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Fleet Management Success through Partnership & Teamwork

By Charles R. Welke
Fleet Manager, Office of Detention and Removal

During the development of the new Department of Homeland Security, the opportunity arose to implement new and innovative ways to manage the many difficult tasks required to ensure success.

One such task is that of Motor Vehicle Fleet Management. Fleet is a complex series of processes designed to keep the field officers, inspectors, investigators and administrative support teams mobile to meet the mission of securing our homeland.

Our responsibility, as fleet managers, does not end with supplying and managing the tens of thousands of vehicles that make up the Department of Homeland Security fleet. It also includes making well thought-out decisions on effective spending of millions of our hard earned tax dollars, a responsibility not to be taken lightly.

The Office of Detention and Removal's mission: *"To promote public safety and national security by ensuring the departure from the*



Charles R. Welke, Fleet Manager, Office of Detention and Removal

United States of all removable aliens through the fair and effective enforcement of the nation's immigration laws", has established a fleet program designated to meet, and even exceed all its responsibilities.

Key elements to set the fleet program on a positive course are:

- A proactive vehicle working group of field officers who define the

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- requirements;
- A Partnership with Federal Prison Industries (UNICOR) who retrofit the vehicles and manage the automated Vehicle Management Information System (VMIS). They support the organization with quality and efficiency, and we support them with their program

- to rehabilitate federal inmates;
- Employing the abilities of proven industry consultants such as Maximus Asset Solutions, to assist in the effective implementation of fleet procedures;
- Networking with field personnel to ensure the safety, security and efficiency of all fleet equipment; and

- Keeping up to date on the latest fleet industry standards and technologies for consistent program improvement.

In addition, the Office of Detention and Removal strongly supports the GSA fleet services and functions offered. We believe these events are instrumental in building partnerships and generating teamwork making the Federal fleet a success. ■

vehicle.policy@gsa.gov

E-mail the Experts in the Federal Vehicle Policy Division

Is a contractor that uses a GSA Fleet Vehicle required to have liability auto insurance or is the contractor covered by the government's 'self insurance'?

This is a pure contracting issue. It should always be addressed in the solicitation and contract. If it were not stated, the contractor would assume that the government would accept the liability and not include

the cost of insurance in the bid. Normally, contractors that are authorized to use government furnished vehicles under the contract are required to provide their own insurance per the language of the contract.

The bottom line is that it should ALWAYS be addressed in the contract. ■

FedFleet News: Thanks Henry!

Henry Herzberg, U.S. Coast Guard Fleet Manager, resigned on February 12, 2004 as the Chair of the FEDFLEET Steering Committee. John Hughes, the General Services Administration Fleet Manager, will be the acting Chair of the Committee until a replacement is elected at the next FedFleet Quarterly Meeting.

We would like to thank Henry for his service as Chair of the FedFleet Steering Committee. He may no longer be "in charge", but we still expect to see him at our quarterly FedFleet meetings. ■

National Transportation Week May 16-22, 2004

National Transportation Week provides an opportunity for the transportation community to join together for greater awareness about the importance of transportation. National Transportation Week also focuses on making youth aware of transportation-related careers.

The second annual National Transportation Week Conference and Exposition will launch National Transportation Week this year in Washington, D.C.

Contact: 703-235-0519 or info@ntweek.org ■

FedFleet 2004

The Road to the Future is Now

Start Your Engines for FedFleet 2004!!

By Laurie S. Feld
FedFleet 2004 Project Manager

The largest federal fleet event of this year is just around the corner. So please be sure to mark your calendar, register for the event, and make your hotel reservations.

Who: You and your fellow fleet professionals

What: FedFleet 2004: *The Road to the Future is Now*

Where: Jacob K. Javits Convention Center,
New York, New York

When: July 20 – 22, 2004

Why: Please read on...

Here are some important updates:

This is a very exciting time in federal fleet management – major change is underway! At this point in time federal fleet management has the opportunity to take very positive and groundbreaking action. The effects of these actions will definitely affect the performance of the entire federal government as well as the security of the American public. Don't miss out on all of the important information about where the management and operation of the federal fleet is headed. You'll be motivated to return to work and enact the beneficial changes you learn.

The **Fleet Management Review Initiative Overview and Fleet Management Review Initiative Implementation** workshop sessions will cover the details of the major changes that are underway.

We will have a Special Presentation during the Opening Session on Tuesday, July 20th entitled **Mobility in America: What Can Be Learned From Assessing Past Predictions?** It will be presented by Thomas A. Crumm, who is considered one of the industry's most unique visionaries. His presentation will cover: What were the predictions for an evolution in mobility in the 1990s? What are the trends to watch in this decade? How might advances in technology, economics, political interest, and social concern combine to change mobility needs by 2014. This presentation will also include some predictions of what the federal government might bring to mobility in America in the next decade.

We'll also have a workshop session on **Future Trends in Public Sector and Commercial Fleet Management.** This workshop will examine ongoing and future trends at both public sector and commercial fleets in terms of operating costs; used-vehicle resale values; privatization initiatives and outsourcing; the impact of upcoming new-vehicle technologies; fuel management trends; issues in fleet accident management and repair costs; and emerging legal concerns for fleets.

We're happy to have a workshop session on **Identity Theft.** Identity Theft is the fastest growing crime in the United States. The U.S. Postal Inspection Service will conduct a video and PowerPoint presentation. You'll learn about the ways criminals are stealing people's identity, tips to avoid being a victim of identity theft, and what to do if you are a victim. You don't want to miss this valuable information!

The **Ask the Expert Q-&-A Panel** will be conducted "Talk-Show Host" style with a moderator. The panelists

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are associates from the Office of Management and Budget, the GSA Office of General Counsel, the U.S. Navy, the GSA Office of Governmentwide Policy, GSA Fleet, and GSA Automotive. The moderator will direct questions from the attendees to these subject-matter experts. Suggested question topics include: Home-to-Work, Authorized Use of a Federal Motor Vehicle, Canadian and Mexican Insurance, use of rental cars while on Official Duty Travel (TDY), and the issues of liability coverage while using a rental car on TDY.

The “Smart Fleet Technology” Initiative:

We will put a special emphasis on vehicle technology initiatives at this year’s event in order to assist you in your pursuit of electronic fleet operation and management. We have identified workshop sessions and exhibitors that showcase the use of technologically advanced best practices, products, and services. This will allow fleet managers to use emerging technologies to improve fleet management and operation methodologies, decrease costs, and increase productivity. Look for the lightning-bolt symbol next to workshop names on www.fedfleet.org, in the Final Program, and on signs at the event. Also look for this symbol next to exhibitor names in the Exhibit Hall Guide and their exhibit booth backwall drape.

For your convenience, we have decided to hold registration on Monday, July 19th at the Sheraton New York Hotel and Towers (our headquarter hotel) from 10am to 7pm. We highly encourage you to stop by the registration desk on Monday for a *just a few short minutes* to check-in and pick up your registration materials and your name badge.

The overall agenda, workshop sessions, and speaker information have been recently updated as well as the times for breakfast, registration, and the exhibit hall. Please visit the “Agenda & Workshop Descriptions” section of www.fedfleet.org. The scheduled times and the pick-up and drop-off points for the shuttle bus service between the Sheraton and Javits Center have been updated. Please visit the “Conference Shuttle Bus Schedule” section of www.fedfleet.org.

We highly encourage you **NOT** to rent a car or drive your POV or drive a GOV to New York City. Having a vehicle will be unnecessary, as well as expensive to park.

The Sheraton New York Hotel and Towers (our headquarter hotel) is tax-exempt for federal employees. The tax-exempt form can be easily downloaded from the “Hotel Reservations” section of www.fedfleet.org. You can make your hotel reservations by calling the Sheraton New York Hotel and Towers directly (phone: 212-581-1000) and requesting **the group rate for FedFleet 2004**. The group rate is valid for *both* Government *and* non-Government attendees. The group rate is valid from arrival on July 14th to checkout on July 26th to accommodate those who wish to spend extra time in the area.

SuperShuttle Shared-Ride Van Service has offered FedFleet participants a Special Rate Coupon. The Coupon is valid from July 17th – July 25th for transport from either LaGuardia Airport or Kennedy Airport to the Sheraton New York Hotel and Towers. You must give this Coupon to the driver when you are picked-up at the airport. You can download this coupon from the “Airline and Ground Transportation” section of www.fedfleet.org.

For your convenience, the Javits Center will set-up and run a luggage-check service on Thursday, July 22nd one hour before and one hour after the FedFleet events. There is a \$3.00 per piece charge.

Your participation will make FedFleet 2004 a true success. Come on out and join your fellow fleet professionals for an unforgettable event in an unforgettable city! Come a few days early or stay a few days longer.

**We look forward to seeing you in
“The Big Apple” in July.
Remember, The Road to the Future is Now and all
roads lead to New York, New York!**

Points of Contact for FedFleet 2004 are:

Laurie Feld (laurie.feld@gsa.gov or 202-219-1821)

Krista Freer (krista.freer@gsa.gov or 202-208-0372) ■



It's Just a Click Away - AutoChoice, The Online Source for all your Vehicle Needs

GSA Automotive is committed to complying with the 2001, President's Management Agenda and the Office of Management and Budget to eliminate the use of paper requisitions. As of October 1, 2004 (FY05) GSA Automotive will no longer accept paper requisitions (such as, Motor Vehicle Requisition Form 1781 and MIPRS, DD Form 448) for light vehicle requisitions. In order to help our customers adapt to GSA Automotive's on-line ordering program, AutoChoice, www.autochoice.gsa.gov has undergone several enhancements.

AutoChoice allows customers to choose and compare makes, models and contract prices on a variety of the vehicles offered by GSA Automotive, and place the orders online. AutoChoice is updated with the most current information; it immediately reflects all changes made to the Federal Vehicle Standards for vehicles available on AutoChoice. Vehicles offered include sedans, light trucks, SUVs, light-duty body trucks, Alternative Fuel Vehicles (AFVs), ambulances, buses and some medium and heavy vehicles.

AutoChoice allows customers to view

base prices as well as prices for equipment options. It shows a side by side comparison of selected vehicle makes and models as well as the selected options with prices. AutoChoice will also calculate the prices for the selected vehicles and optional equipment and will provide a price summary with the GSA 1% surcharge.

AutoChoice also allows its customers on sedan and light truck acquisitions to choose vehicle colors and the dealer for delivery. It provides all customers with the ability to check the requisition/order status, view when the order was placed with the contractor, shipment date, vehicle identification number (VIN) and the delivery dealer location. It also provides links to the Federal Vehicle Standards and the National Highway Traffic Safety Administration (NHTSA), for information on crash test results.

The "Price Discount" tab in AutoChoice shows the substantial discounts offered to GSA Automotive by General Motors, Ford and DaimlerChrysler on light vehicles. It shows a side by side comparison; the base vehicle prices offered to the government (without GSA surcharge),

compared with the manufacturer invoice prices and the manufacturer retail prices.

In the past, AutoChoice has had both an "OEM Clarifications" tab for clarifications on contract information and an "OEM Exceptions" tab for exceptions to the contracts. These tabs have recently been combined into one tab. The new "OEM Clarifications" tab is now a one stop shop for all clarifications and exceptions to the contracts.

GSA Automotive is a **mandatory source** for government executive agencies and other eligible users to order vehicles in accordance with the Federal Property Management Regulations Sec. 101-26.501-1. For a list of agencies and organizations eligible to use GSA as a source of supply, go to www.gsa.gov/schedules. If you have any questions or require assistance with AutoChoice, please call GSA Automotive's Customer CARE, Marketing and Systems Division at (703) 308-CARS (2277) or e-mail us at: vehicle.buying@gsa.gov. ■



EDTA Applauds Electric Drive Success at North American International Auto Show

The Electric Drive Transportation Association (EDTA) applauds the strong showing and recognition of electric drive technologies by automakers. In particular, EDTA congratulates Toyota for winning the "North American Car of the Year" award for its 2004 Prius hybrid electric vehicle. This prestigious award is given by a group of 49 automotive journalists from the United States and Canada.

The North American Car and Truck of the Year awards are designed to honor vehicles that set new standards in their class. Entries are judged in several categories including design, safety, fuel economy, performance, functionality, technical innovation and value for the dollar. This year's competition included 17 cars and 13 trucks.

Additional Electric Drive Announcements from the North American International Auto Show:

Toyota unveiled its Highlander hybrid SUV, which will be available in early 2005. The Highlander hybrid features a new version of Toyota's Hybrid Synergy Drive powertrain, offering the fuel economy of a compact sedan. Its estimated driving range will be over 600 miles on a

single tank of gas, and the Environmental Protection Agency (EPA) will rate it as a super ultra low emission vehicle (SULEV).

Honda announced plans to introduce a hybrid Accord V6 in 2004, which will feature Honda's new Integrated Motor Assist technology and Variable Cylinder Management, offering the fuel economy of a 4-cylinder compact Civic.

Ford's Escape hybrid SUV is set for a 2004 release, and is expected to achieve 35-40 miles per gallon in city driving, with the performance of a V6.

Lexus introduced the RX 400h hybrid electric luxury SUV, which will go on sale in late 2004. The RX 400h features a full hybrid system, and operates in separate electric and gas modes, or in combination. It will be classified as a SULEV, and Lexus estimates fuel economy similar to that of a passenger car.

Mercedes-Benz showcased the Vision Grand Sports Tourer concept car, a SUV/minivan crossover vehicle with a diesel electric hybrid powertrain that features a 250 horsepower V8 diesel engine with a 50kW electric motor, providing 20% better fuel efficiency.

In addition, **Mitsubishi Motors** showcased a hybrid electric Eclipse Concept-E prototype which features a 150kW electric motor powered by lithium-ion batteries. Finally, Subaru promoted two electric drive concept vehicles: the B9SC hybrid electric roadster, and the pure-electric, zero-emission R1e.

EDTA Co-Chairman Eugene Zeltmann, President and CEO of New York Power Authority, praises the auto industry for its commitment to bringing clean and efficient electric drive technologies into the marketplace. "Hybrids have certainly taken center stage at the world's largest auto show, which proves that the technology is ready, the public is eager, and as more models are brought to market, electric drive will continue to make a significant impact."

EDTA is an international association representing the development, production and use of battery, hybrid and fuel cell electric drive technologies and supporting infrastructure. EDTA serves as the central source of information on all of the technical, market and policy issues surrounding the emergence of electric drive, and serves as the representative of the Americas to the World Electric Vehicle Association (WEVA). For more information about EDTA, visit www.electricdrive.org or call 202.408.0774.

Contact: Jennifer Watts at 202-408-0774 or jwatts@electricdrive.org ■

EDTA Announces Electric Drive Transportation Association Conference 2004



The Mercedes Vision Grand Sports Tourer points the way to the future with its power plant, a newly developed 234 kW diesel hybrid engine.

The Electric Drive Transportation Association Conference & Exposition 2004: Mobilizing the Market will be held from September 21-23, 2004 in Orlando, Florida. The conference will provide a comprehensive and hands-on forum for information exchange, business venture development, and market forecasting and sales — and will feature electric drive industry experts, policy leaders and academia from around the globe. All symposium, exposition, Ride 'n' Drive, and networking events will take place at the inclusive Gaylord Palms Resort and Convention Center in Orlando.

EDTA's conference series has established itself as the premier showcase for emerging electric transportation technologies and related infrastructure. The 2004 event will include plenary sessions featuring key government officials and industry leaders from around the world. Concurrent "track sessions" will feature panel discussions devoted to three primary topics: policy, marketing and market development, and technology. In-depth coverage of electric transportation (battery, hybrid and fuel cell), as well as a series of pre-conference workshops, will provide an educational opportunity unavailable at any other industry event in 2004. Other key

elements include an exposition showcasing new and emerging battery, hybrid and fuel cell products, and a vehicle "Ride'n'Drive" of electric drive cars, bikes, scooters and off-road vehicles.

"The EDTA Conference 2004 agenda and activities reflect the growth and change taking place in this exciting industry," stated Ed LaRocque, National Manager of Advanced Technology Vehicles for Toyota Motor Sales, USA and EDTA Conferences Committee Chairman. "This conference provides a showcase for all electric drive technologies—battery, hybrid and fuel cell— and demonstrates how industry is 'mobilizing the market' for widespread use of electric drive."

The Gaylord Palms has the largest in-hotel exposition facility in Florida, featuring 400,000 square feet of available meeting, convention and exhibit space. The resort is conveniently located just minutes from Walt Disney World®, SeaWorld Adventure Park®, and Universal Studios®. The amenities and location ensures that EDTA Conference attendees can plan to enjoy their time outside of a busy conference agenda.

For more information about the EDTA Conference, visit www.edtaconference.com or call EDTA at 202-408-0774.

EDTA is the industry association working to advance electric vehicles and supporting infrastructure through policy, information and communication initiatives in the United States. EDTA is the premier organizer of electric transportation industry events and conferences, and EDTA is pleased to sponsor all international Electric Vehicle Symposia (EVS) held in the Americas, as well as the Electric Transportation Industry Conference series. For more information on EDTA, visit www.electricdrive.org.

Contact: Jennifer Watts at 202-408-0774. ■

From the West Coast

By Nate Reed, West Coast Representative,
Federal Vehicle Policy Division, Office of Governmentwide Policy,
U.S. General Services Administration

Since our last issue of our newsletter we have been very busy out here on the West Coast. Our Seven (7) West Coast Chapters continue to hold quarterly local FedFleet meetings and we continue to see increases in our memberships. Which means more partnerships being formed between chapter membership/attendees, public and private. As a result more fleet management information is shared among and between both the public and private sectors. Such as, it is very rewarding to hear how one fleet manager has shared information and/or assisted another fleet manager from a different

organization by filling a short-term vehicle need.

We continue to share and discuss information received from the National FedFleet and encourage everyone to participate and share their experiences regarding fleet operational issues. Bringing real world experiences to the processes of present and future fleet policy decisions will result in more user-friendly fleet policies for all organizations. We continue to receive positive comments regarding the automated version distribution of the quarterly Vehicle Views Newsletter vs our old method of distribution of hard

copies.

Like lots of other federal fleet personnel, many of us at the local level are beginning to get a little excited and we are very much looking forward to attending the next **National FedFleet Conference 2004, July 20 – 22, in New York City.**

We sign off this article, by stating that we have already begun our meditation, so, when we get there, we will not have any problem, of quickly getting into our **“NEW YORK STATE OF MIND.”** ■

Fiscal Year 2003 Federal Fleet Report Published

The GSA Federal Vehicle Policy Division (MTV) published the fiscal year 2003 Federal Fleet Report on January 30, 2003. Because of automation efforts at GSA, DOE and reporting Federal agencies, this is the fastest that this report has been published in its 53-year history.

Because of detailed reporting of motor vehicle data by all Federal agencies, it has often been difficult to collect all required data and manipulate it into a report format in a timely manner. The automation of the reporting function into the Internet-based Federal Automotive Statistical Tool (FAST) deserves most of the credit for achieving the 4-month delivery time this year. FAST is a joint venture by the General Services Administration, the Department of Energy, and the Energy Information Agency that combined multiple manual reporting requirements into one automated system. The FAST system is capable of collecting data either at the headquarters level or at the vehicle user level, or any combination in between. Federal agencies enter data directly into an Internet database that is used to produce the Fleet Report and several reports for the Department of Energy.

There were many changes to the FAST this past year, including the addition of geographic location data, incorporation of Office of Management and Budget vehicle reporting requirements, and the incorporation of a bulk data upload tool. Additionally, many more agencies are using automated management information systems to manage and track vehicle data. With these changes comes increased data accuracy, and sometimes, it produces interesting perturbations of the data. As an example, although the size of the fleet increased, we believe that the higher numbers reflect better accounting of vehicle assets and new agency reports rather than an actual increase in the total number of vehicles operated by

the Government. One very positive effect of the changes this year is that agencies reported vehicle location data for over 95% of domestic motor vehicles.

Data highlights for fiscal year 2003 include:

- The number of Federal operated vehicles rose 3.5% to 599,800;
- 26% of the fleet is Postal Service, 35% are civilian agencies, and 29% is military;
- 69% of the fleet is agency-owned, 29% are GSA Fleet lease vehicles, and 2% is commercially-leased;
- There was a decrease in miles to 4.84 billion;
- There was a 5% increase in total fuel consumption; and
- There was a 9.3% increase in total cost of operation.

Changes coming up for fiscal year 2004 include:

- Completion of the OMB A-11 Exhibit 33 reporting process;
- Additional reporting and data retrieval tools for agencies;
- Refinement of bulk data upload capabilities;
- Streamlining the data validation process;
- Reorganizations based upon changed agency structures;
- Refinement of classifications pertaining to special purpose vehicles and SUVs;
- A statistical reporting module for vehicle inventories; and
- Meeting with all agencies during 2004 to discuss their fleet statistics and explore the feasibility of collecting data on vehicle model year and replacement requirements.

Copies of the 2003 Federal Fleet Report are available at MTV's Internet Website at www.gsa.gov/vehiclepolicy. Please contact Michael Moses (GSA FAST Project Manager) at (202) 501-2507 or at email mike.moses@gsa.gov if you have any questions or suggestions regarding FAST or the Federal Fleet Report. ■

MTV Keeps Growing

Please join us in welcoming two new MTV associates, Krista Freer and Myles Schulberg.

Krista M. Freer is a new member of the Federal Vehicle Policy Division (MTV) at GSA. She is a Transportation Operations Specialist and will be concentrating her work on the annual FedFleet conferences.

Krista Freer was previously a Meeting Planner with IQ Solutions, Inc. IQ Solutions, Inc is a government contractor focusing on contract-based initiatives in healthcare. While at IQ, Krista worked on the National Health Service Corps (NHSC) Scholarship Program contract. The NHSC is a program designated to placing students pursuing a degree in healthcare in health professional shortage areas. While working with the National Health Service Corps, she coordinated all logistical aspects of the interview process for the program, including recruitment of interviewers, training, travel arrangements, site selection, and on-site duties for staff. Krista has also worked for the Nursing Scholarship Program contract through the Department of Health and Human Services, Health Resources and Services Administration.

Krista is a graduate of the University of Maryland with a degree in Marketing and Logistics. At the University of Maryland, Krista was a College Park Scholar of the Arts, a member of the American Marketing Association and the Logistics, Transportation and Supply Chain Management Society.

Krista has also worked at several internships with NIH and the Air Force Medical Logistics Office at Fort Detrick, MD.

Myles O. Schulberg is the newest member of the Federal Vehicle Policy Division (MTV) at GSA. He is a Transportation Operations Specialist.

Myles comes to GSA from the U.S. Immigration and Customs Enforcement Bureau (formerly Immigration and Naturalization Service) Headquarters where over the course of seventeen years he held several supervisory positions: Fleet Manager; Chief, Logistics Policy, Planning, and Evaluation Branch; and Deputy Logistics Division Director. He has had policy and procedural as well as operational responsibility for the programs of fleet management, personal property management, printing/copier management, transit subsidy/parking/executive transportation, mail management, support services, competitive sourcing, physical security, voice communications, and safety and health.

Other prior positions Myles has held have included seven years as a Supervisory Management Analyst at the U.S. Mint Headquarters where he had policy and procedural as well as operational responsibility for a number of administrative programs; six years as a Management Analyst at U.S. Customs Service Headquarters conducting and leading studies of agency programs to improve efficiency, economy, and effectiveness; and three years in an operational position at Customs' New York City District Office.

Myles' undergraduate and graduate studies were at Herbert H. Lehman College and Pace University Graduate School respectively. He holds a Certified Professional Property Manager (CPPM) certification from the National Property Management Association. ■

Meritorious and Valorous Service Recognition to Senior Patrol Agents

James E. Bunner Jr. (Spokane Sector, Whitefish Montana Station, Snow Mobile Trainer) and Raymond M. Overholt (Tucson Sector, Nogales Station, BORSTAR) while detailed to the Kyrgyz Republic from 13 - 28 March, 2004.

While scouting snow machine training areas in the Naryn Oblast, southeast of the Kyrgyz Republic on March 14, 2004, information was received that a group of Americans had been trapped in deep snow for two days in the Arpo Valley. The scout team consisted of Export Control and Border Security (EXBS) program advisor Barry Johnson and Senior Patrol Agents (SPAs) James E. Bunner Jr. and Raymond M. Overholt. The information received was categorized as life threatening and required immediate action. SPAs Bunner and Overholt identified critical equipment and supplies necessary for the rescue, assembled an impromptu Search and Rescue Team (SRT) and departed within minutes. After traveling three hours towards the site, the SRT encountered the Ak-Beet Pass, just before Arpo Valley, blocked by deep snow and stuck trucks. SPAs Bunner and Overholt immediately unloaded the snow machines, prepared them and drove over the pass to the Border Guard Base at Masatyr. Utilizing diplomatic skills, they convinced the hostile and skeptical guards to allow them to pass into the valley. Night and incredibly difficult conditions prevented the team from continuing the search and the SRT returned to Naryn.

On March 15, the SRT departed before dawn for the valley. Once again the team could not breach Ak-Beet Pass and had to travel over the pass, leaving the support component of the SRT on the other side. SPAs Bunner and Overholt, utilizing their vast search and rescue experience and knowledge, systematically began the search of the Arpo Valley, which measures approximately 60km by 30 km. Immediately determining that the map position given by the hunter camp office in Naryn was inaccurate, the Border Patrol Agents used every search and rescue technique to locate the stranded hunters within three hours, an outstanding feat in this remote area along the Chinese border; so vast and desolate. Conditions during the search made it impossible to judge depth perception, and the danger of driving off a cliff or into a ravine heightened the physically demanding search, as did the 6-foot deep snow and prevalent drifts. Seeing from afar that the hunters were placed aboard an arriving Kyrgyz helicopter, the SRT returned to Naryn to prepare for training. Almost back to Naryn, the team discovered that the helicopter had crashed. Gathering resources and equipment, SPAs Bunner and Overholt quickly transformed the search and rescue operation to search and rescue operation with medical and evacuation emphasis.

With only a short rest, the SRT departed once again well before dawn on March 16 for the four-hour trip to Arpo Valley. Arriving at the pass at 8:00 a.m., this time it was traversable, the team reached the base at Masatyr and set up a command post. SPAs Bunner and Overholt immediately set off on the search based on partial GPS coordinates. Utilizing the best search and rescue techniques on the planet, the Border Patrol Agents located the crash site within two hours by identifying tracks in the snow of two people trying to walk out in the deep snow and tracking them back to the helicopter, a phenomenal accomplishment.

The helicopter had impacted on a decreasing slope, and had rolled 4-5 times, ejecting several occupants. Upon arriving to the site, the SRT found people scattered for hundreds of yards. Because of the vast EMT and Search and Rescue experience of these specialists, they were quickly able to perform triage, administer first aid, and identify an initial order of evacuation. They encouraged the injured and significantly raised morale among the casualties. Not one of the 24 people at the site was uninjured. Two had perished on impact, at least seven had life-

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threatening injuries and almost all had broken bones and head injuries.

At around 11:00 a.m. on March 16, SPAs Bunner and Overholt began transporting the injured by towing them on sleds 20km to the Border Guard Base at Masatyr. The trip took over an hour with the injured. Due to limited visibility and the condition of the snow, the task of hauling injured, sometimes two at a time, was physically exhausting. The return trip was only slightly faster, as water, blankets, food, and eventually more medics, tents and wood were hauled to the crash site.

At approximately 8:00 p.m., the 11th injured was brought out, reaching the half waypoint. Although the night initially brought clearer weather, the temperature dropped significantly. Later in the early morning hours, a snowstorm set in blocking the trail with drifts and blinding the snow machine drivers. On through the night they drove, caring for each patient, ensuring all medical care possible was provided, then transporting them out of the

site. Never once did SPAs Bunner and Overholt stop to rest or eat. The last injured was brought out at 5:30 a.m. on March 17. The Border Patrol Agents rested for an hour, and then returned to the site to evacuate the bodies of the deceased, the medics and other equipment. At approximately 12:00 p.m. operation concluded and the SRT returned to Naryn.

Professionals through and through, SPAs Bunner and Overholt began the delayed training the very next day, and have executed it flawlessly.

The actions of United States Border Patrol Agents James E. Bunner Jr. and Raymond M. Overholt saved lives and their ability to locate the crash site saved all 22 lives at the site because the Kyrgyz were unable to launch a recovery operation 20km in deep snow, nor put a helicopter into the air to reach the site for at least 9 days, meaning all would have perished. These men are national heroes. These actions reflect great credit upon themselves, their characters, and the United States Border Patrol. ■

Michael Moses attends National Association of Fleet Administrators Events

Michael Moses of the Federal Vehicle Policy Division (MTV) attended five days of NAFA sponsored events in San Diego, CA from February 19-24, 2004. Besides attending a NAFA working group meeting on February 19th in conjunction with his participation in the development of the NAFA Fleet Acquisition and Disposal Guide, Mike also attended a 2-day NAFA Board of Governors meeting as part of his duties as the Chair of the local

NAFA Chapter. Many issues were discussed concerning fleet management that the Division is involved in, including alternative fuels, management systems, NAFA resources to members, and the NAFA Fleet Manager Certification Program.

On February 22nd through February 24th, Mike attended a NAFA Fleet Seminar. The course covered virtually all topics associated with effective

fleet management, and also covered recent industry changes in the areas of regulatory updates, IRS rules on vehicle use, life cycle costing, safety and liability issues, and new automotive technology. This would be an excellent class for anyone in the fleet management field, or those that supervise fleet management activities. The Seminar was attended by fleet professionals from the private sector, State/local governments, and Federal agencies. ■

GSA Automotive New Awards Transport Vans to Accommodate Individuals with Physical Disabilities

Recently, GSA Automotive has awarded two contracts for vans equipped to transport persons with physical disabilities. These vans will provide wheelchair lifts and wheelchair tie-downs with various optional seating configurations. The vans include General Motors and Ford chassis' that meet all the specifications set forth under the Federal Vehicle Standards for full sized, wagon vans, Standard Item 24. The new GSA Automotive contractors for these vans are Main Mobility, Inc. (General Motors chassis) and Accubuilt, Inc. (Ford chassis).

Orders for these vans should be submitted to GSA Automotive's Light Vehicles Division. Time of shipment after receipt of order by contractor is 150 days. For more information, including seating configurations and available optional equipment, please contact Dallas Brewer on (703) 308-0823 or dallas.brewer@gsa.gov.

In addition to these new transport vans, all of our buses on AutoChoice, GSA Automotive's online ordering system, have the ability to be configured to accommodate persons with physical disabilities, optional equipment includes wheelchair lifts and multiple wheelchair tie-down positions. For pricing and option information on buses under contract, check www.autochoice.gsa.gov.

If you have any questions or require assistance, please call GSA Automotive's Customer CARE, Marketing and Systems Division at (703) 308-CARS (2277). ■



2005 Federal Vehicle Standards Training Conference

Topics and Workshops

MONDAY, May 24

1:00 – 1:30 p.m.

Introduction to GSA Automotive

1:30 – 2:00 p.m.

What are the Federal Standards?

2:00 – 2:15 p.m.

Break

2:15 – 3:00 p.m.

Contracting Process

3:00 – 4:00 p.m.

Open Forum – *Questions & Answers*

TUESDAY, May 25

8:00 – 8:30 a.m.

Welcome Remarks

8:30 – 9:30 a.m.

Federal Standard 122
*Passenger Automobiles, including
police-type automobiles*

9:30 – 10:00 a.m.

Break

10:00 – 11:30 a.m.

Federal Standards 307
4x2 and 4x4 Light Trucks

11:30 – 12:00 p.m.

Quality Assurance Presentation

12:00 – 1:30 p.m.

Lunch Break

1:30 – 3:00 p.m.

Federal Standard 307 (*Continued*)

3:00 – 3:15 p.m.

Break

3:15 – 4:00 p.m.

Federal Standard 307 (*Continued*)

4:00 – 4:30 p.m.

Open Forum – *Questions & Answers*

WEDNESDAY, May 26

8:00 – 9:30 a.m.

Sedan & Light Truck Manufacturers'
Presentations

9:30 – 10:00 a.m.

Break

10:00 – 10:30 a.m.

Manufacturers' Presentations (*Continued*)

10:30 – 11:15 p.m.

Open Forum – *Questions & Answers*

11:15 – 12:00 p.m.

Vehicle Policy Updates

12:00 – 1:30 p.m.

Lunch Break

1:30 – 2:30 p.m.

Concurrent Training Workshops:

001 Ordering Process

002 AutoChoice

003 Engineering (*Vehicle Selection*)

004 How to Market to the Government
and Prepare a Quality Offer

2:30 – 2:45 p.m.

Break

2:45 – 3:45 p.m.

Concurrent Training Workshops:

001 Ordering Process

002 AutoChoice

003 Engineering (*Vehicle Selection*)

004 How to Market to the Government
and Prepare a Quality Offer

THURSDAY, May 27

8:00 – 9:30 a.m.

Medium/Heavy Truck Manufacturers'
Presentations

9:30 – 9:45 a.m.

Break

9:45 – 11:00 a.m.

Federal Standard 794
*4x2 and 4x4 Medium Trucks, including cab
and chassis, truck tractors, stake and
dump bodies, maintenance and
refrigerated vans*

11:00 – 11:15 a.m.

Break

11:15 – 12:00 p.m.

Federal Standard 807
*6x4 and 6x6 Heavy Trucks, including cab
and chassis, truck tractor, stake and dump
body trucks*

12:00 – 1:00 p.m.

Open Forum – *Questions & Answers*

Event Details

WHERE: Holiday Inn, Rosslyn at Key
Bridge, 1900 N. Fort Myer Drive,
Arlington, VA

DRESS CODE: Casual

PHONE: 1-800-368-3408 or 703-807-2000
Rooms available at Government
Per-Diem for authorized individuals until
May 3, 2004. (Please request code GSA.)

Ford Ends Natural Gas Vehicle Program, Concentrates on Hybrids

Provided by New Fuels & Vehicles Online

Ford Motor Co. is going to drop production of all its natural gas vehicles, sources familiar with the decision tells Inside Fuels and Vehicles. The company will also be discontinuing the production of its propane gas vehicles after the 2004 model year.

The move away from the clean burning technology by a Big Three manufacturer will be a blow to Federal and state fleets struggling to meet alternative fuel vehicle purchasing requirements, as well as regions that see the vehicles as a component to meeting federal air quality standards.

A source with Ford confirmed the company is phasing out natural gas vehicles in favor of gasoline/electric hybrid technology.

"We have shifted our emphasis from EV [battery-electric vehicles] and natural gas [vehicles] to hybrids," the source asserted. Ford will begin selling a hybrid-electric version of the Escape mid-sized sport utility vehicle in late summer. The official added the company is also moving forward with internal combustion hydrogen development programs, which uses a similar technology as its natural gas vehicles. Internal combustion, hydrogen-fueled vehicles would be even cleaner burning than natural gas vehicles.

Another Ford official confirmed that the natural gas powered version of several models would be dropped from the company's product lineup. They include the Ford Excursion and Expedition large SUVs. In addition to the two large SUVs, Ford also produces natural gas version of the best selling pickup truck, the F-150, and a large passenger van.

Natural gas-fueled vehicles emit substantially fewer harmful emissions than gasoline or diesel-fueled vehicles. The Federal government and energy providers buy them to meet federal requirements that 75 percent of new fleet purchases be alternative fuel vehicles.

While this announcement is significant for the AFV industry it is important to consider that there are other options. General Motors has natural gas vans and pickups and is in a position to fill in behind Ford. Also, the NGV up-fitter, Bachman NGV, is already working on a natural gas Crown Victoria. The emergence of Bachman immediately following Ford's announcement to discontinue the Crown Victoria sedan is an indication that there are viable markets for NGV industry suppliers and it is likely that in addition to



Ford says its hybrid system allows the compact SUV to get 35 to 40 miles per gallon in city driving, compared with 20 miles per gallon in a 2005 Escape with a V6 engine. The Escape hybrid, to be built at Ford's plant in Claycomo, Mo., goes on sale this summer.

Bachman, others would see this as an opportunity.

Up-fitters of GM products are assessing the situation and may enter the market.

The State of California is interested in petroleum displacement from NGV's and could increase its role in supporting the industry. Ford's move towards Hydrogen internal combustion products is a positive indicator for the AFV industry. Existing CNG stations are an appropriate "base infrastructure" for compressed Hydrogen fueling. ■

GM and National Ethanol Vehicle Coalition Partner to Advance the Use of E85 Campaign Aimed at Increasing Use of Alternative Fuel

Provided by the National Ethanol Vehicle Coalition

General Motors Corp. and the National Ethanol Vehicle Coalition (NEVC) announced today a new public awareness campaign aimed at increasing the use of E85. E85 is a mixture of 85 percent ethanol and 15 percent gasoline and can be used in flexible fuel vehicles (FFV) designed to use either E85 or gasoline. GM has produced more than 1 million of the 3 million flexible fuel vehicles on the road today capable of using E85.

The campaign is part of a two-year partnership between the nonprofit (NEVC) and GM. Last year the two joined forces to raise awareness of the benefits of E85 at events in Wisconsin, Illinois, Minnesota and Missouri. The campaign included an "I Fuel Good" direct mail campaign that provided owners of GM flexible fuel vehicles with debit cards to be used toward the purchase of E85.

"We saw substantial use of the cards for E85 fuel in the markets we targeted, more than 20 percent in some areas," said Phil Lampert, executive director of the NEVC. "We hope to have a similar impact as we broaden our campaign to more cities and even more FFV owners."

The ethanol promotion effort, announced at a preview reception for the Commodity Classic, will take place during the next 10 months. It

will include a variety of elements, including an effort to educate GM FFV owners and dealership employees on the benefits of E85 and numerous awareness events in targeted cities.

"E85 is just beginning to become available in many areas, and we want owners of E85-capable GM vehicles to know the benefits of using this alternative fuel," said Gary Herwick, director of alternative fuels for General Motors. "Working together with the NEVC, we can make a difference by educating and encouraging industry and consumers to do their part by continuing to develop the E85 infrastructure, and by using E85 in their GM flexible fuel vehicles whenever possible."

"The number of ethanol fueling stations is limited but growing. That, along with this program, will help increase the use of E85, which will benefit the environment and help enhance the nation's energy security," added Lampert.

Ethanol is alcohol that is currently made from domestically produced corn; it delivers performance similar to regular gasoline. Throughout the past five years, the demand for E85 has increased ten-fold to about 10 million gallons a year.

In the future, production of ethanol

could come from bio-mass such as corn and wheat stalks, forestry waste and municipal waste. Ethanol is a clean, domestically produced alternative fuel that does not deplete petroleum energy supplies because it is made from renewable resources.

Many 2005 model year GM vehicles equipped with the Vortec 5300 engine will be available with E85-capabilities, including the Chevrolet Avalanche, Suburban and GMC Yukon XL, Chevrolet Silverado and GMC Sierra full size pickups and the Chevrolet Tahoe police pursuit vehicle.

"These vehicles are just an example of an entire range of technologies we have developed to eventually remove the automobile from the environmental debate," said Elizabeth Lowery, GM's vice president for environment and energy. "In the long term, our goal is to replace the internal combustion engine entirely with a hydrogen powered fuel cell, but until such time that the technology is commercially viable, we are working to improve fuel efficiency on a variety of fronts."

The National Ethanol Vehicle Coalition is the nation's primary advocate dedicated to the use of 85 percent ethanol as a form of

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alternative transportation fuel. It is a coalition of corn growers, ethanol producers and auto manufacturers based in Jefferson City, Missouri. For more information, visit www.e85fuel.com.

General Motors Corp. (NYSE: GM), the world's largest vehicle manufacturer, employs about 325,000 people globally. Founded in 1908, GM has been the global automotive sales leader since 1931. GM today has manufacturing operations in 32 countries and its vehicles are sold in 192 countries. In 2003, GM sold nearly 8.6 million cars and trucks, about 15 percent of the global vehicle market. GM's global headquarters is at the GM Renaissance Center in Detroit. More information on GM and its products can be found on the company's consumer website at www.gm.com.

Contacts: Joanne Krell, Jim Parks, and Michelle Kautz

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573-635-8445

Joanne.k.krell@gm.com
jim.parks@hassmsl.com
mkautz@e85fuel.com ■

Oklahoma Governor Henry Announces Improved Access of Alternative Fuel for State Vehicles

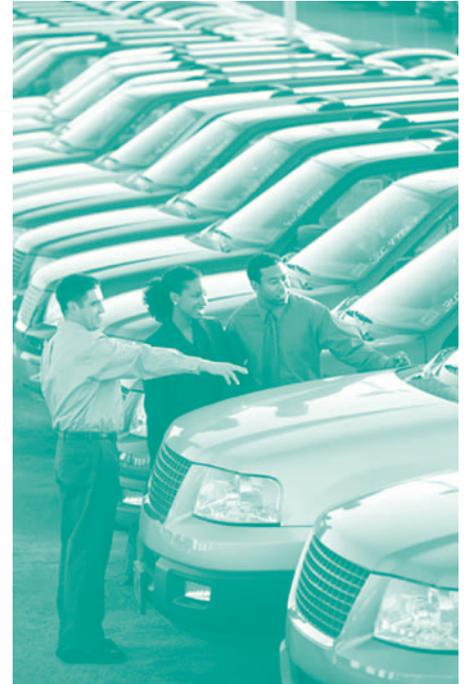
Governor (Gov.) Brad Henry is urging state agencies to take advantage of a new Oklahoma City fueling station for Ethanol 85, also known as E85, an environmentally friendly blend of 85-percent ethanol and 15-percent gasoline. A clean-burning fuel, E85 is biodegradable.

The station, which is operated by the state Department of Central Services (DCS), boasts an E85 pump dedicated for state-owned flexible fuel vehicles (FFVs) that can run on E85 or gasoline, or both. DCS alone owns 349 FFVs as part of a Federal mandate that state governments ensure that a certain percentage of their motor fleets be able to operate on alternative fuels.

Under state law, any state-owned vehicle that can operate on alternative fuel must do so if such a filling station is located within a five-mile radius of the respective state entity.

Increased use of E85 is also certain to help Oklahoma's agricultural industry, as it is derived from corn and a number of other feed grains. Moreover, hull-less barley, which is ideal for our state's climate, is well-suited for conversion to ethanol.

Gov. Henry commended DCS, which administers the Alternative Fuels Program in Oklahoma, for its role in



promoting and training technicians in E85 repair.

"I want to thank the Department of Central Services, the Corporation Commission and Fuel Manager of Oklahoma for their efforts in making this a reality," the Governor said. "Use of E85 is beneficial to the environment as well as to Oklahoma's agricultural industry. It is a win-win situation all around."

Funding for the E85 pump stems from a \$100,000 loan approved by the Alternative Fuels Program to DCS's Fleet Management Division. ■

AFV success stories

Natural Gas Fuels Department of Energy's National Energy Technology Laboratory's Government Vehicles

By Julianne Klara

Chances are, if you have used a National Energy Technology Laboratory's (NETL) government car in the last few months for local travel or to drive between sites, you have driven on natural gas. Since operating on natural gas "feels" no different than driving on gasoline, you probably didn't notice. Even if you didn't fuel the vehicle with natural gas or put the dashboard switch in the natural gas position, you were probably still driving economically and friendly to the environment. That's because our property management group makes a conscious effort to flip the switch and refill with natural gas—before you even get in the car.

To meet the requirements of the Energy Policy Act (EPACT), NETL has been working diligently to increase the number of alternative-fueled vehicles in the fleets. EPACT requires, for federal and commercial fleets with more than 100 cars, that 75% of all new acquisitions (including leases) be alternative-fueled vehicles. Rick Price, NETL's Property Management Officer, is responsible for our fleet vehicles, and he has been steadily replacing our gasoline-fueled cars and trucks with vehicles that operate on compressed natural gas (CNG) or other alternative fuels. NETL has about 16 "bi-fueled" vehicles—bi-fueled because they operate on both

CNG and gasoline. When the natural gas fuel is used up, the car automatically switches to the tank holding traditional gasoline. NETL also has 7 dedicated CNG vehicles that are primarily used on-site, and about 8 "flexible-fueled" vehicles that can run on ethanol instead of gasoline. You have probably driven in one of these alternative-fueled cars or trucks if you have taken a ride in a Ford Contour, Dodge Caravan, or Ford Pickup. And more vehicles are being added each year.

Some "model" employees fill these cars with CNG when the cylinders are empty, but most of us refill with what we are most familiar ... gasoline. If we are truly to be the Strategic Center for Natural Gas (SCNG), we need to do a better job of using natural gas in these vehicles whenever possible. Using natural gas saves the government money because natural gas is currently about half the cost of gasoline on a gallon-equivalent basis. Because it is such a clean-burning fuel, natural gas also reduces the amount of air-borne pollution in our own backyard. And displacing gasoline that is made from foreign oil with domestic natural gas helps to achieve energy security for the country.

But... How do you refuel a natural gas vehicle? Will it be too difficult or inconvenient? Is the procedure the

same as refueling with gasoline? Can you get CNG at the local gas station? Should you be afraid of running out of fuel if you use CNG? Is using CNG safe?

I had all these same questions, so recently I took a ride with Rick Price in a bi-fueled Ford Contour. We were driving on natural gas when we started on our trip. The only sure way to know which fuel the car is operating on is to look at the indicator switch on the dashboard. When the switch is in the CNG position and the green light is on, the car is running on CNG. If the green light is out, or the switch is in the gasoline position, the car is using fuel from the gasoline tank.

The gas gauge showed that the CNG cylinder was almost on empty, so we headed to a public CNG station to refuel. When we were a few miles from the refueling station, the vehicle ran out of natural gas and automatically switched to gasoline. The green light in the dashboard switch turned off. I noticed a slight hesitation, almost as if the car was having a little trouble shifting into gear, but otherwise the switch to gasoline was almost undetectable. The gas gauge then moved from "empty" to "full" indicating that we had plenty of gasoline in the vehicle.

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It's important to note that when you are driving in a bi-fueled vehicle, the same gas gauge is used to tell you the amount of fuel that is either in the natural gas cylinder or the gasoline tank. It just depends on the position of the dashboard switch, and whether the green light is lit. If the gauge indicates "empty," it may mean that the vehicle is out of only one of the fuels. You may still have a full tank of gasoline if you were running on CNG....or, if you were running on gasoline, you may still have a full cylinder of CNG.

The car automatically switches from CNG to gasoline, but it cannot do the opposite. If you are low on gasoline, you can manually switch to CNG using the dashboard switch, but you have to turn the car off first. Actually, you can switch between fuels whenever you like as long as you first stop the car and turn off its motor. Once the car is turned on, moving the position of the switch does nothing.

When we arrived at the public natural gas refueling station, I learned just how easy it is to refuel with CNG. It is a little different, but once you do it, it's a piece of cake. Of course, you must turn off the car before refueling. It doesn't matter what position the dashboard switch is in when you refuel, so I left the switch on the CNG position. First, I slid the card through the card reader and entered the mileage (the same thing you do when you refuel with gasoline). Then I connected the nozzle to the car's CNG connector. This is a little different that refueling with gasoline since CNG is delivered

under high pressure, as a gas, and requires a closed connection. All I had to do was attach the nozzle to the vehicle connection and close the clasp. Then I pressed "start" on the pump and the car refueled in about 2 minutes. You can see that at the public refueling station, I paid 82 cents per equivalent gallon compared to the \$1.50 that I paid that morning for gasoline in my personal vehicle.

When you fill the car with CNG, you have to use the correct credit card. Most gasoline stations accept the Voyager card for both gasoline and CNG. However, CNG is often only available at a dedicated natural gas station that requires the use of the gas utility's own company card. The two cards used in our area are the Columbia gas card and the Equitable gas card (called NGV). Both of these cards, and the traditional Voyager card, are in the motor pool vehicles. Just identify which gas company is supplying the fuel to know which card to use.

Where are these refueling stations? Well, they really aren't that far from either of the sites. The two natural gas refueling stations closest to the Pittsburgh site are at Ginger Hill (right off of route 136) and on Route 88 in Bethel Park. The Ginger Hill site is an Equitable Gas public station (it accepts the NGV card), and the Route 88 site is a Columbia Gas public station (it accepts the Columbia card). In Morgantown, Joe Moore's Exxon Station on Monongahela Boulevard and BFS Foods on Fairmont Road in Westover both have natural gas, and both accept the Voyager card. If you are traveling farther, you can check the alternative fuels web site at

www.fleets.doe.gov, which lists refueling/recharging stations all throughout the United States.

The Pittsburgh site also has two natural gas slow-fill units on-site down at the 900 lower complex. It takes about 8 hours to refill using these "fuelmakers," so the vehicles are usually hooked up over night. NETL is investigating the option of putting a quick-fill unit in at one or both sites, especially as we steadily increase the number of natural gas fueled vehicles in the motor pool.

Some of you may worry that natural gas will not provide enough vehicle range. However, most of the bi-fueled vehicles in our motor pool have a range of 100–150 miles on CNG, which is usually enough to make a round trip between the sites. But you really shouldn't let this be a concern as long as the gasoline tank is full. It will provide the backup fuel in case the trip cannot be completed on CNG.

Some people are leery of the CNG cylinder because they think it is not safe. To the contrary, I have seen videos where even bullets could not penetrate the cylinder. Additionally, each vehicle is equipped with a manual shut-off valve if for any reason you need to stop the flow of CNG. CNG is no more dangerous than the tank of gasoline that sits under your car. In fact, with all the safeguards, CNG may actually be a safer fuel for vehicle use.

So next time you take a government vehicle, check to see if you are running on natural gas (the fuel indicator switch will be turned on

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and the green light will be lit). If you aren't, and the tank is empty, don't be afraid to fuel it. It isn't hard and the refueling stations are only a few extra minutes out of the way. If you would like a demonstration on refueling with natural gas, just call the property management group. This group is also in the process of developing a CNG refueling procedure that will be posted on the intranet and made available in all alternative-fueled vehicles for reference while refueling.

If, as the SCNG, we want to push natural gas a clean fuel for the future, we need to "walk the walk." We all need to do a better job of opting to refuel and drive on natural gas. Why not run these vehicles first on CNG, and let the vehicles switch to gasoline on their own when the natural gas is gone? This way, we get the maximum benefits...cleaner air, cheaper fuel, and less dependence on imported oil. So try it next time...not only to save taxpayer dollars, but to make our environment cleaner, and our country's energy future more secure....for our kids and grandkids.



1
Both the Columbia and Equitable gas cards, and the traditional Voyager card, are in the motor pool vehicles. Just identify which gas company is supplying the fuel to know which card to use.



4
It doesn't matter what position the dashboard switch is in when you refuel, so I left the switch on the CNG position. I slid the card through the card reader and entered the mileage—the same thing you do when you refuel with gasoline.



2
You can see that at the public refueling station, I paid 82 cents per equivalent gallon compared to the \$1.50 I paid that morning for gasoline in my personal vehicle.



5
Then I connected the nozzle to the car's CNG connector. This is a little different than refueling with gasoline since CNG is delivered under high pressure, as a gas, and requires a closed connection.



3
The only sure way to know which fuel the car is operating on is to look at the indicator switch on the dashboard. When the switch is in the CNG position and the green light is on, the car is running on CNG. If the green light is out, or the switch is in the gasoline position, the car is using fuel from the gasoline tank.



6
All I had to do was attach the nozzle to the vehicle connection and close the clasp. Then I pressed "start" on the pump and the car refueled in about 2 minutes.

U.S. Marine Corps Honored for Energy Management, Alternative Fuels

A willingness to take risks isn't always considered a core value by managers of government assets. But the winners of one federal award for alternative fuel use last year attributed their success in part to "educated risk-taking."

The U.S. Marine Corps (USMC) was named as one of several recipients of the Federal Energy and Water Management Awards for 2003. Presented annually by the Federal Energy Management Program of the U.S. Department of Energy (DOE), the awards recognize individuals and organizations for significant contributions to the efficient use of energy and water in the federal government.

Cited specifically was the leadership of Lieutenant General Richard Kelly. Based at USMC headquarters in Quantico, Virginia, Kelly is responsible for worldwide logistics and installations in the Marines.

A key component of energy management in the USMC, under Kelly's leadership, has been the use of alternative fuel vehicles (AFVs) and alternative fuels. As a federal fleet operator, the USMC is regulated by the Energy Policy Act of 1992 (EPAAct), which mandates alternative AFV acquisition in specific proportions; and by Executive Order 13149, which requires a 20 percent reduction in petroleum fuel use by federal fleets by 2005, using 1999 as a baseline.

As reported to FAST, the Federal Automotive Statistical Tool, the USMC estimates that by 2002 it had already reduced petroleum consumption by more than 24 percent, meeting its mandate three years ahead of schedule. In complying with EPAAct, the Marines exceeded their FY02

mandate for AFV acquisition by 82 percent, earning 862 credits when only 473 were required. With its considerable success already, the Marine Corps is confident it will meet or exceed the requirements in both FY04 and FY05.

Of its 862 credits accumulated in FY02, the Marine Corps earned 129 of them by using biodiesel fuel. (EPAAct was amended in 1998 to award one AFV credit for every 450 gallons of pure biodiesel used.)

B20 biodiesel, which is 20 percent biodiesel and 80 percent diesel, is used in most commercial, non-tactical vehicles in the Marine Corps. Many such vehicles are not owned by the Marines, but leased from the U.S. General Services Administration. The Marines have promised to pay for any maintenance problems that may result from using biodiesel. So far, no such problems have occurred.



Top-down innovation

The Marines' fleet of AFVs is a diverse mix. Approximately 800 CNG vehicles are in service, mostly in areas where natural gas fueling is widely available, including California. Above-ground E85 tanks are being installed at several Marine bases including one at Camp Lejeune, North Carolina, which received a \$25,000 grant for that purpose from the U.S. Department of Defense. To help sustain its petroleum-reduction success, the Marine Corps deploys hybrid electric vehicles at locations where high-mileage travel is more common.

"The Marine Corps' leadership supports taking educated risk," says USMC Program Management Analyst Ed Wilkins. "These accomplishments are only achieved when

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leadership from top down is willing to encourage innovative ideas and welcome change.”

A case in point was the path that led to the USMC’s current heavy concentration of neighborhood electric vehicles (NEVs). It started small, with a few such vehicles tested at Marine Corps Air Station Yuma, in Arizona. Users questioned whether the very small, light vehicles would satisfy their needs as well as petroleum-powered cars and trucks. “Almost everyone had an argument about why they wouldn’t work,” says Wilkins.

NEVs proved superior in many applications. On a rifle range, for example, they’re easier to maneuver and less likely to tear up the terrain. The Marines began finding new ways to exploit their inherent efficiency, using NEVs for transportation and light hauling. The word spread to all commands, and NEVs replaced many gasoline vehicles. In 2002, the Marines added 115 NEVs of various models at five installations in California alone. The Marine Corps fleet now has more than 300 such vehicles at U.S. locations.

Leading the way in NEV use is the Marine Corp Recruit Depot in San Diego, where more than 85 percent of all vehicles are either AFVs or NEVs. Under EPA’s Act, NEVs are not considered alternative fuel vehicles and therefore

don’t help regulated fleets to meet their acquisition mandates. But in fleets in which they are widely heavily used, as in the Marines, they help displace thousands of gallons of petroleum per year.

San Diego is one of two southern California locations where the Marines plan to install publicly accessible hydrogen fueling. The other is its base at Camp Pendleton. Deploying hydrogen is relatively difficult and expensive, Wilkins notes. “You have to overcome the fears associated with using it in automotive applications.” The plans are not without risk, but the burdens will be shared. The Marines have partnered in the project with the U.S. Army’s Tank Automotive Command and the U.S. Navy National Automotive Center. Commercial automakers will help establish the fueling infrastructure and bring hydrogen vehicles to the bases for testing.

“This is proving to be a real education for all of us, working out the site locations and meeting all the permitting requirements,” says Wilkins. “We’re educating ourselves as well as the public, and we believe the benefits will be worth the cost.”

All winners of Federal Energy and Water Management Awards for 2003 are profiled at www.eere.energy.gov/femp/prodtech/awards/winners03.html. For more information on EPA’s Act, visit www.eere.energy.gov/vehiclesandfuels/epact. ■

GSA recycles!

Congress Considers Ban on Rogue Traffic Preemption Devices

By Steve Austin
Provided by The Responder Safety Newsletter

U.S. Senator Mike DeWine (OH-R) thinks illegal traffic signal preemption devices pose a danger to emergency responders and the driving public. He's right. That is why DeWine, a leader for highway safety and a friend of the fire service in the Senate submitted S.1825, the Safe Intersection Act of 2003. The bill seeks to prevent tragedies in an already dangerous environment for first responders, America's streets and highways.

S.1825 is Co-sponsored by Senator Diane Feinstein (CA-D) another strong supporter of fire service issues. The legislation makes owning or selling a device that controls traffic signals by or to unauthorized persons a misdemeanor with a penalty not to exceed a \$10,000 fine and/or six months in jail. "As public access to mobile ... transmitters increases, we must act now to ensure the safety of those who travel our roads," said Senator DeWine. "My Safe Intersections Act will institute penalties in order to curb unauthorized sale and use of this technology originally intended for first responders."

Controllers for preemption devices are routinely appearing in auctions on the internet. Ads often include a disclaimer that they are only for sale

to authorized users. Senate staffers investigating the issue have discovered that upon calling the sellers they are instructed how to purchase the units and are not questioned if they are public safety or transportation department officials that have reason to purchase them. However not all sellers list stipulations. One ad on an internet auction site pitched sales with the following: "It's every motorist's fantasy to be able to make a red traffic light turn green without so much as easing of the accelerator."

Preemption devices for traffic signals have proliferated in the past several years. Recently technology has been developed to mass produce rogue control devices that are finding their way into personal vehicles. Traffic control preemption devices are not universally embraced by all of public safety or highway managers because of differing opinions on their usefulness and safety. The devices usually receive passing grades from fire departments that utilize them to take control of intersections while responding. One issue authorized users do agree upon is that a controller in the hands of the motoring public is an accident waiting to happen.

Only Michigan currently has a law specifying who may purchase and use

these devices. Senator DeWine's legislation would ban unauthorized use anywhere in the country. The Senator wisely has chosen to let state or local governments decide who the authorized users should be in their jurisdiction avoiding a "Washington knows better" directive in the bill.

Rogue preemption devices are a real threat to emergency personnel who are already at risk while responding, especially at intersections. Fire service leadership is considering how these accidents can be reduced. Plans that call for changing apparatus design, more training and tougher standards for apparatus operators are under study. The misuse of traffic controllers adds dangerous dimension to an already serious problem.

Public safety officials fear the worst if preemption control devices gets in the hands of unauthorized users. Imagine a bank robber fleeing the scene. An aggressive driver who has the ability to control traffic lights might be a fire department's worst nightmare. So could an irresponsible hazardous material hauler or a car load of teenagers out for a joy ride.

The fire service isn't alone in their apprehension. Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, health and safety groups, and insurance companies who has a history of working with the fire service on highway issues is also concerned. "These devices in the hands of the general public are dangerous. Use of the technology should be reserved for the rare instances when fire and rescue personnel need them to protect human lives, not to satisfy a

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deadly whim that also breaks the law," said Judith Lee Stone, president of Advocates.

Major fire service groups working with the Congressional Fire Services Institute are looking at the issue and are expected to offer support for

passage of the legislation.

Meanwhile out on the street firefighters are responding through dangerous intersections thousands of times a day. "Heavy traffic is one of the greatest risks firefighters take is when they are responding to an emergency", says Battalion Fire Chief Billy Goldfeder, a 31 year veteran Ohio firefighter and nationally

recognized firefighter safety instructor. "Every single opportunity must be given to firefighters so that they can arrive safely... Unauthorized preemption devices directly interfere with a fire or emergency medical response-and our ability to get there safely in order to save a life"...It is clear that congress can minimize the risk for Americas Bravest with their support of this act" he added. ■

Enforcement of New Hours-of-Service Rules Begins Today; Truck Driver Education to Continue

Transportation Secretary Norman Y. Mineta today announced that state officials are being asked to begin enforcement of the new hours-of-service rules starting today (March 4). The hours-of-service regulations put safety limits on the number of hours commercial drivers can work and operate trucks each day.

Since Jan. 4, 2004, the Department's Federal Motor Carrier Safety Administration (FMCSA) and state officials have led an aggressive educational enforcement program designed to teach drivers about the new rules and ensure flagrant violations were rigorously enforced. The effort included the distribution of more than a million pieces of literature, countless seminars with the trucking community, and thousands of phone call responses to drivers' questions.

"We finally close the book on World War II-era rules that were too restrictive of drive times and too tolerant of dangerously long workdays," said Secretary Mineta. "The new rules will help drivers earn a good living without having to put their lives on the line."

The Department is encouraging state officials, who conduct the majority of truck checks, to begin enforcement of the hours-of-service rules following the 60-day educational period as they would any other FMCSA safety regulation. States are expected to begin enforcement as

soon as their inspectors are fully prepared, just as they would with other road safety rules.

"The steps we have taken to make sure drivers know about the changes and follow them are paying dividends," said FMCSA Administrator Annette M. Sandberg. "Carriers and drivers are learning about the new hours-of-service rules and want to comply with the changes."

The Department will continue to monitor feedback from the nation's truckers to decide what additional education is needed, Secretary Mineta said. While initial feedback has been focused on compliance, anecdotal reports show the new hours-of-service rules are contributing to added efficiency within the supply chain by encouraging shippers to load cargo more quickly, Sandberg said.

The new rules represent the first major rewrite of the hours-of-service regulations in over 60 years and attempt to synchronize the drivers' work and rest schedules with the body's circadian rhythm to reduce fatigue and save lives. It is estimated the new rules will save 75 lives and prevent 6,900 crashes annually, saving the American economy \$628 million a year. Visit www.fmcsa.dot.gov for information.

Contact: Dave Longo at (202) 366-0456. ■

FMCSA R&T Forum Features Stellar Program

By Victoria Chapman, FMCSA R&T Communications Advisor

The Federal Motor Carrier Safety Administration (FMCSA) Office of Research and Technology (R&T) recently held its 4th Annual Forum titled *FMCSA Research & Technology: Synergy in Partnerships* in conjunction with the Transportation Research Board's 83rd Annual Meeting. The Forum provided insights from top-level speakers and two sets of panelists on how to build public-private partnerships that involve government, academia and industry working together toward common transportation safety goals.

Mr. John Hill, FMCSA's Chief Safety Officer, presented the opening remarks to about 150 people in attendance. He noted FMCSA's mission is to support the President's top transportation priorities of safety and security by meeting its goal of reducing commercial motor vehicle crash fatalities on our nation's highways to 1.65 fatalities per 100 million miles of truck travel by 2008. He stressed the importance of government, industry, and public/private partnerships as a way to make our roads and commercial vehicles safer and to keep commerce and freight moving efficiently.

In his keynote address, Acting Administrator of the Research and Special Programs Administration, Sam Bonasso, gave his viewpoints on what he called "a topic dear to my heart"—public-private partnerships. He said he learned the value of public-private partnerships, early on, from working in the private sector. Mr. Bonasso noted that no single research entity possesses all of the required resources to meet all of its strategic goals and that partnerships are the critical key to expanding one's capabilities and resource pool, including funding.

Setting the stage for the two panel discussions that followed, Brigham McCown, FMCSA's Chief Counsel reviewed the formal arrangements the government can have with third parties such as procurement grants, cooperative and grant agreements, and the process that must be followed to do so. He also talked about ways the U.S. government can partner with outside entities, where the tasks to be performed by each party are generally spelled out in a Memorandum of Understanding. He then reviewed the Standards of Ethical Conduct that apply to Federal

employees and provided some general rules for a government agency to follow in forming these types of third-party relationships.

The panel sessions began with FMCSA subject matter experts on Panel I covering the Commercial Vehicle Information Systems Network, Electronic On-Board Recorders, CMV Medical Qualifications and Testing, and the National Commercial Vehicle Roadside Testing Lab. A group of diverse stakeholders representing industry, academia, the medical community, and trade associations spoke on Panel II. They were: Greg Larson, Chief, Office of Traffic Research for the CA Department of Transportation; Alex Guariento, Director of Safety for Greyhound in Dallas, TX; Ellison Wittels, M.D., Concentra Medial Center, Houston, TX; Tom Dingus, Director of VA Tech's Transportation Institute, Blacksburg, VA; and Bob Clarke, President of the Truck Manufacturers Association in Washington, DC. Their presentations focused on the opportunities that arise from their perspective and experience when the public and private sectors come together to take advantage of the natural synergies that exist between them. ■

GSA plays it safe!

Firestone Initiates Safety Campaign

NASHVILLE, Tenn. (February 26, 2004)-

Bridgestone/Firestone North American Tire, LLC (BFNT) today announced that it is initiating a voluntary safety campaign in the United States to replace approximately 297,000 Steeltex Radial A/T tires in size LT265/75R16 LR D (Load Range D) on 2000-2002 and some early 2003 model year Ford Excursions. Consumers will receive free replacement tires.

Recent preliminary data reviewed as part of the company's early warning system suggests that there could be an issue concerning the performance of these tires. Since these tires are not performing up to the company's expectations and in order to avoid any future problems, Firestone, in consultation with the National Highway Traffic Safety Administration (NHTSA) and in cooperation with Ford Motor Company, will replace these tires to enhance safety and to ensure customer satisfaction. The performance of these tires differs from other Steeltex tires, which continue to perform well in the field even in difficult duty applications.

"At Firestone, safety is our No. 1 priority. The TREAD Act and its implementation by NHTSA raised the bar for tire safety, a goal we share and support," said Mike Kane, BFNT vice president, quality assurance. "Our early warning systems now allow us to identify potential issues more quickly and take swift action to avoid future problems."

The tires were manufactured in Joliette, Quebec, beginning in March 1999 through December 2002. Firestone no longer manufactures the Steeltex Radial A/T size LT265/75R16 LR D and will replace these tires at no charge to consumers with Steeltex Radial A/T tires in size LT265/75R16 LR E (Load Range E). In order to ensure that the program can be concluded quickly, Firestone will also offer consumers Steeltex R4SII LR E and Bridgestone Duravis M773II LR E tires.

Ford and Firestone also will utilize the following competitive tires as additional replacements: Pirelli Scorpion AT, Pirelli Scorpion STR and BFGoodrich Rugged Trail TA. Replacements will be available at

authorized participating Firestone retailers and Ford dealerships. Firestone and Ford are working together to expedite tire supply to complete this campaign as quickly as possible.

- Consumer toll-free hotline: For questions and additional information about how to identify the tires covered under this program and where to get free replacements, consumers may contact Firestone toll free at: 1-800-465-1904 or Ford toll free at: 1-800-392-3673.
- Notification letter: Everyone who purchased a Ford Excursion fitted with the tires covered under this campaign will receive a letter from Firestone announcing the safety campaign. Every effort also will be made to identify customers who have purchased tires covered by this program as replacements for tires originally installed on their Ford Excursion in order to advise them of the campaign by mail. Upon receipt of the letter, customers should take the vehicle to any authorized participating Firestone retailer or their Ford dealer to receive free replacement tires.
- Web site: Information about how to identify and replace the tires covered by this campaign as well as frequently asked questions can be found at www.firestone.com.
- Firestone retailer: Firestone encourages consumers who have a Ford Excursion and think they may have the tires covered by this campaign to bring their vehicle to any authorized participating Firestone retailer for a free inspection and replacement, if appropriate.

In a related action, Firestone will replace approximately 20,000 of the same tires on Ford Excursions of the same model years that were exported.

Regardless of the tire or vehicle, proper tire inflation is important to safe motor vehicle operation. Tire inflation recommendations for Excursions appear on a label located on the driver's door latch pillar. For gasoline-powered Excursions, Ford recommends 45 psi front and 55 psi rear. For diesel-powered Excursions, Ford recommends 50 psi front and 55 psi rear. In addition to these inflation pressure recommendations, some Excursions also have a label

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(located on the inside edge of the driver's door) allowing for a lower inflation pressure for "improved ride" under light load conditions and giving instructions on proper use of that setting. Ford advises customers that the "improved ride" setting does not apply to the replacement tires and, therefore, the label will be removed when the tires are replaced.

Nashville-based Bridgestone/Firestone North American Tire, LLC is a subsidiary of Bridgestone Americas Holding, Inc., whose parent company, Bridgestone Corporation, is the world's largest tire and rubber company. BFNT develops, manufactures and markets Bridgestone, Firestone, Dayton and associate and private brand tires. The company is focused on wholesale and original equipment markets, supplying passenger, light truck, commercial vehicle, off-road, agricultural and other tires to its customers in North America.

Contact: Mary DeHarde Sr. Sales Analyst Purchase Resale & Military Salesdehardemary@bfusa.com 615-937-3531 ■

FMCSA Conducts Stakeholder Forums

By Victoria Chapman, FMCSA R&T Communications Advisor

The Federal Motor Carrier Safety Administration (FMCSA) is undertaking an on-going campaign to invite stakeholder input in the development of its research agenda. FMCSA sponsored two 2003 stakeholder forums to initiate the effort. One was held in Denver in November and the other in Baltimore in December.

These forums were specifically designed to solicit input for consideration for the fiscal year 2006 research agenda. More than 80 attendees were stakeholders who represented motor carrier and motor coach companies, insurance companies, state enforcement and regulatory agencies, safety advocacy groups, academia and private sector consulting firms and vendors.

Attendees identified crash factors affecting commercial vehicle safety and recommended more than 125 specific research initiatives to address these factors. By far, the most frequently cited safety factors were driver-related issues.

Some of the specific topics recommended for research include:

- Adequacy of biannual physicals for older commercial drivers;
- Capability of States to effectively and accurately share commercial driver data between jurisdictions;
- Driver experience impact on commercial vehicle safety;
- Standards for the development and use of driver simulators;
- Certification for commercial drivers to operate in unique and/or challenging terrains (i.e. mountains);
- Improvement of visibility of commercial vehicles; and
- Impact of work zone layout on commercial vehicle safety

A final report on the results of Forums has been published and distributed and copies are available on the FMCSA home page, keywords Research and Technology.

FMCSA will continue to seek stakeholder input through additional forums that will be held annually. ■

Promoting Safety Belt Use Every Trip, Every Time

Click It or Ticket May 2004

Building on the success of previous efforts, the May 2004 *Click It or Ticket/Operation ABC (America Buckles Up Children) Mobilization* will again play a critical role in the effort to keep people safe on our nation's roads and highways. The *Mobilization* efforts, led by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), include an intensive buckle up promotion program with heightened seat belt and child safety seat enforcement.

From May 24 to June 6, 2004, law enforcement agencies nationwide are conducting intensive, high-publicity *Click It or Ticket* campaigns with zero-tolerance enforcement of safety belt law. These efforts — coupled with paid advertising and the support of government agencies, local coalitions and school officials — work to create dramatic increases in safety belt use and help defend us against one of the greatest threats to us all — traffic crashes.

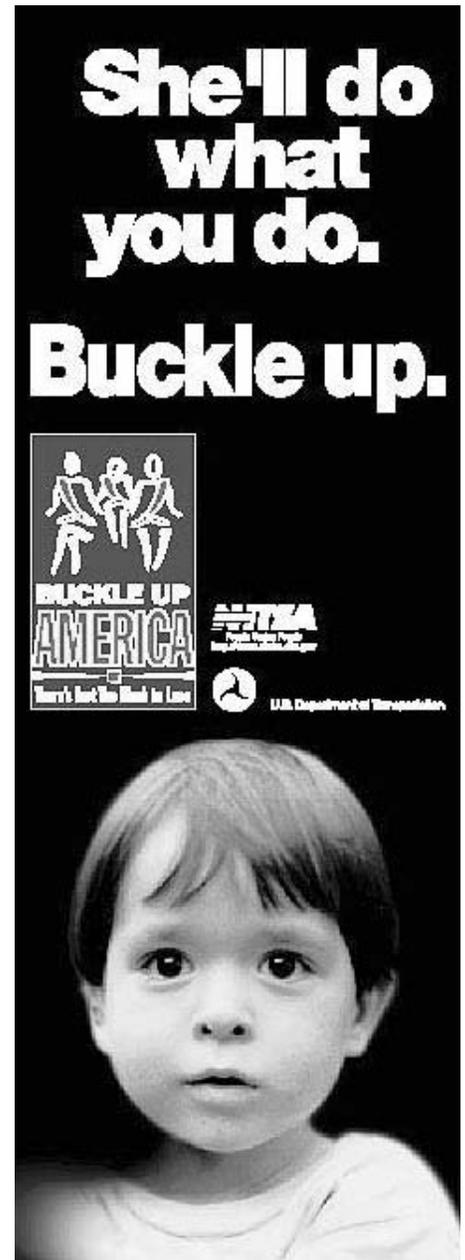
Click It or Ticket efforts work. Research shows the *Mobilization* campaign to be a key factor in raising safety belt use rates. In 2003, more states ran campaigns than ever before and use rates indicate that the increased effort to get the public to buckle up was a success — there was an unprecedented 4-point jump in safety belt use nationwide, from 75% in 2002 to 79% in 2003.

Safety belt use saves lives and prevents injuries. Each percentage point increase in use saves about 270 additional lives nationwide. It is estimated that safety belts save the lives of more than 14,000 motorists each year and save about \$50 billion in medical care, lost productivity and other injury related costs nationwide.

State and local efforts are critical to the success of the *Click It or Ticket/Operation ABC Mobilization*. To help support the campaign in your community, you can:

- Write letters to your local newspaper about your community's/State's efforts and about your support for law enforcement.
- Spread the word in your workplace, neighborhood or house of worship.
- Ask your local law enforcement agency how you can support their safety belt and child safety seat education efforts.
- Attend public events on safety belts and child safety seats.

Additional information about the *Click It or Ticket/Operation ABC Mobilization*, as well as tools to support the campaign in your community, can be found online at www.buckleupamerica.org ■



the MTV Update

This section is to advise you of the status of the projects MTV is working on for the Federal fleet community. For further information, please contact the identified points of contact.

Contact:
Michael Moses at 202- 501-2507 or email:
mike.moses@gsa.gov

Federal Automotive Statistical Tool (FAST)

We have scheduled a working group meeting on March 24th to discuss upcoming FAST enhancements concerning how special purpose vehicles and SUVs will be incorporated into the Federal Fleet Report and OMB Exhibit 33. These vehicle types will be reported separately in FAST for the fiscal year 2004 reporting period. Detailed instructions will be provided during the August training sessions and through updates provided by this office.

Federal License Plate Program

The Internet ordering system at Amerimac and Federal Prison Industries (UNICOR) was re-programmed last Fall to incorporate changes for the GSA Fleet Program and to make some general housekeeping changes. Overall, the Program is working very well. Anyone experiencing problems or having suggestions should contact Michael Moses at mike.moses@gsa.gov.

The Federal Vehicle Policy Division will be issuing a Federal Management Regulation Bulletin in the near future concerning Federal license plates issued by the District of Columbia (DC) Department of Transportation for motor vehicle primarily housed or operated in DC. These license plates, which usually have a prefix code of "US," and accompanying safety inspections, are not required since the District of Columbia changed their implementing Code in the spring of 2003. All agencies will be advised to remove these license plates and to use their official agency plates. Similar changes to Federal Management Regulation, Subpart 102-34 will also be issued later this year.

National Association of Fleet Administrators (NAFA)

The Federal Vehicle Policy Division continues to work closely with the National Association of Fleet Administrators (NAFA) on industry trends and common fleet issues affecting Fleet Managers. NAFA is an excellent source for all fleet-related data and best practices, and is the only national organization specifically for Fleet Managers. Since NAFA memberships can be re-assigned to different individuals, Federal employees are allowed to apply for membership and take advantage of the many benefits that NAFA has to offer. Visit www.nafa.org for more information.

Michael Moses of the Federal Vehicle Policy Division is the Chair of NAFA's Nations Capitol Chapter. We have meetings about six times a year, many of which are at venues such as expos, ride-and-drives, and factory tours. Non-members are welcome.

Contacts:
Stewart Randall at 202-501-4469 or
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ed.lawler@gsa.gov

Federal Management Regulation 102-34—Motor Vehicle Management

The Vehicle Policy Division, GSA Office of Governmentwide Policy is updating Federal Management Regulation 102-34— Motor Vehicle Management. This regulation provides policy guidance for the federal fleet. Two amendments to the regulation are planned.

The first amendment will update the existing regulation, which was last changed in November 1999, and will add new information on motor vehicles management and environmental concerns. Examples of the proposed changes are an update to the information for obtaining U.S. Government license plates from the new license plate supplier—UNICOR, and the removal of the requirement to obtain District of Columbia issued U.S. Government tags

for Federal vehicles operating in the District of Columbia.

The second amendment to FMR 102-34 will essentially incorporate the recommendations of our Fleet Review Initiative into the regulation. These changes will first be published in the Federal Register as a notice of proposed rulemaking and Agencies will be asked to comment on the content.

We expect to publish both amendments by October 2004.

Contact:
Jacque C. Perry at 202-501-3347 or
email: jacque.perry@gsa.gov

Fleet Management Desk Reference

MTV has been reviewing the contents of the Know Net website. It is anticipated that the corrections to The Fleet Management Desk Reference will be given to the contractor in May 2004.

Contact:
Ed Lawler at 202-501-3354 or email:
ed.lawler@gsa.gov

Notes from the Quarterly FedFleet Meeting – January 21, 2004

Russ Pentz, Director, Vehicle Policy Division (MTV), GSA, (russ.pentz@gsa.gov) opened the meeting and spoke for several minutes about establishing priorities for FedFleet. The majority of attendees agreed that the recommendations from the Fleet Review Initiative should be top priorities for the organization.

The FedFleet steering committee needs to give consideration to amending the organizational charter. Future FedFleet meetings will depend more on greater participation of committee members. John Adams (john.adams@gsa.gov) will be sending out a request to update the membership.

Russ also introduced the proposal of initiating one-on-one discussions between GSA/OGP and individual agencies after the Fleet Report is completed each year. Some skepticism was registered at the idea of including OMB in such discussions; OMB participation was tabled for further discussion.

Russ announced that he has issued a stop-work order on the fleet management portion of KnowNet and the www.manageyourfleet.gov website. Oversight of the website's contents has been inadequate, and the site needs to be reviewed before additional content is added. Also, the certification process has been halted pending review and completion of the Desk Reference portion of the website. Resumption of work on the certification program will resume after the Desk Reference is complete and sufficient funding allotted.

On Home-To-Work, a legislative proposal has been submitted through GSA's internal clearance process. The change would permit agency heads to delegate, permit reporting positions rather than names, and extend the reporting period from quarterly to annually.

The small number of nominees has made the EPA Act Award process difficult. Members were urged to consider and nominate deserving employees for the EPA Act Award. (jacque.perry@gsa.gov)

Mike Fields, Program Manager for Federal Prison Industries/UNICOR (mfields@central.unicor.gov) (substituting for **Chuck Welke**, Fleet Manager for the Detention & Removal Division, Bureau of Immigration & Customs Enforcement, DHS, who was called away), gave a presentation on the progress of the transition to the UNICOR/Maximus/VMIS fleet management system. The Bureau of Immigration and Customs Enforcement (ICE) and the Bureau of Customs and Border Protection (CBP) have both migrated to the system and, with the exception of normal problems, the new system is working smoothly for the 5,700 vehicles involved to date. In response to questions, Mike reported that the cost of the basic fleet management service is \$38 per vehicle per year, and the system is Section 508 compliant. (<http://www.unicor.gov/services/repair.htm> and <http://assetsolutions.maximus.com/fleetfocus.M5.cfm>)

Monica Bumbray and **Shawn Koster**, Automotive Division, GSA (monica.bumbray@gsa.gov, shawn.koster@gsa.gov) gave an update on vehicle procurement. AutoChoice was discussed, as was the planned Federal Standards Conference to be held May 24-47 in Rosslyn. Contracts and awards for several new products were also reviewed.

Mike Moses, Vehicle Policy Division, GSA (mike.moses@gsa.gov), gave an update, postponed from the October 29, 2003 meeting, on the requirements for displaying tags provided by the District of Columbia on Federal vehicles domiciled or used within the District. This requirement is being removed from the Federal Management Regulations.

Russ Pentz discussed the recent decision by the FedFleet Steering committee to establish a fund to pay for refreshments at the quarterly meetings. The staff of GSA's Vehicle Policy Division had been paying for the refreshments using personal funds. GSA will continue to provide refreshments, with the cost reimbursed from the fund.

Russ also encouraged attendees to suggest agenda items for future meetings of FedFleet and the steering committee. It is important to discuss issues that are of interest and importance to the community.

Mike Moses gave an update on the FAST data call for fiscal year 2003.

Laurie Feld, Vehicle Policy Division, GSA (laurie.feld@gsa.gov) gave a presentation on planning for the Fourth National Federal Fleet Manager Workshop and

Information Fair to be held July 20-22, 2004, in New York, NY. Further information is available at the FedFleet website, www.fedfleet.org, which is updated regularly.

John Jacobs, Department of Justice (john.Jacobs@usdoj.gov), spoke briefly about an effort to evaluate Federal use of car-sharing programs offered by various vendors such as FlexCar and ZipCar. (www.flexcar.com and www.zipcar.com)

Russ Pentz closed the meeting with the announcement that a new member will be chosen for the steering committee at the next meeting, in accordance with the FedFleet charter. One new member will be chosen at each quarterly meeting for a 15-month term. The composition of the steering committee is: Chair, Large Fleet, Small Fleet, Civilian, DOD, and Law Enforcement. The charter can be found at:
<http://www.gsa.gov/Portal/gsa/ep/channelView.do?pageTypeId=8203&channelPage=%2Fep%2Fchannel%2FgsaOverview.jsp&channelId=-13176>

The next quarterly FedFleet meeting is scheduled for Thursday, May 13, 2004 at the L'Enfant Training Center. More details will be sent out as the date approaches. ■

VehicleViews

Federal Vehicle Policy Division (MTV)

The Federal Vehicle Policy Division's mission is to ensure the effective and efficient use of the Federal Government's 590,000 motor vehicles and the expenditure of close to \$2 billion annually on fleet operations through innovative policies, adoption of best practices, effective communication, and leading edge technologies.

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