



For Immediate Release

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PUSHING BACK AGAINST WASHINGTON’S THREATS TO REDUCE ENVIRONMENTAL STANDARDS, NEW YORK CITY SUPPORTS AMERICA’S FARMERS AND BIODIESEL SUPPLIERS

Department of Citywide Administrative Services submits comments to EPA protesting roll-back of national renewable fuel standards and announces further expansion of use of biodiesel for fleet and buildings.

NEW YORK – New York City submitted comments to the Environmental Protection Agency (EPA) today, protesting any roll-back of the Renewable Fuel Standards (RFS) which call for minimal use levels for renewable fuels like biodiesel. Biodiesel has proven a reliable and effective fuel for NYC fleet and buildings and has helped reduce air pollution in the City while lowering greenhouse gas emission. NYC continues to grow its implementation of biofuels in buildings and fleet and calls on Washington to do the same nationally.

Biofuels can be produced in many ways including recycling of used grease from restaurants and the use of farm products such as soy plants.

Already a leader in biodiesel use, NYC is set to expand the use of biofuels:

- **Mayor de Blasio signed Local Law 119 of 2016, one of the most ambitious biofuels laws in the country.** This law will transition all fuel oil used in heating to B20 by 2034. The first stage of the expansion is happening now with all NYC public and private buildings transitioning from B2 to B5 effective October 1, 2017.
- NYC owned government buildings will meet this goal **eight years before the law requires**, going from B5 to B10, effective the winter of 2017/2018,
- NYC will also introduce the use of **renewable diesel (RD) for the first time** with a 1 million-gallon purchase scheduled for use by City agency fleets in spring, 2018. Like biodiesel, RD uses renewable and natural feedstock’s to replace fossil fuels.

These efforts require a healthy and growing national biodiesel industry and set of suppliers. We object to any effort to roll-back the Renewable Fuel Standards on the part of

the EPA and call on them to go even further, expanding biodiesel and renewable fuel requirements.

"Through DCAS, NYC uses biodiesel in every gallon of fuel that heats our buildings and powers our trucks." said **Department of Citywide Administrative Services Commissioner Lisette Camilo**. "Mayor de Blasio has challenged City government to reduce greenhouse gas emissions in City operations by 50% by 2025 and we need a vibrant biofuels industry to support this goal."

"Since 2005, NYC Fleet has used biodiesel, starting at Parks then Sanitation, and now at all agencies including Police, Fire and Correction," said **NYC Chief Fleet Officer Keith Kerman**. "Biodiesel has been successfully used across over 160 types of fleet units, proving itself a reliable fuel and key part of our sustainability program."

Council Member Costa Constantinides, Chair of the Council's Environmental Protection Committee, said, "Our nation must move forward in our renewable fuels standards. Clean heating fuel like biodiesel reduces pollution while creating green jobs. We know that these stringent fuel standards are doable in our city since the Council passed my bill to increase biodiesel use in buildings citywide. The EPA must not stop the progress we've made in our renewable energy use."

NYC operates the largest municipal fleet in North America with over 30,000 vehicles. Through Mayor de Blasio's NYC Clean Fleet sustainability efforts, this fleet is also one of the largest alternative fuel fleets in the world, with 1,030 on-road electric vehicles, 5,700 hybrid vehicles, and over 17,000 units that use alternative fuels, including biodiesel, natural gas, electric and solar.

About DCAS:

The [Department of Citywide Administrative Services](#) (DCAS) ensures that all City agencies have the critical resources and support needed to provide the best possible services to the public. We do this in part, through working with City agencies with needs in recruiting, hiring and training; providing facilities management for 55 public buildings; purchasing, selling and leasing city property; purchasing over \$1 billion in supplies and equipment annually; and implementing conservation programs throughout City facilities. Follow us on [Twitter](#), [Instagram](#) and [Facebook](#).

Public comments as submitted to the Environmental Protection Agency (EPA)

New York City Supports Expansion and Not Reduction of Renewable Fuels Targets as part of the Renewable Fuel Standard (RFS). NYC continues to grow its implementation of biofuels in buildings and fleet and calls on Washington to do the same nationally.

NYC has been investing in biodiesel since first using the fuel in garbage trucks at NYC Parks in 2005. Today NYC uses biodiesel blends in every public and private building and in every on-road fleet vehicle including emergency services.

In the last five years alone, NYC has used over 220 million gallons of fuel blended with biodiesel. NYC received national recognition for its leadership efforts in 2011 from the National Biodiesel Board.

| NYC Government Use of Biodiesel Blends | | | |
|----------------------------------------|----------------------------------------------|--------------------------------------|-------------|
| FY | Blended Gallons for Government Buildings (1) | Blended Gallons for Government Fleet | Total |
| 13 | 31,736,530 | 11,925,594 | 43,662,124 |
| 14 | 35,457,127 | 14,080,534 | 49,537,661 |
| 15 | 35,554,585 | 15,597,826 | 51,152,411 |
| 16 | 22,669,030 | 15,281,204 | 37,950,234 |
| 17 | 23,792,071 | 15,994,051 | 39,786,122 |
| Total | 149,209,343 | 72,879,209 | 222,088,552 |

(1) Total fuel use determined by winter temperatures

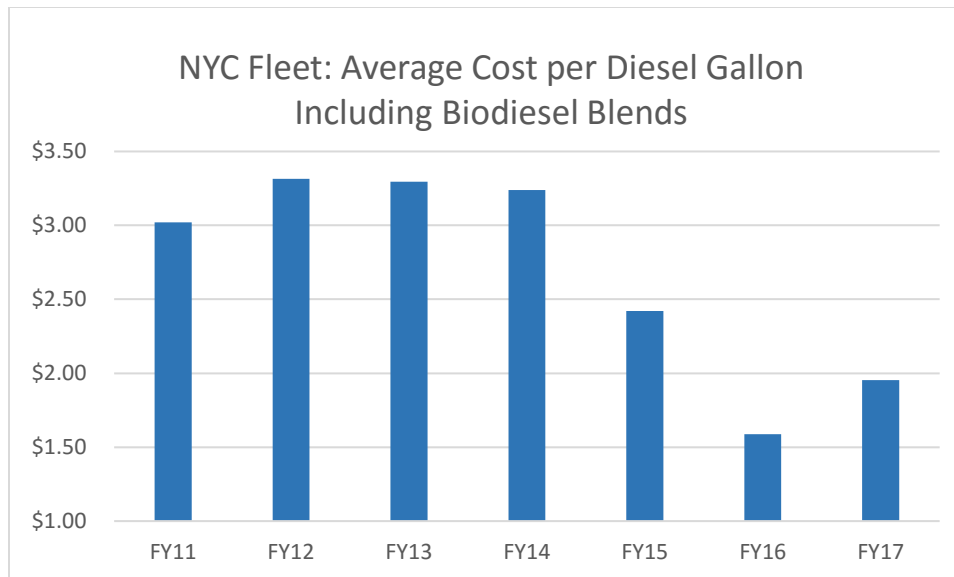
NYC's use of biodiesel has helped the City reduce both greenhouse gas emissions and air pollution. The Federal EPA's own website today highlights the reductions of 10 to 20% that biodiesel (B20) use achieves in particulate matter, carbon monoxide, and sulfates. Similar reductions can be achieved in greenhouse gasses like carbon dioxide.

<https://www3.epa.gov/region9/waste/biodiesel/questions.html>

Biodiesel is also a domestic fuel alternative, produced by farmers and recyclers in NY and across America. NYC has had the opportunity to host farmers from across the country on many occasions to discuss our mutual biodiesel efforts including from the states of Delaware, Illinois, Iowa, Kansas, Maryland, Minnesota, Missouri, Nebraska, New Jersey, New York, North and South Dakota, South Carolina, and Tennessee. NYC commissioned a study in May 2014 of ways to expand biodiesel implementation and expand supply of this critical domestic fuel alternative.

NYC has been able to introduce and expand this cleaner domestic fuel source while also controlling costs. For example, as our biodiesel program for fleet units expanded, the average cost for our diesel fleet fuel, including the biodiesel blended fuel, went substantially down. While many factors impact fuel prices, cleaner alternatives like biodiesel can be incorporated while also reducing fuel costs.

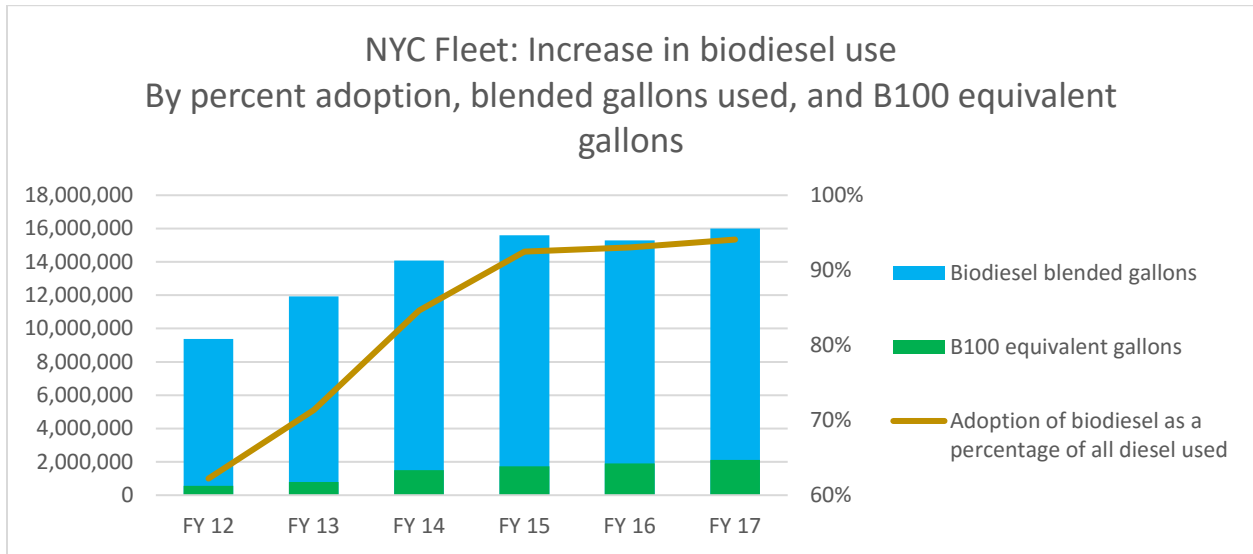
At the end of 2016, the Federal \$1 tax credit for biofuels use expired. This credit was an important support to this industry and to our implementation of biofuels and should be retroactively restored.



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- Effective the winter of 2017/2018, NYC owned government buildings which use D2 will go from B5 to B10, eight years before the law requires.
- NYC will introduce the use of renewable diesel (RD) for the first time with a 1 million-gallon purchase scheduled for use by City agency fleets in spring, 2018.
- NYC is also piloting higher blends of B20 for fleet during winter months and exploring opportunities to use B50 during warm weather months. In FY17, NYC's fleet implemented its largest yet program of biodiesel use including the most blended gallons, the most biodiesel (B100) equivalent, and its largest number of total vehicles using biodiesel.

These efforts require a healthy and growing national biodiesel industry and set of suppliers. We call on the EPA to expand biodiesel and renewable fuel requirements under the RFS and to continue the expansion and development of this industry.



NYC has not just invested in biodiesel but, as mentioned above, has formalized its commitment in a series of NYC Local Laws:

- Local Law 43 of 2010 required B2 for all heating oil blends, public and private.
- Local Law 73 of 2013 required biodiesel use, up to B20, in City fleet vehicles.
- Local Law 107 of 2013 required City owned municipal buildings to use biodiesel (B5).
- Local Law 119 of 2016 expands the biodiesel blends for heating oil up to B20 for all public and private buildings.

NYC has recognized the critical role that common sense regulation plays in promoting and securing this critical domestic industry and fuel alternative and calls on the Federal government and EPA to continue – and not withdraw - its support and expansion of the biodiesel and biofuels industry.

Commissioner Lisette Camilo
NYC Department of Citywide Administrative Services