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FLEET'S MAJOR INVESTMENT IN DIESEL EMISSIONS REDUCTION

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While few people outside fleet could tell you what a diesel particulate filter (DPF) is, we estimate NYC has invested over \$150 million in installing and maintaining them on City trucks in the last decade.

NYC operates nearly 9,000 on-road diesel trucks at agencies including DSNY, FDNY, DOT, DPR, DEP, DOC and NYPD. Sixty percent (60%) of all fleet fuel use is diesel and, historically, diesel trucks have been a major source of harmful air quality emissions including particulate matter, soot, sulfur, and nitrogen-oxides (NOx).

In the last decade, the City of New York has invested dramatically to reduce these harmful emissions from City vehicles. These efforts were led by various Federal emissions requirements and NYC local law mandates including Local Laws 77 of 2003; 39 of 2005; and 73 of 2015 which required the use of ultra-low sulfur diesel and biodiesel in fleet vehicles and also the installation of the best available equipment technology to reduce diesel emissions from tailpipes.

While there are various technologies that can reduce emissions from the tailpipe of trucks, the most commonly implemented for City trucks are diesel particulate filters (DPFs) with selective catalytic reduction (SCR). DPFs can prevent up to 90% of harmful soot and particulate matter from reaching the air. This type of emissions is especially tied to asthma and breathing problems. SCR further decreases NOx emissions from the same trucks.

Local Law 73 requires the City to have at least 90% of non-emergency on-road vehicles employ DPFs by the end of 2016. Federal regulation has required their installation, or equivalent, since 2007 and NYC has retrofitted 460 older trucks with them as well. Almost 8,000 City trucks have now come into operation while these stricter pollution control requirements have been in place, making this one of fleet's largest investments in reducing emissions and pollution.



NYPD HOSTS BIODIESEL PRODUCERS FROM ACROSS THE USA

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Speaking of reducing diesel emissions, on December 12, NYPD and DCAS hosted a delegation from the National Biodiesel Board and United Soybean Board at the NYPD Central Repair Shop, Shop 1, in Queens. Visitors included biodiesel producers and farmers from Delaware, Illinois, Iowa, Nebraska, South Carolina, South Dakota, and Tennessee. The group got a tremendous tour of the NYPD fleet repair operations and discussed exciting recent developments in biodiesel use.

NYC is already one of the leading adopters of biodiesel in the world. All City diesel vehicles and building heating oil systems use biodiesel blends today and these efforts have been institutionalized in local law. Biodiesel is a domestic and renewable fuel supply that is produced from soybean oil or recycled grease. According to the EPA, biodiesel can reduce greenhouse gas and harmful air quality emissions by over sixty percent. NYC began its use of biodiesel at NYC Parks in 2005 and has steadily expanded these initiatives.

Among recent developments, NYPD doubled its use of biodiesel in trucks in 2016, going from B5 to B10 blends, and Mayor de Blasio recently signed a new law greatly increasing the use of biodiesel in heating oil. Special thanks to Greg Dimesa and Eric Dorcean at NYPD for setting up the program.

