

NEW YORK CITY IS AHEAD OF THE CURVE

When it comes to adopting new green technologies, the city of New York tends to be a leader and not a follower. Keith Kerman supervises the largest municipal fleet of vehicles in the United States. As the chief fleet officer for the city of New York, Kerman oversees the daily operations for 27,000 city vehicles spread across 50 agencies. In 2013, the city of New York mandated that their 9,000 diesel-powered municipal fleet vehicles burn a B5 biodiesel blend year-round; however, by the time the citywide biodiesel mandate was enacted on July 1, 2014, Kerman and the rest of the fleet departments were well ahead of the curve.

"The city was well on the way to being fully compliant with the policy last year. The policy was passed in October of 2013, but we have been comfortably ahead of that deadline," says Kerman. "This will just codify and mandate what the city has been doing for several years."

The path to biodiesel implementation on a major scale for the city of New York began in 2005. The Parks Department in New York has long been one of the more aggressive municipalities in terms of

sustainability, and it was the first to explore biodiesel.

"We began an extensive fleet sustainability program with a variety of alternative fuels. We pilot tested biodiesel using it in the Parks Department vehicles located on Staten Island," says Kerman, who was assistant commissioner for Citywide Operations at the Parks Department at the time.

"From that successful pilot, we began to utilize biodiesel as a standard fuel and went to the Department of Citywide Administrative Services (DCAS) to discuss getting biodiesel on city contracts," Kerman says. The Parks Department began to use B5 in vehicles throughout the city, before moving on to B20 blends. For over six years, the department has used B20 as the standard fuel in its 850 diesel-powered fleet vehicles.

The Parks Department helped prove biodiesel was a viable option for the city. Other departments also then made the transition. The most significant accomplishment was the move by the Sanitation Department to use biodiesel in all of its fleet vehicles. According to Kerman, the Department of Sanitation is the

largest consumer of fuel among the municipal fleets in New York City. Parks account for only 7 percent of the city's diesel fuel use, whereas Sanitation uses 80 percent.

"Sanitation began with a B5 program, and piloted that for a year. They saw no issues and have been using B5 as a standard fuel for approximately five years now," Kerman says. Once the ball got rolling, more departments started fueling their fleets with biodiesel.

"One thing I will say; biodiesel has really been fairly easy to implement from an operational standpoint," Kerman says. "We have not encountered vehicle or engine maintenance issues. Plus, biodiesel fits within our existing infrastructure, eliminating the need to invest a lot of money in upgrading underground storage tanks. It has been a fairly fluid and seamless transition."

New York City is trending upward in its adoption and promotion of biodiesel. With millions of gallons already fueling thousands of the city's municipal vehicles, biodiesel is keeping the "City That Never Sleeps" up and running.

One thing I will say; biodiesel has really been fairly easy to implement from an operational standpoint.

Keith Kerman, Chief Fleet Officer, City of New York

NEW YORK BIODIESEL BY THE NUMBERS

BIODIESEL BLENDED FUEL USED, FISCAL YEAR 2014:

13 MILLION GALLONS

TOTAL DIESEL MUNICIPAL FLEET VEHICLES: 2014

9,000

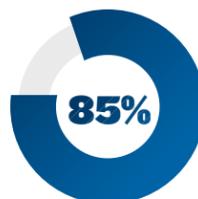
B20 USED DURING 8 WARMEST MONTHS OF 2013:

850,000 GALLONS/MONTH

NEW YORK CITY UNDERGROUND BIODIESEL STORAGE CAPACITY:

680,000 GALLONS (APPROX.)

BIODIESEL BLENDED FUEL AS TOTAL PERCENTAGE OF ALL DIESEL USED, FISCAL YEAR 2014:



B20 Usage on the horizon

Beginning May 1, 2015, the city of New York will be required to use a B20 biodiesel blend. Kerman states the city has already implemented a B20 program, and in 2013 the city began using B20 almost exclusively during the eight warm weather months. The city of New York currently blends the biodiesel with No. 2 ultra-low sulfur diesel, not No. 1 diesel. No 1 diesel costs about 50 cents more per gallon than No. 2 diesel, and despite an extremely cold winter, the New York City fleet made it through the winter months without any gelling issues.