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Hawaii Clean Energy Initiative '2.0' involves a recommitment to setting transportation goals



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HCEI 2.0, the next phase of the Hawaii Clean Energy Initiative that set goals for the state to receive 70 percent of its electricity from renewable energy by 2030, involves a recommitment to a set of transportation goals, a move to confront new challenges in going beyond 40 percent and reassessing efficiency goals, the head of the state Energy Office told PBN in an exclusive interview this week.

<u>Mark Glick</u>, administrator of the state Energy Office, said that the new transportation roadmap goals will look at ways to reduce the amount of fuel the state uses.

Transportation accounts for more than 60 percent of the energy consumed in Hawaii, and while air transportation uses the largest portion — nearly 40 percent — trucks, buses, and cars consume roughly 20 percent.

"We will come up with a more realistic plan," he said. "It's time we address that. Hopefully we will have a committed group."

Glick said it plans to look at both long-term and short-term solutions.

"This is a [more than 30 year] effort on the transportation side," he said.

Some progress in this area has already been made, considering the hydrogen fuel test stations at Marine Corps Base Hawaii in Windward Oahu and on the Big Island.

The analysis includes fuels that can bring down pricing, including liquefied natural gas or LNG.

"We're undergoing in Hawaii, the greatest energy transformation since the introduction of oil," Glick said. "That really involves adjusting our vision of our energy future. We are totally committed to go beyond the renewable energy goal of 40 percent."

Duane Shimogawa covers energy, real estate and economic development for Pacific Business News.

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