

# FLEET VISION INTERNATIONAL

Thought-leading intelligence for frontline services and fleet management operations

Q1 2025 | [fleetvisionintl.com](http://fleetvisionintl.com)

## DRIVING THE FUTURE OF FOOD WASTE COLLECTION

See how we are meeting the unique challenges of food waste collection



# comment

## Editor

**Ann-Marie Knegt**

Tel: 0044 (0)7888 692339

[am.knegt@](mailto:am.knegt@visiecommunications.co.uk)

[visiecommunications.co.uk](http://visiecommunications.co.uk)

## Sales Director

**Jason Pidgeon**

Tel: 0044 (0)7734 678510

[jason.pidgeon@](mailto:jason.pidgeon@visiecommunications.co.uk)

[visiecommunications.co.uk](http://visiecommunications.co.uk)

## Design & layout

**Lotte Debell**

Tel: 0044 (0)7969 440089

[lottedebell@gmail.com](mailto:lottedebell@gmail.com)

## Head office and editorial office

109 Newland

Sherborne

Dorset

DT9 3DU

## Published by

**Visie Communications**

Visie Communications is a dynamic, forward-thinking, publishing, events and PR agency that focusses on the B2B sector. We specialise in delivering targeted thought-leadership events for the public sector and contracting organisations. Visie has taken on the contract to organise the OWL (Optimised Waste and Logistics partnership) events for 2025. We also specialise in high-quality public relations, social media strategy, media liaisons, and business consultancy.

© 2025

Visie Communications Ltd

109 Newland

Sherborne

Dorset

DT9 3DU

Find us at:

[www.fleetvisionintl.com](http://www.fleetvisionintl.com)



## You asked, and we adapted FVI – THE SHOW

When writing this comment, we had precisely 50 days until Fleet Vision International – THE SHOW 2025. To say this event has been a labour of love would be an understatement. I remember vividly how we finally launched the event in 2022 after two years of chaotic interruptions and lockdowns caused by the global pandemic. It was a massive learning curve in a post-pandemic world. People were reluctant to attend events, everyone wore masks, and no one shook hands.

However, we also noticed other things. Now, people consume information differently. In the old days (pre-covid), we had programmes that went on until 5 pm, with 30-minute presentations, two short breaks, and an hour for lunch. This didn't work anymore. Attention spans are shorter, and delegates wanted more time to talk with exhibitors and see vehicles and equipment in real-time.

You asked, and we adapted. So, here we are, working on the fourth instalment of Fleet Vision International – THE SHOW. I am so pleased to present a fine-tuned programme tailored to the exact needs of our delegates. The conference covers all aspects of safety and compliance, with updates on upcoming legislation from the Traffic Commissioner for England and Wales and global safety case studies from world leaders, including PepsiCo. Biffa will also present its findings on trialling a system to prevent bin deaths and lithium-ion fires developed in-house with Konika-Minolta and Dennis Eagle.

I am also very excited about Fraser Crichton's presentation, in which he will share how Dundee has electrified its fleet and the entire city while generating income from public charging infrastructure. Another presentation I can't wait to see is from Simon Brewster from Metier Technologies. Simon's company converts engines to hydrogen combustion technology and will prove that it is possible to transition to hydrogen now without relying on infrastructure.

In the afternoon, we will focus on decarbonisation. In an interactive panel session, NYC's Keith Kerman, Asher Moses from Sherbet the Electric Taxi Company, and Suez's Dewi Lane will discuss tackling electrification in public sector contracts.

This is all coupled with a nearly sold-out exhibition and a vehicle display with maximum time for networking and catching up with peers. I can't wait to see you there. Register [here](https://www.fleetvisionintl.com).



**Ann-Marie Knegt,**  
**Editor**

*"You asked, and we adapted. So, here we are, working on the fourth instalment of Fleet Vision International – THE SHOW. I am so pleased to present a fine-tuned programme tailored to the exact needs of our delegates."*

*In Association with*



Westminster Commission for  
**Road Air Quality**



# editorial board

---



**Barry Sheerman**  
Chair of the Westminster  
Commission for Road Air  
Quality, UK

---



**Vince Dignam**  
Business Performance & Transport  
Group Manager,  
City of London, UK

---



**Professor Christopher Bovis**  
Professor of International and  
European Business,  
University of Hull, UK

---

## FLEET VISION INTERNATIONAL EDITORIAL BOARD



**Eddie Cross**  
Managing Director, ProSolution  
Management Services, UK

---



**Sandy Anderson**  
Service Manager, Waste  
Operations, Fife Council, UK

---



**Arend Mouton**  
Group Fleet Manager,  
Wates Group, UK

---

*Fleet Vision International* is an international magazine aimed at fleet, transport and operational and workshop depot directors/managers, professionals who deal with sophisticated commercial fleets and frontline services. In keeping with the magazine's mission to deliver high-quality, timely, and insightful content for the benefit of the fleet industry globally, we have appointed an editorial board to advise, assist, and contribute to the work we are doing. With expertise that spans the whole spectrum of this industry, and an international perspective, we are delighted to introduce the *Fleet Vision International* editorial board.

Meet the leading industry professionals on the *Fleet Vision International* editorial board and read more about their experience on the Fleet Vision International website.

[www.fleetvisionintl.com](http://www.fleetvisionintl.com)

For Fleet Vision International - THE SHOW visit [fleetvision.show](http://fleetvision.show).

# contents

## FLEET VISION INTERNATIONAL

Thought-leading intelligence for frontline services and fleet management operations.  
[www.fleetvisionintl.com](http://www.fleetvisionintl.com)



### REGULARS

- 3 Comment**  
How we have adapted FVI - THE SHOW to meet your needs.
- 6 News**  
Allison supports food waste RCVs, JCB H<sub>2</sub> combustion engine gets green light; new depot for SFS; suicide awareness in Fife.

### FEATURES

- 14 The future of food waste collections**  
Electra is offering bespoke electric trucks to meet operators' specific requirements for food waste collections.



### FVI - THE SHOW

- 18 New partnerships for FVI - THE SHOW**  
Driving for Better Business and the International Association of Transport Regulators sign up to support the event.
- 20 Event preview**  
An overview of the programme for this year's conference and a guide on what to see and do at FVI - THE SHOW 2025.
- 22 Road safety round table**  
Fostering international collaboration on road safety initiatives at the FVI round table for show exhibitors and key stakeholders.



### ALTERNATIVE FUELS

- 24 NYC ends fossil fuel use**  
The New York City fleet is ending its use of fossil fuels by adopting renewable diesel.
- 28 Gradually going green**  
Bucher's top three alternative fuels to ease the electric transition.



- 31 Optimising infrastructure**  
Mer shares tips for getting the most from EV infrastructure for professional fleets.
- 34 Funding alt fuels for HGVs**  
How specialist finance can drive the adoption of alternative fuels in the road haulage sector.
- 36 Connecting the data dots**  
Why understanding the interdependencies of a commercial EV fleet is essential for a successful transition.
- 38 Amazon's green delivery**  
Amazon's order of more than 200 Mercedes-Benz e-Actros 600 electric HGVs.

- 40 Hackney cleans up**  
Council expands fleet with two new Dennis Eagle narrow RCVs.

### FEATURES

- 42 Trailer refurb saves CO<sub>2</sub>**  
Fleet-lifetime extension via refurbishment case study.



- 44 50 years of the Hillend Engineering FEL**  
The refuse collection icon that is seeing a resurgence.
- 46 Career reflections**  
Simon Hyde steps down from 25 years at the helm of FZUK.
- 48 Industry personality**  
Leon Daniels, Master of the Worshipful Company of Carmen.
- 50 Wrapping up a good year**  
One year on from Epic Media Group's transition to new ownership, the business showcases some of its epic vehicle wraps.
- 52 Road safety innovations**  
Emerging tech in the field of road safety.

### PARTNER: OWL

- 54 News from OWL Partners**  
OWL Wales preview; Emissions Reduction Workshop invitation; conference programme.



### PARTNER: WCRAQ

- 58 Westminster Commission for Road Air Quality**  
WCRAQ Chairman Barry Sheerman remains hopeful for the future despite a challenging world; Ralph Wilce updates on the need for more robust MOT legislation to identify high-emitting vehicles.



**Cover:**  
Company: Electra Commercial Vehicles



# alt fuels



## NYC ends fossil fuel use

The New York City fleet is ending its use of fossil fuels, now, through the use of renewable diesel, writes Keith Kerman, NYC Chief Fleet Officer, Deputy Commissioner, Department of Citywide Administrative Services (DCAS).

**I**n 2015, New York City announced it would reduce greenhouse gases from its City fleet by 50% by 2025.

New York City has the largest municipal fleet in the United States and the plan had three parts: electrify everything as soon as possible; implement efficiencies like fleet reduction and hybrids where electric wasn't an option; and replace all diesel fuel with renewable diesel.

Then, in October 2023, NYC also passed Local Law 140, calling for the entire City fleet to go electric. Light and medium-duty units were required to go electric by 2035, with heavy and specialised units to follow by 2038. However, the law provides exemptions where electric options are not feasible, as is the case for some specialist vehicles.

### Renewable diesel

NYC has pushed on all fronts. The City has the largest electric fleet (5,300+) and EV charging network (2,100+) in New York State. We also have over 4,500 hybrids, reducing our overall fleet size by over 2,000 units.

In October 2023, Mayor Adams also announced that the City had switched entirely out of all fossil diesel fuel with renewable diesel for the City's trucking fleet and off-road equipment. The programme includes emergency service vehicles such as ambulances, fire trucks, plough trucks, and police emergency response units. Over 12,000 fleet on and off-road units now use renewable diesel.

And we are not stopping there. A few weeks later, NYC announced the intention to

#### *Above:*

A New York City truck running on renewable diesel. The complete switchover of the trucking fleet to renewable diesel was announced in October 2023.

#### *Right:*

Also in 2023, the City announced it would switch its ferry service to renewable diesel, replacing nine million gallons of diesel annually.

# alt fuels



switch to renewable diesel for our ferry vessel system, including the world-famous Staten Island Ferries, which shuttle passengers from Manhattan to Staten Island around the clock. NYC uses about 16 million gallons of diesel fuel yearly for trucks and over nine million for vessels. The complete switch out of these fuels to renewable diesel will achieve greenhouse gas emission reductions of more than 60%.

## **Sustainable production**

Renewable diesel is manufactured from waste products such as used cooking oil and waste animal fats. Soybean oil is also a feedstock used for biodiesel and renewable diesel, though NYC's programme is mainly concentrating on renewable diesel from waste products in year one. Fuel production reduces greenhouse gas emissions by over 60% from fossil fuels and reduces air quality emissions from 15% to 35%, depending on the emission category.

Most renewable diesel is used in the state of California, where a Low Carbon Fuel Standard (LCFS) policy has created a carbon market and incentives to use the fuel. Over half of all diesel fuel used in the state today is renewable diesel.

The NYC Department of Citywide Administrative Services (DCAS) was the first major user of renewable diesel on the

East Coast when we announced the initiative in October 2023. Since then, other fleets, including the Port Authority of New York and New Jersey, have announced renewable diesel programmes; renewable diesel is available in at least two commercial fuel stations to the general public, and regular commodity pricing is now available through public indexes for the fuel in NY harbour.

NYC's use of biofuels goes back to 2005 when NYC Parks began a pilot in NYC Parks refuse trucks on Staten Island. From there, Parks started to use 5% to 20% blends of biodiesel in all fleet trucks and heating oil tanks. These initiatives were expanded to other agencies, including the Department of Sanitation, which operates the largest City trucking fleet.

In 2013, Mayor Bloomberg signed a law requiring biodiesel in fleet trucks and heating oil. New York State also requires biodiesel in all heating oil, up to 20% of fuel by 2030.

## **Biodiesel vs renewable diesel**

However, biodiesel is different from renewable diesel. While both use farm and waste feedstocks, biodiesel is manufactured to its own technical standard. Biodiesel can have cold weather issues, will degrade if not stored for long periods, and reacts negatively over time to certain types of materials.

*"Renewable diesel is manufactured from waste products such as used cooking oil and waste animal fats. Soybean oil is also a feedstock used for biodiesel and renewable diesel. . . Fuel production reduces greenhouse gas emissions by over 60% from fossil fuels."*



# alt fuels



*"There's an enormous amount of equipment in the world today designed to use diesel. As we work together to switch those over to zero-emission options, we are implementing a better solution today with renewable diesel."*

In general, biodiesel is used in blends of 20% or less. Most truck manufacturers do not provide warranty cover for use over 20% biodiesel. There are also issues with the use of over 20% of underground storage tanks (USTs).

Having fully implemented biodiesel at the 20% level, DCAS wanted to go further in eliminating fossil fuel use and reducing greenhouse gasses. Renewable diesel offered that opportunity as it is manufactured to the exact technical specification as regular diesel ([ASTM 975](#)). This removes the truck and tank compatibility issues. DCAS was also able to procure an arctic blend of the fuel for cold weather use in the winter.

DCAS worked with the New York City Fire Department (FDNY) to assess and permit the use of renewable diesel. The City also consulted with the NYS Department of Environmental Conservation (DEC) on the initiative. To date, NYC has used over 17 million gallons of renewable diesel during all temperatures and weather conditions, with no adverse operational issues.

## Immediate impact

While we all gain from reduced greenhouse gas emissions, this doesn't impact an employee directly. However, renewable diesel use has achieved direct and immediate improvement in the lives of our staff by eliminating the harmful and polluting odours of diesel fuel. Renewable diesel removes most aromatics from the fuel and has lower particulate matter and other emissions. In other words, it doesn't smell.

Anthony Bianculli, Sanitation Chief of Support Services, says: 'I started with DSNY 23 years ago. When all the trucks started at 6am, you couldn't even see across the garage due to the diesel smoke, and it was difficult

to breathe until all the smoke dissipated.

Today, with the total transition to renewable diesel, at morning roll call, you can't even tell the trucks are running. What a difference it makes. Ultra-low sulphur diesel also made a difference, but renewable diesel is a game changer. Any implementation that keeps the DSNY workforce healthy and safe is much appreciated and needed.'

The fuel also burns more cleanly. World Energy, a renewable diesel producer, gave DCAS permission to use a photo that shows this. World Energy has also produced [a video](#) to show the stark differences between fossil and renewable diesel.

Renewable diesel is not a zero-emissions solution and DCAS will continue to prioritise electric and zero-emission implementation wherever feasible. It will be many years or possibly even decades before operations like snow ploughing and firefighting can transition to full electric options. In the meantime, DCAS has made progress on both greenhouse gas emissions, enabling the achievement of our 50% by 2025 target, and air quality.

## Future opportunities

There are also opportunities beyond trucks and boats. Heating oil is a potential use for renewable diesel that DCAS will be exploring, as is sustainable aviation fuel for police and other City helicopters. Renewable gasoline products are also a potential addition to the marketplace. In time, the City might even consider producing its own renewable fuels using City-generated waste products.

There's an enormous amount of equipment in the world today designed to use diesel. As we work together to switch those over to zero-emission options, we are implementing a better solution today with renewable diesel.

*Above left:*

Renewable diesel has emissions advantages over both biodiesel and regular diesel, and is manufactured to the same technical specifications as regular diesel, so it does not have to be used in blends like biodiesel.

*Above right:*

Photo courtesy of World Energy showing the clean burning of renewable diesel compared with standard diesel.