



HOUSE OF REPRESENTATIVES
 THE TWENTY-FIFTH LEGISLATURE
 REGULAR SESSION OF 2009
HB1360, Relating to Motor Vehicles

COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

Rep. Hermina M. Morita, Chair
 Rep. Denny Coffman, Vice Chair

Thursday, February 5, 2009 9:00 a.m.
 Room: 312

The Office of Hawaiian Affairs (OHA) **SUPPORTS** HB1360, which requires the director of health to establish, by rule, motor vehicle emission standards by adopting the motor vehicle emission standards established by the State of California.

The United States Congress passed vehicle emissions standards in 2007 that would affect all cars sold in the U.S., but the California low emission vehicle (LEV) program would raise the standards sooner. Sixteen states and the District of Columbia already have adopted or are considering adopting California's standards.

The California Air Resources Board first adopted the LEV standards in 1990 to drive technological change in motor vehicle production towards cleaner fuels, greater efficiency and significant reductions in tailpipe and evaporative emissions. The current LEV II regulations lead the nation in reducing air pollution from automobiles and other mobile sources. Importantly, LEV II continues to influence clean engine and car production throughout the United States as a result of California's role as the nation's No. 1 automotive market. In 2008, California represented about 11 percent of all new car sales in the United States according to the California New Car Dealers Association.

California passed the more stringent LEV II standards so it could meet federally-mandated clean air goals outlined in the state's 1994 State Implementation Plan (SIP). The SIP is the state's "road map" to attain federal clean air standards by 2010 and includes among its measures strategies to further reduce air pollution. Because of our trade winds, we are currently compliant with federal ambient air quality standards and don't

need the California LEV program as a part of a required control strategy for air pollution. However, Hawai`i shares another compelling reason to adopt the California LEV standards - to reduce greenhouse gases. Under the California LEV standard, automakers are required to produce vehicles that reduce greenhouse gases 18 percent by 2020 and 27 percent by 2030. That requires that automakers would have to raise fuel economy to a fleet-wide average of 36 miles per gallon by 2016.

By adopting the California LEV II standards, Hawai`i is leveraging its buying power with 16 other states and the District of Columbia to combat greenhouse gases, a real threat to the future of Hawai`i's coastal areas and fundamentally to a way of life that we now take for granted.

California's LEV program is overseen by the Chairperson of the California Air Resources Board, Mary Nichols, who also managed EPA's regional 9 office during the Clinton Administration and has long been a visionary and effective environmental leader. OHA is confident that Chairperson Nichols will provide Hawai`i and the Department of Health with the greatest assistance in adopting the LEV standards if the Hawai`i Legislature were to adopt them.

Hawai`i would not be acting alone. In addition to the aforementioned 16 states and District of Columbia, the United Nations Economic Commission for Europe began recommending adoption of California standards for ECE member countries starting at a Committee on Energy Symposium in Kiev, Ukraine dating back to 1991.

OHA urges the Committee to PASS HB1360. Thank you for the opportunity to testify.



HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

February 5th, 2008, 9:00 A.M.

Room 325

(Testimony is 2 pages long)

TESTIMONY IN STRONG SUPPORT OF HB 1360

Chair Morita and members of the committee:

The Blue Planet Foundation strongly supports House Bill 1360, adopting California's "Clean Cars Act." Passage of this measure is the single most basic, effective action that the legislature can take this session to increase the efficiency of vehicles sold in the future in Hawaii.

Hawai'i has an opportunity to make Hawai'i's future cars go much further on a gallon of gas. Just last week, President Barack Obama issued a clear directive to his Environmental Protection Agency to move forward on allowing states to adopt higher fuel efficiency standards for cars and trucks. California and 13 other states have adopted "clean car" standards in an effort to push automakers to further improve fuel efficiency. With the critical mass of states joining the effort to require cleaner cars, automakers globally will be forced to produce vehicles that produce less greenhouse gas pollution and cost less to operate.

House Bill 1360 is modeled after California's Clean Car law, passed in 2002. That law requires automakers to cut emissions by nearly a third by 2016--the equivalent of boosting the average fuel economy of cars and light trucks to 35 miles per gallon from the current average of 27.

Since California enacted the Clean Cars law, 13 additional states adopted identical fuel efficiency provisions. Those states, in addition to California, have been prevented from implementing their laws, however. The Bush Administration's Environmental Protection Agency (EPA) refused to grant the necessary waiver to allow the states' to adopt more stringent standards than federal law provides. The Obama Administration indicated a change in that position today, however, with a clear directive to the EPA to move quickly on investigating whether to grant the waiver to California and the other states. Granting the waiver—as is anticipated—would enable Hawaii to adopt the same aggressive fuel economy standards—if the legislature approves HB 1360.

California estimates that the Clean Cars program will reduce overall greenhouse gas emission from passenger cars by 18 percent in 2020 and 27 percent cut in 2030. The regulations do not

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call for radical vehicle changes. They are designed instead to tap technologies, methods, and cleaner fuels available now to reduce emissions of four chief greenhouse gases (GHG) contributing to global warming:

- carbon dioxide,
- methane,
- nitrous oxide, and
- hydrofluorocarbons.

The standards apply to new motor vehicles and require declining fleetwide average emissions.

This is precisely the time for Hawai'i to add its voice to the other states, since it sends a clear policy signal to stimulate market demand for clean, fuel efficient vehicles. As more states join the initiative, this becomes the de facto national standard, and avoids the potential political gridlock in Washington. Passing the bill now also sends a clear signal to Detroit that their bailout restructuring plan must include retooling their factories to produce the clean cars Americans want and need.

Beyond the national policy benefits of passing this legislation, there are several important benefits to the state of Hawai'i.

1. First, the majority of our oil is used in transportation, and we will simply be unable to meaningfully reduce our oil dependence unless we adopt efficiency standards for automobiles that go beyond the federal Corporate Average Fuel Economy standards.
2. Second, Hawaii will be unable to meet its climate change targets adopted by the legislature in Act 234 (2007) without addressing transportation efficiency.

Now is the time to act, to join the rest of the country in showing leadership in energy independence and economic revitalization.

House Bill 1360 is a smart measure for Hawaii—it helps us achieve our clean energy goals without spending a dime of taxpayers' dollars. Please give the Clean Cars Act the green light.

Thank you for the opportunity to testify.



Sierra Club Hawai'i Chapter

PO Box 2577, Honolulu, HI 96803
808.537.9019 hawaii.chapter@sierraclub.org

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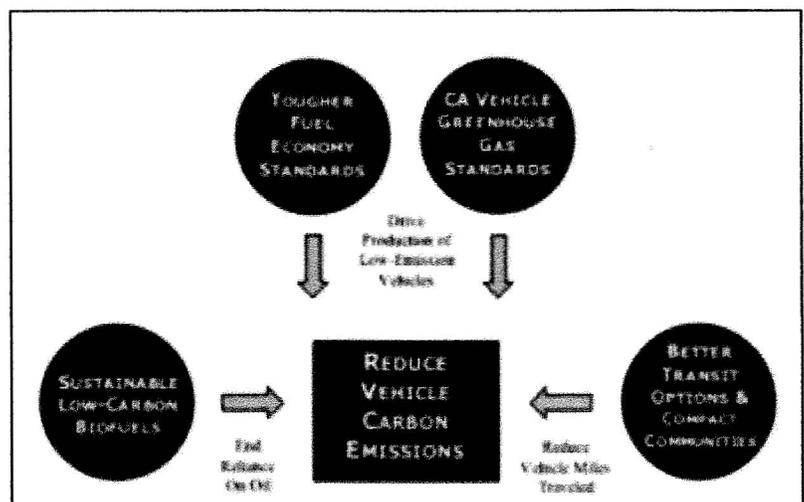
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Hawai'i has a tremendous opportunity to reduce both its oil importation and greenhouse gas emissions. House Bill 1360 is modeled after California's Clean Car law, passed in 2002. That law requires automakers to cut emissions by nearly a third by 2016—the equivalent of boosting the average fuel economy of cars and light trucks to 35 miles per gallon from the current average of 27.

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Beyond the national policy benefits of passing this legislation, there are several important benefits to the state of Hawai'i.

1. First, the majority of our oil is used in transportation, and we will simply be unable to meaningfully reduce our oil dependence unless we adopt efficiency standards for automobiles that go beyond the federal Corporate Average Fuel Economy standards.
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Now is the time to act, to join the rest of the country in showing leadership in energy independence and economic revitalization.

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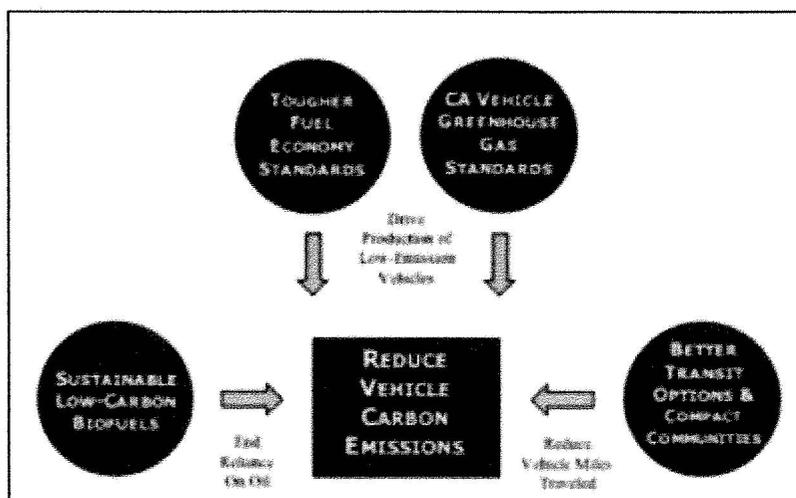
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coffman2-Katie

From: Myah [myah.ely@gmail.com]
Sent: Wednesday, February 04, 2009 11:12 PM
To: EEPtestimony
Subject: Testimony in support of HB1360

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My name is Myah Ely & I strongly support House Bill 1360, adopting California's "Clean Cars Act." If we are to move forward into a healthy economy, we must put our own health at the forefront. Car and truck emissions are detrimental to our health, linked to causing cancer with gasoline components like benzene, which is a carcinogen. We are polluting the environment with such toxic emissions aimlessly and unnecessarily with outdated vehicles. We are also pumping unnecessary greenhouse gases into the environment with disastrous results. It is now time to upgrade to a cleaner commuter for the sake of our health and well-being.

Thank you.

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