



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of  
**MARK B. GLICK, Chief Energy Officer**

before the  
**SENATE COMMITTEE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS**

Tuesday, February 17, 2026  
3:05 PM  
State Capitol, Conference Room 224 and Videoconference

Providing Comments on  
**SB 2369**

## **RELATING TO COMBUSTION-FREE ENERGY SOLUTIONS.**

Chair Wakai, Vice Chair Chang, and Members of the Committee, the Hawai'i State Energy Office (HSEO) offers comments on SB 2369, which requires the Hawai'i State Energy Office to commission a study of different energy consumption sectors, including electricity, transportation, and heating, to determine which sector can be most quickly and cost-effectively decarbonized through additional public investment in combustion free renewable energy sources. SB 2369 requires a report of its findings and recommendations for delivery to the Legislature no later than December 31, 2026.

HSEO shares the measure's underlying intent to advance Hawai'i's climate and energy objectives. However, HSEO is concerned that the planning effort contemplated by SB 2369 is highly redundant with significant statewide energy and climate planning work that has already been completed in recent years. In particular, the 2023 HSEO Pathways to Decarbonization<sup>1</sup> and the more recent 2025 Hawai'i Climate Action Pathways<sup>2</sup> report provide comprehensive statewide analyses and recommendations to

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<sup>1</sup> Hawai'i State Energy Office (2023). Hawai'i Pathways to Decarbonization, Report to the 2024 Hawai'i State Legislature. Available at: <https://energy.hawaii.gov/clean-energy-vision/decarbonization-strategy/>

<sup>2</sup> Hawai'i Climate Change, Mitigation, and Adaptation Commission (2025) Hawai'i Climate Action Pathways. Available at: <https://climate.hawaii.gov/wp-content/uploads/2025/12/Hawai%E2%80%98i-Climate-Action-Pathway.pdf>

guide policy, investment, and implementation. Both reports identify and quantify specific strategies, policy implementation, and pathways needed to reduce greenhouse gas emissions and transition the State toward a clean energy economy.

Further, many of the technically viable options available today still require combustion, as fully commercialized, scalable, and economically competitive non-combustion alternatives do not yet exist for certain hard-to-abate sectors. This is particularly true in maritime shipping and long-haul and interisland aviation.<sup>3</sup> It is also true in the electric sector, where firm, dispatchable grid capacity is necessary to maintain reliability and during extended intermittent renewable shortfalls. While electrification and direct-use renewable technologies can and should be aggressively pursued where feasible, there remain applications for which liquid or gaseous fuels—potentially lower-carbon or renewable in origin—are the only currently deployable and reliable solutions at scale. Framing the State's pathway as strictly "combustion-free" risks overlooking practical and technical constraints and may unintentionally narrow the range of viable transition strategies.

Finally, it is important to be candid about Hawai'i's energy realities. While the State is committed to long-term full decarbonization and reducing reliance on imports, it is important to acknowledge that at this time, thermal generation and imports will continue to play a critical role in the energy sector and should be the focus of immediate attention and mitigation measures.

From HSEO's perspective, the need for action has not changed since the publication of past plans and strategies. At this time, HSEO believes state resources would most appropriately and effectively be allocated to issue-specific work and implementation in priority areas intended to advance Hawai'i's climate and energy objectives already identified in existing plans and reports.

Thank you for the opportunity to testify.

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<sup>3</sup> While electric aviation technologies are under development, they remain constrained by passenger capacity, weight, and range limitations inherent in current battery technologies. Meaningful deployment for interisland service would likely necessitate substantial shifts in fleet composition, substantial increases in flight frequency, charging infrastructure, and airport operations to maintain comparable levels of service.