Testimony Before the Environmental Protection Committee
October 16, 2013

Good afternoon, Chairman Gennaro, and Members of the Environmental Protection Committee. My name is Steven Caputo and I am the Deputy Director of the Mayor's Office of Long-Term Planning & Sustainability. Joined with me here today are Keith Kerman, Deputy Commissioner at the Department of Citywide Administrative Services, Dean McCann, Executive Director of Production and Operations, Office of Film, Theatre and Broadcasting, and Gerry Kelpin, Director of the Air and Noise Enforcement and Policy Unit at the Department of Environmental Protection. We are pleased to have the opportunity to testify today about the successful implementation of Local Law 43 of 2010—which for the first time required that all heating oil sold in New York City contain at least 2 percent biodiesel (B2)—and also to discuss two proposed pieces of legislation, Intros 1047 and 705, which seek to expand B2 biodiesel to the use of 5 percent biodiesel (B5) in certain applications.

Before I begin my testimony I would like to thank you, Chairman Gennaro, and the other members of the Environmental Protection Committee for the leadership you have shown, not only to promote the use of biodiesel and other forms of renewable energy, but across a broad spectrum of issues that have helped to make New York City more livable and sustainable. Today's hearing is an indication that like members of the Bloomberg Administration, this committee is working to make each of the next 77 days count. We look forward to continuing to work with you during that period.

At the outset I would like to express support for the objective of expanding biodiesel use in New York City, both in the transportation and buildings sector. As a renewable fuel that can significantly reduce greenhouse gas emissions on a lifecycle basis compared to petroleum fuels, and also lead to reductions in other air pollutants, expanding the use of biodiesel helps the city advance towards the PlaNYC goals of reducing citywide greenhouse gas emissions 30% by 2030 (30 by 30), and city government emissions 30% by 2017. We have made considerable progress towards those goals in a relatively short period of time, thanks in part to City Council's actions to codify these targets and create other supportive policies. In 2012, the City's emissions were 16% below 2005 levels, more than halfway to the 30 by 30 goal. In the coming weeks we will issue the 2013 GHG inventory which will indicate even deeper reductions over the past year. Our estimates are that the use of biodiesel contributed to a reduction of over 121,000 Mtons of CO2e or 0.25% of citywide 2012 emissions.

The use of biodiesel also helps advance the important PlaNYC goal of a achieving the cleanest air quality of any major city in the US. Thanks to the City's comprehensive approach to phasing out the use of heavy heating oil—of which Local Law 43 was a cornerstone—the City's air quality is cleaner today than

at any point in the past fifty years. As I'll describe in greater detail, certain pollutants associated with the use of heavy fuel oil have been reduced by close to 70% over the past five years, resulting in hundreds of lives saved and thousands of ER visits and hospitalizations prevented each year.

This afternoon I would like to offer a brief appraisal of the City's efforts to transition to cleaner fuels, which included implementation of Local Law 43 of 2010 and the City government's aggressive piloting of biodiesel in both buildings and fleets, which led to its receipt of the 2011 "Influence Award for Biodiesel Leadership" by the National Biodiesel Board. The City's experiences using biodiesel in both its fleets and buildings with only minimal growing pains and largely beneficial outcomes is the reason that we will strongly support Intro 1047 to require 5% biodiesel content (B5) in all city-owned buildings, provided that the Council consider minor refinements to the B10 pilot program. As you know, Keith Kerman, who I am joined by today, testified before this committee this summer in strong support of a similar bill—Intro 1061-A—which requires the use of B5 in all City fleets today and by 2016 requires the use of B20 between April and November. We appreciated the Council's willingness to work with the City to ensure that the B20 pilot program had the best chances of succeeding and we hope that we can work in the same fashion to optimize the B10 pilot for buildings that is called for in Intro 1047.

I'll then move onto discuss the City's position on Intro 705, which would require the use of B5 biodiesel in diesel powered generators in the production of films, television programs and advertisements, and at street fairs in NYC. While we are supportive of the objectives of expanding biodiesel use in different sectors of the City, we have significant concerns about this bill related to fuel accessibility for this industry, impacts on operations, and the challenges that would emerge from pursuing the growth of the biodiesel marketplace in a piecemeal, rather than comprehensive fashion.

As an alternative to targeting specific industries for the use of biodiesel we would suggest examining broader approaches to expanding the biodiesel marketplace in New York City. I'll conclude my testimony by offering some observations about the prospects for expanding biodiesel use in the City that we have developed as part of a study of marketplace fundamentals that we have conducted with the firm ICF International and that will be made available before the end of the year. In short, there appears to be sufficient supply and processing capacity in the marketplace—including facilities located within the five boroughs—to meet new demand. Expanding the use of biodiesel can help the City achieve its near term and longer term carbon reduction and air quality goals. The City can also play a role in reducing barriers to the use of biodiesel including working with the major safety testing agencies to certify the use of higher concentrations of biodiesel in automotive engines and boiler equipment.

Local Law 43 and Phasing-out Heavy Heating Oil

As I just mentioned, Local Law 43 of 2010 was a cornerstone of the City's effort to eliminate the use of heavy heating oil and the transition to cleaner fuels like biodiesel. I'll describe the successful implementation of LL43 in detail, but before doing so I'd like to recap some of the other major steps that the City has undertaken in close collaboration with the City Council.

To support the goal of achieving the cleanest air quality of any major US City, PlaNYC called for the creation of a neighborhood based monitoring system to gain a more detailed understanding of local air quality and its health impacts. Up until that point there were less than ten air quality monitoring sites throughout the entire City, and they were located on top of buildings rather than at ground-level. To remedy this situation, in 2008 the NYC Department of Health designed an innovative and low cost air module, roughly the size of a briefcase, that could be attached to a street lamp and could monitor concentrations of EPA criteria air pollutants, several airborne toxins, temperature, and other criteria. Using these modules, the Health Department launched a network of 100 monitoring sites throughout the city, which became known as the NYC Community Air Survey (NYCCAS).

In 2009, the Department of Health released the results of the first wintertime air-monitoring period, which for the first time showed the significant air quality impact of heavy heating oil use. PM 2.5 pollution levels were shown to be 30% higher, on average, in parts of the City with the highest densities of heavy oil use compared to areas with the lowest densities. It came to a surprise to many New Yorkers that some of the City's most affluent neighborhoods, like the Upper East Side of Manhattan, had some of the worst wintertime air quality.

Based on this rigorous scientific assessment, the City worked for the next year and a half with a broad group of stakeholders—including Chairman Gennaro and members of this committee—to evaluate policy options and execute a multi-front regulatory strategy. The strategy consisted of regulations from the Department of Environmental Protection to phase-out the use of No. 6 oil by 2015, paired with City and State bills to desulfurize No. 4 and No. 2 oil. Although the DEP regulations allowed buildings to convert to No. 4 oil as an interim step on the way to the cleanest fuels—which weren't required until 2030—thanks to Local Law 43 of 2010, this interim step alone would reduce sulfur content and associated emissions by roughly 50%. That is because Local Law 43—in addition to requiring the use of 2% biodiesel in all heating fuels—set a ceiling of 1,500 parts per million for sulfur content in No. 4 oil, down from the previous limit of 3,000ppm. At the same time, the City and the Council worked with legislators in Albany to ensure passage of a law to reduce the sulfur content of No. 2 heating oil by 99% (from 1,500 to 15 ppm).

I'd like to point out that these regulations and laws would not have been possible without the strong support of the New York Oil Heating Association (NYOHA) which I understand will be represented in testimony today by its CEO, John Maniscalco. Despite opposition of some of its members that distributed heavier forms of heating oil, NYOHA exerted thoughtful and forward-looking leadership to transform the industry. Today, thanks to the laws that desulfurized heating oil and required minimal biodiesel content, New York City now has the cleanest No. 2 heating oil in the country—which the industry now refers to as "bioheat" and "clean two". On behalf of the Administration, I would like to thank John and the members of NYOHA for all of their efforts to aid the transition to cleaner fuels.

Together, these regulations and laws would save thousands of lives over the next two decades. However, this alone was not enough to achieve rapid public health benefits. For this reason, in April of 2011, Mayor Bloomberg launched the NYC Clean Heat program in partnership with the Environmental Defense Fund to provide information, technical assistance, and financing to building owners. The Mayor set the goal of reducing fine particulate matter (PM 2.5) emissions from heavy oil use by 50 percent by 2014—an incredibly ambitious goal.

The Clean Heat program was designed to take a 'sales-force' approach to creating change in the marketplace. A team of over a dozen energy and building professionals was hired to cultivate relationships and provide technical assistance to major building owners and property managers for no cost. Within six months of starting the program, over 1,000 buildings were in contact with the program, and each of these buildings is treated as a client of the program.

Although converting to cleaner fuels can save buildings money and lead to positive cash flow, many building owners were having trouble accessing the upfront capital to make the conversion, particularly in low and moderate-income communities. To overcome this problem, in June of 2012, Mayor Bloomberg announced a partnership with the New York City Energy Efficiency Corporation (NYCEEC) and private lenders to offer up to $100 million in financing for boiler conversions.

Created in 2010 using Federal Stimulus funding based on an OLTPS-led application, NYCEEC's mission is to catalyze the marketplace for energy efficiency finance in order to support New York City's sustainability goals. To aid the Clean Heat program, NYCEEC created a $10 million financing program with JP Morgan Chase Bank and the Hess Corporation for oil-to-gas conversions in low and moderate-income buildings. NYCEEC created an $18 million program with the NYC Housing Development Corporation to foster conversions in affordable housing. It is also in the process of working with the City of New York to create an additional lending facility of over $20 million for low and moderate-income buildings by leveraging a small amount of City capital as credit enhancement.

The Clean Heat program's innovative combination of regulations with resources has paid off. Since the start of the program in 2011, over 2,700 buildings have converted to cleaner fuels. More than 75% of these buildings converted to one of the cleanest fuels (No. 2 oil, biodiesel, or natural gas) ahead of the regulated deadline, rather than converting to No. 4 oil as an interim step. These conversions have led to a reduction in fine particulate matter of over 270 tons, or nearly 73% of the goal.

As I mentioned previously, these conversions and the use of cleaner heating oils with biodiesel have led to considerable air quality improvements and public health benefits—the NYC Community Air Survey has found that over the past five years, wintertime sulfur dioxide levels have dropped by 69% and nickel has dropped by 35%, and wintertime ear round fine particulate matter (PM2.5) has dropped by 23%. These air quality improvements are estimated to save 780 lives annually and prevent nearly 2,000 hospitalizations and ER visits for respiratory and cardiovascular conditions. They have also helped NYC advance towards the goal of having the cleanest air quality of any major City. From 2005 to 2007, the City was ranked seventh out of nine US cities with populations over one million for the cleanest air (in terms of PM2.5 concentrations). Today, the City is ranked in fourth place and it has significantly outpaced most other Cities in its air quality improvements over the past five years.

The NYC Clean Heat program, along with its supporting regulations, has become a model for solving major urban health problems that is being examined by other municipalities, including Boston and some international cities that are experiencing major air quality challenges. Earlier this year, the Citizen's Budget Commission for its work on the NYC Clean Heat program awarded the 2013 Public Service Innovation Prize to the Mayor's Office of Long-Term Planning and Sustainability. But truly we share that honor with the Council and other organizations like NYOHA, whose efforts were indispensible.

Now onto the implementation of Local Law 43 of 2010. We are pleased to report that not only has the heating oil industry complied with Local Law 43 but also in many cases oil suppliers have exceeded the 2% biodiesel minimum and are delivering B5 or even higher concentrations. This outcome may in part stem from the fact that New York State is offering an incentive of one cent for every gallon of biodiesel used in heating oil, up to a maximum of 20 cents per gallon for B20. But we think this is also a reflection of the marketplace's acceptance of cleaner fuels and the ease of introducing biodiesel.

Thanks to the reporting requirements contained in Local Law 43, we now have a much better idea of heating oil and biodiesel consumption in New York City. Over 90 percent of licensed oil suppliers in the City complied with the reporting requirements, and most provided delivery data back to 2007—which we asked for to help refine our analysis in the City's greenhouse gas emissions inventory—even though it

was not required in the law. From that information, we can now see the rapid growth in biodiesel consumption that has occurred over the past few years. In 2009, only 1.6 million gallons of biodiesel (B100) were consumed for heating citywide, or less than 0.1% of all heating oil. In 2012, almost 45 million gallons, or 2.6% of all heating oil delivered was biodiesel (B100)—this represents a 27-fold increase and more than we would expect given that the LL43 did not come into effect until the fall of 2012. Our estimates are that the use of biodiesel contributed to a reduction of over 121,000 Mtons of CO2e or 0.25% of citywide 2012 emissions.

Implementation of Local Law 43 was not without glitches. However, the main challenges experienced stemmed from the interruptions that occurred to the liquid fuels supply chain following Hurricane Sandy. As the City documented in its rebuilding and resiliency plan, A Stronger More Resilient New York, which the Mayor issued this past June, disruptions occurred at nearly every level of the fuel supply chain, reducing all fuel flow into and within the New York metropolitan area. Most of the infrastructure affected was located in New Jersey, where a combination of extended power outages and direct damage from storm surge, for a time, nearly dried up New York City's fuel supply. Throughout this time period, the City worked day and night to assist with the recovery of the fuel system and to ensure that fuel was available for critical fleets and facilities. Keith Kerman oversaw these efforts for the City, and the New York Oil Heating Association also went above and beyond the call of duty to help out.

As a result of the fuel supply disruption, the Commissioner Strickland at the Department of Environmental Protection issued temporary waivers of the 2% biodiesel and 1,500 ppm sulfur limits on heating oil that were required under Local Law 43, beginning on November 2, 2012. These waivers were conducted in tandem with the State of New York, which waived the 15 ppm sulfur limit on No. 2 oil. Both the City and State—after extensive consultation with infrastructure operators that experienced damage during the storm, as well as the US Department of Energy, Environmental Protection Agency, US Coast Guard, Department of Defense, and the Energy Information Agency, determined that suspending fuel standards and reformulation requirements would facilitate the flow of fuels into the City. Waivers of Local Law 43 requirements were extended until January 18, 2013, at which time normal operation was resumed. A forthcoming report by the DEP Commissioner will provide additional details on these waivers.

The Commissioner also approved two additional waivers, which allowed for other sources of renewable liquid fuels to qualify as compliant under the biodiesel mandate. In September of 2012 and February of 2013, the Commissioner approved the substitution of biodiesel for renewable diesel by two major oil

refiners and suppliers in the region. Both of these businesses provided testing data from the EPA registration process that demonstrated that the blends of renewable diesel and fuel oil grade no. 2 met the ASTM standards for fuel oil grade no. 2 as required by Local Law 43 (Section 24-168.1(b)(2) of Title 24 of the Administrative Code). These actions suggest that it may be worth investigating a broader definition of eligible fuels under Local Law 43 to account for other types of renewable liquid fuels that offer comparable environmental benefits to biodiesel.

Intro 1047

I'll now move onto discuss Intro 1047 of 2013, which would require that all city-owned buildings utilize B5 and that the City conduct a pilot using B10 in a sample of buildings. All city-owned buildings currently use at least 2% biodiesel in compliance with Local Law 43, and many use higher quantities. For this reason, we support the B5 requirement in Intro 1047 and believe that it will aid in the City's progress towards its target of reducing GHG emissions 30% before 2017. As you know, the City's main focus for achieving "30 by 17" is using cleaner energy more efficiently in buildings, as that is where the majority of our GHG emissions stem from.

The NYC Parks Department has run a more aggressive bioheat program for many years. Parks began using bioheat as its exclusive heating oil in FY09. The program started with B5 and has since moved to a mix of B5 and B20, with more than half of the oil consumed consisting of B20 blends. Parks' use of higher blends in buildings was a success, although the Department did experience some growing pains. Some difficulties with clogging of fuel pipes and need for maintenance in some furnace and heating systems were experienced, though they were mitigated over time.

In general, the experience of the Parks Department is evidence of the viability of higher blends of biodiesel. However, the types of buildings operated by the Parks Department do not represent the complexity of real estate in the City's portfolio and there is less experience among boiler operators and equipment suppliers in using higher blends of biodiesel in larger buildings. Therefore, the City proposes that the B10 pilot contemplated in Intro 1047 follow the same model as the wintertime B20 pilot for fleets and involve up to 5% of City buildings. A 5% pilot would allow DCAS to work with its agency partners to identify the most appropriate facilities to develop a reliable sample. DCAS and other agencies will research whether the systems are compatible with higher blends, restrict the pilot to facilities where the heating oil systems and emergency generator systems are separate, train building maintenance staff, and monitor impacts on building systems. A 5% pilot would have the best chance to succeed while

proceeding at a gradual pace that will ensure that City infrastructure is protected. We hope that the Council will consider this modification and if adopted, the City would offer its full support for Intro 1047.

Intro 705

As I hope we have made clear in this testimony, the City enthusiastically supports efforts to expand the use of biodiesel in the transportation and buildings sectors. However, this must be done in a comprehensive and coordinated fashion and not single out particular industries and sub-sectors. For individual businesses that utilize diesel fuel in generators—as opposed to buildings—ensuring adequate access to fuel in a way that is not burdensome to their current course of operations will be key. We are concerned that fuel accessibility will be an issue for the film and media and street fair industries if they are required to use B5 in the absence of broader changes in the marketplace. Both of these industries are fragmented and involve numerous small businesses that are spread throughout the region, and therefore purchase fuel in small scales in different marketplaces that may not have access to biodiesel.

We also have concerns about the technical challenges that may occur from mandating the use of biodiesel in generators, which unlike diesel powered automotive engines and boiler equipment, are not typically rated for biodiesel use even in low concentrations. While B5 may not harm some of the newer existing generators, the use of the B5 biodiesel may void the generator's warranty if a problem develops with the generator. There are still the majority of generators, which will not be able to operate with the B5 biodiesel, forcing vendors to upgrade their equipment. The new fuel could cause the older generators to fail in the middle of filming. If these challenges turned out to be the case as a result of this bill, it could undermine the broader objectives of expanding biodiesel use and lead to opposition for other measures.

We also have specific concerns about requiring biodiesel by the film and media industry, which is a bedrock of the City's economy. The entertainment industry employs over 130,000 New Yorkers and contributes approximately $7.1 billion to the local economy each year. There are roughly 4,000 local businesses that are supported by film and media productions throughout the five boroughs. In 2012, there were over 250 feature films permitted by the City and in the 2012-2013 television season, 27 episodic series filmed in the City. Ten years ago, there were only 7 primetime episodic series here. With these important contributions to our City's economy in mind, we would caution against requirements that single out this industry and could present operational and financial burdens before the City government or the broader marketplace tests the viability of B5.

Conclusion

In closing we would like to suggest that in order to expand the use of biodiesel in the broader marketplace, the Council consider building on the experiences of the City government in using B5 for fleets and buildings over the coming years. Doing so would allow the City to demonstrate the viability of B5 and higher concentrations of biodiesel to the broader marketplace. As I mentioned previously, the OLTPS is close to finalizing a study of the biodiesel marketplace in New York City, which will include some encouraging findings. The study will show that the existing biodiesel plants in the region supplying NYC have significant excess capacity and could support greater use of biodiesel locally. The opening of the United Metro biodiesel processing facility in Greenpoint, Brooklyn in the next year will also provide a substantial new local supply source. The study will evaluate a number of barriers to expanding the use of biodiesel, none of which are insurmountable. We look forward to working with the City Council to address these barriers and support the expanded use of renewable fuels in New York City.

This concludes our testimony. Thank you and we would be happy to answer any question you may have.

Testimony of Producer's Guild of America East on

Use of b-5 biodiesel fuel in diesel-powered generators used in the production of films, television programs and advertisements, and at street fairs in NYC.

Presented before the New York City Council

Dana Kuznetzkoff
Producer, Executive Committee, Producer's Guild of America East

Mari Jo Winkler
Executive Producer, Chair, Producer's Guild of National Green Committee

October 16, 2013

We are here today on behalf of the Producer's Guild of America East in support of the legislation Int. No. 705 for the use of B-5 biodiesel fuel in diesel-powered generator used in production of films, television programs, and advertisements, and at street fairs in NYC.

Since 2004, when New York began offering tax credits to support the film and television industry, we have experienced a record number of shooting days. It is estimated that during this time, producers have spent more that 7 billion dollars in New York and that this program is responsible for more than 500,000 hires.

Working together with the IA, the teamsters, and the Bloomberg Administration, the film community has seen unprecedented growth – putting more and more people to work and consequently more diesel powered generators on the streets.

Biodiesel is a renewable, clean-burning diesel replacement that is reducing U.S. dependence on foreign petroleum, creating jobs, and improving the environment. Biodiesel reduces CO2 emissions by over 78% compared to petroleum diesel. Even blended with petroleum diesel, biodiesel significantly reduces emissions.

According to the US Department of Energy all OEM's (original equipment manufacturer's) accept the use of B5 in their warranties and many accept the

use of B20. There is no evidence that equipment needs to be upgraded for the use of B5.

B5 is broadly accepted, it is not a problem in cold weather, and it is readily available in New York City.

The Producer's Guild of America Green Committee was established in 2008 to work together with the film community to promote sustainability in the industry. We have been supported by and work in conjunction with the 5 major studios to promote the mission.

As Producers, incorporating the use of biodiesel into your production takes additional attention, and good communication on behalf of the management team and the transportation department but it is time well spent to clean up the air we breathe.

There is an adequate supply of B5 in New York City. Every licensed diesel distributor has access to and is capable of delivery it. With good transportation management a film set should never run out of fuel.

Furthermore, we believe, in the law of supply and demand, if there is a higher demand for biodiesel, production would go up to meet that demand, and therefore prices would eventually go down.

The Mayor's office of film, theatre, and broadcasting issued hundreds of permits in the last year. Imagine if every production was running their generators on Biodiesel, the positive effects to the environment would be astounding not to mention the good faith it would bring to the many communities we film in.

The West coast is way ahead of us in terms of clean energy standards and for the New York film industry to maintain it's current level of activity and growth; we cannot survive without reducing the accompanying carbon footprints.

By putting this legislation into law it would make it mandatory for all producers to implement and promote a higher level of sustainability. The Producer's Guild of America's support of this legislation is part of our ongoing work to reduce carbon emissions and increase sustainability in our industry.

ASSOCIATION OF
INDEPENDENT
COMMERCIAL
PRODUCERS, INC.

TESTIMONY BEFORE THE NEW YORK CITY COUNCIL'S ENVIRONMENT PROTECTION COMMITTEE REGARDING INT. 705 OCTOBER 16TH, 2013

Good morning Chairman Gennaro and the members of the committee. My name is Jane Nunez and I am a Vice President of the Association of Independent Commercial Producers. On behalf of the AICP, I would like to express our concerns regarding Int. 705. This legislation will require film, television and commercial productions in New York City to use B-5 biodiesel fuel in diesel-powered generators and the best available technology in generators on location shoots permitted by the City.

The AICP is the exclusive representative domestically of over 325 small to mid-size companies that specialize in producing commercials for advertisers and agencies. Additionally, the AICP counts among its membership almost 200 firms that provide production support, such as equipment rental companies.

As we testified in January of 2009, when Int. 684-A first considered the requirement of using ultra low sulfur diesel fuel in diesel-powered generators, AICP members fully support efforts to protect our environment and implement measures to provide for cleaner air and efficient use of resources. As we acknowledge our commitment to supporting the use of clean energy and other sustainable practices, and therefore support certain concepts reflected by this legislation, the AICP has serious concerns in regards to implementation of Int. 705.

Compatibility Concerns

A majority of existing generators, which will not be able to operate on B-5 biodiesel, will force vendors to upgrade their equipment. While B-5 biodiesel fuel may be compatible with some of the newer existing generators, the use of such fuel may void the generator's warranty, if a problem develops with the generator, which is highly likely.

It's important to note that biodiesel acts like a detergent. When introduced into a fuel system that has been operating on ULSD, the solvent type qualities of the biodiesel breaks down the natural sediment build up within the fuel system and repeatedly clogs lines, filters, and injectors with this sediment. Through repeated exposure, biodiesel can seep through certain seals, gaskets, hoses, elastomers, glues, and plastics. This will result in failure, downtime, and labor, leading to the unreliability of a previously very reliable engine, especially in cold weather.

Availability Concerns

Currently, B-5 biodiesel is not readily available at most gas stations in NYC. On multiple day shoots, refueling a generator at the end of a long shoot day with biodiesel will be impossible with the limited availability and limited hours of the few stations that sell it. There is only one supplier in Manhattan, and a limited number of suppliers in the other boroughs, that have B-5 biodiesel fuel available. As a result, vendors will have to drive great distances (or the fuel suppliers will have to drive long distances to deliver the fuel) to the limited number of fuel terminals, expending additional gas just to purchase the B-5 biofuel to comply with the new law. Commercial productions operate on a much shorter timeline than any other industry segment. If the required fuel supply availability is limited, and are not refueled in a timely manner, productions will be forced to shut down, and in the long-term, effect commercial production trends.

Additionally, a storage tank for generator operators will run well over $100,000, assuming such a permit is even issued.

Higher Costs

The lack of B-5 biodiesel fuel will certainly drive up the price of fuel for commercial productions that continue to face shrinking budgets. Any cost increase or continuous production delays causing ongoing problems will result in productions leaving the City. Due to many factors New York City has some of the highest production costs in the world and a measure like this will further discourage commercial production in New York City.

Fairness Concerns

This proposal fails to address other NYC industries and businesses like construction, transportation and utility crews that also use outdoor generators throughout the City on a daily basis. If the City is committed to supporting practices that reduce the emission of air pollutants, strengthens the alternative fuel market, and increases energy independence and the diversity of our energy supply, why does this legislation only target street fairs and film crews?

Accountability Concerns

The proposed amendments do not appear to contain provisions on how this new law will be monitored or what type of proof will be required to determine B-5 fuel compliance. If the responsibility falls on generator operators to ensure compliance, how will they confirm whether the fuel being purchased is actually B-5 biodiesel? Therefore, production companies will not be certain they are complying with the law. The ULSD fuel currently required has a blue tint that makes clear the type and quality of fuel going into the generator. Fuel suppliers must share accountability in ensuring that the appropriate percentage mix of bio is met.

Alternative Fuels

It is important to note that ULSD fuel is currently being used by many AICP members. We recommend that language be added to clarify which "alternative fuels" meet the requirements of Int. 705.

Transition Period

Although the bill features a one hundred and eighty day phase-in for compliance, the AICP believes this is too short a timeframe for companies to fund and establish a fleet of fuel compliant generators for use. To address this, the AICP recommends that the City allow for the use of existing generators, allowing for an appropriate compliance window to phase out previously compliant generators over their reasonable lifetime, so that they may be used without penalty.

Thank you and the AICP looks forward to continuing to work with the City Council on this legislation and future issues of concern.

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10/16/2013

Testimony from Tri State Biodiesel (Dehran Duckworth, Managing Member) regarding Int.# 1047 increasing the use of biodiesel in city-owned buildings, and Int. #705 in relation to the use of B5 diesel fuel in generators used for production of films, television programs, advertisements, and street fairs in NYC.

1. Using biodiesel reduces air pollution, supports domestic industry, and creates jobs. Clean air, job creation, and domestic industry are important components of a healthy environment and community.
2. Biodiesel is the only alternative fuel to have a complete evaluation of emissions submitted to the Environmental Protection Agency. Results as follows;

Emission Type	B100	B20	B5
Total Unburned Hydrocarbons	67% reduction	20% reduction	5% reduction
Carbon Monoxide	48% reduction	12% reduction	3% reduction
Life Cycle Carbon Dioxide	78% reduction	16% reduction	5% reduction
Particulate Matter	47% reduction	12% reduction	3% reduction
Nitrous Oxides	10% increase	-2% decrease 2% increase	no change

3. All OEM's (Original Equipment Manufacturers) now support the use of B5 (5% biodiesel) in all original unmodified diesel equipment such as those used for generation of electricity, heating of buildings, and transportation.
4. The American Society of Testing and Materials (ASTM) designates any blend of biodiesel up to 5% meeting ASTM D-6751 blended with diesel fuel meeting ASTM D-975 (for equipment and transportation) or ASTM D-396 (for heating oil) shall be considered respectively ASTM D-975 grade diesel fuel for transportation and off road equipment use and ASTM D-396 for heating oil (no change in designation).
5. In 2008, the Federal Trade Commission amended the Fuel Rating Rule - 16 CFR Part 306 – to incorporate specific labeling requirements for biodiesel and all biomass-based diesel fuels above 5 percent concentration, as required by Section 205 of the Energy Independence and Security Act of 2007 ("EISA"), 42 U.S.C. 17021
6. All diesel fuel available today at wholesale terminals and filling stations most likely contains up to 5% biodiesel. As biodiesel is less expensive than diesel fuel, blending is now occurring at the pipeline level or directly at local terminals with limited to no disclosure. At any given moment, there are millions of gallons of biodiesel available in the NY Harbor, which arrives every day by barge and rail, making availability questions a non-issue.
7. B5 biodiesel (ASTM D-975 diesel) is available universally to all licensed diesel distributors and in most cases consumers at the same price as conventional diesel fuel. Switching to B5/ compliance with a mandate is as easy as asking your fuel supplier to provide B5 diesel fuel and/ or documentation of the existing biodiesel content of fuel currently being used, for compliance purposes.
8. Biodiesel blends in any amount are a proven and effective lubricity additive, which will prolong the life of any diesel engine, as well as boost the cetane level, increasing overall performance.
9. Biodiesel blends up to 20% are cold weather safe for usage and storage as long as the biodiesel portion meets the ASTM D-6751 specification and are not produced from animal fats (tallow). Storage and handling recommendations for blends up to 20% (B20) are the same as conventional diesel.
10. In summary, the mandated use of B5 biodiesel fuel will not;

    A: Increase cost of fuel
    B: Limit the availability of fuel
    C: Create the need for expensive modifications to equipment
    D: Require a consumer to look beyond their existing supplier
    E: Harm or damage existing equipment

All statistics and studies were retrieved from the Alternative Fuels Data Center, www.eere.energy.gov/afdc, the U.S. Environmental Protection Agency, www.epa.gov, the National Biodiesel Board, www.biodiesel.org, and LECG, Inc. For more information about biodiesel, go to those web- sites and to the Clean Cities web site at www1.eere.energy. gov/cleancities.This document was supported in whole or in part, by a U.S. Department of Energy award (DE-FG-36-04 GO14240). Other partners include the American Society of Testing and Materials and the National Biodiesel Board.

REG®
Renewable Energy Group

Written Testimony of Scott Hedderich
Submitted to the New York City Council Committee on Environmental Protection
October 16, 2013.

Chairman Gennaro and members of the Committee, thank you. I appreciate the opportunity to testify before you today on two important bills touching upon the use of biodiesel in an effort to improve the air New York City residents breathe each day.

My name is Scott Hedderich, I am Director of Corporate Affairs for Renewable Energy Group REG. **Renewable Energy Group** is a leading North American biodiesel producer with a nationwide distribution and logistics system. For more than a decade, REG has been a reliable supplier of biodiesel which meets or exceeds ASTM quality specifications.

Utilizing an integrated value chain model, our company is focused on converting natural fats, oils and greases into advanced biofuels. REG currently has more than 257 million gallons of owned/operated annual production capacity at biorefineries across the country, as well as over 20 terminal locations nationwide including 5 in the New York metropolitan area. In fact, we are in the process of finalizing an agreement with a leading petroleum company in northern New Jersey which would bring our metropolitan position to 6 terminal facilities.

As this Committee's members are aware, biodiesel is a diesel replacement fuel that qualifies as an "Advanced Biofuel" under the federal Renewable Fuels Standard (RFS2) program. The fuel is made from agricultural oils, animal fats, and waste greases and is refined to meet a specific commercial fuel definition and specification. In order to qualify for the RFS2 all biodiesel must meet the ASTM specifications within D6751. Biodiesel is one of the most tested alternative fuels in the country and the only alternative fuel to meet all of the testing requirements of the 1990 amendments to the Clean Air Act[1].

[1] The U.S. EPA has indicated that biodiesel made from soybeans reduces greenhouse gas emissions by 57 percent compared to petroleum. Biodiesel made from waste raw materials (used cooking oil, animal fats) is 86 percent better than petroleum. Biodiesel reduces carbon monoxide emissions by 45 percent and sulfur oxides by 98.5 percent. With respect to pollutants that directly affect human health issues such as respiratory illness and cancer, biodiesel reduces particulate matter emissions by 78.5 percent and hydrocarbons by 90 percent.

New York City has been a leader in initiatives to improve the health and well being of its residents through the use of environmentally friendly biodiesel. This city lead the way with a first in the nation implementation of a requirement to use biodiesel in home heating oil (B2 bioheat). The City committed moving its fleet of diesel vehicles – the largest municipal fleet in the nation – to B5 and higher blends and that commitment has been codified into law. The Bloomberg Administration, the City Council and Chairman Gennaro should all be commended.

The Committee today is hearing testimony on two bills which continue the move toward a cleaner and healthier New York City. I particularly want to thank Chairman Gennaro for his leadership in developing legislation which has a real meaningful impact on the lives of the citizens of this city as well as for his tireless support of biodiesel.

The two bills before the committee today are excellent pieces of legislation. The first, Int. No. 705, would require the use of B5 biodiesel (i.e. a 5% blend of biodiesel and 95% diesel) in generators used for filming and street fairs. The use of biodiesel blends reduce emissions, including reductions in particulate matter; they have a direct and positive impact on the health of New Yorkers exposed to these mobile generators. Biodiesel is widely available in the metropolitan area today. As I mentioned, our 5 terminals alone give us significant storage capability and can allow us to meet much of the city's biodiesel needs. The New York market has a number of other active biodiesel suppliers ensuring adequate supply *and* competition. In fact diesel fuel sold in the area today can already move in blends up to 5% as ASTM D975 recognizes t hose 5% blends as equivalent to petroleum diesel.

The second bill, Int. No. 1047, would require B5 in all heating oil in city-owned buildings. The bill would also institute a pilot program requiring the use of B10 in ten percent of the city owned buildings and requite a report be issued on any impediments on moving to B10. As I testified before this committee previously, the Bloomberg Administration's PlaNYC document lays out a goal of reducing PM2.5 emissions to acceptable levels as well as reducing the greenhouse gas emissions from government operations by 30% by 2017. The use of biodiesel can and should play a significant role in meeting those goals.

Almost a month ago, the Mayor highlighted the success in improving the air quality within the City. Since 2008 sulfur dioxide levels have dropped by 69% and since 2007 the amount of particulate matter (PM2.5) has dropped by 23%. He pointed to the success of programs to reduce the number of buildings using Number 4 and 6 heating oil and the effort to reduce sulfur in Number 2 to15ppm, and in Number 4 to 1500ppm. These are terrific programs and they have produced great results. But if the city wishes to continue to improve those results, increasing the use of biodiesel is one of the best and simplest measures available.

Studies done at the Brookhaven National Lab have shown that adding biodiesel to home heating oil provides additional reduction in particulate matter, likely due to more thorough combustion, as well as showing that higher blends of biodiesel have better reductions in lifecycle CO2 compared to lifecycle CO2 emissions in natural gas.

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Today B5 is fully warranted by all the major burner manufacturers. ASTM D396 establishes that heating oil blends up to 5% are considered the same for testing and performance properties as petroleum based heating oil. The health and environmental benefits of a B5 blend are twice as great as a B2. Simply put, moving to B5 in heating oil makes good sense.

As I mentioned, the legislation also calls for a pilot study on the use of B10 in a percentage of city buildings. This pilot coincides with work that the National Biodiesel Board and the national Oilheat Research Alliance are doing in working with manufactures and ASTM on higher blends. We fully expect this work to yield new ASTM standards for biodiesel blends of B6 – B20; we also believe we will see new warranty coverage by manufactures for higher blends

In conclusion, I would like to reiterate our support for these two bills. They're great legislation with real tangible benefits. I would also like thank Chairman Gennaro and the committee for allowing me to testify today.

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United METRO

FUELING A SUSTAINABLE FUTURE.

Testimony of Dan Gianfalla, President of United Metro Energy Corporation

Before the New York City Council Environmental Protection Committee

October 16, 2013

Good afternoon Chairman Gennaro and members of the Environmental Protection Committee. I'm Dan Gianfalla, President of United Metro Energy Corporation. United Metro Energy Corp. supplies and delivers gasoline, ultra-low sulfur diesel fuel, biodiesel, bioheat, heating oil, and natural gas throughout the New York Metropolitan Area from terminals in Greenpoint, Brooklyn; Riverhead, Long Island; and Calverton, Long Island.

We strongly support both Intro 1047, related to bioheat in City-owned buildings, and Intro 705 that calls for biodiesel fuel in diesel-powered generators used in the production of films, television programs and advertisements, and at street fairs in New York City. These bills build on the record of success that New York City has established with the pioneering B2 (or 2% biodiesel) fuel standard for heating oil in residential and commercial buildings, as well as increasing biodiesel standards for the City's fleet of vehicles.

According to the Mayor's recently published report on air quality and the effect of its innovative Clean Heat program, which includes a strong emphasis on promoting bioheat and biodiesel, New York City has already made vast strides in improving air quality across the region. The B2 fuel standard is estimated to have replaced 20 million gallons of fossil fuel with renewable clean biodiesel this year alone.

According to City Health officials, improved air quality is preventing nearly 800 deaths and around 2,000 emergency room visits and hospitalizations every year, compared to 2008.

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The more biodiesel we use – in buildings and mobile generators, as well as other facilities – the faster we can meet goals of improved air quality in New York City and continue to lead the nation in commitment to sustainable biofuels.

Intros 1047 and 705 not only address critical environmental concerns but also help promote job-producing and economy-stimulating green industries such as the home-grown biodiesel industry.

Intro 1047, which requires all city-owned buildings to use at least B5 (5% biodiesel) in all of its heating oil contracts, expands upon the city's existing B2 fuel standard – as it should. The City of New York can lead the way toward higher use of bioheat by insisting on a B5 standard in its own contracting. This is both feasible and sensible, as thousands of heating oil consumers throughout the state, including the City of New York, already use blends at B5 or above. Many are now using B20 blends. And while the sponsors of this bill are correct in staying at B5, they are also correct in instituting a B10 pilot program.

Intro 705 requires biodiesel use in generators that are routinely used on New York City streets for filming movies, commercials and television shows as well as street fairs. These activities enhance the economic and social life of our city. Biodiesel is plentiful, affordable and can easily become a standard for all film and television productions throughout the country. If New York City adopts this standard, as a major producer of television and film, it will have great significance nationwide.

United Refining, since acquiring Brooklyn's Metro Terminals in 2013, is proud to build on the pioneering role that Metro has played in the advancement of biodiesel in New York City over the last decade. United Metro is currently a major blender and marketer of biodiesel, selling millions of gallons of biodiesel to customers throughout the region, large and small. In addition, United Metro is now tasked with completing one of the largest advanced biodiesel production and blending facilities in North America, with a capacity up to 110 million gallons per year, right here in Brooklyn. The facility, which would be the only one of its kind in New York City, will be capable of accepting recycled restaurant grease, algae and barged-in vegetable-oil-based feedstock and then processing it into various

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blends of biodiesel for distribution in the New York City region. We stand ready to meet the biodiesel and bioheat demands of the New York Metropolitan Area.

We support and thank this Committee for your efforts in hearing these two bills that promote clean, green biofuels, as well as sensible clean-air policies.

Thank you.

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National Biodiesel Board
605 Clark Avenue
P.O. Box 104898
Jefferson City, MO 65110
(573) 635-3893 *phone*

Written Testimony of Mr. Shelby Neal
Submitted to the New York City Council Committee on Environmental Protection
October 16, 2013, 1 p.m.

Good afternoon Chairman Gennaro and members of the Environmental Protection Committee. I appreciate the opportunity to testify today on two pieces of important legislation and also to share with you my perspective on implementation of the citywide B2 Bioheat® requirement.

My name is Shelby Neal. I serve as the Director of State Governmental Affairs for the National Biodiesel Board (NBB). The NBB is the trade association that represents the nation's biodiesel production facilities, marketers, and feedstock producers. The association serves as the coordinating body for research and development in the United States.

Biodiesel is a renewable diesel replacement fuel that has been designated an "Advanced Biofuel" by the U.S Environmental Protection Agency. The fuel is made from byproducts and co-products of other industries such as agricultural oils, fats, and waste greases. Biodiesel is refined to meet a specific ASTM International fuel specification and reduces harmful emissions in space heating applications. Currently, more than 150 biodiesel plants exist in the United States with a combined production capacity of approximately 3 billion gallons. This year, the industry is expected to produce a record 1.7 billion gallons of biodiesel from sustainable, domestic sources.

Biodiesel is most commonly marketed as a five percent (B5) blending component with conventional diesel fuel, but is often used in concentrations up to twenty percent (B20). It is distributed utilizing the existing fuel distribution infrastructure with blending occurring both at fuel terminals and "below the rack" by fuel marketers.

The City of New York has been a leader on alternative fuels and biodiesel issues. Last year, the City implemented the nation's first citywide uniform standard for Bioheat®. And even prior to implementation of that policy, New York was the largest municipal user of biodiesel with most vehicles and buildings using low to mid-level biodiesel blends year round. New York City has been a true pioneer, leading the way for others around the country.

With regard to the legislation being heard today, the first, Int. No. 1047, would require B5 in all city-owned buildings. The bill would also institute a pilot program requiring that 10 percent of heating oil in city-owned buildings use B10. It is my understanding that the current administration has been using B5 in all city-owned buildings for some time and that they have been pleased with the results. In our view, codifying this policy in law is a worthwhile endeavor.

Similarly, the current administration has been a leader in using higher blends such as B10 and B20 in city-owned facilities. While much of this use is already occurring, a formal study with published results would be highly beneficial in terms of paving the way for use of higher blend levels of Bioheat® and developing a formal B6-B20 ASTM heating oil specification.

The second bill, Int. No. 705, would require B5 in generators used for filming and street fairs. Given the generators proximity to the public and the fact that biodiesel is especially effective in reducing harmful fine particulate emissions, we see this as a sound public health initiative. Notably, some have expressed concerns about availability of B5 blends in the New York City marketplace. While this is a natural concern, it is my understanding that most wholesalers currently offer B5 – or any biodiesel blend desired – at their fueling terminals or via onsite delivery. Therefore, we do not believe product availability represents a challenge to the feasibility of the policy.

Finally, I would like to comment on implementation of the two percent Bioheat® requirement for all New York City buildings, which, of course, the chairman of this committee authored. Our organization is fortunate to have an excellent relationship with the City's heating oil dealers who sell fuel to home and building owners and service and maintain the space heating equipment. These companies do an excellent job for their customers and they have been great partners to work with. In my regular communications with members of their industry, I have yet to learn of a single documented problem related to biodiesel. This is one reason I believe the oil heat dealers are supportive of the current policy – as are we, of course. Another reason is their dedication to providing the cleanest, best available products to their customers.

Moving forward, we believe increasing the requirement to 5 percent is a logical step. Biodiesel prices are attractive. There are no concerns related to warranty statements or materials compatibility. An ASTM specification exists. And the environmental and public health benefits of B5 are two and a half times greater than B2. In short, we cannot see even a minor issue related to increasing the requirement from B2 to B5.

With higher blends, however, such as B10 and B20, it may be advisable to delay moving forward until a major research project sponsored by the NBB and the National Oilheat Research Alliance (NORA) has been completed. The results of this project will form the basis of a new ASTM specification for B6-B20 Bioheat® blends and will likely resolve any lingering concerns burner manufacturers may have related to materials compatibility for higher blends. While we have a lot of positive field experience – the Department of Parks and Recreation, for example, has been using B20 in its buildings for years – it may be beneficial to wait for the results of the NBB/NORA sponsored study so that all parties can move forward together with complete confidence.

Again, the National Biodiesel Board is pleased to support the legislation being considered today. As I have mentioned previously, while the City is fortunate to have an environmentally conscious city council, mayor, and professional staff, there simply is no guarantee this will always be the case. As such, we believe codifying in law – and expanding – some of the City's current environmentally-friendly practices offers substantial value to the citizens of the City of New York.

In conclusion, I would like to thank Chairman Gennaro for his leadership on environmental and public health issues. He has made – and continues to make – a major contribution toward the development of the domestic clean fuels industry. We are pleased to support his continued efforts.

New York Oil Heating Association, Inc.

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Vincent Theurer, Immediate Past Pres.

Testimony of John Maniscalco, CEO of the New York Oil Heating Association, Before the New York City Council Environmental Protection Committee

October 16, 2013

Good Morning Chairman Gennaro and members of the Environmental Protection Committee. My name is John Maniscalco and I am the CEO of the New York Oil Heating Association, (NYOHA), New York City's primary heating oil trade association that has been advocating on behalf of heating oil terminals, retailers and heating oil-associated businesses for 74 years. Our members, for the most part, are independent, family owned businesses located throughout all five boroughs.

Thank you for the opportunity to testify on Intro 1047 which requires that all heating oil sold to City-owned buildings contain at least 5% biodiesel starting this Fall. NYOHA supports the measure to bring all City-owned buildings up to a minimum of B5 heating oil blend or higher.

Today, heating oil in New York City is already, by far, the cleanest heating oil sold anywhere in the United States. In 2010, Mayor Bloomberg signed an air quality bill that included the Bioheat® provision which required heating oil in all buildings be blended with at least 2% biodiesel. NYOHA and its members strongly supported the Bioheat® fuel standard having already been at the industry forefront of embracing and promoting Bioheat®. We worked very closely with the City, the Mayor's Office, Chairman Gennaro and others to ensure that our member companies and their customers recognize the many benefits of Bioheat®.

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Established 1939

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National Assn for Oilheat Research & Education
National Biodiesel Board
National Oilheat Research Alliance
Petroleum Marketers Association of America

John D. Maniscalco
Chief Executive Officer

Officers:
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Ted Kollar, Vice President
Rocco Lacertosa, Secretary-Treasurer
Vincent Theurer, Immediate Past Pres.

Today, we are proud to say that one year after the B2 fuel standard was implemented, Bioheat® has had a tremendous positive effect on New York City. Bioheat® usage has already increased dramatically – even beyond the B2 requirement. That legislation, Local Law 43, is having a significant impact on improving air quality in New York City and enhancing green job creation, encouraging energy independence and supporting local businesses.

While enthusiastic about the B5 standard in Intro 1047, we would like some clarification on when the City plans to commence the requirement. The October 2013 start date in the bill has already passed. Moreover, the industry seeks clarification on how existing heating oil contracts with the City will be affected by new standards as many of our members maintain existing contracts with the City or would likely bid for new City contracts. For example, will the new B5 standard be implemented retroactively or start with new contracts?

While we are aware that biodiesel has proven successful in several different blend levels and all heating oil grades, we also know that the industry standards set by The American Society for Testing and Materials, known as ASTM, have somewhat lagged behind industry practice. ASTM currently has a spec for B5 Bioheat® and as a result most of the large heating oil equipment manufacturers in the country now warranty Bioheat® equipment up to B5. The industry eagerly awaits ASTM action on higher bio blends.

Extensive testing has clearly shown that biodiesel blended with traditional heating oil, at levels including B20, is not only safe and seamless, but actually improves fuel efficiency; helps clean and preserve building equipment; and reduces the need for periodic heating system maintenance. In addition, biodiesel is widely available and currently costs the same or less than traditional heating oil, making it a long-term, cost-efficient option for

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John D. Maniscalco
Chief Executive Officer

consumers. Eventually, we hope to be in a place where B20 becomes the industry standard.

I would like to conclude by saying that this an exciting time for the heating oil industry, which, like many industries, is seeing the benefits of new developments and investments that will create a more sustainable, cleaner heating fuel. Intro 1047 would build on a solid foundation already established in New York City for the use of biodiesel for heating purposes. Given biodiesel's many benefits, the New York Oil Heating Association endorses the adoption of Intro 1047.

Thank you for your time.

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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☐ in favor ☒ in opposition

Date: _____

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Name: John FORD

Address: 326 W48th Street NY NY

I represent: Motion Picture Studio Mechanics

Address: 2410 Salisbury Rd Westbury NY

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☐ in favor ☒ in opposition

Date: _____

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Name: James Fanning

Address: 461 W Penn St, Long Beach NY

I represent: Teamsters Local 817

Address: _____

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I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 10.16.13

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Name: Steven Caputo

Address: _____

I represent: Mayor's Office of Long-Term Planning & Sustainability

Address: _____

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☐ in favor ☐ in opposition 10.16.13

Date: 10.16.13

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Name: T. Dean McCann

Address: _____

I represent: NYC office of Film, Theatre, & Broadcasting

Address: _____

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Appearance Card

I intend to appear and speak on Int. No. 1017 + 705 Res. No. _____

☑ in favor ☐ in opposition

Date: 10/16/13

(PLEASE PRINT)

Name: SHELBY NEAL

Address: 6705 CHESTNUT DR, COLUMBIA, MD 65203

I represent: National Railroad Board

Address: _____

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Appearance Card

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☑ in favor ☐ in opposition

Date: 10/16/13

(PLEASE PRINT)

Name: JOHN MANISCALCO

Address: 183 MADISON AVE

I represent: NEW YORK OIL HEATING ASSN

Address: _____

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Appearance Card

I intend to appear and speak on Int. No. 1047/705 Res. No. _____

☑ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Daniel Gianfalla

Address: _____

I represent: United Metro Energy Corp.

Address: 500 Kingsland Ave Brooklyn

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☐ in favor ☒ in opposition

Date: 10/16/13

(PLEASE PRINT)

Name: Angela Miele, Stuard Match Suna

Address: _____

I represent: MPAA, Silvercup, Teamsters

Address: _____

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☐ in favor ☒ in opposition

Date: 10/16/13

(PLEASE PRINT)

Name: Jane Nunez

Address: _____

I represent: Assoc. of Independent Commercial Producers

Address: _____

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☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Gerry Kelpin

Address: _____

I represent: NYC DEP

Address: 59-17 Junction Blvd

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Appearance Card

I intend to appear and speak on Int. No. 1047 Res. No. 705

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: DAN GIANFALCA

Address: 500 Kingsland Ave. Brooklyn NY

I represent: UNITED METRO ENERGY CORP.

Address: Same As Above

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Appearance Card

I intend to appear and speak on Int. No. 705/1047 Res. No. _____

☐ in favor ☐ in opposition

Date: 10/16

(PLEASE PRINT)

Name: Scott Hedderich

Address: Ames Iowa

I represent: Renewable Energy Group

Address: 416 S Bell Ave Ames IA 50010

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Date: 10/16/13

(PLEASE PRINT)

Name: Dehran Duckworth

Address: 531 Barretto St, Bronx, N.Y. 10474

I represent: Tri State Biodiesel

Address:

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☐ in favor ☒ in opposition

Date: 10-16-13

(PLEASE PRINT)

Name: Russell Saferman

Address: 223 Veterans Blvd, Carlstadt NJ

I represent: Feather Systems / AICP

Address:

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☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Manja Winkler

Address: 135 Hudson Street 5R NY, NY 10013

I represent: Producer's Guild of America East

Address: 100 Avenue of the Americas 10013

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(PLEASE PRINT)

Name: Keith Kerman

Address: DCAS 1 Centre Street

I represent: Deputy Commissioner

Address: ________

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☒ in favor ☐ in opposition

Date: 10/16/13

(PLEASE PRINT)

Name: Dennis Kutzenetzkoff

Address: 164-21 O'Donnell Rd

I represent: Producers Guild of Amer East

Address: 1290 Ave of Amer, NY 10013

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