

Department of State
Fleet AFV Program Report for Fiscal Year 2011
January 9, 2012

This report summarizes the U.S. Department of State (DOS) fiscal year (FY) 2011 performance in meeting the requirements of: Executive Order (EO) 13423, Strengthening Federal Environmental, Energy, and Transportation Management; the Energy Policy Act of 1992 (EPAAct; 42 US Code 13211-13219) as amended by the Energy Conservation Reauthorization Act of 1998 (ECRA; Public Law 105-388) and the EPAAct of 2005 (Public Law 109-58); the Energy Independence and Security Act (EISA; Public Law 110-140) of 2007 (Section 141), and the Federal Management Regulation -- Vehicle Management (41 CFR part 102-34).

Exhibit 1 summarizes DOS progress in meeting the EO and EPAAct requirements. Appendices A, B and C reflect DOS vehicle acquisitions (for FYs 2011 to 2014), fuel consumption, and Executive Fleet data, respectively. Appendix D contains a glossary of acronyms and terms used in this report.

Exhibit 1. DOS Performance – EPAAct/EO Requirements FY 2011

Authority /Mandate	Performance Measure	Requirement	DOS Performance in FY 2011
EPAAct 1992	Alternative Fuel Vehicle (AFV) acquisitions	75 percent of the 68 covered ¹ fleet vehicle acquisitions must be AFVs.	Accumulated 69 AFV credits (101 percent of covered acquisitions). COMPLIANT
EO 13423	Reduce annual covered petroleum consumption	Reduce petroleum consumption of covered ² vehicles by two percent annually by end of FY 2015 from FY 2005 baseline of 279,127 gasoline gallon equivalents (GGEs).	Consumed 235,953 GGEs, a decrease of 15 percent from baseline (exceeding the target of a twelve percent decrease (i.e., 245,631 GGEs) by end of FY 2011). COMPLIANT
EO 13423	Increase annual alternative fuel (AF) consumption	Equal or exceed the FY 2011 AF usage target of 50,454 GGEs, based on a compounded 10 percent annual rate of increase over the FY 2005 baseline of 28,480 GGEs.	Used 24,010 GGEs, which is 48 percent of the FY 2011 target and is about 5,000 less than used in FY2010. NON-COMPLIANT
EPAAct 2005, Sect. 701	Operate all dual-fuel non-waived AFVs on AF	AF use must comprise 95 percent or more of fuel used in non-waived, non-law enforcement (non-LE) dual-fuel AFVs.	Actual usage is estimated to be about 31 percent. NON-COMPLIANT

Authority /Mandate	Performance Measure	Requirement	DOS Performance in FY 2011
41 C.F.R. 102-34.50; Presidential Memo 5/24/2011	Vehicles used for Executive Fleet limited in size to achieve fuel efficiency	Executive fleet vehicles should be midsize or smaller sedans, except where larger ones are essential. Any larger vehicles must be reported on agency website.	1 of 20 Executive Fleet Vehicles is a midsize or smaller sedan. Appendix C is a report of those EFVs. <i>NON-COMPLIANT</i>

¹By definition, the term “covered” relative to vehicle acquisitions includes all domestic non-law enforcement (non-LE), light-duty (LD) vehicles operated in a metropolitan statistical area (MSA) and acquired by lease or purchase in FY 2011.

²By definition, the term “covered” relative to petroleum fuel reduction includes all domestic, non-LE vehicles of any weight and operating in or out of an MSA.

EPAct AFV Acquisition Compliance

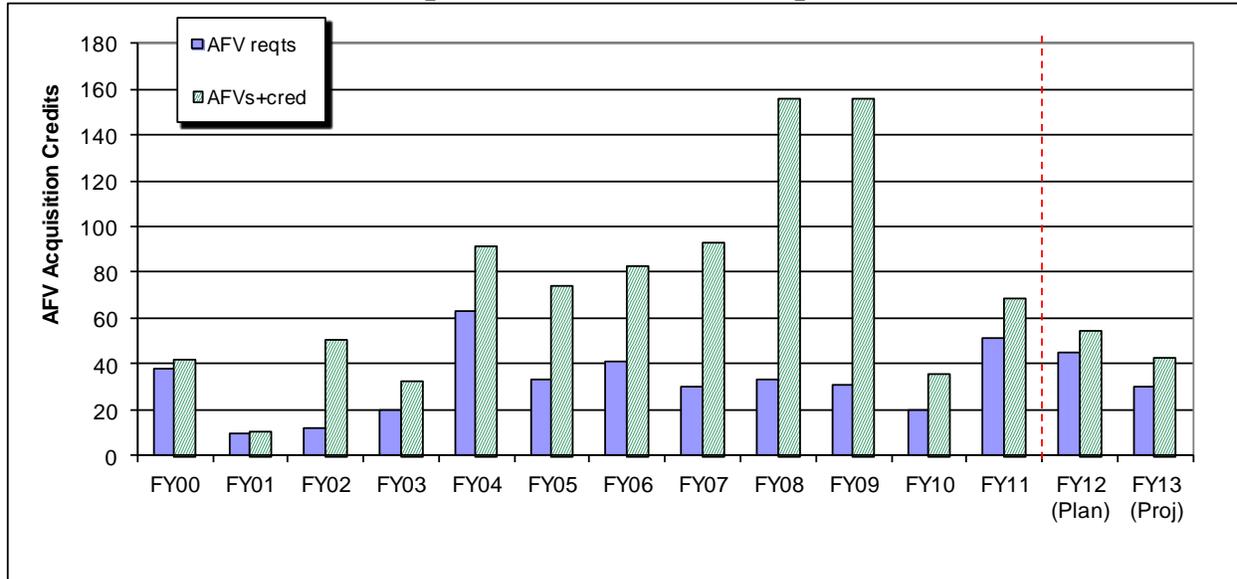
DOS exceeded EPAct AFV acquisition requirements in FY 2011 as follows:

- DOS acquired 68 EPAct-covered (domestic, non-LE, light-duty [LD]) vehicles, as shown in Appendix A.
- DOS accumulated 69 AFV credits through acquisition of 69 non-law enforcement AFVs, of which 63 were LD (including 6 hybrid electric vehicles) and 6 were medium duty (MD).
- The resulting overall EPAct compliance percentage was 101 percent (69 AFV credits/68 EPAct-covered vehicles).

AFV Acquisitions

DOS has successfully met the EPAct requirement every year (see Exhibit 2), as reflected in the Federal Automotive Statistical Tool (FAST), due to DOS’s general policy of acquiring AFVs for all covered vehicle requirements as long as AFVs meeting operational requirements are available from the original equipment manufacturers (OEMs). DOS’s amount of AFV credits was substantially smaller than in past years because starting in FY 2010 AFV credits were no longer awarded for law enforcement (exempt) AFV acquisitions.

Exhibit 2. EPAct AFV Requirements vs. AFV Acquisitions + Credits



Appendix A contains AFV acquisition details, including FAST data for the numbers and types of LD vehicles that DOS leased or purchased in FY 2011, as well as the planned and projected acquisitions for FYs 2012 and 2013, respectively.

FY 2012 Planned and FY 2013 Projected Acquisitions

DOS plans to continue its policy of acquiring AFVs exclusively for its non-exempt fleet except where operational requirements make that impractical or where it is expected to be infeasible to fuel with the AF.

- For FY 2012, DOS expects to have 60 EPAct-covered vehicle acquisitions. AFV credits will consist of 52 LD and 3 MD AFVs. The projected EPAct percentage for FY 2012 is 92 percent ($(52+3=55 \text{ AFV credits}/60)$), exceeding the EPAct requirement of 75 percent.
- For FY 2013, DOS expects to have 40 EPAct-covered vehicle acquisitions. AFV credits will consist of 41 LD and 2 MD AFVs. The projected EPAct percentage for FY 2013 is 108 percent ($(41+2=43 \text{ AFV credits}/40)$), exceeding the EPAct requirement of 75 percent.

EO 13423 – Compliance with Petroleum Use Reduction and AF Use Increase

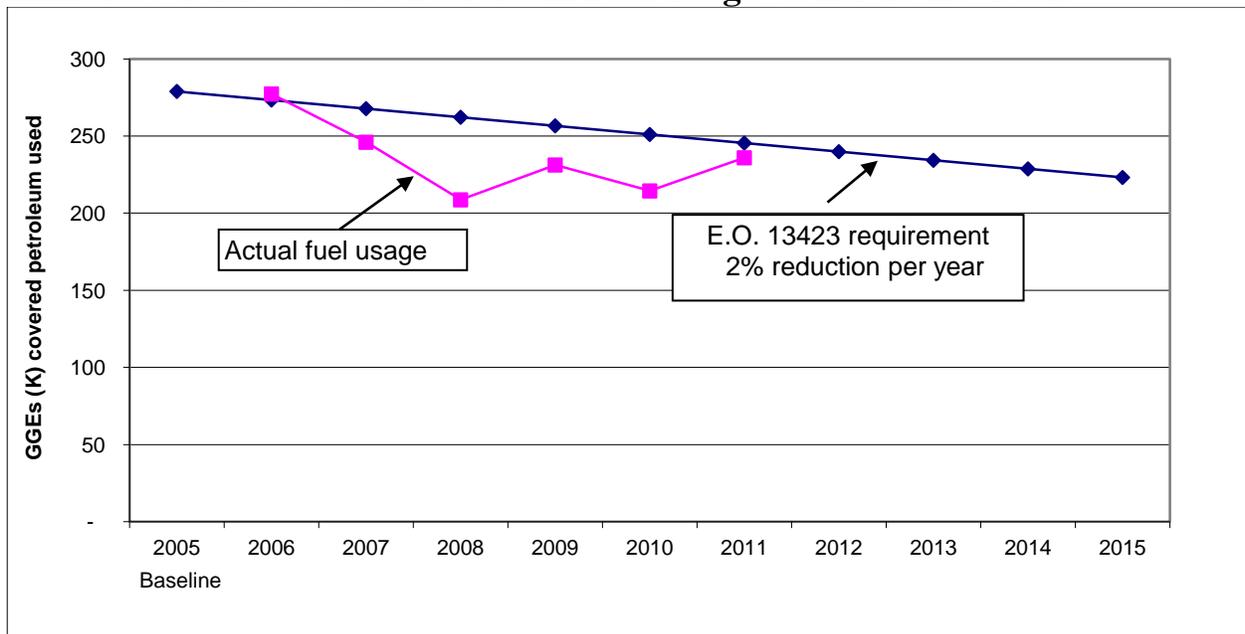
In FY 2011 DOS continued to pursue the petroleum reduction targets specified in EO 13423 (signed January 24, 2007), which calls for each federal agency to:

- Reduce vehicular petroleum consumption (for domestic, non-LE vehicles of any weight and operating in or out of an MSA) by two percent annually through FY 2015 (compared to the FY 2005 usage, which is referred to as the FY 2005 baseline).
- Increase vehicular non-petroleum based fuel (i.e., alternative fuel) consumption by 10 percent compounded annually.

Reducing Covered Petroleum Consumption

DOS’s covered petroleum fuel consumption in FY 2011 was 235,953 GGEs, a 15 percent reduction from the FY 2005 baseline of 279,127 GGEs. This total is below the twelve percent reduction (two percent per year for six years—FY2005 to FY 2011) target for 2011. Consequently, DOS was fully compliant with the petroleum use reduction requirement in FY 2011.

Exhibit 3. DOS Covered Petroleum Fuel Usage vs. EO 13423 Goals



Increasing Annual AF Consumption

EO 13423 requires each Federal agency to increase annual AF consumption by 10 percent per year (compounded annually) through the end of FY 2015, based on an FY 2005 baseline. The FY 2005 baseline for DOS is 28,480 GGEs, so the target for FY 2011 was 50,454 GGEs. DOS is not compliant with this requirement

due to consuming only 48 percent of the target. The FY 2011 usage of AFs (24,010 GGEs) was somewhat lower than the amount used in the previous year (FY 2010) due to less CNG and B20 usage. Limitations to increasing AF use are detailed below.

- CNG Use: DOS is now operating 11 compressed natural gas (CNG) vehicles (3 CNG bi-fuel and 8 CNG dedicated), down from 16 in FY 2010, due to the limited availability of CNG vehicles from the OEMs. Moreover, the commercial CNG refueling infrastructure for these vehicles is insufficient, with only one source (the Pentagon Navy Exchange [NEX] station) having been convenient for daily DOS use, and even that station has since been closed (on October 28, 2011). There are two backup sources for CNG refueling: the Washington Navy Yard and the Arlington Transit (ART) site in Shirlington, VA, but these are not convenient to the location where the vehicles are garaged and primarily operated. Because of these factors, CNG fuel consumption decreased 28 percent from the FY 2010 level.
- E85 Use: The amount of E85 (a fuel blend of 85 percent ethanol and 15 percent gasoline) that is reported in FAST for FY 2011 is about the same as in FY 2010. Accurately measuring AF usage continues to be difficult due to commercial fuel station fuel-type coding problems in the fuel transactions data. Because E85 fuel is often incorrectly coded (either as a petroleum fuel or a non-fuel purchase), it is necessary to correct some transaction data based on the fuel available at the station and the fuel type of the vehicle for which the fuel was purchased.
- Biodiesel Use: There was only one biodiesel station (the NEX) convenient for use by DOS's diesel vehicles, which make up 5.5% of DOS's domestic fleet, to obtain B20. Use of that station decreased during the year, due to decreased utilization of diesel buses when some shuttle routes were contracted out as the result of driver shortages. Other sources of B20 are being sought.

DOS took a number of steps to increase the availability and use of AFs in FY 2011:

- DOS contacted various entities to develop/promote AF availability, discussed E85 infrastructure development and availability with the NEX and Georgetown Sunoco (formerly Chevron) station managers, discussed with the Metropolitan Washington Airports Authority the possibility of refueling DOS CNG vehicles at the Clark Street station near the Ronald Reagan Washington National

- Airport, and sought assistance from the National Biodiesel Board with installing another B20 source in the Washington, DC area.
- Informed/reminded AFV custodians that DOS is required by EO 13423 to increase annual usage of AFs and by the EPAct (Section 701) to use AFs in AFVs when an AFV is garaged/parked within five miles or 15 minutes of an AF station.
 - Provided the Alternative Fuel Station Locator web site address to AFV custodians and other DOS employees and informed them of the location of the closest AF stations.
 - Monitored fuel usage data and notified AFV custodians and their supervisors, as needed, of “missed opportunities” when FFVs were refueled with gasoline instead of reasonably-available E85.

EPACT 2005, Section 701 - Operating Dual-fuel AFVs on AFs

EPAct 2005, Section 701 requires that dual-fuel AFVs (e.g., AFVs that can run equally well on gasoline or an AF) use AF exclusively unless the AF is (1) not reasonably available (neither within a 15-minute drive nor five miles from garaged location) or (2) unreasonably expensive (costs more per gallon than gasoline at the same station). LE vehicles are exempt from this requirement. Federal agencies can request a waiver (annually via FAST by June 30) for each non-exempt, dual-fuel AFV for which the distance, time, and/or cost exceed these criteria.

Since the waiver process began in 2007, the number of non-exempt, dual-fuel AFVs has increased as shown in Exhibit 4, but this has also resulted in a need for more waivers.

Exhibit 4. DOS Non-exempt, Dual-fuel AFV Fleet and Approved Waivers

	<u># approved waivers</u>	<u># non-exempt, dual-fuel AFVs</u>
FY07	67	147
FY08	61	169
FY09	58	190
FY10	70	214
FY11	87	247

Nevertheless, AF usage in DOS AFVs, which is estimated to be about 31 percent in FY 2011, has not met DOS expectations and targets. DOS is one of three fleets that will pilot a DOE-sponsored software program that will make use of geographic information system (GIS) software to analyze fuel transaction data and AF station location data to ascertain where specific AFVs could be using more AF.

As mentioned earlier, fuel coding problems substantially impact the reliability of the fuel transaction data. While the data is available for agencies to download (from GSA and from the Voyager fuel card databases), it is deficient in accurately identifying the fuel purchased because of software problems at the point of sale and problems in the transmission of data from the point of sale to the credit card transaction databases.

EISA Section 141 – Greenhouse Gas Reporting in FAST

The Energy Independence and Security Act (EISA) of 2007 (Section 141) prohibits Federal agencies from acquiring LD vehicles and MD passenger vehicles that are not considered “low greenhouse gas emitting vehicles” (LGHGEVs). Beginning with the submission of the FY 2010 FAST data, Federal agencies are required to report whether each of the current year acquisitions met this criteria, and if not, what allowable exceptions (“functional needs” or “alternative measures” as defined in Section 141) or circumstances applied. DOS provided guidance to its subfleets concerning the procedures for requesting the exceptions for non-LGHGEV acquisitions. The subfleets reported the FY 2011 acquisitions by exceptions category as required in FAST. Of the applicable FY 2011 acquisitions reported by the subfleets in FAST, which excludes overseas vehicles and those with “functional needs” exceptions, 10 vehicles were LGHGEVs and 6 were not and are being processed for “alternative measures exception” approval. DOS expects to increase the numbers of LGHGEV acquisitions as more become available from the OEMs and the General Services Administration (GSA).

Executive Fleet Reporting

The Presidential Memorandum on “Federal Fleet Performance” signed May 24, 2011 created a new requirement for reporting executive fleet vehicles (EFVs) and their sizes on the agency web site. The memorandum states: “Pursuant to motor vehicle management regulations, set forth at 41 C.F.R. 102-34.50, executive fleets are required to achieve maximum fuel efficiency; be limited in motor vehicle body size, engine size, and optional equipment to what is essential to meet agency mission; and be midsize or smaller sedans, except where larger sedans are essential to the agency mission. Within 180 days of the date of this memorandum, any executive fleet vehicles that are larger than a midsize sedan or do not comply with alternative fueled vehicle requirements must be disclosed on agency websites.”

Therefore, in FAST, the current inventory had to include an indicator for each vehicle that is part of the agency's executive fleet (those vehicles used

primarily for the transport of Secretaries and Heads of Agencies, Senior Executive Service [SES] employees, and general officers). The resulting Executive Fleet report (by vehicle type) is included in Appendix C. Since 19 of the current 20 EFVs are not compliant with this new requirement due to being older model years and larger than mid-size sedans, DOS expects to achieve a higher compliance rate in the future as these vehicles are replaced. While not applicable to FY11, fourteen of the large sedans have been replaced with mid-size sedans.

Conclusion

DOS remains fully committed to compliance with EPO and EO requirements. With its policy of exclusively acquiring AFVs for its non-exempt fleet, except where operational requirements make such acquisitions impractical, DOS expects to continue its record of meeting or exceeding the 75 percent EPO percentage for the foreseeable future. DOS will also continue acquiring LGHGEVs as OEMs provide more makes and models that meet operational requirements.

A lack of adequate commercial AF infrastructure and the recent closing of the NEX continue to hinder AF refueling, but DOS endeavors to keep its waiver requests to a minimum, to monitor the expansion of commercial AF infrastructure, and to strengthen its efforts to increase driver awareness to use AF whenever the distance/cost criteria are met.

Appendix A

Department of State AFV Report

2011 AFV Report: Actual Data (FY2011)

1. Actual Light-Duty Vehicle Acquisitions and Exemptions			
	Leased	Acquisitions Purchased	Total
Total Light-Duty Vehicle Acquisitions	277	616	893
Fleet Exemptions: Fleet Size	0	0	0
Fleet Exemptions: Foreign	0	589	589
Fleet Exemptions: Geographic	0	0	0
Fleet Exemptions: Non-MSA Operation	0	0	0
Vehicle Exemptions: LE Vehicle	202	26	228
Vehicle Exemptions: Non-covered Vehicle	0	0	0
Vehicle Exemptions: Non-MSA Operation	8	0	8
Total EPA-Act-Covered Vehicles	67	1	68

2. Actual Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Acquisitions Purchase	Total	EPA-Act Credits
Light Duty Vehicles						
Sedan/St Wgn Compact	E85 FF	No	7	0	7	7
Sedan/St Wgn Compact	E85 FF	Yes	11	0	11	0
Sedan/St Wgn Compact	GAS HY ³	Yes	1	0	1	0
Sedan/St Wgn Large	E85 FF	Yes	11	0	11	0
Sedan/St Wgn Midsize	E85 FF	No	7	0	7	7
Sedan/St Wgn Midsize	E85 FF	Yes	29	0	29	0
LD Minivan 4x2 (Cargo)	E85 FF	No	5	0	5	5
LD Minivan 4x2 (Cargo)	E85 FF	Yes	2	0	2	0
LD Minivan 4x2 (Passenger)	E85 FF	No	11	0	11	11
LD Minivan 4x2 (Passenger)	E85 FF	Yes	17	0	17	0
LD SUV 4x2	E85 FF	No	8	0	8	8
LD SUV 4x2	E85 FF	Yes	2	0	2	0
LD Van 4x2 (Passenger)	E85 FF	No	1	0	1	1
LD Pickup 4x4	E85 FF	No	7	0	7	7
LD Pickup 4x4	E85 FF	Yes	8	0	8	0
LD SUV 4x4	E85 FF	No	13	0	13	13
LD SUV 4x4	E85 FF	Yes	48	0	48	0
LD SUV 4x4	GAS HY ³	No	4	0	4	4
LD SUV 4x4	GAS HY ³	Yes	1	0	1	0
Medium Duty Vehicles						
MD Van (Cargo)	E85 FF	No	3	0	3	3
MD Van (Cargo)	E85 FF	Yes	1	0	1	0
MD Van (Passenger)	E85 FF	No	3	0	3	3
MD Van (Passenger)	E85 FF	Yes	2	0	2	0
Totals:			202	0	202	69

3. Actual EAct Acquisition Credits Summary

Base AFV Acquisition Credits:	69
Zero Emission Vehicle (ZEV) Credits:	0
Dedicated Light Duty AFV Credits:	0
Dedicated Medium Duty AFV Credits:	0
Dedicated Heavy Duty AFV Credits:	0
Biodiesel Fuel Usage Credits:	0
Total EAct Credits:	69
Overall EAct Compliance Percentage:	101 %

Appendix A (continued)

2011 AFV Report: Planned Data (FY2012)

1. Planned Light-Duty Vehicle Acquisitions and Exemptions			
	Leased	Acquisitions Purchased	Total
Total Light-Duty Vehicle Acquisitions	209	590	799
Fleet Exemptions: Fleet Size	0	0	0
Fleet Exemptions: Foreign	0	589	589
Fleet Exemptions: Geographic	0	0	0
Fleet Exemptions: Non-MSA Operation	0	0	0
Vehicle Exemptions: LE Vehicle	143	0	143
Vehicle Exemptions: Non-covered Vehicle	0	0	0
Vehicle Exemptions: Non-MSA Operation	7	0	7
Total EAct-Covered Vehicles	59	1	60

2. Planned Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Acquisitions Purchase	Total	EAct Credits
Light Duty Vehicles						
Sedan/St Wgn Compact	E85 FF	No	1	0	1	1
Sedan/St Wgn Compact	E85 FF	Yes	1	0	1	0
Sedan/St Wgn Large	E85 FF	Yes	18	0	18	0
Sedan/St Wgn Midsize	E85 FF	No	17	0	17	17
Sedan/St Wgn Midsize	E85 FF	Yes	38	0	38	0
Sedan/St Wgn Subcompact	GAS PH	No	2	0	2	2
LD Minivan 4x2 (Cargo)	E85 FF	No	1	0	1	1
LD Minivan 4x2 (Passenger)	E85 FF	No	12	0	12	12
LD Minivan 4x2 (Passenger)	E85 FF	Yes	1	0	1	0
LD SUV 4x2	E85 FF	No	8	0	8	8
LD SUV 4x2	E85 FF	Yes	3	0	3	0
LD SUV 4x2	GAS HY ³	No	1	0	1	1
LD Pickup 4x4	E85 FF	No	2	0	2	2
LD SUV 4x4	E85 FF	No	5	0	5	5
LD SUV 4x4	E85 FF	Yes	27	0	27	0
LD SUV 4x4	GAS HY ³	No	3	0	3	3
Medium Duty Vehicles						
MD Van (Cargo)	CNG BI	No	1	0	1	1
MD Van (Passenger)	E85 FF	No	2	0	2	2
Totals:			143	0	143	55

3. Planned EAct Acquisition Credits Summary	
Base AFV Acquisition Credits:	55
Zero Emission Vehicle (ZEV) Credits:	0
Dedicated Light Duty AFV Credits:	0
Dedicated Medium Duty AFV Credits:	0
Dedicated Heavy Duty AFV Credits:	0
Biodiesel Fuel Usage Credits: ⁴	0
Total EAct Credits:	55
Overall EAct Compliance Percentage:	92 %

Appendix A (continued)

2011 AFV Report: Projected Data (FY2013)

1. Projected Light-Duty Vehicle Acquisitions and Exemptions			
	Acquisitions		Total
	Leased	Purchased	
Total Light-Duty Vehicle Acquisitions	167	589	756
Fleet Exemptions: Fleet Size	0	0	0
Fleet Exemptions: Foreign	0	589	589
Fleet Exemptions: Geographic	0	0	0
Fleet Exemptions: Non-MSA Operation	0	0	0
Vehicle Exemptions: LE Vehicle	121	0	121
Vehicle Exemptions: Non-covered Vehicle	0	0	0
Vehicle Exemptions: Non-MSA Operation	6	0	6
Total EPCovered Vehicles	40	0	40

2. Projected Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Acquisitions		EPCredits
				Purchase	Total	
Light Duty Vehicles						
Sedan/St Wgn Compact	E85 FF	No	1	0	1	1
Sedan/St Wgn Compact	E85 FF	Yes	2	0	2	0
Sedan/St Wgn Large	E85 FF	Yes	16	0	16	0
Sedan/St Wgn Midsize	E85 FF	No	3	0	3	3
Sedan/St Wgn Midsize	E85 FF	Yes	29	0	29	0
LD Minivan 4x2 (Cargo)	E85 FF	Yes	1	0	1	0
LD Minivan 4x2 (Passenger)	E85 FF	No	17	0	17	17
LD Minivan 4x2 (Passenger)	E85 FF	Yes	5	0	5	0
LD Pickup 4x2	E85 FF	Yes	1	0	1	0
LD SUV 4x2	E85 FF	No	1	0	1	1
LD SUV 4x2	E85 FF	Yes	1	0	1	0
LD Pickup 4x4	E85 FF	No	2	0	2	2
LD SUV 4x4	CNG BI	No	2	0	2	2
LD SUV 4x4	E85 FF	No	13	0	13	13
LD SUV 4x4	E85 FF	Yes	30	0	30	0
LD SUV 4x4	GAS HY ³	No	2	0	2	2
Medium Duty Vehicles						
MD Van (Passenger)	E85 FF	No	2	0	2	2
Totals:			128	0	128	43

3. Projected EPCredits Acquisition Credits Summary	
Base AFV Acquisition Credits:	43
Zero Emission Vehicle (ZEV) Credits:	0
Dedicated Light Duty AFV Credits:	0
Dedicated Medium Duty AFV Credits:	0
Dedicated Heavy Duty AFV Credits:	0
Biodiesel Fuel Usage Credits: ⁴	0
Total EPCredits Credits:	43
Overall EPCredits Compliance Percentage:	108 %

Appendix B

FY2011 EO 13423 Fuel Consumption Report Department of State

Covered Petroleum Consumption in GGE											
Baseline											
	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Gasoline		237,260	210,103	166,829	159,409	152,197	173,974				
Diesel		39,760	36,006	41,510	69,845	52,750	60,331				
B20		415	35	350	2,033	9,774	1,648				
Total	279,127	277,435	246,144	208,689	231,287	214,721	235,953				
Target		273,544	267,961	262,379	256,796	251,214	245,631	240,049	234,466	228,884	223,301
Compliant		No	Yes	Yes	Yes	Yes	Yes				

* B20 is the diesel component from covered biodiesel consumption.

Alternative Fuel Consumption in GGE											
Baseline											
	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
CNG		18,267	8,997	9,859	10,557	9,892	7,086				
LNG		0	0	0	0	0	0				
LPG		0	0	0	0	0	0				
E-85		4,525	3,454	3,248	3,048	16,735	16,512				
Electric		0	0	0	0	0	0				
M-85		0	0	0	0	0	0				
B100		104	9	88	508	2,443	412				
Hydrogen		0	0	0	0	0	0				
Total	28,480	22,896	12,460	13,195	14,113	29,070	24,010				
Target		31,328	34,460	37,906	41,697	45,867	50,454	55,499	61,049	67,154	73,869
Compliant		No	No	No	No	No	No				

*B100 is calculated at 20% of the reported B20 and 100% of the reported B100 fuel used in the Section III Actual Fuel Cost/Consumption by Fuel Type data input screen.

Appendix C

Executive Fleet Summary Report

Department of State - FY2011

Fleet Name	Locale	Vehicle Type	Fuel Config	Ownership	Armor	#	Compliant
International Boundary & Water Commission	Domestic	Sedan/St Wgn Midsize	E85 FF	GSA	None	1	Yes
Compliant Subtotal						1	
Diplomatic Security	Domestic	Sedan/St Wgn Large	E85 FF	GSA	None	2	No
Fleet Management Office	Domestic	Sedan/St Wgn Large	E85 FF	Comm	None	15	No
Fleet Management Office	Domestic	LD SUV 4x4	E85 FF	Comm	None	2	No
Non-Compliant Subtotal						19	
Total						20	

Appendix D

Department of State Glossary

AF - Alternative Fuel; a fuel defined as alternative by the EPA Act of 1992.

AFV - Alternative Fuel Vehicle; a vehicle that can run on an alternative fuel.

ART – Arlington Transit; the mass transit program of Arlington County, VA.

B20 – fuel blend of 20 percent biodiesel and 80 percent petrodiesel.

Biodiesel – a renewable alternative fuel made primarily from soybeans in the US.

CNG – Compressed Natural Gas; a domestically produced alternative fuel.

CNG Bi-Fuel Vehicle – a vehicle with two separate fueling systems that enable it to use either CNG or a conventional fuel (gasoline or diesel).

CNG Dedicated Vehicle – a vehicle that uses only CNG fuel.

Diesel – Petroleum diesel

Dual Fuel Vehicle – designed to operate on a combination of an alternative fuel and a conventional fuel (includes CNG bi-fuel and E85 flex-fuel vehicles).

DOS – Department of State

DE – Dedicated; a vehicle that uses only one type of fuel, such as a CNG DE bus.

DS – Bureau of Diplomatic Security

E85 – fuel blend of 85 percent ethanol and 15 percent gasoline.

ECRA – Energy Conservation Reauthorization Act

EFVs – Executive fleet vehicles are vehicles used primarily to transport Senior Executives (Heads of Agencies, Senior Executive Service [SES] employees and General Officers).

EO – Executive Order

EO 13423 – Strengthening Federal Environmental, Energy, and Transportation Management

Ethanol – an alcohol-based alternative fuel made primarily from corn in the US.

FAST – Federal Automotive Statistical Tool; an online data reporting system for Federal fleet management personnel.

FFV – Flexible Fuel Vehicle; a vehicle that can run equally well on any blend of gasoline and ethanol up to 85% ethanol (E85).

FMO – Fleet Management & Operations Division, Office of General Services Management, Deputy Assistant Secretary for Operations, Bureau of Administration, DOS

FY – Fiscal Year

GGE – Gasoline Gallon Equivalent: a concept used to describe the difference in energy content of various fuels, using gasoline as the baseline.

GSA – General Services Aministration

GVWR – Gross Vehicle Weight Rating

HD – Heavy Duty, a vehicle weighing > 16,000 lbs GVWR.

IBWC – International Boundary and Water Commission

LD – Light Duty; a vehicle that weighs less than 8,500 lbs. GVWR.

LE – Law Enforcement

LGHGEV – Low greenhouse gas emitting vehicle

MD – Medium Duty, a vehicle weighing between 8,500 lbs. and 16,000 lbs. GVWR

MSA – Metropolitan Statistical Area

NEX – Navy Exchange

OEM – Original Equipment Manufacturer

Petrodiesel – diesel from petroleum

SUV – Sport Utility Vehicle