

What's New: Summer 2004 Update

News You Can Use

Welcome to the first issue of *What's New*, the newsletter for Federal fleets. This publication updates fleet managers on issues and activities related to the Energy Policy Act of 1992 (EPAAct), EPAAct, Executive Order (E.O.) 13149, and the alternative fuels and vehicle industry. Look for it in the mail every summer and winter.

Be Flexible in Acquiring 2005 AFVs

It's time to start planning for upcoming model year (MY) alternative fuel vehicle (AFV) acquisitions. With so many changes in store for MY 2005, fleets will need to be flexible in determining which AFVs to acquire.

Probably the most significant change in 2005 is Ford's decision to discontinue its natural gas and propane vehicles. One option for continuing the use of vehicle configurations that are no longer available is acquiring preowned vehicles from the General Services Administration's (GSA) auction Web site (www.autoauctions.gsa.gov).

Another option to consider is aftermarket conversions. To learn more about conversions, visit the Alternative Fuels Data Center (AFDC) Web site. Its conversion page (www.eere.energy.gov/cleancities/afdc/afv/conversion.html) features information on available choices, and its contacts database (www.eere.energy.gov/cleancities/progs/res_guide.cgi?CONVCO) provides a list of contact information for U.S. and Canadian conversion companies.

In MY 2005, Chevrolet will stop production on the Cavalier, including the compressed natural gas (CNG) bifuel Cavalier. As of press time, there is no plan to offer a CNG model of the Cavalier's successor, the Cobalt. As a replacement, fleets may want to consider the dedicated CNG Honda Civic GX.

For MY 2005, DaimlerChrysler will resume production of its popular E85 (85% ethanol, 15% petroleum) flexible fuel minivans, the Dodge Caravan and Chrysler Town & Country. The company is taking orders for 2005 models. Delivery starts June 2004.

Fleet Activity

"One NASA" Encourages Non-MSA Centers to Comply with EPAAct and E.O. 13149

The National Aeronautics and Space Administration (NASA) recently developed a new concept that will help the agency reduce petroleum consumption and put more alternative fuel vehicles on the road. The "One NASA" concept encourages all NASA centers to comply with the requirements of EPAAct and E.O. 13149 regardless of whether they are located in a Metropolitan Statistical Area (MSA).

Stennis Space Center is a good example of One NASA at work, says William Gookin, NASA's Manager of Transportation Programs. Located in rural Hancock County in southern Mississippi, Stennis Space Center in 2003 acquired nothing but AFVs and built onsite infrastructure for CNG and E85. It also plans to add biodiesel in 2004. Similarly, the White Sands Test Facility in south New Mexico is actively acquiring E85 flexible fuel vehicles and plans to build E85 pumps onsite later this year.

In addition to the One NASA concept, the agency is dedicated to going above and beyond its annual EPAAct requirements by purchasing more AFVs and acquiring more AFV credits than necessary. In 2003 NASA acquired 286 AFV credits, exceeding its requirement of 230 AFVs by 56. It has similar plans for 2004.

Also in 2003, NASA reduced its petroleum consumption by 9.6% compared to its 1999 baseline and set goals to convert its diesel tanks to biodiesel and build E85 infrastructure at Goddard Space Flight Center in Maryland and Johnson Space Center in Texas. New E85 infrastructure is already in place at Glen Research Center in Ohio, Kennedy Space Center in Florida, and Langley Research Center in Virginia.

According to Gookin, these efforts will not only help NASA meet E.O. 13149's 20% fuel use reduction goal, they will contribute toward cleaner air and decreased U.S. dependence on foreign oil.



Course Trains Trainers on Alternative Fuels

Ensuring that drivers understand and are comfortable with alternative fuels is one of the most important—and often weakest—links in any organization's AFV program. If drivers are resistant to alternative fuels because of safety concerns, the result can derail a potentially successful AFV program.

Drivers need to know how to safely operate AFVs, how to fuel them properly, and what to do in case of an emergency. That's why EPAAct, in conjunction with Clean Cities, developed a training course to educate fleet trainers on the ins and outs of alternative fuels. The goal of the class is to send trainers back to their organizations as AFV experts that can train drivers in their fleets.

The course focuses on E85, biodiesel, CNG, and propane and offers an overview of each fuel's properties, characteristics, and fueling procedures. The session also emphasizes the safe use of the fuels, including:

- ▶ Fuel handling practices,
- ▶ Emergency action plans, and
- ▶ Safety equipment needs.

Half-day sessions were held in Minneapolis, Minnesota; Denver, Colorado; and Sacramento, California. A session will be held in Washington, D.C., on August 18 (see box) and more sessions are planned with locations to be determined.

What is EPAAct?

The Energy Policy Act of 1992 (EPAAct) was passed by Congress to reduce the nation's dependence on imported petroleum. Provisions of EPAAct require certain fleets to purchase AFVs. DOE administers these requirements through its State & Fuel Provider Rule, Federal Fleet Rule, and Alternative Fuel Designation Authority.

For more information, visit www.eere.energy.gov/vehiclesandfuels/epact, or call the Regulatory Information Line at (202) 586-9171.

The course is free and open to EPAAct-covered fleets, Clean Cities coordinators and stakeholders, and other industry members. For information on attending the scheduled session or hosting one, contact Greg Zilberfarb at greg@thesales.net.

Mark Your Calendar

Alternative Fuel Training

August 18, 2004
Fleet Management Administration
1725 15th St., NE
2nd Floor Conference Room
Washington, D.C. 20002

The session starts at 8 a.m. and adjourns at noon.

Rulemaking Doesn't Affect Covered Fleets

In January 2004, the U.S. Department of Energy published a final rule announcing its decision not to implement an AFV acquisition mandate for private and local government fleets. This decision does not impact the EPAAct requirements for covered Federal fleets.

Covered fleets are required to continue to comply with their EPAAct and Executive Order 13149 requirements. For more information on the Private & Local Government Fleet rulemaking, download the *Federal Register* notice on the EPAAct Web site at www.eere.energy.gov/vehiclesandfuels/epact/pdfs/plf_final.pdf.

See You at FedFleet 2004

It's not too late to attend FedFleet 2004 in New York City. Scheduled for July 20-22, the fourth national Federal fleet manager workshop and information fair will take place at the Jacob K. Javits Convention Center in the heart of Manhattan.

Workshops include primers on entering reporting data into the Federal Automotive Statistical Tool (FAST), compiling General Accounting Office reports, services offered by GSA Fleet, and more. A personal development session and an overview of model year 2005 availability are also scheduled.

Registration costs \$475 and is available onsite starting July 19. For more information, visit www.fedfleet.org.

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