

Did you know?

Most heavy-duty trucks and buses are diesel. These vehicles account for less than 6% of the miles driven by highway vehicles in the U.S., but they are responsible for:

- 25% of smog-causing pollution from highway traffic,
- over half of the soot (particulate matter) from highway traffic, and
- 6% of the nation's global warming pollution.

(Clean Cities 2000)



**Biodiesel Fact Sheet
Biodiesel is Good for Business**

Why do companies want to use biodiesel? Companies that use biodiesel demonstrate to their customers and community that they are committed to their health, the environment and the American economy. For these reasons, biodiesel is a perfect opportunity for competitive marketing campaigns. Biodiesel gains significant media attention and public support because it is renewable and environmentally friendly. Biodiesel is also attractive to communities and customers who experience heavy truck traffic and are worried about diesel's health implications. Another powerful marketable quality of biodiesel is that it is produced domestically, and the feedstocks for it are grown domestically. Thus, companies who choose to use biodiesel can be applauded for strengthening the American economy.

Companies also want to use biodiesel because it is one of the safest fuels for fleets to handle, use and store (due to high flash point, biodegradability and non-toxicity). Lastly, companies want to use biodiesel for economic and maintenance reasons. Biodiesel provides exceptional lubricity which in turn leads to lower maintenance costs, less equipment downtime and longer equipment life.

Companies' fleet managers want to use biodiesel, too! See the "Biodiesel for Fleet Managers" resource for information on biodiesel's performance and handling benefits for fleets.

Is your company regulated by EPA Act? Biodiesel usage is the most cost effective means of complying with federal regulations such as EPA Act. Tax-exempt fleets of 10 vehicles or more can meet up to 50% of their AFV acquisition credits by using biodiesel. Under this biodiesel fuel use credits provision, fleets may choose to operate existing diesel vehicles that weigh more than 8,500 lbs. on blends of biodiesel in lieu of purchasing a new alternative fuel vehicle.

Are you a tax-exempt fleet that wants to use biodiesel? Under Pennsylvania's Act 178, the State will pay for the incremental cost of using biodiesel for fleets belonging to entities such as school districts, municipalities and non-profits. This means that fleets can use biodiesel at no added cost, regardless of the difference in fuel prices.

The L.L. Bean Company of Maine started using B20 in 2001 for their distribution fleet. In addition to the environmental benefits, L.L. Bean was attracted to the economic and operational benefits of biodiesel. For example, onsite fueling at their B20 tank eliminates the 10 mile trip the trucks had been taking to fuel at the retail diesel station.

Harvard University of Boston, Massachusetts has been fueling its fleet of 48 diesel vehicles, including 8 shuttle buses, with B20 since 2001. Despite record low temperatures in 2004, Harvard reports no problems with the fuel or the vehicles. Because of the success of this project, Harvard is exploring other applications of B20 use at its facilities.

Six local governments in North Carolina use biodiesel for their fleets. For example, Raleigh uses biodiesel in 300-400 trucks and Carrboro runs all of its diesel vehicles and equipment on B20. Also, Chapel Hill fuels 165 of its own vehicles with B20, and provides biodiesel to the UNC Hospital Bus Service, the Orange Water and Sewer Authority, the Carolina Air Care Ambulance Fleet and others.

Greater Philadelphia Clean Cities

1218 Chestnut Street, Suite 1003 • Philadelphia, PA 19107
(215) 413-2122 • coordinator@phillycleancities.org • www.phillycleancities.org