

Wheels & Wings

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www.gsa.gov/wheelsandwings



Washington, DC. In November 1983, he was accepted into the NAVFAC Professional Development Center Intern program at the Atlantic Division TEMC in Norfolk, VA, where he eventually became a Transportation Specialist and worked for the next eight years performing assistance visits at various facilities in the United States, Central America, the Caribbean, Iceland, Argentina, western Europe and the Mediterranean. While in Norfolk, Barry participated in a number of transportation-related special studies and IG inspections, and was an instructor in the TEMC-sponsored Transportation Management Training program in Pensacola, FL. While continuing to work full-time, Barry earned an MBA in Management from Golden Gate University in March of 1991.

From August 1991 to June 2000, Barry was the Public Works Transportation Director at Naval Weapons Station Earle in Colts Neck, NJ, where his division was primarily responsible for

Barry K. Shpil Chair, Federal Fleet Policy Council (FedFleet)

Barry was born and raised in Richmond, Virginia. At the age of 14, he began working for his grandfather pumping gas, changing oil, performing minor vehicle maintenance and driving tow trucks in the family-owned service station, which he did during breaks from school until 1982, when he graduated from Virginia Tech with a

BS degree in Marketing Management.

In July 1983, after selling life insurance, mutual funds and educational materials for a year, Barry began his Civil Service career as a GS-3 Clerk Typist with the Chesapeake Division, Naval Facilities Engineering Command (NAVFAC), Transportation Equipment Management Center (TEMC) in

the movement and loading of ordnance and stores onto homeported ships. At the peak of his tenure, he was responsible for the management of over 1600 units of equipment and the supervision of more than 150 employees who managed, inspected, maintained or operated automotive,

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Wheels & Wings

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Vehicle Management Policy Contacts

The 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.

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Aviation Management Policy Contacts

The aviation management policy team, in collaboration with the Interagency Committee for Aviation Policy (ICAP), develops governmentwide policies for managing the acquisition, use, and disposal of aircraft that the federal civilian agencies own or hire. In addition, it collects, analyzes, and reports information on government aircraft, using the Federal Aviation Interactive Reporting System (FAIRS); and promotes best practices in federal aviation management. In cooperation with ICAP-member agencies, the overarching goal is to foster, most effective and efficient aviation in U.S. government agencies.

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heavy truck and construction equipment, forklifts, mobile and stationary cranes and railroad equipment. His division was also responsible for miscellaneous base-support functions such as maintenance of ammo storage bunkers, railroad tracks, railcar barricades, grounds, roadways and fire-breaks, tree removal, erosion abatement, storm recovery, snow removal and logistical support to the Corp of Engineers artificial reef program off the coast of New Jersey.

In July 2000, Barry left Earle to work as Assistant to the Navy's Fleet Manager at NAVFAC Headquarters in Washington, DC. In October 2001, he successfully completed the NAVFAC Leadership Development Initiative, a three-year program of formal study, professional mentoring and rotational assignments. In April of 2003, he accepted the Fleet Management Division Chief position at the U.S. Department of State in Washington, DC where he is currently employed.

Barry's hobbies include fishing, golf, coaching/refereeing youth sports, vacationing on Virginia's Eastern Shore and spending time on the road with his most recent mid-life crisis, a Honda Shadow motorcycle. Barry's immediate family consists of three dogs, sons Corey and Ryan, (a rising Junior majoring in Physics at Virginia Tech and a rising high school senior, respectively), and his wife Susan of 25 years, who is a fellow graduate of Virginia Tech and currently a Registered Cardiac Care Nurse at a local hospital in Woodbridge, VA.

National Air Transportation Association Launches Hotline to Report Illegal Charter

Source: www.nata.aero

Funded by a grant from the FAA, the National Air Transportation Association (NATA) announced the availability of a toll-free hotline for certificated operators to report suspected illegal commercial activity.

"Persons illegally conducting commercial flights adversely affect the air charter industry. For years our members, licensed air charter operators, have sought ways to involve the FAA in tracking down and taking enforcement action against illegal operators. Now, we believe that we have found a way," said NATA President James K. Coyne.

"By providing NATA with the funding to establish and support this reporting program, the FAA has demonstrated its agreement that taking action against an illegal operator is important, not only from a fairness standpoint, but also to ensure the safety of the traveling public," Coyne continued.

Effective immediately, any employee or agent of a Part 135 on-demand certificate holder can call a special toll-free hotline, 888-759-3581 or 888-SKY-FLT1, to file a report of suspected illegal commercial flights, where an aircraft operator without an FAA Part 135 certificate is accepting compensation for transportation, in violation of both FAA and Department of Transportation regulations.



The hotline is staffed by an independent third-party with knowledge of the air charter industry. Reports can be filed anonymously if desired, and all reporters will be provided with a case code for follow-up. The FAA will be provided with details to initiate an investigation, and NATA will regularly contact the FAA to ensure that cases are being followed-up for appropriate action.

In addition to the ability to provide meaningful, actionable information to the FAA, this hotline will also permit NATA to collect data that may help quantify the scope of the illegal charter problem.

In addition to the hotline, NATA also has published a free consumer guide to chartering aircraft as well as a leaflet describing the dangers of illegal charters. These documents, designed to increase consumer awareness, along with the reporting hotline create an atmosphere where legitimate operators can thrive while forcing illegal operations to shut down.

*NATA Illegal Charter Reporting Hotline:
888-SKY-FLT1 (888-759-3581)*

Are You Following Too Closely?

By Del Lisk

Some people may think it obvious, but until now, it's not been proven. That's why it's important to know that recent analysis reveals that following distance and lane choice are key causes of rear end collisions.

Rear end crashes are the second most common claim for most fleet operators (*Risk Management News*, Volume 1, Issue 2), regardless of industry. They make up 17 percent of all claims and cost over \$13,000 per claim. Just think about the size of your fleet. If, for instance, you have 1,000 vehicles in your fleet, then that means 170 of your vehicles will be involved in a claim. If that's the case, then it's likely you're spending \$2.2 million in claims costs – per year!

That's why analysts in DriveCam's Risk InfoCenter™ decided to examine this issue in more detail. With over 7 million events, Risk InfoCenter by DriveCam is the largest knowledgebase in the world to provide insight into risky driving based on actual driving behavior. DriveCam categorized the incidents it reviewed into two groups – those in which a subject vehicle's following distance was less than two seconds and those for which following distance was two seconds or more. Although recommended following distances can vary by weight and size of vehicle, most nationally recognized driver training programs advocate a minimum following distance of three or four seconds.

There is no greater risk of being struck from the rear when the subject vehicle is maintaining less than two seconds than having greater than two seconds following distance. However, the story is different when it comes to the subject vehicle rear ending the vehicle ahead. It's important to realize that incidents involving the subject rear ending the lead

vehicle where the subject vehicle had less than two seconds of following distance was almost three times as common as those where the driver was maintaining a distance of two seconds or greater.

Which Lane is Most Dangerous?

The study also showed that a large number of rear end crashes involve a change in speed by the lead vehicle or an interruption to the flow of traffic in the lane. In fact, more rear end crashes happen in the farthest right lane than other lanes when on city streets. The right lane has pedestrians, parked cars and turning vehicles that are constantly disturbing traffic flow. Following this same logic, the left most lane was next most frequent since this lane can be impacted by traffic slowing or stopping to make a left turn. The center lane had far fewer incidents of rear end crashes. This is partially due to the fact that more of the roads had only one or two lanes of same direction traffic. However, it may also be due to the fact that the center lane has fewer traffic flow disturbances.

So now that you know that following distance has the biggest impact on avoiding rear end collisions – and what lane is the safest – what you can do to avoid rear end crashes?

- When possible, avoid the far right and left lanes, except when preparing to turn; drive in the center lane as much as possible (except where prohibited by state and local laws).
- Maintain the proper following distance appropriate for the weight and size of the vehicle being driven.
- Try to maintain a steady speed to



reduce sudden stops and starts; this will also assist with fuel efficiency.

About Del Lisk

Del Lisk serves as vice president of safety services for DriveCam Inc. In this role, he is responsible for developing safety policy and procedures and overseeing training for DriveCam's fleet customers. His duties include administering the DriveCam Certification Program and directing the DriveCam Academy. Prior to joining DriveCam, Mr. Lisk spent 21 years with Smith System Driver Improvement Institute, a leader in professional driver training. Most recently, he served six years as company president. While at Smith System, Mr. Lisk developed fleet safety programs and personally delivered training to more than 10,000 fleet drivers.

DriveCam is a global Driver Risk Management company that reduces claims costs and saves lives by improving the way people drive. The company has been reducing risky driving behaviors for more than 10 years. By combining sight and sound, expert analysis and driver coaching, DriveCam has reduced vehicle damages, workers' compensation and personal injury costs by more than 50 percent in more than 100,000 commercial, government and consumer vehicles. DriveCam has the world's largest repository of events reflecting actual risky driving behaviors. In 2007, Inc. magazine included DriveCam on its list of the 500 fastest-growing, privately held companies in the U.S. for the third consecutive year.

For more information, visit www.drivecam.com.



GSA Fleet Offers Free Online Defensive Driving Course

GSA Fleet is committed to saving lives, on and off the job. Educating drivers on proper driving techniques significantly impacts the way they drive. Automobile accidents have increased at a startling rate nationwide. GSA Fleet wants to take a more proactive approach with our customers, so they have partnered with the National Safety Council to provide a free defensive driving course for all GSA Fleet drivers and GSA employees. Upon completion of course participants will receive a water marked certificate that can potentially be used for a discount on personal car insurance.

New Students:

- Go to www.drivethru.fss.gsa.gov.

- Enter your GSA Fleet customer number (contact lauren.allen@gsa.gov for your customer number).
- Click on the GSA Fleet Driving Course button.
- Fill in all of the requested information on the registration page, including a login ID and a password of your choice, then click Submit (you will receive a confirmation e-mail reminding you of the user name and password you created).
- On the My Place page, click on Safety.
- On the My Course page, click on NSC Defensive Driving Course 8th Edition, to begin the course.

Remember How to Deal with Aggressive Drivers.

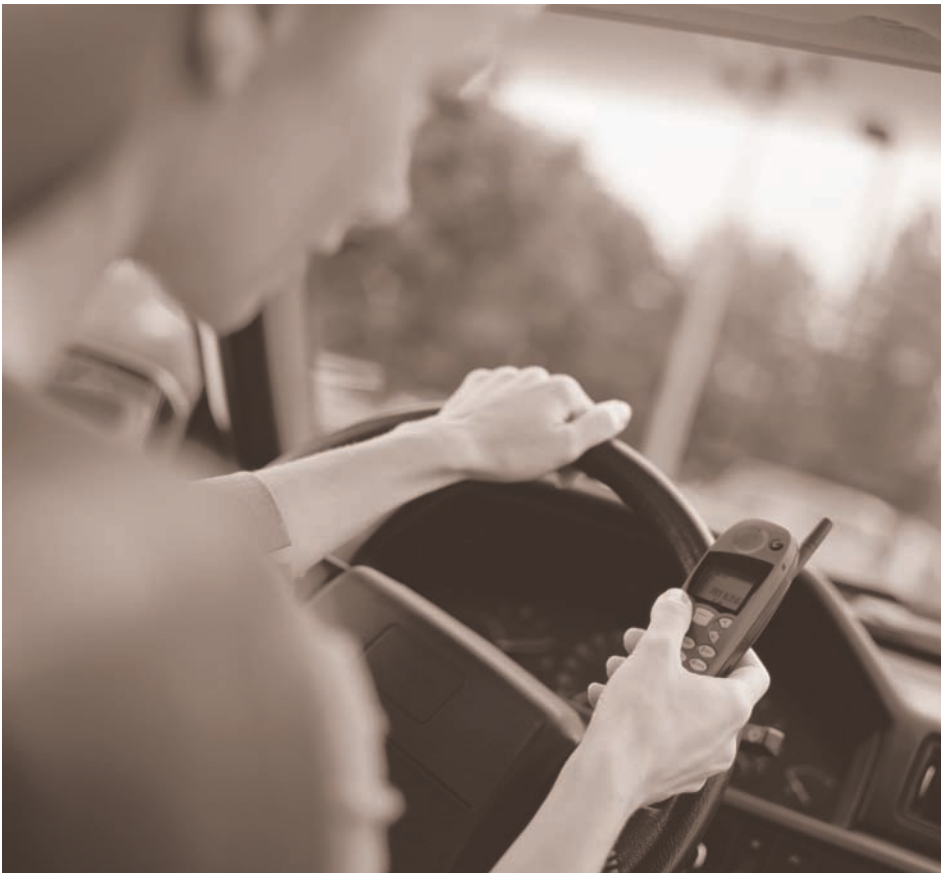
Avoid the challenges or confrontations of an aggressive driver and support law enforcement's efforts to rid the streets and highways of this menace.

Returning Students:

- Go to www.safetyserve.com/gsafleet.

Family and friends may also take the course at a discount from the market price, go to www.safetyserve.com/gsafleet, click on family and friends link.

Contact: Lauren Allen, (703) 605-2929.



NHTSA Policy and FAQs On Cellular Phone Use While Driving

Policy Statement

The primary responsibility of the driver is to operate a motor vehicle safely. The task of driving requires full attention and focus. Cell phone use can distract drivers from this task, risking harm to themselves and others. Therefore, the safest course of action is to refrain from using a cell phone while driving.

Frequently Asked Questions

Q. Does cell phone use while driving cause traffic crashes?

A. Research shows that driving while using a cell phone can pose a serious cognitive distraction and degrade driver performance. The data are insufficient to quantify crashes caused by cell phone use specifically, but NHTSA estimates that driver distraction from all sources contributes to 25 percent of all police-reported traffic crashes.

Q. Is it safe to use hands-free (headset, speakerphone, or other device) cell phones while driving?

A. The available research indicates that whether it is a hands-free or hand-held cell phone, the cognitive distraction is significant enough to degrade a driver's performance. This can cause a driver to miss key visual and audio cues needed to avoid a crash.

Q. In an emergency should I use my cell phone while driving?

A. As a general rule, drivers should make every effort to move to a safe place off of the road before using a cell phone. However, in emergency situations a driver must use their judgment regarding the urgency of the situation and the necessity to use a cell phone while driving.

Q. Is NHTSA conducting further research to better quantify the safety impact of using cell phones while driving?

A. NHTSA is conducting research projects on driver cell phone use and will continue to monitor the research of others on this subject. As we learn more about the impact of cell phone use on driver performance and crash risk, and as wireless technologies evolve and expand, NHTSA will make its findings public.

Q. Is talking on a cell phone any worse than having a conversation with someone in the car?

A. Any activity a driver engages while driving has the potential to distract the driver from the primary task of driving. Some research findings comparing cell phone use to passenger conversations while driving, show each to be equally risky, while others show cell phone use to be more risky. A significant difference between the two is the fact that a passenger can monitor the driving situation along with the driver and pause for, or alert the driver to, potential hazards, whereas a person on the other end of the phone line is unaware of the roadway situation.

Q. What do the studies say about the relative risk of cell phone use when compared to other tasks like eating or drinking?

A. The current research does not provide a definitive answer as to which behavior is riskier. In a controlled study, comparing eating and operating a voice-activated cell phone to continuously operating a CD player, it was found that the CD player operation was more distracting than the other activities. In a test track study conducted by NHTSA, the results showed that manual dialing was about as distracting as grooming/eating, but less distracting than reading or changing CDs. It is also important to keep in mind that some activities are carried out more frequently and for longer periods of time and may result in greater risk.

Retreads Offer Two Kinds of Green Which Green is Best for You? Actually, You Can Have Them Both!

By Harvey Brodsky, Managing Director, Tire Retread & Repair Information Bureau

(The following is based on recent talks given at various trucking conferences for both the private and public sectors)

First let's define "Green."

These days it seems like every industry is touting how "green" their products are. By "green" they are trying to sell you on the idea that you should buy from them because they are "environmentally friendly."

The other "green" applies to money, which in the U.S. is a popularly applied term since bills of every denomination in the U.S. are printed on green paper. Those from other countries need to know this so they will understand why we are using the other "green."

I'm Harvey Brodsky and I'm the Managing Director of the Tire Retread & Repair Information Bureau. I first joined the retread industry back in the early seventies and have been driving on retreaded tires on my personal car for more than 30 years. It's important to know that I really do walk the talk when I speak or write about retreads. I believe in retreading with a passion and love what I do because I know how important it is to spread the word about the environmental and economic benefits retreads offer to motorists worldwide.

Now let's look at how "green" a retreaded truck tire really is.

The average size new truck tire (an 11R22.5 for example) weighs approximately 117 Pounds (53.1 Kilograms). The new tire contains natural and synthetic rubber, carbon

black, iron (as steel cord), zinc stearate, antioxidants and antiozonants, sulfur and a small amount of other ingredients. That's 117 pounds or 53.1 kilograms of STUFF.

Please keep in mind that every major new truck tire manufacturer designs its tires for multiple lives. It's silly and wasteful to discard the tire after the first tread life is over, since the tire can easily deliver one or more lives after being retreaded.

When we retread that tire, we only add approximately 27 pounds (12.2 kilograms) of STUFF for a savings of approximately 90 pounds or nearly 41 kilograms! That's a lot of STUFF being saved, thanks to retreading.

In addition, when the tire is retreaded the remaining worn tread that is buffed off the tire is recycled into rubber mats and other rubber products. Nothing is wasted.

Sounds good, but can all tires be retreaded?

Not at all. Before a tire is retreaded it is subjected to a very thorough inspection process, which may include Shearography, Differometry, X-Ray, and other very sophisticated inspection devices, to be certain that the tire is suitable for its next life. Reputable retreaders will never retread a tire that doesn't pass their very stringent inspections.

Because of the advances in non-destructive testing methods and

improved rubber compounds thanks to better rubber chemistry, tires that are retreaded by top quality retreaders actually enjoy a LOWER failure rate due to manufacturing defects than comparable new tires.

Hard to believe? Let us prove it to you by arranging a retread plant tour in your area and you can see the retreader's adjustment records for yourself. By the way, any retreader who won't share his adjustment records with you is a good person to NOT do business with!

OK, so you decide to either have your own tires retreaded or to buy top quality retreads from a reputable dealer. How many miles can you expect to get from the retreads you buy and will you get the same fuel efficient tread and rubber compounds as with new tires?

I want to digress for a moment to mention that everything I'm saying today is predicated upon you ONLY dealing with a top quality, reputable retreader. I never insult anyone's intelligence by stating that all retreaders are top quality business people. It wouldn't be true if I did.

Our industry has its share of shoddy dealers who turn out less than the best retreads. This is why it is vitally important for you to spend the time necessary to learn whom you are dealing with. Tour the retreader's plant. Is it clean and orderly with only today's dirt on the floor? Are the employees

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wearing the appropriate safety equipment? Do they have a professional and caring attitude at their workstations? How about the employee's bathrooms? Have a look. You can learn a lot about how the company treats its employees by how clean the bathrooms and break areas are kept.

Is this stuff really important? You bet it is! If you are going to spend your hard earned money and trust your safety to the retreads on your vehicle you have a right to know a whole lot about how your retreads are produced. And you know what? You will be glad you did.

Now back to expected miles and fuel economy retreads offer.

Top quality retreads are able to offer approximately the same – and sometimes even better – mileage than comparable new tires. Thanks to application specific retreads offered by our industry today you will have a very wide choice of the type of tread design (fuel efficient tread designs and many others) best for your particular use on your fleet, whether it's a fleet of one or ten thousand.

Your retreader/tire dealer can be and should be your best friend when it comes to your tire selection for both new tires and retreads. It is a false economy to just buy the cheapest tire or retread without making a thorough investigation of all of the above. Cheap tires –whether new or

retreads – can be a very expensive mistake! It is much smarter to look at life cycle costing than to focus on the up-front cost. There is an old saying: You don't always get what you pay for, but you always pay for what you get.

Regarding the environment, keep in mind that thanks to the retread industry worldwide, nearly a half a billion gallons of oil is saved every year (There is a lot of synthetic rubber in a tire and that rubber is petroleum based and comes from an oil well!). This is in addition to the rest of the STUFF what is saved, including the fact that it requires a lot less energy to retread a tire than to produce a new one.

Retreads may look round and black but they are very green.

Folks, we were a green industry before the word became fashionable. A retreaded tire has one of the highest post-consumer contents of ANY recycled product, and the nice thing is you don't have to mind spending a little less! How refreshing to be able to do well and good at the same time.

To summarize, let's look at the other "green," which is the amount of money you can save.

A retreaded tire will always be less expensive than a comparable new tire, regardless of the size of the tire. In some parts of the world and with some size

tires the savings can be as much as 70% when compared to the cost of a new replacement tire. The amount will of course vary depending on where you live and the size of your tires, but the savings will always be there.

These are serious savings. If you haven't used retreads before, or if you had a bad experience with them years ago, it's time for another look. We are a different industry than we were in the old days.

Our association has a job to do and that's to make available the tools you need to learn as much as possible before you make a decision to use retreads. We can furnish you with a huge amount of free and non-commercial information, as well as with brochures and other materials from our members, and we will also include a CD & DVD loaded with great information, including a Retread Tire Buyers Guide listing our members worldwide. These are the good guys and ones you should deal with if you want to be assured of full value and a great retread.

No matter what the color "green" is in your part of the world, it's your money. You work hard for it and you deserve the best tires for your investment.

Retreads can deliver. What are you waiting for?

To order our materials please call toll free from anywhere in North America to 888-473-8732 or by email to info@retread.org.



Reduce Fuel Expenses and Emissions With Wireless Fleet Management

Federal fleets can substantially reduce fuel usage by using a wireless fleet management system to monitor fleet vehicles. And, since reducing fuel usage is closely linked to reducing emissions, you can “go green” while lowering fuel expenses at the same time.

For the greatest impact, fleets need a system that not only monitors GPS location but also monitors engine diagnostics. Networkcar’s patented technology, Networkfleet®, connects directly to the vehicle’s engine computer in order to provide precise information such as exact fuel consumption, mileage, speed and idle time for each vehicle. This information is essential to reducing fuel costs.

The Networkfleet wireless fleet management system with diagnostic

monitoring can lower fuel costs and reduce emissions in six ways:

- 1. Reduce idle time:** Excessive idling wastes fuel and increases vehicle emissions. Research shows that fuel usage may be reduced up to 15% if idling is significantly reduced. Wireless fleet management systems can be used to track and report idle time and compare miles per gallon across all vehicles.
- 2. Improve vehicle maintenance:** Receiving instant notification of any engine problems and automatic odometer readings help fleets ensure that vehicles run smoothly and use less fuel. For example, Networkfleet notifies fleet managers via email when vehicles are due for maintenance based on mileage or on the detection of a

trouble code so they can schedule maintenance and repairs.

- 3. Reduce speeding:** The ability to monitor actual speed provides fleet managers with the precise information needed to counsel drivers and reduce speeding, which causes unnecessary fuel consumption. In fact, according to Fleet Owner Magazine, you will gain a 10% increase in miles per gallon (MPG) just by slowing from 70 MPH to 60 MPH. Fleet managers can receive daily reports or instant activity alerts by email or text message showing if any vehicles have exceeded the pre-set speed threshold.
- 4. Reduce unauthorized vehicle usage:** Fleets can reduce unnecessary vehicle use by monitoring vehicle location and hours of operation. With Networkfleet, federal fleet managers are able to monitor the current and historical location of vehicles as well as where the vehicles stopped and for how long.
- 5. Optimize routing:** By analyzing driving patterns and using historical location reports, fleets can choose routes that reduce miles and optimize driving schedules. With wireless fleet management systems, dispatchers view vehicles on a map and can locate the closest vehicle to a particular site. This reduces miles driven, optimizing vehicle usage and efficiency of overall operations.
- 6. Continuous emissions monitoring:** Vehicles in compliance with EPA requirements use less fuel than those that are non-compliant. In California, fleets with wireless emissions monitoring can eliminate physical smog checks at smog checking facilities, saving time and money.

For more information, a paper entitled “Go Green and Save Green – Wireless Fleet Management Systems Cuts Emissions While Reducing Operating Costs” can be downloaded free at <http://www.networkcar.com/networkcar/pub/whitepaper>.

To learn more about how to equip your government vehicles with Networkfleet, call 1-866-227-7323 Monday - Friday, 8 AM - 8 PM EST or e-mail govsales@networkcar.com.

Plug-in Hybrid Electric Vehicle Visits GSA

On September 18, 2008, The U.S. Department of Energy's Federal Energy Management Program (FEMP) visited the U.S. General Services Administration in their newly acquired Ford Escape Pre-Production Prototype Plug-in Hybrid Electric Vehicle (PHEV). FEMP is currently leasing the vehicle for six months through a combined effort with The Department of Energy's Vehicle Technologies Program to assess the vehicles potential as an addition to federal fleets as well as marketing them to the general public.

Plug-in hybrid electric vehicles (PHEVs) can be charged with electricity like traditional electric vehicles as well as run under engine power like hybrid electric vehicles. The combination offers increased driving range with potentially large fuel and cost savings, emissions reductions, and other benefits. Plug-in hybrid electric vehicles are still at a pre-commercial stage of development. Research and development efforts are bringing them closer to widespread commercialization.

Plug-in hybrid electric vehicles (PHEVs) have multiple benefits for consumers,

fleets, and the nation. These vehicles have the potential to cut fuel use and costs, increase U.S. energy security, protect public health and the environment, and enhance the U.S. electrical system. Government and industry research and development are overcoming the barriers to realizing these benefits.

Utilizing electricity as opposed to gasoline or diesel fuels decreases costs as well as fuel consumption. This is because PHEVs use electric power much of the time and the batteries are recharged by plugging into the electrical grid. Plug-in hybrid electric vehicles also offer flexible fueling options. This means that PHEVs also could be designed to use renewable and domestically produced alternative fuels instead of gasoline or diesel, further reducing U.S. reliance on imported petroleum. Because PHEVs can be recharged at home much of the time, drivers can limit their trips to the gas station.

The United States imports more than 60% of its petroleum, two thirds of which is used to fuel vehicles in the form of gasoline and diesel. The demand for

petroleum imports is increasing. With much of the worldwide petroleum reserves located in politically volatile countries, the United States is vulnerable to supply disruptions.

Plug-in hybrid electric vehicles are highly efficient, requiring little petroleum-based fuel to drive. Because of their electrical component they can use electricity derived from domestic fossil fuel, nuclear, and renewable sources.

Electricity is an energy carrier rather than a primary energy source. Thus, the environmental benefits of PHEVs depend in part on the source of electricity from which the PHEVs are charged. If the electricity comes from efficient power plants, the benefits can be significant. Even transferring the point of emissions from the tailpipe to the power plant could be important for urban areas with severe automobile-related air quality problems.

Unfortunately, factory-made plug-in hybrid electric vehicles (PHEVs) are not currently available to the public. The automotive manufacturers such as Chevrolet, Ford, Toyota, GM and Saturn are currently working on several models of plug-in hybrid electric vehicles to potentially be released in 2010. Through the efforts of the automotive industry and governmental partners like the Department of Energy we look forward to plug-in electric vehicles as part of America's automotive future.





Military Wants to Lead U.S. Into the Green

By Bernie Woodall, Reuters

The U.S. military has a history of fostering change, from racial integration to development of the Internet. Now, Pentagon officials say their green energy efforts will help America fight global warming.

By size alone, the Defense Department can make waves. It accounts for 1.5 percent of U.S. energy consumption.

The military has set a goal that 25 percent of its energy should come from renewable sources by 2025 and aims to create machines and methods to help Main Street America reach similar targets, said Alan Shaffer, a retired Air Force officer who leads the Pentagon's research and engineering arm.

"It's only the Department of Defense that is big enough and has the federal mandate for the necessary scope of development" of new energy technologies and products, said Shaffer.

While the military marches on a greener path in which "every soldier is a steward of the environment" — in Shaffer's words — the federal government faces widespread criticism for failing to take significant action to slow climate change.

On the same day Shaffer arrived in California last week to tour military bases that test energy efficiency and renewable power, California announced plans to sue the Environmental Protection Agency for "wantonly" ignoring its duty to regulate greenhouse gas emissions.

The military did not focus on cutting energy use until the price of oil shot up two years ago. But now that it has, Shaffer said, change is inevitable.

Portable renewable power

Within six years, a portable solar and wind power station at the Army's Fort Irwin in California could bring a quick return of electricity to hurricane-damaged coastal cities, said retired Army Col. John Spiller.

These energy technologies may one day spread to households, as a byproduct of a more efficient military, said Col. Dave Belote, commander of Nellis Air Force Base outside Las Vegas, Nevada. The biggest solar power array in the United States has been operating at Nellis since last November in a public-private partnership.

"Every time the price of oil goes up \$10 a barrel, it costs the Department of Defense \$1.3 billion a year," Shaffer said.

Crude oil hit a record \$147 a barrel last month. It is expected to average about \$127 in 2008, up from \$72 in 2007, and \$66 in 2006, according to U.S. government figures.

Shaffer said that in the next few years, the military can reduce energy consumption by 10-20 percent. It spends about \$14 billion a year on energy, up from \$11 billion in 2005, about half on jet fuel.

But saving energy cannot come at the expense of operational effectiveness, Shaffer said. Air Force commanders will not ask pilots to cut fuel use.

Renewable energy is not new to the military. Wind turbines supply much of the power used at the isolated U.S. naval base at Guantanamo Bay in Cuba and the geothermal power plant at the China Lake Naval Air Weapons Station in California has been in operation for two decades.

But urgency to ramp up the program increased in 2006 after Marine Corps Maj. Gen. Richard Zilmer said bringing solar and wind power to the battlefield would cut down on casualties.

"Cost matters. Lives matter more," said Shaffer. "Every time we have to send a convoy out to refuel tanks or deploy forward locations, it puts people's lives at risk."

Congratulations John!

John Aracich, Operations Manager for the Base Support Vehicles and Equipment Product Line, Naval Facilities Engineering Command accepted a position as Transportation Director at Naval Air Station Rota, Spain. He reported to Rota in April for a two year tour with the option to extend.

Welcome Karl!

Karl Wolfe has joined the GSA Office of Governmentwide Policy, Office of Travel, Transportation, and Asset Management as a vehicle policy analyst. Karl has thirty-five years of fleet management experience including twenty-five years working with Federal fleets. Karl has served as the agency level vehicle fleet or aircraft asset manager for the Departments of Justice, Transportation, Homeland Security, and the U.S. Army. Karl commutes from his home on Kent Island where he enjoys photography, gardening, the beach, and spoiling his grandkids. Karl is already at work on the Vehicle Registration System and the Fleet/Aircraft Capital Asset Planning Project.

Congratulations James!

James Goodwin Jr. started with the Department of State in July 2002 as the Senior Transportation Specialist for the Bureau of Diplomatic Security Service, the largest bureau in the Department of State. He was promoted to Deputy Fleet Manager in the Department of State's, Bureau of Administration's Fleet Management and Operations Division in November 2003. On October 12, 2008 he transferred to the Department of Veterans Affairs, Office of Asset Enterprise Management to be their National Fleet Program Manager.

Congratulations Tom!

Thomas Cernac is the new Fleet Management Unit Chief, United States Department of Justice, Drug Enforcement Administration. He has been with the agency since March 2008. He is responsible for fleet policy and procedures throughout the administration. He advises the Deputy Assistant Administrator and Section Chief on all issues regarding fleet management around the world.

Thomas Cernac recently retired from the United States Air Force after more than 25 years of honorable service, where during his final assignment he was assigned at the Pentagon as the Vehicle Management Career Field Manager and the Air Force Fleet Manager. His entire career centered on fleet management throughout the world. While on active duty he served in Spain, New Mexico, Missouri, Italy, Saudi Arabia, Kuwait, Germany and the Pentagon.

Much Success Lee!

Lee Gregory, GSA Agency Internal Fleet Manager and Environmental Policy Analyst, on August 18, 2008 began the 120-day development assignment phase of the U.S.D.A. Executive Potential Program with the Department of Defense in the Office of the Under Secretary of Defense for Acquisition, Logistics, and Technology. Lee is assigned to the Directorate of Program Development and Implementation (PDI) within the Defense Procurement, Acquisition Policy, and Strategic Sourcing Program (DPAP). Lee is actively participating in the DoD Purchase Card Program Management Office (PCPMO) as a full team member.

The FY 08-09 U.S.D.A. Executive Potential Program (EPP) is a year-long competency based program designed to develop high performing GS 13-15s into more effective leaders.