



CALIFORNIA CEMENT MANUFACTURERS ENVIRONMENTAL COALITION (CCMEC)



April 21, 2021

TO: Members, Senate Committee on Judiciary

**SUBJECT: SB 260 (WIENER) CLIMATE CORPORATE ACCOUNTABILITY ACT
HEARING SCHEDULED – APRIL 27, 2021
OPPOSE – AS AMENDED ON APRIL 19, 2021**

The California Chamber of Commerce and the organizations listed below must respectfully **OPPOSE SB 260 (Wiener)**, as amended on April 19, 2021, which seeks to require substantial data reporting of greenhouse gas (GHG) emissions, either directly or indirectly, of all companies who wish to do business in California. Although we appreciate the revisions taken in Senate Environmental Quality, the bill still needs a substantial amount of work to ensure that reporting is consistent amongst jurisdictions, is equally imposed upon out-of-state and in-state businesses, and that concerns around enforcement and small/medium business impact are addressed

SB 260 Will Impact Small and Medium Businesses

California's companies, including many CalChamber members—without the necessity of regulation—are tracking and setting their own climate and sustainability goals, as I wrote about in the article [linked here](#). Since that article was published, more companies have announced climate goals, zero emission goals, carbon neutrality goals, and sustainability goals.

At first glance, **SB 260** appears to limit its application to very large companies and the fact sheet and rhetoric in announcements and publications from the sponsors suggest that this is the intent. While we appreciate the intent to not impact businesses already struggling from the COVID-19 pandemic and economic decline, as one drills down into the definitions in the bill it becomes clear that **SB 260** will have an impact all through the

economy, including small and medium businesses, and that the majority of the burden will fall on California companies.

Although **SB 260** contains a large threshold for applicability, the bill requires companies to track emissions not only for its California sites or products, but for worldwide operations. In the definitions, **SB 260** sets out three types of emissions: Scope 1, which is defined as direct emissions from sources owned, operated, or directly controlled by the company; Scope 2, which are indirect emissions from any electricity purchased by a company; and Scope 3, which is very broad and includes all “indirect [GHG] emissions, other than Scope 2 emissions, from activities that stem from sources that the covered entity does not own or directly control, and may include, but are not limited to emissions associated with the covered entity’s supply chain, business travel, employee commutes, procurement, waste, and water usage.”

Requiring reporting of emissions associated with a company’s entire supply chain will necessarily require that large businesses stop doing business with small and medium businesses that cannot meet the onerous reporting requirements required by the bill, leaving these companies without the contracts that enable them to grow and employ more workers. Although the bill alleviates small and medium businesses from the administrative burden of reporting to the Air Resources Board, these companies still must report up the supply chain. Growing companies must then increase their costs, limiting their access to larger market shares. Forcing companies to make these decisions would have the effect of consolidating market share in the largest of companies rather than fostering competition and growth of smaller industries.

Duplicates Reporting and Caps Under Cap-and-Trade

Entities subject to cap-and-trade already collect, report, and cap their emissions, in accordance with AB 398, which still governs the cap-and-trade program. This bill would duplicate that effort for entities already subject to cap-and-trade. Moreover, this program will greatly expand the need for additional Air Resources Board staff in order to create the reporting, database, monitoring, and enforcement mechanism **SB 260** anticipates, as would be expected for such a drastic expansion of the cap-and-trade program to the many thousands of companies that you anticipate being covered by the bill. The author should provide a mechanism to ensure consistency between existing reporting programs and this bill.

Enforcement Issue Remain

SB 260 requires companies to track and report supply chain operations and employee commutes. With respect to tracking employee commutes, although employers are aware of the legal address of their employees, we foresee substantial problems with tracking daily commutes, asking which employees take public transit, the cars they drive, etc. With respect to supply chain, many questions arise. If ARB is to enforce this reporting against large entities, yet entities are required to track, audit, and report these supply chain operators, how will this work in practice? For entities unable to obtain this data from their third party suppliers, what level of modeling or estimating will be acceptable. Will covered entities be able to rely upon the data provided by these small and medium businesses, or will they be required to audit their suppliers in order to avoid enforcement? If so, companies are likely to require that small and medium businesses indemnify them from any penalties imposed by the ARB since covered entities do not have direct control over these operations.

Additional Clarity Is Necessary on Many Issues Before Delegating Authority to ARB to Create this Wide-Ranging Program

Preliminary questions about the bill and definitions must also be addressed. For example, what accounting methodologies are acceptable, and what are the expectations around companies that will qualify? Who will decide, and upon which criteria will consultants conduct third party verification? Will companies that already internally track emissions be required to scrap their plans and re-design accounting to meet an unknown regulatory requirement? How does the state intend to ensure that its regulatory reporting scheme is consistent with other global reporting requirements?

SB 260 uses terms that seem to imply that the author and sponsor wish the Air Resources Board to use similar methodology to that developed pursuant to the GHG Accounting Protocol developed by the World Resources Institute and the World Business Council for Sustainable Development. Because many companies are already tracking and auditing their emissions data under this international standard, and carbon emissions is a global issue likely to be addressed by other jurisdictions, the author should provide consistency in the bill to ensure that companies are not subject to two separate reporting standards.

Jurisdictional Issues Will Mean the Burden of SB 260 Will Fall Predominantly on California Businesses

Finally, we are not aware of statutory authority that would provide the California Air Resources Board the authority to regulate out-of-state companies delivering goods to California. It seems likely that out-of-state or non-California companies could challenge such authority, or more likely, just not comply. Because of this uncertainty, the burden will fall on California-based companies, giving out-of-state and foreign companies a market advantage, driving production out-of-state and increasing the cost of goods for California residents.

For these reasons and others, CalChamber and the organizations listed below must respectfully **OPPOSE SB 260 (Wiener)**.

Sincerely,



Leah Silverthorn
Policy Advocate

On behalf of the following organizations:

- Agricultural Council of California, Tricia Geringer
- Alliance for Automotive Innovation, Curt Augustine
- American Forest & Paper Association, Abigail Sztejn
- American Property Casualty Insurance Association, Denneile Ritter
- Brea Chamber of Commerce, Heidi Gallegos
- Building Owners and Managers Association of California, Matthew Hargrove
- California Apartment Association, Debra Carlton
- California Bankers Association, Melanie Cuevas
- California Building Industry Association, Nick Cammarota
- California Business Properties Association, Matthew Hargrove
- California Cement Manufacturers Environmental Coalition, Frank Sheets, III
- California Chamber of Commerce, Leah Silverthorn
- California Construction and Industrial Materials Association, Robert Dugan
- California Independent Petroleum Association, Sean Wallentine
- California League of Food Producers, Trudi Hughes
- California Manufacturers & Technology Association, Lawrence Gayden
- California Restaurant Association, Katie Hansen
- California Retailers Association, Steve McCarthy
- California Trucking Association, Chris Shimoda
- Carlsbad Chamber of Commerce, Bret Schanzenbach
- Chemical Industry Council of California, Lisa Johnson
- El Dorado Hills Chamber of Commerce, Debbie Manning
- EMA Truck & Engine Manufacturers Association, Tim Blubaugh
- Garden Grove Chamber of Commerce, Henry Rogers
- Harbor Association of Industry and Commerce, Henry Rogers
- Household and Commercial Products Association, Christopher Finarelli
- International Council of Shopping Centers, Matthew Hargrove

Lodi Chamber of Commerce, Pat Patrick
Long Beach Area Chamber of Commerce, Jeremy Harris
NAIOP of California, Matthew Hargrove
National Association of Mutual Insurance Companies, Christian Rataj
Orange County Business Council, Jennifer Ward
Oxnard Chamber of Commerce, Nancy Lindholm
Pacific Merchant Shipping Association, Mike Jacob
Personal Insurance Federation of California, Seren Taylor
Pleasanton Chamber of Commerce, Steve Van Dorn
Rancho Cordova Area Chamber of Commerce, Diann H. Rogers
Redondo Beach Chamber of Commerce, Henry Rogers
San Gabriel Valley Economic Partnership, Brad Jensen
Silicon Valley Leadership Group, Mike Mielke
South Bay Association of Chambers of Commerce, Henry Rogers
Tulare Chamber of Commerce, Donnette Silva Carter
Western Independent Refiners Association, Craig Moyer
Western States Petroleum Association, Margo Parks
Western Wood Preservers Institute, Dallin Brooks
Wilmington Chamber of Commerce, Dan Hoffman

cc: Hazel Miranda, Office of the Governor
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