bold commitments to phase out fossil-fuel-powered vehicles. **General Motors—one of the world’s largest automakers**—announced in January 2021 that it would phase out petroleum-powered cars and trucks and **sell only vehicles that have zero tailpipe emissions by 2035**. As a mere sampling of other examples, Ford is launching all-electric versions of its popular Mustang (launching 2021) and F-150 (expected in 2022), and Volkswagen is targeting electric options for all of its vehicle models by 2030.

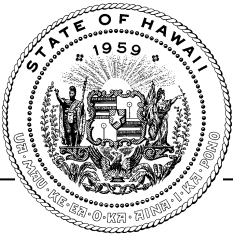
Conclusion and Suggested Amendment

Through HB 393, Hawai‘i can take decisive action to rise to the challenge of climate change. Fossil fuel-powered internal combustion engines are simply incompatible with a stable climate. Not only can this bill draw a line in the sand on continuing to rely on imported fossil fuel to power our passenger vehicles, it can spur markets; encourage auto-dealers to bring diverse zero-emission models to Hawai‘i; and spark innovation, collaboration, and alignment in ongoing and future planning efforts for Hawai‘i’s transportation and clean energy network as a whole.

Suggested Amendment:

Blue Planet suggests that the measure be amended to set the same goal as California: Require that all new cars sold in the state be zero-emission by at least 2035. Although it is an important first step, by continuing an indefinite reliance on vehicles that are partially powered by climate-changing fossil fuels, the current version of HB 393 falls short of fully preparing Hawai‘i for a clean transportation future. The quickening impacts of climate change demand that we transition more swiftly and urgently away from fossil fuels. If the Committee is inclined to adopt a more phased approach, Blue Planet suggests that HB 393 keep the 2030 target for hybrid vehicles, but set a 2035 target to prohibit the sale of new motor vehicles that are not zero-emission vehicles.

Thank you for the opportunity to provide testimony.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

LATE

235 South Beretania Street, 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 587-3807
Fax: (808) 586-2536
Web: energy.hawaii.gov

Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

Thursday, February 4, 2021
9:00 A.M.
House conference room via videoconference

Comments in consideration of
HB 393
RELATING TO GROUND TRANSPORTATION

Chair Lowen, Vice Chair Marten, and Members of the Committee, the Hawaii State Energy Office (HSEO) offers comments for HB 393, which prohibits the sale of new motor vehicles that are solely powered by fossil fuels and designed for personal use beginning January 1, 2030, by motor vehicle dealers and salespersons.

HB 393 aligns with the State's efforts to expand strategies and mechanisms to reduce greenhouse gas emissions through the reduction of energy use, adoption of renewable energy, and control of air pollution among all agencies, departments, industries, and sectors, including transportation.

Emissions from ground transportation account for the largest share of energy sector emissions in the state. As noted in the 2016 Greenhouse Gas Inventory, transportation emissions in Hawaii were at 8.69 million metric tons of carbon dioxide equivalents, accounting for 51 percent of total energy sector emissions. Ground transportation accounted for 47 percent of the transportation emissions. For Hawaii to meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable, but no later than 2045," programs that support the adoption of cleaner transportation options are necessary and important.

Accelerating the deployment of electric vehicles is an area of focus of the Hawaii Clean Energy Initiative Transportation Energy Analysis, prepared for HSEO by the International Council on Clean Transportation. It is essential that fossil fuel emissions are minimized to the fullest extent possible during the transition to a net-negative carbon economy. HSEO recommends that the legislation be amended to identify that satisfying the criteria of “solely powered by fossil fuels” is met by Full¹ or Plug in Hybrid Electric Vehicles for vehicles that are not zero emission vehicles. HSEO also seeks clarification on the intent to incorporate vehicles capable of being powered by biofuels.

Finally, HSEO recommends consultation with the Attorney General’s Office to ensure the requirements of the bill comply with the Clean Air Act.

Thank you for the opportunity to testify.

¹ A Full HEV has the ability to propel the vehicle solely off the electric motor and utilizes a more sophisticated control system to optimize efficiency. Typical fuel efficiency increase is around 40-45% compared to a non-hybrid.