

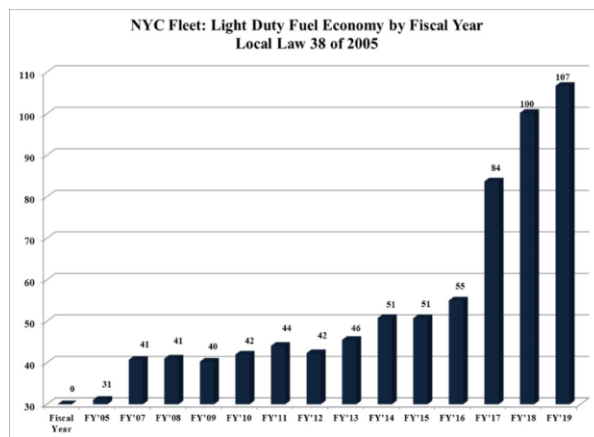
Your SUV Is Not Cool, Unless It Plugs In!

By: Keith Kerman

Last week, our newsletter discussed the important role biofuels can play in addressing climate change and transportation emissions. This week, we focus on the implementation of electric, hybrid, and more fuel efficient vehicles.

NYC Fleet offers an important example as to what is possible in improving vehicle fuel efficiency.

As we have discussed in previous newsletters, Local Law 38 of 2005 requires the City Fleet to issue our annual equivalent to Federal Corporate Fuel Economy (CAFE) standards.

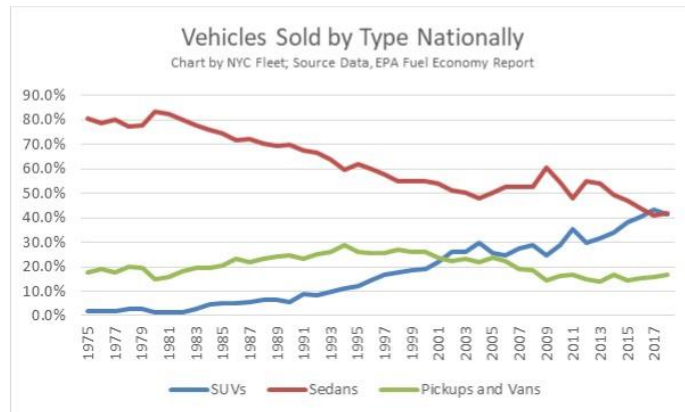


This year, the average EPA fuel economy for our 494 new light duty fleet vehicles was 107 miles per gallons (MPG). This compares to 24.9 MPG nationally for 2017, the last model year for which EPA has announced results.

We know that fuel efficient and zero emissions vehicles are already a reality in the light duty vehicle marketplace. These vehicles also reduce fuel and maintenance costs.

Given this reality, one would think and hope that a transition to fuel efficient and alternative fuel vehicles was sweeping the nation. It's not, at least not yet. In fact, the main movement nationally in light duty vehicle procurement is environmentally harmful: a move from sedans to SUVs. We looked at the most recent EPA report on national fuel economy. Hybrids and electrics are still only 3% of new vehicle purchases. The biggest trend by far is the expansion of SUV adoption.

As per the same EPA report, the SUVs being sold in the US are 29% less fuel efficient on average than the sedans. We also know from recent reporting that increased use of SUVs has been tied to increasing rates of pedestrian deaths nationally. A recent report suggested that the increase in SUV adoption nationally would undo any environmental benefit from even the most expansive adoption of electric and hybrid vehicles.



In the March 2019 Mayoral Executive Order for Fleet Efficiency, we included a reduction in SUV use. We are also requiring any new SUVs we do buy to be our new electric plug in units.

NYC Fleet must set an example in buying both electric and hybrid vehicles and avoiding SUV use unless operationally unavoidable. Where we do buy SUVs, they need to be electric and have our full safety packages as required in the Vision Zero Safe Fleet Transition Plan.

More and more, reducing transport emissions is now an issue of choice and commitment, not of further technology development. Let's lead the way in making the right choices.

EVENT REMINDER: Thursday October 31

Please join us at the 6th Vision Zero Fleets Safety Forum, October 31. Details at the link below:

<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Vision-Zero-Fleet-Safety-Forum-2019-Program.pdf>

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 280, October 16, 2019](#): Working on Our Chemistry, NYC Fleet Report on Biofuels

[NYC Fleet Newsletter 279, October 7, 2019](#): Back To Basics: Buckle Up

[NYC Fleet Newsletter 278, September 30, 2019](#): NYC Fleet Spotlight: Parks Supervisor Jose Baez, 5-Boro

[NYC Fleet Newsletter 277, September 18, 2019](#): NYC Fleet in MMR: More Electric Than Ever

[NYC Fleet Newsletter 276, September 9, 2019](#): DCAS Adds School Buses To Fleet Tracking

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