

PETRO-CANADA
ecoDiesel™



Advancing Vancouver's Fleet:

A PATHWAY TO REACHING 2030 EMISSIONS TARGETS



THE BACKGROUND

More and more Canadian organizations face mandates to reduce greenhouse gas (GHG) emissions. This is especially true for those working in the public sector, like Evan Dacey. Evan works for the City of Vancouver, overseeing the City's entire fleet strategy. Among other things, his team is responsible for procuring everything from light-duty pickup trucks to heavy construction vehicles and equipment. Like many municipal employees across the country, Evan spends a lot of time looking for ways to cut emissions.

Recently, his team had the opportunity to update its fuel contract, not just for the City of Vancouver. As part of the British Columbia Petroleum Partners Buying Group, a group of more than 70 municipalities in B.C., Evan leveraged the group's buying power to negotiate terms for 35 million litres of bulk fuel per year.



35 million litres is a lot of fuel. For Evan, it was a big opportunity to make a big change and work towards the City's sustainability targets.

THE CRITERIA

Like every business, the British Columbia Petroleum Partners Buying Group runs on more than ideals. While cutting emissions was a big part of its criteria for a fuel contract, there were other considerations as well.

"It falls into three different buckets," says Evan. "The first two, security of supply and price, broadly impact every part of the business. **For fuel, security of supply is especially important. It doesn't matter if you save several cents a litre if you can't get the fuel.** That third big bucket for a contract like this was: how does this contract help us meet our sustainability goals?"

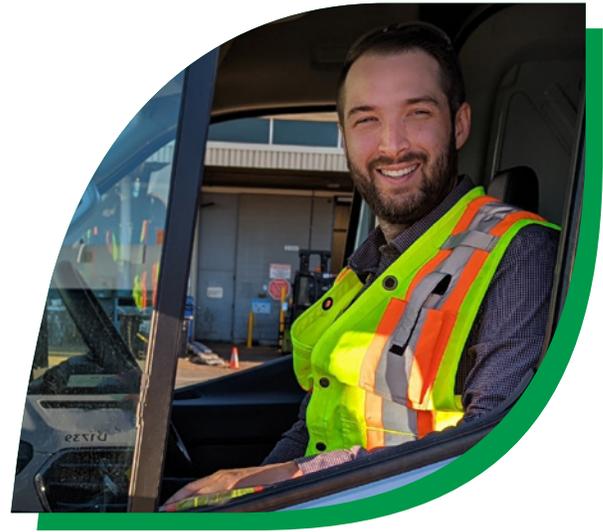
That's where Petro-Canada™ came in.

As one of Canada's leading energy solutions providers, Petro-Canada had the reliability and the robust network Evan was looking for. The contract also offered something that nobody else was offering at the time: renewable diesel at scale.

"The ability to say this contract is getting us bulk renewable diesel was a huge bonus," says Evan. "We transitioned to Petro-Canada for the renewable diesel, but it was also a single source of supply for delivery. **We have a few sites that require vehicle-to-vehicle delivery, and Petro-Canada's local distributor was much more eager to take that on and work with us.**"

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Renewable diesel gives us a pathway away from fossil fuel extraction today, rather than waiting for other technologies – like electrification or hydrogen fuel cells – to catch up to demand. There might never be a large, fully electric bulldozer, so renewable diesel fuels are the only way for these vehicles to be low carbon emitters.”



EVAN DACEY

Head of Fleet Asset Management | City of Vancouver

THE ROLLOUT

After much research, the City of Vancouver adopted Petro-Canada EcoDiesel™ into its fleet, with a gradual approach.

“We were expecting some challenges with the fuel and how it interfaced with the fuel rings and other elements of the engines,” said Evan, “but we didn’t really see anything. There haven’t been any changes that could be traced to that transition, other than our emissions profile, which is awesome. You can just switch out renewable diesel for your normal seasonal diesel, and then switch back again.”

THE RESULTS

From a performance perspective, Evan says he didn’t notice a difference in the fuel, which is really what you want in a drop-in diesel. What he did notice was the difference in emissions. From its emissions baseline (measured in 2007), the City of Vancouver has a target to reduce its fleet emissions by 60% by 2030.

“In 2018, when we were negotiating this RFP [request for proposal] and putting this contract in place, we had achieved about a 10% reduction below the 2007 baseline. Then, in 2021, we had a 52% reduction below that baseline. It’s not entirely due to this contract, but the biggest chunk of our emissions reduction has come from the switch to renewable diesel. **Without it, I doubt we would have hit our 2020 target. It’s put us well on our way towards our 2030 target.**”

THE PATHWAY TO LOW CARBON

When asked what he’d say to other fleet managers about trying Petro-Canada EcoDiesel, Evan said, “**I think at the fleet manager level, the big thing is just that it’s a drop-in fuel.**”

Evan knows sustainability isn’t necessarily a top-three priority for the private sector today, but as the industry turns over, he sees that new people coming in have more of an intrinsic motivation for climate-focused emission reduction.

To learn more about Petro-Canada EcoDiesel, please visit petro-canada.ca/EcoDiesel

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