

# Vehicle Views

<http://www.gsa.gov/vehiclepolicy>

## In This Issue

**FedFleet 2007:  
It's Happening in Orlando!** ..... 1

**Orlando Attractions** ..... 3

**National Sleep Foundation  
Statement on Sleeping Pills,  
Impaired Driving, and Unusual  
Sleep-Related Behavior**..... 4

**Aggressive Driving** ..... 5

**Roadway Work Zone Safety** ..... 6

**Driving at Night** ..... 7

**Dear GSA Fleet Customer,** ..... 8

**Now That's Progress:  
Understanding Biodiesel and  
Warranties in New Diesel  
Technology** ..... 10

**Retread Tires: They Look Round  
and Black, But They Are Really  
Very... GREEN!** ..... 11

**Strengthening America's Energy  
Security and Improving the  
Environment** ..... 12

**The MTV Update** ..... 14



## FedFleet 2007: It's Happening in Orlando!

The 7th National Motor Vehicle and Aviation Exposition and Workshops, FedFleet 2007, will take place on July 24-26, 2007 at the Rosen Shingle Creek in beautiful Orlando, FL. Rosen Shingle Creek opened in September 2006. Situated near the intersection of the Beeline Expressway and International Drive, Rosen Shingle Creek boasts its own pro golf course. The facility itself is a large 1700 room hotel with conference facilities all under one roof. Those attending FedFleet 2007 will appreciate all of the conveniences that this property offers – particularly the onsite conference facilities.

Since 1998 when the first FedFleet was held in Scottsdale, Arizona, FedFleet has expanded and grown into what is truly a one-stop-shop. In 2004, the Fedfleet Workshops and IMEAC conferences were merged into one annual fleet training event. In 2005, The Federal Vehicle Standards Conference was rolled under the FedFleet umbrella. FedFleet was further expanded in 2006 when it incorporated Aviation workshops and training.

FedFleet 2007 is co-sponsored by the GSA Office of Governmentwide Policy, GSA Fleet, the Federal Fleet Policy Council (FedFleet), and the Interagency Committee for Aviation

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# VehicleViews

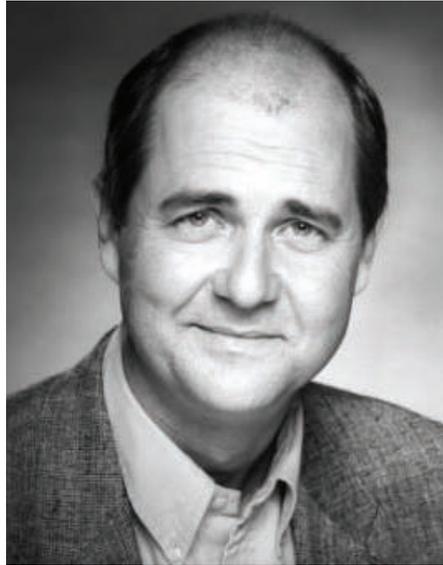
**FEDFLEET 2007 from page 1**

Policy (ICAP).

Here are just some of the workshop topics at FedFleet 2007:

- Ethics
- Acquisition
- FAST
- Alternative Fuels
- Fleet Regulations
- Rightsizing Your Fleet
- Benchmarking
- Vehicle Registration
- Federal Vehicle Standards

An optional one-day "Basic Fleet Management" class will be conducted prior to the conference on Sunday, July 22, 2007. This special all-day session provides a detailed summary of basic requirements, rules and best practices of what it takes to be a competent Fleet Manager and an overview of the vehicle life cycle. This session is free with your registration fee, but participants need to pre-register for this session



**Mr. David DeBoy**

during the registration process.

ICAP Aircraft Safety Officers Training (ASO) will be offered at FedFleet 2007.

To encourage Federal aviation safety officers to improve their skills and knowledge, GSA and ICAP are sponsoring the Federal Aviation

Safety Officers Program. Under this program, the ICAP will issue a certificate of training to any aviation safety officer who can meet the program's training requirements.

FedFleet is already known for its priceless networking opportunities and top-notch exhibit hall. FedFleet 2007 will be no exception!

Keynote speakers include Jon Cowart of NASA. Mr. Cowart works with the Space Shuttle Program. David DeBoy will return as emcee and also present a professional development course on giving presentations. The Fleet and Aviation awards will be presented during FedFleet 2007. Free space is provided for agency meetings on Monday, July 23 and the evening of Wednesday, July 25.

As you can see, FedFleet 2007 is a great bargain for your training dollar. Register today!

To learn more about all that FedFleet 2007 has to offer, and to register, visit the FedFleet 2007 web site at [www.fedfleet.org](http://www.fedfleet.org) or call 1-800-315-4333. ■



# Vehicle Views

## A Few of the Many Orlando Attractions

*Photos courtesy of the Orlando/Orange Convention & Visitors Bureau*



### **Hard Rock Live**

*Hard Rock Live Orlando is a 3,000-person concert venue located at Universal CityWalk. Performances range from national acts to emerging artists.*



### **SeaWorld Orlando - Journey to Atlantis**

*Adventurers drop 60 feet (80 meters), nearly straight down, as this water coaster rise hurls them into the dark and mysterious depths of Atlantis. With more than 116,000 gallons of water, Journey to Atlantis leads guests through the twisting turns and two drops. The ride spans an area the size of six acres (two hectares) and towers taller than a 10-story building.*



### **Cirque du Soleil - La Nouba**

*Nearly 5 million spectators have watched "La Nouba's" cast perform daring feats and physical acrobatics. Located at Downtown Disney.*

## National Sleep Foundation Statement on Sleeping Pills, Impaired Driving, and Unusual Sleep-Related Behavior

*Provided by the National Sleep Foundation*

Since a report in The New York Times on March 8, 2006 regarding impaired drivers who have been found to have the prescription sleeping pill Ambien in tested blood samples, there have been a series of media reports on this and another story that described a combination of sleepwalking and eating in a pattern in which the person has no awareness or recollection of these actions. These reports have raised concern about the association of sleeping pill use and impaired driving, "sleep-eating," and other unusual behaviors.

To address these concerns, a task force of the National Sleep Foundation (NSF) reviewed these reports, assessed them in terms of available scientific information, and presented recommendations to the Board of Directors, which has issued the following:

### Impaired Driving

- In most cases, impaired driving occurs as a result of an individual consciously deciding to drive despite previously engaging in a behavior which may impair driving (e.g., alcohol consumption, obtaining insufficient sleep, taking sedating medication)
- Reduced alertness while driving, a major contributor to reduced driver attention, is to be avoided when a person intends to drive.
- Two common causes of reduced alertness when driving are alcohol consumption and sleep deprivation. Therefore, people

should not drive if they have consumed excessive alcohol, nor should they drive if they have not obtained adequate sleep during recent nights. Alcohol consumption by an already sleep deprived person puts that individual at particular risk.

- Sleeping pills, some anti-anxiety medications, antidepressants, antihistamines, and many other drugs reduce alertness. For that reason patients should understand the effects of these medications, and the duration of these effects, and avoid driving while impaired.

### Unusual Behaviors During Sleep

- Sleepwalking, eating at night without knowledge or recollection, and other unusual behaviors during apparent sleep, are known to occur among the general population, and can be dangerous.
- When purposeful behavior occurs during sleep, or more accurately during a state somewhere between normal alert wakefulness and sleep, it is referred to as a "dissociated" state. This means that behaviors, thoughts, feelings, and awareness of the environment, which are typically characteristic of being awake, are dissociated from wakefulness and occur during sleep or during incomplete arousal from sleep. A mixture of sleep and waking behaviors appear to be occurring in these instances.

- Such dissociated states are more likely to occur when sleep is "deeper", that is, more difficult from which to awaken fully, at least in some people. Sleep deprivation, for example, subsequently results in deeper sleep and appears to make sleepwalking more likely to occur in some people (particularly children).
- Sedative drugs appear to have a similar effect on a few people. That is, sedatives deepen sleep, make awakening more difficult, and in rare cases, dissociated behavior may occur. Alcohol is a drug which has been involved in many instances of strange behavior during sleep without recollection. Sleeping pills have also been taken by people who exhibit dissociated behaviors. Often affected individuals have taken excessive amounts of a sleeping pill, have combined more than one sedative medication, or have alcohol and sedative medication in their system at the same time. The amount of sedative drug taken, whether one, two or several drugs, is an important factor in promoting dissociated behavior.
- Most medications taken to promote sleep have the potential to impair memory for events occurring when the drug is in the body, although memory problems with sleeping pills are reported infrequently. In some cases, unusual behavior attributed to

*Continued on page 5*

# VehicleViews

## *SLEEP from page 4*

"sleepwalking" when taking a medication, may actually be explained by the failure of a person to remember what they did even though they were actually awake at the time.

The National Sleep Foundation recommends that when using sleeping pills, as with all medications, individuals follow the

instructions provided by their physician and presented in the package insert for that medication. It is important that the patient tell their doctor about any other drugs they are using, including non-prescription medicines and alcohol. If a serious side effect occurs they should immediately report the event to their physician and inquire about stopping the medication. Importantly, NSF encourages those with insomnia and other sleep disorders to decide about

appropriate treatment after consulting with their physician or a sleep medicine specialist.

For more information about avoidance of impaired driving due to sleepiness, go to <http://www.drowsydriving.org/>

For more information about insomnia and its treatments, go to <http://www.nhlbi.nih.gov/health/public/sleep/insomnia.pdf>. ■



## Aggressive Driving

*Provided by the National Road Safety Foundation, Inc.*

**A**ggressive driving behaviors are linked to half of all car crashes. It is the driver's legal responsibility to do everything to avoid being in a crash.

### **High-Risk Behaviors - Moving Violations that Threaten the Safety of Others.**

These include: speeding, running red lights and stop signs, tailgating, frequent and unsafe lane changes and angry or threatening behavior towards other motorists.

Aggressive drivers have low regard for others, and use their cars to express their anger and frustration.

### **How to Handle them:**

- Steer clear of aggressive drivers.
- Don't look at or challenge aggressive drivers.

- Let them pass you and, if necessary, phone 911 to report them to the police.

### **How Not to Become Aggressive:**

- Monitor your own state of mind to make sure you aren't a danger to others.
- Allow enough time to reach your destination without speeding. Keep food in the car. Monitor your emotions; don't drive if you're upset.

### **Don't Trigger Aggression:**

Actions that trigger aggression involve a failure to follow basic traffic laws, such as:

- Failing to turn when a right on red is permitted.
- Blocking traffic.
- Failing to stay in the right lane, except to pass.
- Running or rolling through RED lights and STOP signs.
- Passing on a double yellow line.
- Failure to signal lane changes.
- Failure to check traffic before changing lanes.
- Inappropriate speed
- Distracted driving and inadequate attention to conditions.
- Passing on the shoulder during dense traffic.



## Roadway Work Zone Safety

*Provided by the National Safety Council*

In 2003 there were 1,028 people killed and 40,637 people injured in work zone crashes. Compared to 2002, work zone fatalities and injuries decreased 13% and 22%, respectively. Of the 1,028 people killed in work zones, 862 were in construction zones, 79 were in maintenance zones, 21 were in utility zones, and 66 were in an unknown type of work zone.

We all are responsible for driving, walking, and biking, safely through work zones. The engineers and planners have the responsibility to make sure the work zone is designed and operating properly -- with safety in mind. Drivers and pedestrians have the responsibility to always be alert and obey the traffic laws. The police and the courts have the responsibility to make sure that the traffic and work

zone laws are enforced. Public safety agencies have the responsibility of responding to and securing crash locations and enforcing traffic laws. Local communities and county and state governments need to allocate funding for safe roads and increase public awareness about work zone safety. Everyone should take responsibility for work zone safety.

### Tips for driving safely in work zones

- Expect the unexpected -- Normal speed limits may be reduced, traffic lanes may be changed, and people may be working on or near the road.
- Slow down -- Speeding is one of

the major causes of work zone crashes.

- Don't tailgate -- Keep a safe distance between you and the car ahead of you. The most common crash in a highway work zone is the rear end collision.
- Keep your distance -- Keep a safe distance between your vehicle and the construction workers and their equipment.
- Pay attention to the signs -- The warning signs are there to help you and other drivers move safely through the work zone. Observe the posted signs until you see the one that says you've left the work zone.
- Obey road crew flaggers -- The flagger knows what is best for moving traffic safely in the work zone. A flagger has the same authority as a regulatory sign, so you can be cited for disobeying his or her directions.
- Stay alert and minimize distractions -- Dedicate your full attention to the roadway and avoid changing radio stations or using cell phones while driving.
- Keep up with the traffic flow -- Motorists can help maintain traffic flow and posted speeds by merging as soon as possible. Don't drive right up to the lane closure and then try to barge in.
- Expect delays -- Schedule enough time to drive safely and check radio, tv and web sites for traffic information.
- Be patient and stay calm -- The work zone crew members are working to improve the road and make your future drive better.

This information is in cooperation with the Federal Highway Administration, and American Road & Transportation Builders Association. ■



## Driving at Night

*Provided by the National Safety Council*

**T**raffic death rates are three times greater at night than during the day, according to the National Safety Council. Yet many of us are unaware of night driving's special hazards or don't know effective ways to deal with them.

Driving at night is more of a challenge than many people think. It's also more dangerous.

Why is night driving so dangerous? One obvious answer is darkness. Ninety percent of a driver's reaction depends on vision, and vision is severely limited at night. Depth perception, color recognition, and peripheral vision are compromised after sundown.

Older drivers have even greater difficulties seeing at night. A 50-year-old driver may need twice as much light to see as well as a 30-year old.

Another factor adding danger to night driving is fatigue. Drowsiness makes driving more difficult by dulling concentration and slowing reaction time.

Alcohol is a leading factor in fatal traffic crashes, playing a part in about half of all motor vehicle-related deaths. That makes weekend nights more dangerous. More fatal crashes take place on weekend nights than at any other time in the week.

Fortunately, you can take several effective measures to minimize these after-dark dangers by preparing your car and following special guidelines while you drive.

The National Safety Council recommends the following:

- Prepare your car for night driving. Clean headlights, taillights, signal lights and windows (inside and out) once a week, more often if necessary.

- Have your headlights properly aimed. Misaimed headlights blind other drivers and reduce your ability to see the road.
- Don't drink and drive. Not only does alcohol severely impair your driving ability, it also acts as a depressant. Just one drink can induce fatigue.
- Avoid smoking when you drive. Smoke's nicotine and carbon monoxide hamper night vision.
- If there is any doubt, turn your headlights on. Lights will not help you see better in early twilight, but they'll make it easier for other drivers to see you. Being seen is as important as seeing.
- Reduce your speed and increase your following distances. It is more difficult to judge other vehicle's speeds and distances at night.
- Don't overdrive your headlights. You should be able to stop inside the illuminated area. If you're not, you are creating a blind crash area in front of your vehicle.
- When following another vehicle, keep your headlights on low beams so you don't blind the driver ahead of you.
- If an oncoming vehicle doesn't lower beams from high to low, avoid glare by watching the right edge of the road and using it as a steering guide.
- Make frequent stops for light snacks and exercise. If you're too tired to drive, stop and get some rest.
- If you have car trouble, pull off the road as far as possible. Warn approaching traffic at once by setting up reflecting triangles near your vehicle and 300 feet behind it. Turn on flashers and the dome light. Stay off the roadway and get passengers away from the area.

Observe night driving safety as soon as the sun goes down. Twilight is one of the most difficult times to drive, because your eyes are constantly changing to adapt to the growing darkness. ■

# Acquisitions



GSA Federal Acquisition Service

FEB 22 2007

Dear GSA Fleet Customer,

2007 is bringing significant changes to diesel engines. Model year 2007 diesel engines will be equipped with advanced emissions control devices that require ultra low sulfur diesel (ULSD). There are primarily two types of low sulfur diesel now available at the pumps, low sulfur diesel, labeled as LSD or S500 (500 parts per million), and ultra low sulfur diesel, labeled as ULSD or S15 (15 parts per million).

General Services Administration (GSA), in preparation for the new 2007 emissions compliant diesel vehicles, has contacted the manufacturers regarding alternative fuel usage in their vehicles. Their responses are summarized below. The full text of their responses can be found on our website at <http://www.gsa.gov/biodiesel>.

The following is guidance provided to our GSA Fleet customers based on information received from the manufacturers:

1. 2007 emission compliant vehicles should only operate on ULSD (S15). Even as little as one tank of incorrect fuel can cause damage to the engine, fuel system, and/or catalytic converter.
2. 2006 and prior vehicles can operate on ULSD (S15) or LSD (S500).
3. Fuel additives are not recommended by the manufacturers for 2007 emission compliant vehicles.
4. Vehicle manufacturers do not support the use of JP8 in 2007 emission compliant vehicles.
5. Most OEMs support B5 and lower blends, provided they are made with biodiesel meeting ASTM D 6751, the existing ASTM standard for pure biodiesel (B100). A few engine companies have indicated that the use of blends up to B20 will not void their parts and workmanship warranties.

*Continued on page 9*

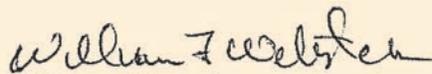
# VehicleViews

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GSA Fleet supports your efforts to meet government mandates through the use of alternative fuels such as B20. However, the manufacturers may not honor warranty repairs that are linked to problems caused by the use of JP8, fuel additives, or fuels containing greater than 5% BioDiesel. If you opt to utilize these fuels and the vendor refuses to honor the vehicle warranty, GSA Fleet will contact the manufacturer and attempt to obtain warranty coverage. If they will not pay, we have no choice but to bill your agency for the cost of those repairs. We hope that this is not necessary and support your efforts to reduce our reliance on foreign oil. If you choose to use BioDiesel in any blend, we suggest you use fuel companies certified under the voluntary BQ9000 quality program.

We appreciate your business, and thank you for choosing GSA Fleet. If you have any questions regarding this issue, please call Randy Glenn at 703 605-2948.

Sincerely,

  
William Webster  
Director, GSA Fleet

**U.S. General Services Administration**  
2200 Crystal Drive  
Arlington, VA 20406-0003  
[www.gsa.gov](http://www.gsa.gov)

## Now That's Progress: Understanding Biodiesel and Warranties in New Diesel Technology

By Leland Tong

The new clean diesel technology and Ultra Low Sulfur Diesel (ULSD) are signs of progress in our transportation industry. Model year 2007 diesel engines will be equipped with advanced emissions control devices that require the use of ULSD. They drastically cut pollution, which is better for the environment, better for the health of drivers and the public in general. As author Harry Millner said: "All progress occurs because people dare to be different."

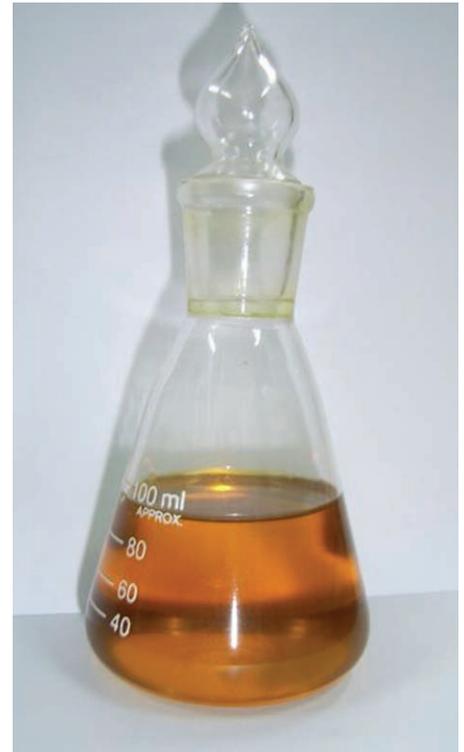
However, no one said progress would come without a few challenges. Fleet managers are now tackling the challenge of implementing ULSD and the new diesel technology, and have many questions. These include questions about using biodiesel with ULSD and the new technology.

Lubricity of ULSD, reliability of the new Particulate Matter (PM) traps, and impact on fuel economy have all been raised as issues and concerns. You can expect some bumps in the road these first few years as the U.S. implements ULSD and the after-treatment technologies that will make S15 diesel fuels the clean, high-efficiency transportation fuels of choice. Biodiesel will be an important part of all future diesel fuel, and the use of biodiesel blends may actually help eliminate many of the lubricity and maintenance needs with ULSD and the new particulate traps.

GSA recently issued a letter to fleet customers saying that it had contacted the manufacturers regarding alternative fuel use in their new vehicles, including biodiesel. This notification from GSA to fleet customers reiterates what existing warranty positions have been for B20, a blend of 20 percent biodiesel and 80 percent diesel. That position is that all major Original Equipment Manufacturers (OEMs) support up to five percent biodiesel. However, it is important to clarify that no major OEM says that using B20 will necessarily void the engine warranty. This is still true for the new 2007 engines.

Still, if biodiesel or any other fuel causes engine damage that would not be covered under warranty. This is also something that will not change with 2007 technology. An example of how this might happen is if a fleet used off-spec biodiesel.

The National Biodiesel Board (NBB) continues to work with the OEMs to secure the final B20 blended fuel specifications and other data that some say they need before fully supporting B20. This includes specific work on B20's impact on ULSD and on the new PM traps being implemented this year, as well as NOx technology to be implemented in 2010. The information gathered so far indicates that use of B20 in PM traps actually allows them to be more effective in reducing particulate matter than S15



petrodiesel. In addition, B20 lowers the regeneration temperature needed for soot burn-off, which may reduce the amount of unburned fuel needed for PM trap regeneration. This could result in a possible fuel economy increase with B20 compared to petrodiesel. More research is needed with B20 in these new technologies, but data so far are encouraging.

The NBB will continue to work with all OEMs on ensuring existing and future diesel technology compatibility. That testing is funded partly by America's soybean farmers, through a program called the soybean checkoff. Not only do farmers put food on our table, they put fuel in our tank. And they do this in a way that sustains both the need for food and fuel, which are totally compatible.

In the same letter to fleet customers, GSA recommends fleets use only ASTM D 6751 grade biodiesel for making biodiesel blends, and that

*Continued on page 11*

## **BIODIESEL** from page 10

customers buy from biodiesel suppliers certified under the BQ-9000 voluntary quality control program. This is excellent advice, and something NBB firmly supports. Quality is critical in ensuring trouble-free use.

Participation in the BQ-9000 program has grown significantly. During the National Biodiesel Conference & Expo in San Antonio last February, the National Biodiesel Accreditation Commission announced that six more companies had achieved BQ-9000 accredited status. All of the accredited biodiesel producers together (17 at the time) account for more than 40 percent of the biodiesel production capacity in the U.S. To see a list of accredited producers and certified marketers, visit [www.BQ-9000.org](http://www.BQ-9000.org). NBB has also developed an online Fuel Quality Enforcement Guide ([www.biodiesel.org](http://www.biodiesel.org)) that provides guidance on actions for anyone who has concerns about the quality of their biodiesel fuel.

The great progress that's been made in the biodiesel industry will help it continue to grow and thrive. A growing industry will benefit all Americans – in the form of new jobs, clean air, and decreased dependence on foreign oil. That's real progress that gets us moving in the right direction.

Leland Tong is chairman of the National Biodiesel Accreditation Commission. He also spearheads federal fleet outreach for the National Biodiesel Board. ■

## **Retread Tires**

**They Look Round and Black  
But They Are Really Very...**

# **GREEN!**

All government fleet managers want to be as environmentally friendly as possible when it comes to purchasing various components for their vehicles. There is no better way to carry out that mandate than to use retreaded tires.

Retreaded tires have one of the highest post consumer contents of any recycled product, and refreshingly, unlike with most other recycled products, retreaded tires nearly always cost LESS than comparable new tires.

The retread industry can offer the exact same quality as higher priced new tires but at a far lower cost in most instances, while at the same time being very environmentally friendly. Thanks to new technology and improvements in rubber chemistry, retreaded tires will often actually deliver more miles than new tires, with a failure rate as low or even lower than new tires.

As a service to all government agencies on the federal, state and local levels, the Tire Retread Information Bureau (TRIB) will actively work with fleet managers to help set up a retread tire program for their fleets. Since many fleet managers may not have had any experience with retreads, the TRIB materials can be very valuable. In addition to our CDs, DVDs and printed materials, TRIB maintains a speakers bureau and will be happy to conduct tire maintenance, retread & tire repair workshops on-site anywhere in the continental United States for public sector fleets.

TRIB also offers retread plant tours, which is a great way for fleet managers to convince themselves and their staffs that retreads are a worthwhile alternative to new tires. For information on setting up tire workshops, plant tours in your area or to receive the TRIB materials, please contact the Tire Retread Information Bureau toll free at 888-473-8732, or send an email to: [info@retread.org](mailto:info@retread.org). You will be glad you did. ■

## Strengthening America's Energy Security and Improving the Environment

**"I came wondering whether or not cellulosic ethanol was one of these things down the road that may be happening, may not, could end up being science or science fiction. It's going to be science. It's working."**

President George W. Bush, 1/24/07

**President Bush Toured The DuPont Experimental Station In Wilmington, Delaware, And Discussed His Initiatives To Strengthen America's Energy Security And Improve The Environment.** Thanks to researchers like those at the DuPont Experimental Station, America is on the path to greater energy security. The DuPont Experimental Station was one of the first industrial research and development facilities in the United States. Researchers there are now working on ways to produce cellulosic ethanol from the stalk and leaves that are left in the field after farmers harvest their crop, and the President participated in a tour focusing on this research.

**President Bush Signed An Executive Order To Support Alternative Fuel Use And Help The Federal Government Reduce Oil Use.** The Order requires Federal Agencies to lead by example in advancing the Nation's energy security and environmental performance through effective environmental, energy, and transportation management.

**In The State Of The Union Address, President Bush Announced His "Twenty In Ten" Plan To Reduce U.S. Gasoline Usage By 20 Percent In The Next Ten Years.** President Bush called on Congress and all Americans to join him in pursuing the goal of reducing U.S. gasoline usage, which will help increase our Nation's energy security by reducing our dependence on oil. Achieving this goal will also help address climate change concerns by potentially stopping the projected growth of carbon dioxide emissions from cars, light trucks, and SUVs within 10 years.

### **America Will Reach The President's Twenty In Ten Goal By:**

1. Increasing The Supply Of Renewable And Alternative

Fuels By Setting A Mandatory Fuels Standard To Require 35 Billion Gallons Of Renewable And Alternative Fuels In 2017 – Nearly Five Times The 2012 Target Now In Law. In 2017, this will displace 15 percent of projected annual gasoline use.

- The President's FY 2008 Budget Will Request \$2.7 Billion For The Advanced Energy Initiative – An Increase Of 26 Percent Above The 2007 Request And 53 Percent Above 2006. President Bush has called for increased Federal investment in hydrogen fuel technology research, so we can move closer to the day when the vehicles we drive use no gasoline and produce no pollution. He has also called for increased investment in advanced batteries for hybrids and plug-in hybrids, bio-diesel fuels, and new methods of producing ethanol and other biofuels.
  - Under The New Farm Bill Proposal, Agriculture Secretary Mike Johanns Will Announce Significant Efforts At USDA To Advance Alternative And Renewable Fuels Research. The Administration's Farm Bill proposal will include more than \$1.6 billion of new funding over ten years for energy innovation, including bio-energy research, energy efficiency grants, and \$2 billion in loans for cellulosic ethanol plants.
2. Reforming And Modernizing Corporate Average Fuel Economy (CAFE) Standards For Cars And Extending The Current Light Truck Rule. In 2017, this will reduce projected annual gasoline use by up to 8.5 billion gallons, a further 5 percent reduction that, in combination with increasing the supply of renewable and alternative fuels, will bring the total reduction in projected annual gasoline use to 20 percent.

*Continued on page 13*

ENERGY from page 12

## **To Help Meet The President's Twenty In Ten Goal, The Federal Government Will Contribute To The National Effort To Reduce Oil Use And Improve Environmental And Energy Performance**

### **The Executive Order President Bush Signed Directs The Federal Government To:**

- **Reduce Oil Consumption In Fleet Vehicles.** The President has set the goal of reducing petroleum consumption in fleet vehicles by two percent annually through 2015. In addition, the President has directed Federal agencies to purchase plug-in hybrid vehicles when commercially available.
- **Increase Use Of Renewable And Alternative Fuels.** The President has directed Federal agencies to increase their alternative fuel consumption by at least 10 percent annually.
- **Use More New Renewable Power.** The Executive Order stipulates that at least 50 percent of agencies' current renewable energy purchase requirement must come from new renewable sources, such as wind, solar, biomass, landfill gas, or geothermal.
- **Reduce Greenhouse Gas Emissions.** The President has directed Federal agencies to improve energy efficiency and reduce greenhouse gas emissions by cutting back on energy intensity – how much energy is used per square foot of building space – by 3 percent annually or 30 percent by 2015. This new goal seeks to achieve in 10 years the same level of improvement Federal agencies

achieved in the last 20 years, and is 50 percent stronger than the goal called for in the Energy Policy Act of 2005.

- **Acquire Environmentally Sound Products.** The Executive Order requires increases in the purchase of environmentally sound products, including biobased and more efficient electronic products, and the development of high performance buildings that are healthier and consume less energy.

**Requiring The Federal Government To Invest In New Sources Of Energy Will Help Diversify America's Energy Supply.** The Federal government is the largest purchaser and user of energy in the world. The requirements of the Executive Order will help protect our environment and confront the serious challenge of global climate change.

## **Strengthening America's Energy Security**

### **The President's Plan To Strengthen America's Energy Security Also Includes:**

- **Stepping Up Domestic Oil Production In Environmentally Sensitive Ways.**
- **Doubling The Current Capacity Of The Strategic Petroleum Reserve (SPR) To 1.5 Billion Barrels By 2027.** Doubling the SPR alone will provide approximately 97 days of net oil import protection, enhancing America's ability to respond to potential oil disruptions.

### **More Information On The President's State Of The Union Proposal For Strengthening America's Energy Security Is Available At:**

<http://www.whitehouse.gov/stateoftheunion/2007/initiative/s/energy.html>. ■

# the **MTV** update

*This section is to advise you of the status of the projects the GSA , Vehicle Management Policy Program is working on for the Federal fleet community. For further information, please contact the identified points of contact.*

## **OGP Vehicle Registration Project**

Contact: Mike Moses at (202) 501-2507 or [mike.moses@gsa.gov](mailto:mike.moses@gsa.gov)

GSA's Office of Governmentwide Policy (OGP) has developed initial requirements and methodology for a central registration system for the 640,000 motor vehicles that are owned and leased by Federal agencies. The resulting system will provide a detailed inventory database of every Federal vehicle similar to that of State Departments of Motor Vehicles (DMVs).

The basic rationale for the development of this project are the need for Federal, State, and local law enforcement officials to readily identify Federal motor vehicles in the same ways that they identify non-Federal motor vehicles in support of law enforcement and terrorism scenarios. The resulting database will also provide registration support for the issuance of Federal license plates, allow input of vehicles into the International Justice and Public Safety Information Network (NLETS), and increase the accountability of vehicle operators through increased identification and reporting.

An additional benefit of this program will allow OGP access to detailed vehicle description and assignment information that will provide increased analysis possibilities of the Federal motor vehicle fleet, plus strategies for meeting the mandates of Executive Order 13423, Strengthening Federal Environmental, Energy, and Transportation Management that was issued on January 24, 2007.

OGP is developing a Working Group to assess how this proposed system will function and how it will be developed. If you would like to participate in this effort, please contact Mike Moses, Project Manager.

## **FY 2006 Federal Fleet Report Now Online**

Contact: Edward Lawler at (202) 501-3354 or [ed.lawler@gsa.gov](mailto:ed.lawler@gsa.gov)

The Federal Fleet Report for FY 2006 is available online at both <http://www.gsa.gov/vehiclepolicy> and at <https://fastweb.inel.gov/>.

## **Senior Fleet Managers' Meeting on February 22, 2007**

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### **Agenda Item 1: FedFleet Organizational Structure**

The reasons for considering changes to the FedFleet structure: to bring together the agency-level fleet executives; make the organization more inclusive and influential in the development of a fleet strategic plan; and, implement fleet policies that will enable the effective and efficient management of the government-wide fleet.

The current FedFleet membership is composed of agencies representing different types of fleets, whose representatives are expected to speak for their interests (although this is no longer the case to the extent that it once was). There are special subcommittees that deal with particular issues and projects. Under the proposed hierarchy, there would be a Motor Vehicle Executive Council (MVEC), composed of all the national agency fleet managers, along the lines of the Property Management Executive Committee (PMEC). The level of persons to be included in MVEC would be the senior fleet managers who have actual fleet management responsibility. FedFleet would report to the MVEC. Both would collaborate on establishing strategic objectives.

The consensus, as expressed informally by voice, was that this was the right direction.

### **Agenda Item 2: Executive Order 13423 Draft Instructions**

The Department of Energy's (DOE's) draft instructions for complying with EO 13423 were distributed and comments were solicited from the agency fleet managers. On February 23, 2007, John Hughes, the FedFleet Chair, submitted the comments to Edwin Pinero, Federal Environmental Executive for consideration. John advised that we support this initiative and look forward to working with the Office of the Federal Environmental Executive, the Council on Environmental Quality, and the Department of Energy to achieve the goals and objectives of this Executive Order.

*Continued on page 15*

*UPDATE from page 14*

**Agenda Item 3:  
Federal Vehicle Registration System**

The proposed Federal Vehicle Registration System was discussed, requirements for the project were disseminated to the group, and volunteers were requested to implement the first phase of this project governmentwide by October 1, 2007. ■

# VehicleViews

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**T**he Office of Governmentwide Policy, Vehicle Management Policy Program's mission is to ensure the effective and efficient use of the Federal Government's 640,000 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.

Please address your questions or comments concerning Vehicle Views to the editor: Jacquie C. Perry (202) 501-3347 or by e-mail to [Jacquie.Perry@gsa.gov](mailto:Jacquie.Perry@gsa.gov).

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