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## In This Issue

EPA Clears the Air With AFVs and Hybrids ..... 1

Farewell to Bill Rivers..... 3

vehicle.policy@gsa.gov ..... 3

Gotham City is Not Just For Batman..... 4

Meetings With a Purpose..... 8

MTV Has a New Director ..... 9

Who is Russ Pentz?..... 9

The Lower Columbia River FedFleet Chapter ..... 10

From the West Coast..... 10

DOE Awards \$75M for Advanced Hydrogen Fuel Cell R&D ..... 11

Retread Tire Buyers Guide..... 11

U.S. Military Facilities Increasingly Fill-Up With Biodiesel..... 12

Mammoth Cave National Park... 14

Asleep at the Wheel?..... 15

NHTSA Announces "Ease of Use" Child Safety Seat Ratings..... 16

Every Driver is Distracted Some of the Time, Study Shows ..... 18

FedFleet 2004 Announcement ... 19



## EPA Clears the Air With AFVs and Hybrids

By Melvin Joppy, National Fleet Manager, U.S. Environmental Protection Agency

**W**ith more than 55,000 alternatively fueled vehicles (AFVs) used daily by federal agencies, the U.S. government is doing its part to reduce harmful air emissions and reliance on fossil fuels across the country. The U.S. Environmental Protection Agency (EPA) is no exception. The Agency is living its mission of protecting human health and the environment by driving hundreds of AFVs and increasing the fuel efficiency of its fleet with hybrid-electric vehicles.

AFVs such as those powered by compressed natural gas (CNG), ethanol, and/or electricity are more fuel-efficient and emit less carbon monoxide, carbon dioxide, and other air pollutants than traditional vehicles. Already, more than 300 of the approximately 1,000 vehicles in EPA's national fleet are AFVs or other advanced technology vehicles (i.e., hybrid-electrics).

*Continued on page 2*

## AFVs and Hybrids from page 1

“EPA is committed to reducing the environmental impact of our vehicles, through a combination of cleaner-burning fuels and more efficient vehicles,” said Morris X. Winn, Assistant Administrator for Administration and Resources Management. The Agency’s commitment to a “green fleet” starts all the way at the top; vehicles in EPA’s executive motor pool, which is used by the Administrator, Deputy Assistant Administrator, and other senior officials, run exclusively on alternative fuels.

Not only do AFVs and hybrids help reduce pollution, but they help EPA and other federal agencies meet the mandates of the Energy Policy Act of 1992 (EPAAct) and Executive Order (E.O.) 13149, Greening the Government Through Federal Fleet and Transportation Efficiency. EPAAct requires that 75 percent of new vehicles acquired by federal agencies be AFVs. E.O. 13149 aims to ensure that the federal government demonstrates leadership in reducing fuel consumption within its vehicle fleet. It requires that, by fiscal year (FY) 2005, federal agencies reduce fuel usage by 20 percent, increase miles per gallon by 3 percent, and use alternative fuels in AFVs the majority (at least 51 percent) of the time.

“From FY 2000 through FY 2002, EPA exceeded EPAAct’s AFV requirement by 10 percent or more,” said Melvin Joppy, EPA’s national fleet manager (see chart). “And we’re on track to do the same for FY 2003.” Also by the end of FY 2002, EPA had increased average fleet miles per gallon by 2

miles per gallon from the FY 1999 baseline.

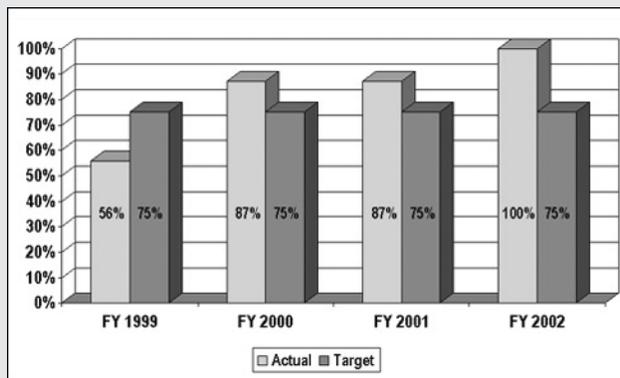
Many of EPA’s AFVs are flexible-fuel vehicles, which can run on any combination of alcohol and gasoline by sensing the percentage of alcohol in the fuel tank and adjusting the engine’s parameters accordingly. These vehicles use ethanol blends such as E-85, or 85 percent ethanol and 15 percent gasoline, to lower carbon dioxide and carbon monoxide emissions. EPA’s law enforcement divisions use flexible-fuel Chevrolet Tahoe sport utility vehicles for a variety of tasks, including training, transporting prisoners, responding to environmental hazards (e.g., spills), and collecting and transporting evidence and equipment.

Another type of fuel efficient vehicle in EPA’s fleet runs on CNG and comes in two varieties: dedicated vehicles, which use only natural gas; and dual-fuel vehicles, which have two tanks—one for CNG and one for unleaded gasoline. The Agency started using CNG in its Headquarters’ shuttle buses in

January 2002. The buses, which shuttle thousands of employees between EPA’s buildings in Washington, D.C., and Crystal City, Virginia, helped reduce EPA’s petroleum use by more than 5,000 gallons that year—a 16 percent decrease from the FY 1990 baseline—and reduce smog in the metropolitan Washington area.

AFVs are also used by EPA mobile labs sent out by the National Vehicle Fuel Emissions Laboratory (NVFEL) in Ann Arbor, Michigan. Some of the regional offices have leased hybrid vehicles, such as the Toyota Prius, with a positive response from regional employees. EPA has also started installing electric vehicle “refueling” stations, including one at its new Science and Technology Center laboratory in Kansas City, Kansas. The Agency is now planning to open a state-of-the-art hydrogen fueling station at NVFEL. The station will service fuel cell vehicles in southeast Michigan, particularly those included in the EPA/DaimlerChrysler/UPS fuel cell delivery vehicle initiative. ■

**EPA’s AFV Acquisition: 1999-2002**



“Actual” indicates the percentage of EPA’s fleet vehicle acquisitions that were AFVs. “Target” indicates the requirements under EPAAct.



Bill Rivers will leave GSA on January 3, 2004. The MTV staffers, past and present, will miss Bill dearly. When we think of Bill we think of a person who is forthcoming, intelligent, caring, fun, congenial, tall, happy, friendly, talkative, responsible, detail-oriented, fearless, adventurous, supportive, a family man, dedicated, gregarious, pragmatic, loyal, and a Fleet Expert. Bill was an outstanding leader!

**From All Your  
Friends and  
Associates:  
“Have a  
Healthy,  
Happy  
Retirement!”**

## Federal Fleet Community:

I will be retiring at the end of this calendar year after 33 years of Federal service. Twenty-eight of those years have been in the Federal fleet. During the last seven years, I have been fortunate enough to be the Director for the Federal Vehicle Policy Division at GSA. That has given me a wonderful opportunity to meet and work with fleet professionals throughout the Federal Government. It has also shown me how dedicated and talented fleet managers are – no matter what the challenges, fleet managers throughout the country have found ways to keep the wheels rolling.

While I will miss several things about the Government when I retire, the one that will matter the most are the friendships that I developed with you all during the years. You have helped me enjoy my time here and made me into a better person. My thanks to you all. I can leave with a good feeling because I know that the Federal fleet is in good hands. My successor, Russ Pentz, and the rest of his division will carry on our tradition of working with all parties to develop collaborative solutions to common problems.

Thanks,

*Bill Rivers*

## **vehicle.policy@gsa.gov**

### **E-mail the Experts in the Federal Vehicle Policy Division**

*How do I obtain a Standard Form (SF) 97, Certificate to Obtain Title to a Vehicle?*

The SF 97 is available from GSA's Federal Supply Service. It consists of a four-part, carbon interleaved, continuous form. This is an accountable form, serially numbered, and a controlled item. The National

Stock Number (NSN) is 7540-00-634-4047. Currently, it is \$48.65 per one hundred ordered. You can order it by calling (817) 978-2051 or online at [www.gsaadvantage.gov](http://www.gsaadvantage.gov). For questions concerning this form, please call (817) 978-2508 or (817) 978-8680. ■



## Gotham City is Not Just For Batman

By Laurie S. Feld, FedFleet 2004 Project Manager

**T**he Federal Fleet Policy Council, the GSA Office of Governmentwide Policy, and GSA Fleet are proud to bring the premier federal fleet event of 2004 to a city like no other – New York City. New York City is known by a lot of nicknames – The Big Apple, The City That Never Sleeps, Gotham City, etc. But in 2004, it will be The Federal Fleet City!

FedFleet 2004 will provide three full days of training. Your registration fee includes:

- Opening Session
- Manufacturers' Panel
- Keynote Speaker Presentation
- Awards Ceremony (EPA Act Award & Fleet Manager of the Year Awards)
- Closing Ceremony
- Shuttle Bus Transportation to & from the Sheraton & Javits Center
- Ample opportunities to network
- 48 Workshop Training Sessions
- Exhibit Hall
- Breakfast / lunch / AM & PM refreshment breaks on Tuesday, Wednesday & Thursday
- Two evening receptions
- FAST/Fleet Report

There will be something for everyone at all levels and at all positions. There will be a lot of information to learn – innovative fleet management information geared toward the future that will help you do your best everyday. The improvements and ideas you'll learn will positively impact how you perform your job.

Come network with your fellow fleet professionals from federal, state, local, and foreign governments as well as the private sector. Share your experiences with others. Learn from others' knowledge and skills. Exchange information, ask challenging questions, and make invaluable contacts.

The FedFleet workshops and exhibits will help you keep up with new fleet information, technology, and trends.

We have expanded the number of exhibit hall hours! You'll have 17 hours to visit with exhibitors and discuss your specific needs. You'll walk through a hall full of the products, services, and emerging electronic technologies needed for efficient and effective fleet operation and management. The exhibitors can help you resolve the problems you are facing and help you meet the challenges of tomorrow. You'll learn solutions to industry-wide obstacles.

The workshop speakers are experienced fleet professionals who will share their knowledge with you and provide concrete examples and valuable information. They'll help you meet your individual challenges and industry-wide obstacles and remain competitive in our rapidly changing world.

Some of the workshop sessions we are planning for you are:

- ***What's the "411" on Safe Driving?***
- ***Understanding the True Cost of Motor Vehicle Crashes***
- ***Ask the Expert Q-and-A Panel***
- ***Automotive Trends & Their Impact on Your Bottom Line***
- ***You Can Bet Your Bottom Dollar on These Cost Effective Techniques***
- ***Finding the Right Balance Between Supply & Demand***
- ***Roadmap for New Kids on the Block***
- ***Intro to Fleet Management***
- ***Accident/Tort Claims***
- ***GSA Fleet (1 – 7)***
- ***GSA Automotive (1 – 3)***
- ***Hydrogen – Will it Power Vehicles in the Future?***
- ***Fuels Available Now to Power Vehicles For the Future***
- ***New York State's Green Fleet – An Example to Learn From***
- ***Freedom Car Fuel Cells & Infrastructure Technologies***
- ***Hybrid Vehicles Are Here to Stay – Get Used to Seeing More of Them***
- ***How to Apply for AFV Grant Money From the U.S. Department of Energy***
- ***DoD Alt Fuel Workshop***
- ***How to do Business With the Federal Government—Special Workshop for Exhibitors***
- ***Regulations/Legislation***
- ***FAST/Fleet Report***

*Continued on page 7*

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

The Fourth National Federal Fleet Manager Workshop and Information Fair

Jacob K. Javits Convention Center  
New York, New York July 20 – 22, 2004



**The very entertaining Ms. Judy Carter will present our keynote presentation, “Embracing Change and Laughing Your Way Out of Stress”.**

*Judy shows attendees how to **embrace change** creatively and with humor. She provides tools and strategies to face the many challenges of change, and to take those challenges and make them into **opportunities**. Judy talks about how change is a part of the cycle of life. We can ignore it, run from it, or embrace it as part of the adventure of life and have a good laugh. Judy will also show you how to turn problems into punch lines and **resolve conflict** as you face the stressors in life and work. Her “Don’t get mad, get funny philosophy” will inspire you to deal with stressful issues with a **sense of humor**, rather than a sense of desperation.*

## SPECIAL PRESENTERS



**Mr. Erik Wahl will present two very unique and uplifting personal development workshop sessions entitled “The Art of Vision”.**

*As the landscape for business continues to change, a **clear vision** is the key to successfully navigating **tomorrow’s** uncharted waters. All organizations can better **embrace the future** by becoming more innovative. **The Art of Vision** is a program specifically designed to utilize **unconventional wisdom**, identify roadblocks to **success**, and build a **vision for the future**. Using his incredible artistic skills as a vehicle and by breaking apart traditional thinking, Erik channels success strategies and explores new levels of vision and performance through creativity. Discover how you can sharpen your **creative skills** and achieve extraordinary **results**. Identify a personal style for inspiring yourself and others to **rethink** vision and purpose. The principles of this program will redefine the role of a **leader** as an artist as well as an architect.*

## **GOTHAM CITY from page 5**

The Sheraton New York Hotel and Towers is our headquarter hotel ([www.sheraton.com/newyork](http://www.sheraton.com/newyork)). To make your reservation, call 212-581-1000 and ask for the **group rate for FedFleet 2004**. The prevailing per diem rate is being offered to **both** federal **and** non-federal participants. This rate is available from check-in on July 14th through check-out on July 26th to accommodate those who want to spend extra time in the area. We strongly encourage you to make your reservations soon!

On-line attendee and exhibitor registration is available at [www.fedfleet.org](http://www.fedfleet.org). It's quick, easy, and convenient so don't delay...register today!

Please check back often to [www.fedfleet.org](http://www.fedfleet.org) for important information and updates. We continually update the website as new developments occur and new information is available. For example, you can find helpful details about:

- the overall agenda
- workshop titles, descriptions, and speakers
- registered exhibitors, their booth space number, and location
- ground transportation options to and from the airport
- free shuttle bus transportation between the Sheraton and Javits Center (schedule of service and pick-up and drop-off points)
- information on fun and exciting things to do in your free time and links to [www.nycvisit.com](http://www.nycvisit.com) (the NYC & Company Convention and Visitors Bureau website) and [www.newyorksightseeing.com](http://www.newyorksightseeing.com) (the website for Gray Line New York Sightseeing)

If you have not received information in the mail about FedFleet 2004, please e-mail your mailing address to [help@fedfleet.org](mailto:help@fedfleet.org) and we will add you to our mailing list.



### **The Jacob K. Javits Convention Center**

*This modern glass building on the Hudson was designed by I.M. Pei to give New York a facility for large trade shows and expositions. The Jacob K. Javits Convention Center is located on Manhattan's westside from 34th to 39th Sts off 11th Ave. and has 814,400 square feet of exhibit space. The Center is host to over 90 major trade shows and conventions each year including: the NY International Boat Show, the International Hotel||Motel & Restaurant Show, Internet World, and the New York International Auto Show. Completed in 1986, it is New York City's only convention center and large exhibition space bringing thousands of visitors to Manhattan's west side..*

FedFleet 2004 is shaping-up to be a wonderful event and a worthwhile and quality training opportunity. It will be a memorable event in an extraordinary city! Come a few days early or stay a few days longer, take advantage of the special hotel rate, and enjoy your stay in New York City.

FedFleet is for the federal fleet community and your agency's participation makes a difference and matters to us. We appreciate your continued support!

Please spread the word to all your colleagues.

**See YOU in the Big Apple in July 2004!**

And remember...  
"The Road to the Future is Now"  
and ALL roads lead to New York, New York!



## Meetings With a Purpose

By Laurie S. Feld, FedFleet 2004 Project Manager

**I** know what you're thinking...not another meeting! But this one is different. So, before you skip to the next article, please consider this special opportunity.

FedFleet 2004 is happy to continue the tradition of providing free meeting room space to agencies that want to hold an on-site agency meeting at next year's event. Come and get it!

You'll be sitting down face-to-face with associates from your agency from all across the country (and in some cases all across the world).

You know there are important fleet issues that need to be discussed and decisions that need to be made in a timely manner. The world of federal fleet operation and management is changing rapidly and it's important to keep your associates abreast of these changes and decide on ways for your agency to handle these changes.

Here are a few more reasons why you should have an on-site agency meeting.

- It's convenient – the meeting space is provided free of charge and a FedFleet Planner will assist you free of charge.
- It's advantageous – your associates, from headquarters, regional, and field office levels, will already be in attendance at FedFleet. Why not make the most of your time together?
- It's cost-effective – you'll save on travel and training dollars.
- It's worthwhile – your agency can readily plan policy and operational strategies, exchange information, and discuss fleet issues relevant to your specific agency.
- It's easier and less expensive than holding an agency meeting on your own.

Just ask the following agencies that held on-site meetings at past FedFleet events: GSA Fleet, Immigration and Naturalization Service, National Aeronautics and Space Administration, U.S. Army, U.S. Department of Agriculture, U.S. Department of Energy, U.S. Forest Service, U.S. Marine Corps, and U.S. Navy.

The meeting space is at the beautiful Sheraton New York Hotel and Towers (the FedFleet 2004 headquarter hotel) located at 811 7th Avenue (on 53rd Street).

Space is available on dates and times before and after FedFleet. Space is limited and is assigned on a first-come, first-serve basis.

Please submit the following information in writing to [laurie.feld@gsa.gov](mailto:laurie.feld@gsa.gov):

- Agency name
- Point of Contact Name, E-mail, Phone Number, Mailing Address, Fax Number
- Estimated Number of Meeting Attendees
- Preferred Date and Time of Meeting
- Room Set-up Style (rooms will be set-up in classroom style unless otherwise noted)

Your agency is responsible for food and beverage and audiovisual equipment (if needed). These items are arranged directly with the Sheraton. Please contact Mr. Angel Cueto at: [angel\\_cueto@sheraton.com](mailto:angel_cueto@sheraton.com) or 212-841-6463.

We realize the success of the past three FedFleet events was directly attributable to the agency support provided by the federal fleet community. And your agency's willingness to participate in FedFleet 2004 will help ensure its success next year. **YOUR** participation will make a difference!

Your continued support and participation are much appreciated! ■

## MTV has a New Director

*I am honored to have been recently hired as the Director of the Federal Fleet Policy Division (MTV) of GSA's Office of Governmentwide Policy. This Division has played a vital role in the Efficient and Economical management of the Federal Fleets.*

*I am proud to have the opportunity to work with the Federal Fleet Policy Council to help meet the needs of and guide the Federal Fleet Managers at all levels. I am especially excited to be working with a dynamic group of professionals within the Division that is always on the cutting edge of issues that effect our day-to-day operations.*

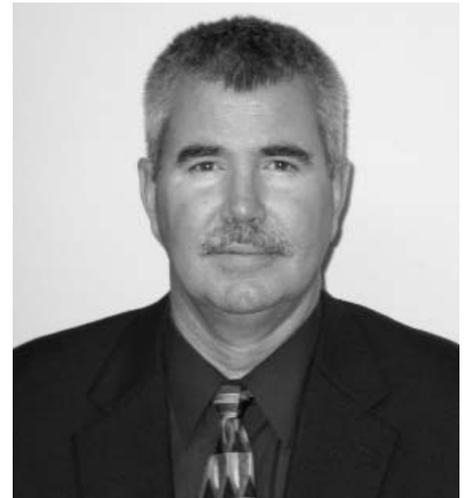
*I look forward to working with you in accomplishing great things for the future of the Federal Fleets.*

Russ Pentz  
Director of Federal Fleet Policy

## Who is Russ Pentz?

**R**ussell Pentz (Russ) was previously the Fleet Administrator for the Immigration and Naturalization Service (INS). The INS fleet consists of over 19,000 vehicles and other equipment in support of four major law enforcement activities worldwide. This includes the U.S. Border Patrol, one of the largest, daily-use off-road fleets in the world. Major functions include the administration of a multi-fund fleet replacement budget of over \$100 million, fleet financial management, vehicle acquisitions of over 3,000 vehicles annually, vehicle disposals, vehicle maintenance fleet policy, and fleet operations. He was also responsible for the economical operations of several cutting-edge partnerships with Federal Prison Industries including three vehicle-retrofitting factories and a state-of-the-art Federal Fleet Management Service. He has also worked closely with other Federal law enforcement and administrative Fleets to help insure the economical management of the Federal Fleets.

Before INS, Russ was the Assistant Regional Fleet Manager for the General Services Administration's (GSA), National Capital Region. During this time he traveled nationally as the "Fleet Management Instructor" for the GSA's National Training Center. He also served in the U.S. Army and as a fulltime technician for the D.C. Air National Guard. He has previous experience as an aerospace ground equipment



**Russell "Russ" Pentz**

technician, power production technician, vehicle mechanic, vehicle maintenance inspector, maintenance manager, vehicle operations manager, and motor pool manager. His wide-range of fleet management experiences have culminated in a career of over 30 years.

Russ is a graduate of Lincoln Technical Institute and later returned as an instructor.

Once a Gear-Head always a Gear-Head, and Russ still enjoys the art of turning wrenches. This year he and his "Hot-Rod Lincoln" landed a first place trophy at the All Ford Nationals in Carlisle Pennsylvania.

Russ has been married to his wife Debbie for 30 years and has two wonderful children, Amy and Russell. Amy is 22 years of age and a schoolteacher in Aberdeen, Maryland, and Russell is 20 years of age and starting his 3rd year at the University of Maryland, College Park Campus. ■

## The Lower Columbia River FedFleet Chapter

By: Carol Barger, GSA Fleet Service Representative & Chairperson, Lower Columbia River FedFleet Policy Council

**T**he Lower Columbia River FedFleet Council Chapter was established in the Portland, Oregon/Vancouver, Washington area on March 2, 2000. The steering committee members immediately became involved in promoting the participation and communication of Federal fleet managers in the area. Goals for sharing information and resources on vehicle fleet issues and policies were determined.

Since its establishment, the Lower Columbia River FedFleet Chapter has

had quarterly chapter meetings with good participation from the local Federal fleet managers and vehicle operators. The Executive Order 13149, promoting the use of AFVs, re-refined oil, retread tires, and the reduction of fuel consumption has been the subject of many lively discussions. Updates of current and future AFV fueling sites have been provided as well as notification of upcoming training opportunities, conferences and workshops.

The quarterly chapter meetings have included tours of plants and have featured many expert guest speakers discussing the benefits of retread tires, re-refined oil, AFVs, biodiesel, CNG, and hybrid vehicles. Topics of interest also included speakers from GSA's Accident Management Center and the GSA Remarketing Team (sale disposal procedures).

Our last major event was held in April 2003. The FedFleet Chapter partnered with GSA in providing a highly successful "Greening the Government" seminar in Salem, OR. Speakers included representatives from the Clean Cities Coalition, World Energy (biodiesel), Star Oil (biodiesel), NW Natural Gas (CNG), Chrysler, Ford (AFVs), and the Retread Tire Bureau. ■

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## From the West Coast

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

**T**he six (6) Local FedFleet Policy Council Chapters (LFFPCC) members are still going strong. All of our chapters: Anchorage, Boise, Columbia River, Golden Gate, Puget Sound and Salt Lake City hold regular quarterly meetings to discuss, build consensus and resolve local Federal fleet issues.

By the time this issue of our Vehicle Views Newsletter is published, we will have added another LFFPCC in

Fairbanks, Alaska. During a joint meeting between GSA and the Anchorage LFFPCC that was held in Fairbanks, Alaska on April 24, 2003, Federal activities located in Fairbanks expressed a strong interest in establishing a LFFPCC in Fairbanks. As a follow-up to those discussions, our seventh (7th) LFFPCC was established in Fairbanks on August 27, 2003.

The addition of this chapter is another example of our continuing

effort to build stronger partnerships, add valuable and real world experiences to the processes of making Federal fleet policy decisions both in the present and the future. Our FedFleet partner's input is one of our most valuable information gathering processes, that goes into developing more user-friendlier Federal fleet vehicle policies. ■

## DOE Awards \$75 M for Advanced Hydrogen Fuel Cell R&D

### Supports President's FreedomCAR and Hydrogen Fuel Initiatives

**WASHINGTON, DC** - Secretary of Energy Spencer Abraham today announced the selection of 13 firms and educational institutions in twelve states to receive \$75 million in cost-shared awards to fund new research in advanced fuel cell technology for vehicles, buildings and other applications.

Combined with recent awards to an additional 11 firms and universities in eight states for \$21 million in hydrogen storage, production, and sensor technologies, the Department of Energy (DOE) has awarded a total of \$96 million in new awards in support of the President's FreedomCAR and Hydrogen Fuel Initiatives. Several additional solicitations are in process or planned that address other key hydrogen technologies.

"In his 2003 State of the Union Address, President Bush launched his Hydrogen Fuel Initiative by proposing \$1.2 billion over five years in research funding to enable America to lead the world in developing clean, hydrogen-powered automobiles that would free us from our dependence on foreign petroleum," Secretary Abraham said. "The projects selected today will enable us to move forward to carry out the President's vision of a clean and efficient energy future."

These projects are integral to DOE's commitment to research, develop, and

validate hydrogen storage and fuel cell technologies. Hydrogen technology will play a major role in enabling our nation to:

- Dramatically reduce dependence on foreign oil.
- Promote the use of diverse, domestic, and sustainable energy resources.
- Reduce carbon emissions from energy production and consumption.
- Increase the reliability and efficiency of electricity generation.

The projects will enhance the nation's ability to achieve the FreedomCAR goal of producing vehicles that are more efficient and cleaner than today's vehicles. In particular, the projects on Hydrogen Storage technologies support DOE's priority to develop methods to safely store hydrogen to enable at least a 300 mile vehicle range - a critical requirement for successful vehicle commercialization.

Fuel cell research will primarily focus on overcoming technical barriers to commercialization, including durability, high costs, heat utilization, and catalyst development. Hydrogen technology research will focus on overcoming the technical barriers of storage capacity and cost, along with improving life cycle cost and energy efficiency, improving methods of hydrogen production, and sensors for detecting hydrogen.

DOE will negotiate cost-shared agreements with the 24 firms and educational institutions for a total of approximately \$136 million (\$96 million government and \$40 million applicant cost sharing).

Media Contact(s): Jill Vieth, 202/586-4940, Tom Welch, 202/586-5806. ■

## Retread Tire Buyers Guide

### TRIB's Newest Version Contains Listings Worldwide

A new updated version of Tire Retread Information Bureau's (TRIB) Retread Tire Buyers Guide is now available. The guide contains the names of retreaders throughout the U.S., Canada and many other countries. Each listing also includes the complete street address, telephone number and the type of tires retreaded by the dealer.

The TRIB Retread Tire Buyers Guide can be viewed on the TRIB web site, [www.retread.org](http://www.retread.org), or printed copies can be obtained by contacting the Tire Retread Information Bureau toll free from anywhere in North America at 888-473-8732, by e-mail: [info@retread.org](mailto:info@retread.org), or by writing to TRIB, 900 Weldon Grove, Pacific Grove, CA 93950 USA. ■

## U.S. Military Facilities Increasingly Fill Up With Biodiesel

### Alternative Fuel Helps Strengthen U.S. Energy Security, Protect the Environment

**JEFFERSON CITY, Mo.** – From the U.S. Marine Corps Base in Camp Lejeune, North Carolina to Everett Naval Station in the Puget Sound area of Washington, military installations across the country are choosing to use biodiesel blends in their diesel-powered vehicles. Biodiesel is a cleaner-burning fuel made from renewable fats or vegetable oils that can help increase U.S. energy security by reducing dependence on foreign sources of oil.

Biodiesel can be used as a pure fuel (B100) or can be blended at any level with petroleum diesel. It can be used in diesel engines with few or no modifications. The U.S. Army, Navy, Air Force and Marines all use B20, a mixture of 20 percent biodiesel and 80 percent diesel, at different bases and stations throughout the country. Of the four branches, the U.S. Marine Corps uses B20 at the most locations.

“We use biodiesel to help us meet our federal alternative fuel requirements, to reduce our petroleum fuel consumption to meet the Executive Order directing the government to do so, and on a third level it is just the right thing to do,” said Tim Campbell, Headquarters Marine Corps GME Program Manager. “We’ve had no reported

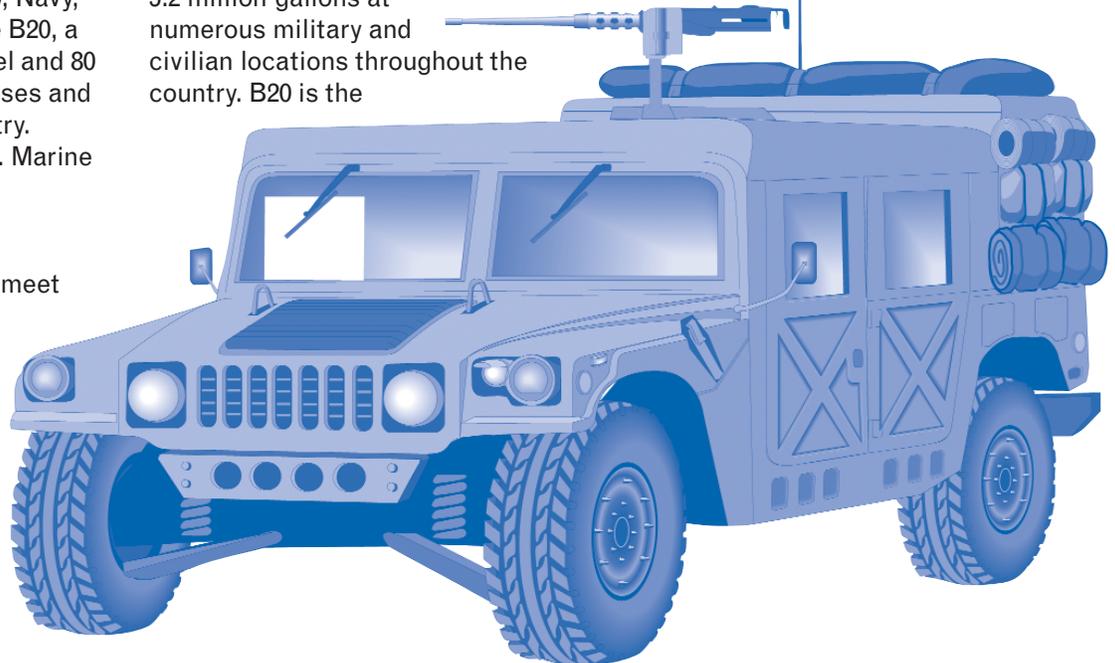
maintenance issues. I asked the bases to contact me with their experiences, negative or positive, with biodiesel. I received only positive feedback.”

Most of the military installations using biodiesel obtain it through the Defense Energy Support Center (DESC), which coordinates the federal government’s fuel purchases. “DESC is the largest single purchaser of biodiesel in this country,” said Pam Serino of DESC. “We’ve been procuring B20 for our administrative vehicles for three years. For the contract period 2003-2004 we have requirements totaling 5.2 million gallons at numerous military and civilian locations throughout the country. B20 is the

easiest way for the federal government to meet the requirements of the Energy Policy Act, and we have found B20 to perform equal to petroleum-based diesel fuel while reducing toxic chemical emissions that pollute our environment.”

Dozens of military installations use biodiesel nationwide, including:

- U.S. Marine Corps Base, Camp Lejeune, NC: Has used biodiesel for about a year in approximately 300 to 400 pieces of equipment -- buses, caterpillar tractors, bulldozers, motor graders, etc. They currently use about 147,800 gallons of B20 a year.
- U.S. Marine Corps Air Station, Yuma, AZ: Has used B20 since January 2002 and are currently using 7,600 gallons a month. They use biodiesel in all diesel-powered, government owned,





non-tactical commercial vehicles such as trucks and forklifts.

- **Scott Air Force Base, Illinois:** Located about 30 miles east of St. Louis, serves as headquarters for 12 Air Mobility Command (AMC) bases throughout the nation. Two AMC bases currently use B20: Scott AFB has used B20 since April 2001 and uses about 75,000 gallons annually. McChord AFB (Tacoma, Washington) has used approximately 33,000 gallons since October 2002.
- **Air Force Space Command, Peterson Air Force Base, Colorado Springs, CO:** Five Air Force Space Command bases use B20: Peterson (Colorado Springs, CO); Vandenberg (Lompoc, CA); FE Warren (Cheyenne, WY); Malmstrom (Great Falls, MT); Patrick (Cocoa Beach, FL). They have been using biodiesel since December 2001. "We have taken a leadership position in the Air Force in the alternative fuel arena, issuing some type of alternative product at all of our major units," said Mr. Chuck McGarvey, Air

Force Space Command's fuels manager. "We must be responsible stewards of our natural resources, leaving behind a clean environment for our children and a nation not dependent on foreign oil."

- **Everett Naval Station, Everett, Washington:** Located in the Puget Sound area, this station has used about 50 thousand gallons of B20 a year since 2001. The switch to biodiesel was virtually seamless, according to transportation director Gary Passmore. "Older equipment took a filter change, but newer equipment needed nothing," he said. "It went so smooth that no one really noticed."
- **Fort Leonard Wood Army Base, Missouri:** Began using biodiesel in March 2003. The base plans on using about 115,000 gallons of B20 annually.
- **U.S. Marine Corps Logistics Base, Albany, GA:** Has used biodiesel throughout the base for three years in about 375 non-tactical diesel vehicles including tractor

trailers, forklifts, three-ton trucks, graders, farm tractors and in emergency generators. The base used 50,000-60,000 gallons of biodiesel last year. "We love biodiesel and have experienced no problems whatsoever since switching to the fuel three years ago," said Mike Elliott, GME Fleet Manager. "We see biodiesel as a way to buy American and strengthen our national energy security by reducing U.S. dependence on foreign oil."

"The U.S. currently imports approximately 60 percent of its oil -- of that, 800,000 barrels of oil a day come from Iraq," added National Biodiesel Board (NBB) Executive Director Joe Jobe. "We're jeopardizing our own national security by being dependent on foreign sources of oil. That's why biodiesel and the military are such a natural fit. The military is proactively addressing energy security by using biodiesel and is setting a positive example for the rest of the nation."

**Continued on page 14**

## **BIODIESEL from page 13**

Biodiesel is the only alternative fuel to have completed the rigorous Health Effects testing required by

the Clean Air Act. Results show biodiesel poses less of a risk to human health than petroleum diesel. The Environmental Protection Agency (EPA) recently

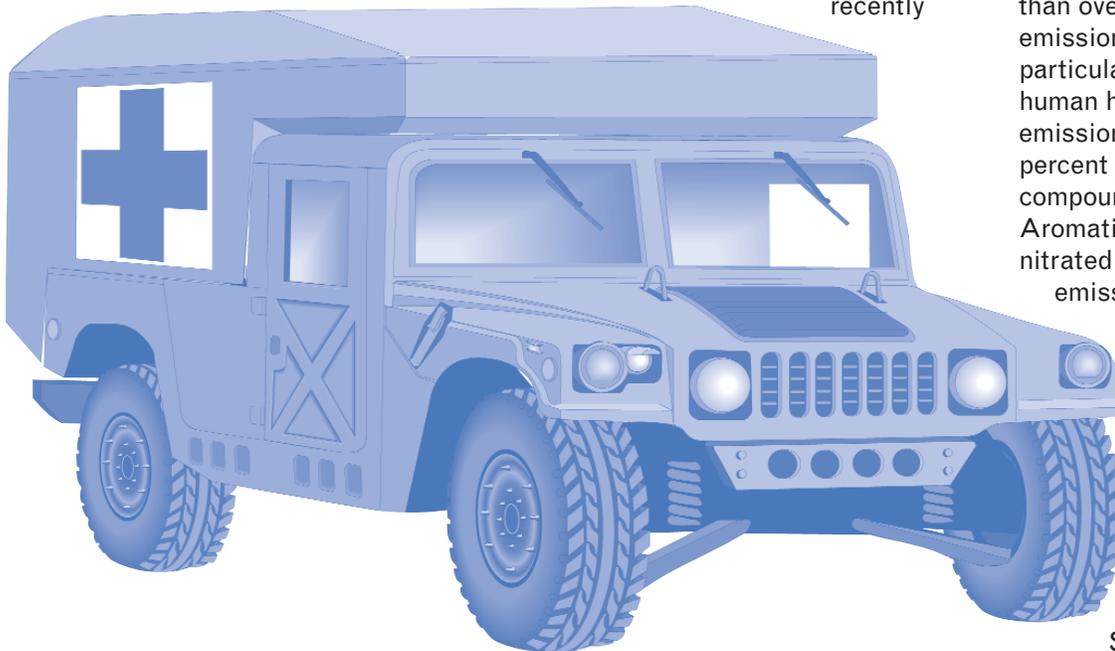
released a comprehensive technical report of biodiesel emissions data that shows the exhaust emissions of particulate matter from pure biodiesel are about 47 percent lower than overall particulate matter emissions from diesel. Breathing particulate has been shown to be a human health hazard. Biodiesel emissions also reduce by 80 to 90 percent potential cancer causing compounds called Polycyclic Aromatic Hydrocarbons (PAH) and nitrated PAH. Biodiesel also reduces emissions of total unburned hydrocarbons, a contributing factor to smog and ozone, by about 68 percent. Carbon monoxide is reduced by about 48 percent.

Biodiesel can be made from any fat or vegetable oil, such as soybean oil.

Soybean checkoff dollars, through the United Soybean Board and state soybean board checkoff programs, have played a significant role in developing the U.S. biodiesel industry. Biodiesel has similar horsepower, torque and BTU content compared to petroleum diesel. It offers excellent lubricity and higher cetane than diesel fuel. Biodiesel is registered with the EPA as a fuel and fuel additive. About 300 major fleets currently use biodiesel nationwide.

Readers can learn more about biodiesel by visiting <http://www.biodiesel.org>.

Contact: Jenna Higgins at 1-800-841-5849 ■



## **Mammoth Cave National Park**

Mammoth Cave National Park: 100 percent of the park's vehicle fleet operates on alternative fuels. Mini-vans, light truck, and sedans are bi-fuel vehicles that can operate on E-85 (85 percent ethanol/15 percent gasoline) or E-10 (10/90 mix), and tractors, mowers, and maintenance equipment run on bio-diesel. The park has 40 General Services Administration and 3 Department of Interior vehicles. Forever Resorts, Mammoth Cave's concessionaire, with help from the Kentucky Clean Fuels Coalition (KCFC), converted 6 tour buses to propane (LPG).

The Kentucky Corn Growers Association and KCFC helped Mammoth Cave obtain an ethanol convault fueling station, the first in the Department. KCFC assisted the park in installation of a propane refueling station at Mammoth Cave. The park has one E10 and one biodiesel dispensing station.

Contact: Jim Carroll at (270)-758-2180 ■

## Asleep at the Wheel?

### A Wake-Up Call for Drowsy Drivers

It's a common complaint in the modern world; most of us, overextended at trying to "do it all" and "have it all," are operating on less than the optimal amount of sleep. With full-time work, domestic duties, a few minutes of exercise, and picking up the kids from school, there just aren't enough hours in the day.

And to make matters worse, more productive hours are being "robbed" from us because of the congestion on many of our nation's roadways that are utilized well beyond their capacity. Employees are sitting in long lines of traffic and experiencing significant travel delays as they commute to work or drive for work. Many commuters must factor in a "buffer index" to allow extra time for the unexpected delays. With the sluggish economy, many organizations have tightened their travel budgets requiring employees to cutback on air travel and drive to out-of-town meetings. And what is the result of all of this extra time on the road? Drowsy drivers!

After a long day at work, sitting in traffic just seems to make you even more tired than you already were. According to the National Sleep Foundation, 51 percent of adults have driven while drowsy and 17 percent

say they have fallen asleep behind the wheel.

Sleep is a critical factor in highway safety. As Americans become more sleep-deprived, the number of crashes on our roadways involving drowsy drivers is increasing. Fatigue contributes to more than 100,000 crashes each year. The result is often fatal for sleeping drivers and those in the vehicle they hit.

So where do we get the precious extra hours we need to accommodate our busy schedules? That's right—from the night—time that should be reserved for seven to eight hours of sleep. Our nightly appointment for sleep should be at least as binding as the commitments we make to everything and everyone else in life. Sleep is a biological requirement we all need.

Most people who drive when drowsy are not aware of it. If you're tired, and are in danger of falling asleep, you cannot predict when a "mini" sleep may occur and in 3.7 seconds, a car going 55 miles per hour can travel the length of a football field. There really is no time for a "mini" snooze. On the "roads more traveled" being an attentive driver and looking out for the driver who isn't is increasingly important.

Fatigue slows your reaction time, decreases awareness, impairs judgment (just as alcohol or drugs) and can lead to falling asleep at the wheel. Taking over-the-counter or prescription medications or drinking alcohol, on top of being fatigued, will seriously compound an already dangerous situation.

The answer is simple: do not hit the highway until you hit the hay for the right amount of time, every night. Fatigue is cumulative; cutting an hour of sleep here and there can add up to exhaustion sooner than you think, and the only prescription is getting regular good sleep.

The Network of Employers for Traffic Safety (NETS) recently developed *Asleep at the Wheel? A Wake-Up Call for Employers*, a CD-ROM packed with awareness materials and information to help all employees to be more alert behind the wheel whether they drive for work or to and from work.

Founded in 1989, NETS is an employer-led public/private partnership dedicated to improving the safety and health of employees, their family members and members of the communities in which they work and live, by reducing the number of traffic crashes that occur on and off the job. To accomplish this, NETS provides employers of all sizes with effective programs, policies, best practices and employer-led activities related to traffic safety. ■

# GSA plays it safe!



## NHTSA Announces “Ease of Use” Child Safety Seat Ratings

**T**he U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) announced its initial set of ratings for child safety seats based on their ease of use.

The first-ever results were released at a news conference on June 11, 2003, in Washington involving NHTSA, Consumers Union, and the Insurance Institute for Highway Safety.

Under NHTSA’s new rating system, child safety seats – including booster seats – are given an overall ease-of-use rating at the “A,” “B,” or “C” level. Such letter grades are

also used to rate seats in each of five categories:

- Whether the seat is pre-assembled or requires assembly after purchase.
- Clarity of labeling attached to the seat.
- Clarity of written instructions on the seat’s proper use.
- Ease of securing a child in the seat.
- Whether the seat has features that make it easier to install in a vehicle.

“The new rating system is not only helpful to consumers, but also provides a strong market incentive to child seat manufacturers to make further improvements to their

products,” said NHTSA Administrator Jeffrey W. Runge, M.D. “Overall, the ratings are positive, but there is room for improvement. Ultimately, we hope all seats will achieve an “A” rating.”

To date, 68 seats have been rated by NHTSA, representing about 95 percent of the seats available to consumers. Convertible seats were rated in both the rear-facing and forward-facing mode and combination seats were rated in both the forward-facing and booster modes. Thirty-nine overall “A” ratings were given and 68 overall “B” ratings were given. While no seat received an overall “C” rating, several received a “C” rating in one or more individual rating categories.

The new child safety seat ease-of-use rating system is in response to



the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act of 2000.

Also at the news conference, the three organizations said that the new child safety seat system known as “Lower Attachments and Tethers for Children” (LATCH) is making child safety seats easier to use, but there are some implementation issues that still need to be addressed. NHTSA, Consumers Union and the Insurance Institute for Highway Safety all indicated that this system has made child safety seats easier to use. However, all expressed concern that some new LATCH seats can be difficult to install in certain vehicle models.

“With literally thousands of combinations of vehicles and seats, it is understandable that some compatibility issues would arise, particularly during the early years of the LATCH system phase-in,” said Dr. Runge, noting that NHTSA plans to meet soon with manufacturers to help identify and resolve any remaining compatibility issues.

Consumers can access a list of current child safety seat ratings at <http://www.nhtsa.dot.gov/CPS/CSSRating>. The ratings can be obtained by calling the

NHTSA Office of Communications and Consumer Information (202-366-9550) or by phoning NHTSA’s toll free Auto Safety Hotline (888-327-4236). They can also be obtained by writing to NHTSA Media Relations, Room 5236, 400 Seventh Street, S.W., Washington, DC 20590. ■

A vertical advertisement with a black background. At the top, the text "She'll do what you do." is written in a large, white, sans-serif font. Below this, the phrase "Buckle up." is written in a similar font. In the center, there is a logo for "BUCKLE UP AMERICA" featuring a stylized illustration of a family (two adults and a child) in a car. Below the logo, the text "There's Not No Child in Love" is visible. To the right of the logo is the NHTSA logo and the text "U.S. Department of Transportation". At the bottom of the advertisement is a black and white photograph of a young child's face, looking directly at the camera with a neutral expression.

## Every Driver is Distracted Some of the Time, Study Shows

Provided by The AAA Foundation for Traffic Safety

All drivers -- yes, every one of them -- engage in some kind of distracting activity while they are driving, according to research funded by the AAA Foundation for Traffic Safety and performed by the University of North Carolina Highway Safety Research Center. And while cell phones are the distraction people love to hate, other distractions were far more prevalent and could be more hazardous.

In the first such study of its kind, researchers used in-car video cameras to see how drivers behaved when they were behind the wheel of their own cars. The tapes showed that distraction is an everyday occurrence: Over three hours of driving, all of the drivers were distracted at some point, 90% by something outside the car and 100% by something inside the vehicle.

"We found that people do adjust their behavior to a certain extent," says Peter Kissinger, President of the AAA Foundation for Traffic Safety. "They have a tendency to do

potentially distracting things while their car is stopped." Overall, vehicles were stopped an average of 15.3% of the time they were in use, yet 70% of reading and writing, 34% of grooming, and 25% of cell phone use occurred while the vehicle was not moving.

"Around a quarter of all traffic crashes are caused by distractions, which annually account for 1.2 million incidents," Kissinger says. "People often underestimate the seriousness of distractions because not every distraction leads to a crash. But if

you are distracted just when someone pulls out in front of you, your lack of attention can be catastrophic."

Research performed by the AAA Foundation for Traffic Safety can be found at: <http://www.aaafoundation.org/resources/index.cfm?button=research>. The AAA Foundation for Traffic Safety is an independent, publicly funded, 501 (c)(3) charitable research and educational organization that was established in 1947 by the American Automobile Association. The AAA Foundation's mission is to prevent traffic deaths and injuries by conducting research into their causes and by educating the public about strategies to prevent crashes.

Contact person: Stephanie Faul, or Fairley Washington at (202) 638-5944 ■

The following chart shows the percentage of drivers who engaged in the most common distracting activities while driving:

	% of Subjects	% of Total Time
Reaching, leaning, etc.	97.1	3.8
Manipulating music/audio controls	91.4	1.4
Eating, drinking, etc.	71.4	4.6
Conversing	77.1	15.3
Grooming	45.7	0.3
Passenger	44.4	0.9
Reading or writing	40.0	0.7
Using cell phone	30.0	1.3
Smoking	7.1	1.6

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# VehicleViews

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**T**he 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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