

SR-73

Submitted on: 3/24/2026 1:53:56 PM

Testimony for EIG on 3/27/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ted Bohlen	Testifying for Climate Protectors Hawaii	Support	Written Testimony Only

Comments:

SUPPORT!

LATE

SR-73

Submitted on: 3/26/2026 8:05:45 PM

Testimony for EIG on 3/27/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Henry Gabriel	Testifying for City and County of Honolulu	Oppose	In Person

Comments:

The City and County of Honolulu, Department of Environmental Services, Refuse Division opposes SCR83 and the companion resolution SR73. The management of end of life rechargeable batteries to include embedded, stand-alone, and defective, damage and recalled (DDR) batteries is a statewide dilemma. Programs such as extended producer responsibility (EPR) or a stewardship program are effective initiatives in providing structure to manage the recycling of rechargeable batteries which encourage a circular approach.

DEPARTMENT OF ENVIRONMENTAL SERVICES
KA 'OIHANA LAWELawe KAIĀPUNI
CITY AND COUNTY OF HONOLULU

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IN REPLY REFER TO:
DIR 26-18

March 27, 2026

The Honorable Glenn Wakai, Chair
The Honorable Stanley Chang, Vice Chair
and Members on the Committee on Energy and Intergovernment Affairs
The Honorable Mike Gabbard, Chair
The Honorable Herbert M. "Tim" Richards III, Vice Chair
and Members on the Committee on Agriculture and Environment
415 South Beretania Street
Honolulu, Hawai'i 96813

Dear Chairs Wakai and Gabbard and Vice Chairs Chang and Richards:

**SUBJECT: Department of Environmental Services
Senate Resolutions 83 and 73 – Relating to Li-ion Batteries**

The City and County of Honolulu's Department of Environmental Services (ENV) submits the following comments in opposition to SCR 83/SR 73, requesting the City to consider developing a facility to discard lithium-ion batteries.

The City currently collects small and medium size rechargeable Li-ion batteries, including embedded batteries (hoverboards, etc.) at our 7 convenience centers and 3 transfer stations and pays a recycler who ships them off-island as hazardous waste. This is efficient and cost effective for these batteries (less than \$50,000/yr). The City currently does not accept large Li-ion batteries such as from EVs and home battery walls (e.g. Tesla Powerwall). EV batteries can either be recycled by auto retailers (for warranty replacements or end-of-life replacements) or by existing commercial auto recyclers (for \$1,000/vehicle). These same commercial operations should be able to process the Tesla Powerwalls at the end of life. Based on this, there does not seem to be a need for the City to develop a facility for discarded Li-ion batteries.

The resolutions request the City to fund a battery recycling facility to neutralize and shred the batteries into black mass and then presumably ship this material off island to a recycling facility. This would be expensive for the City and an inefficient disposal method because other options already exist that do not have a cost to the City

The Honorable Glenn Wakai and Mike Gabbard, Chairs
The Honorable Stanley Chang and Herbert M. "Tim" Richards III, Vice Chairs
March 27, 2026
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as described above. The traditional method of recycling (for lead-acid car batteries) where a retail (core) charge is paid at the time of retail sale and the retailer is required to take back (and recycle) the used battery (Extended Producer Responsibility model) should also be considered for legislation by the State for the large Li-ion batteries.

Please feel free to contact me at (808) 768-3486 with any questions.

Sincerely,

Roger Babcock, Jr., Ph.D., P.E.
Director