

**Department of State
Fleet AFV Program Report for Fiscal Year 2012
January 18, 2013**

This report summarizes the U.S. Department of State (DOS) fiscal year (FY) 2012 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, 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 2012

Authority /Mandate	Performance Measure	Requirement	DOS Performance in FY 2012
EPAct 1992	Alternative Fuel Vehicle (AFV) acquisitions	75 percent of the 61 covered ¹ fleet vehicle acquisitions must be AFVs.	Accumulated 76 AFV credits (125 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 243,837 GGEs, a decrease of 13 percent from baseline (falling short of the target of a 14 percent decrease [i.e., 240,049 GGEs] by end of FY 2012). NON-COMPLIANT
EO 13423	Increase annual alternative fuel (AF) consumption	Equal or exceed the FY 2012 AF usage target of 55,499 GGEs, based on a compounded 10 percent annual rate of increase over the FY 2005 baseline of 28,480 GGEs.	Used 26,056 GGEs, which is only 47 percent of the FY 2012 target but about 2,000 more than reported usage in previous year (FY 2011). NON-COMPLIANT
EPAct 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 25 percent. NON-COMPLIANT

Authority /Mandate	Performance Measure	Requirement	DOS Performance in FY 2012
41 C.F.R. 102-34.50; Presidential Memo 5/24/2011	Executive fleet vehicles (EFVs) limited in size to achieve fuel efficiency	EFVs should be midsize or smaller sedans or intermediate or smaller sport utility vehicles (SUVs), except where larger ones are essential. Any larger EFVs must be reported on agency website.	17 of 19 EFVs are midsize or smaller sedans or intermediate or smaller SUVs. Appendix C reports on those EFVs. NON-COMPLIANT

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 2012.

² By 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

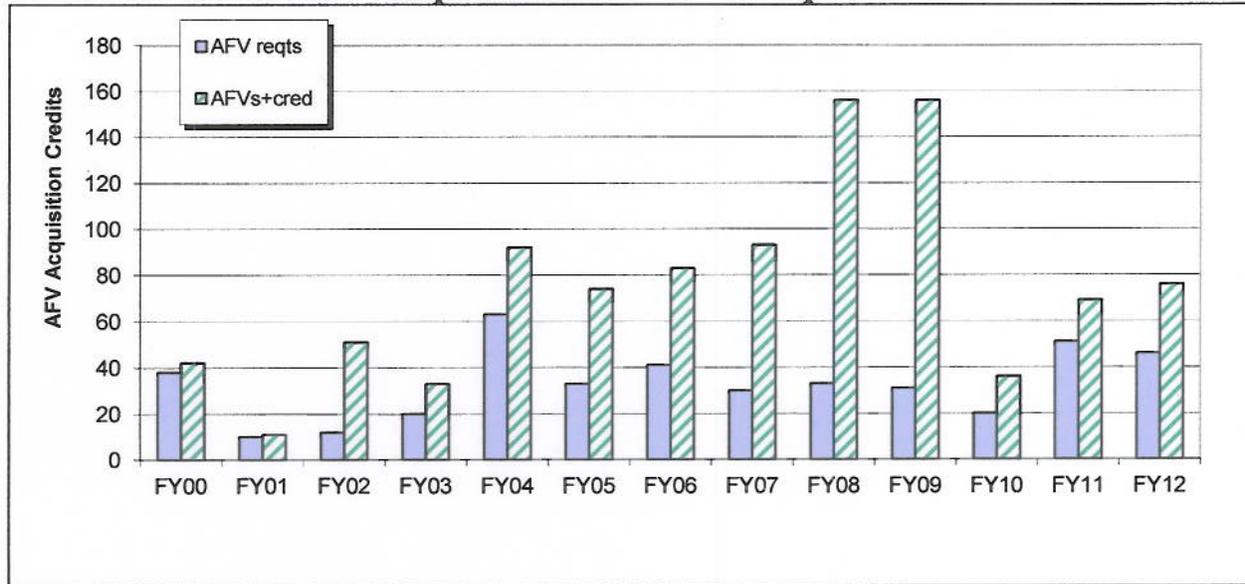
DOS exceeded EPAct AFV acquisition requirements in FY 2012 as follows:

- DOS acquired 61 EPAct-covered (domestic, non-LE, light-duty [LD]) vehicles, as shown in Appendix A.
- DOS accumulated 76 AFV credits through acquisition of 76 non-law enforcement AFVs, of which 66 were LD (including two plug-in hybrid electric vehicles) and ten were medium duty (MD).
- The resulting overall EPAct compliance percentage was 125 percent (76 AFV credits/61 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 AFV credits were substantially smaller than in past years because such credits are 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 2012. The data in Appendix A is DOS’s “official” vehicular data, which is locked in FAST and cannot be changed until the next annual FAST input schedule.

FY 2013 Planned and FY 2014 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. Detailed projections of vehicles to be acquired in future years were not required for FAST in December and so are not part of this report. Those projections will be input into FAST by the deadline of March 31, 2013.

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

In FY 2012 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).

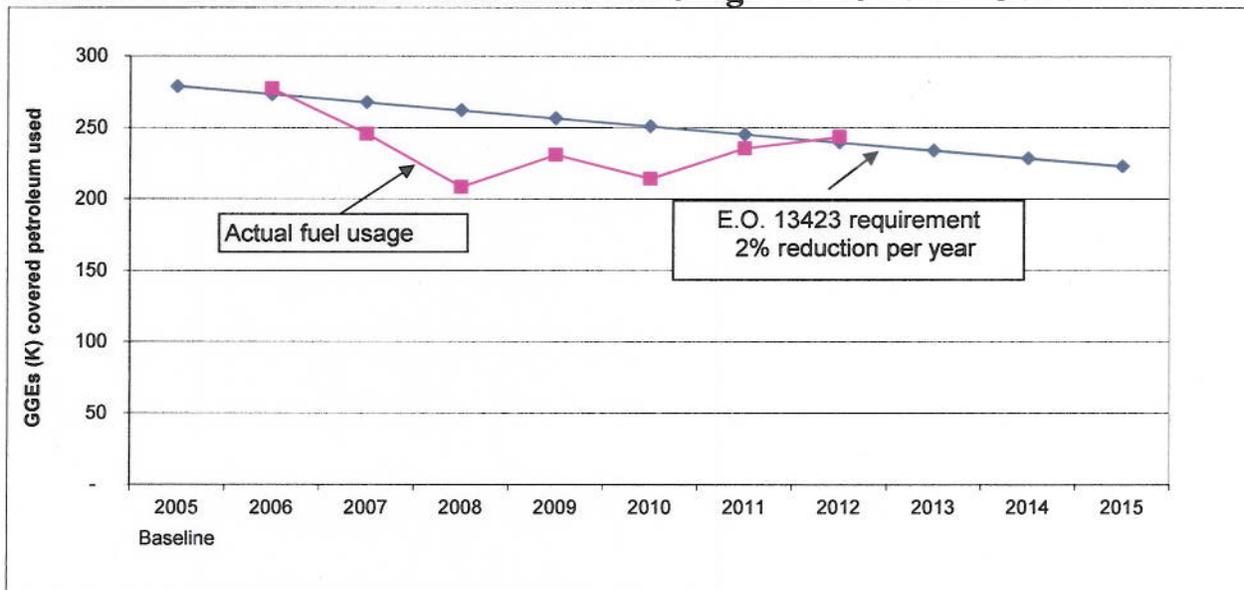
- Increase vehicular non-petroleum based fuel (i.e., alternative fuel) consumption by ten percent compounded annually.

Reducing Covered Petroleum Consumption

DOS's covered petroleum fuel consumption in FY 2012 was 243,837 GGEs, a 13 percent reduction from the FY 2005 baseline of 279,127 GGEs. This total does not quite achieve the 14 percent reduction (two percent per year for seven years - FY 2006 to FY 2012) target for 2012. Consequently, DOS was non-compliant with the petroleum use reduction requirement in FY 2012.

DOS's covered petroleum fuel consumption increased from the FY 2011 level by about 8,000 GGEs, mainly due to a 28 percent increase in the amount of fuel consumed by the International Boundary and Water Commission (IBWC) because of an increase in tempo for its border operations.

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 ten 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 2012 was 55,499 GGEs. DOS is not compliant with this requirement because the AF consumption in FY 2012 was 26,056 GGEs, meeting only 47 percent of the target. However, the FY 2012 usage of AFs (26,056 GGEs) is

higher than the amount (24,010 GGEs) reported in the previous year (FY 2011) due to an increase in reported CNG usage.

- CNG Use: DOS is now operating seven compressed natural gas (CNG) vehicles (two CNG bi-fuel and five CNG dedicated buses), down from 11 in FY 2011, due to the limited availability of CNG vehicles from the OEMs. Moreover, the commercial CNG refueling infrastructure for these vehicles is insufficient. There had been only one source (the Pentagon Navy Exchange [NEX] station) convenient for daily DOS use but it closed on October 28, 2011, such that only 149 GGEs could be purchased there in FY 2012. After that date, the backup source, the Arlington [County] Transit (ART) site in Shirlington, Virginia, was used. This was not as convenient a location but nevertheless was used for the CNG dedicated buses, which consumed 11,790 GGEs from refueling there by the end of FY 2012. While the GGE consumption reported for FY2012 exceeds the amount reported for FY 2011, it should be noted that FY2011 was underreported by a few thousand GGEs that had been purchased at ART but were not charged to the fuel credit cards (Wright Express and Voyager) normally used.
- E85 Use: The amount of E85 (a fuel blend of 85 percent ethanol and 15 percent gasoline) that is reported in FAST for FY 2012 is fourteen percent less than in FY 2011, due to the closing of the relatively convenient NEX station. The flex-fuel vehicles (FFVs) can refuel with E85 at a Sunoco station in Georgetown but usage has suffered when operational demands do not permit refueling at this less convenient location.
- Biodiesel Use: No B20 (a fuel blend of 20 percent biodiesel and 80 percent petroleum diesel) was consumed in FY 2012 because the only biodiesel source convenient for the diesel vehicles, the NEX, was closed. Other sources of B20 are being sought.

DOS took a number of steps to increase AF use in FY 2012:

- DOS contacted various entities to develop/promote AF availability.
 - DOS sought authority from the Office of the Architect of the Capitol to access the E85 pump at the Rayburn House Office Building in order to refuel DOS FFVs, some of which are driven to the Capitol in the course of official business. The Capitol Grounds Superintendent of the Office of the Architect replied that the E85 there was established by legislation only for refueling Legislative Branch vehicles.
 - DOS concluded discussions with the Metropolitan Washington Airports Authority (MWAA) concerning

refueling of DOS natural gas vehicles (NGVs) at the Clark Street station near the Ronald Reagan Washington National Airport. The final response from the MWAA was negative, even on an emergency basis, because the MWAA's CNG dispensers had to be changed to fit only MVAAs NGVs.

- Determined by meeting with representatives of the Metropolitan Washington Area Transit Authority (WMATA) that their CNG fueling system at the Four Mile Run facility near Shirlington, Virginia is not compatible for refueling DOS NGVs.
- Learned through meeting with the Fleet Manager of the Smithsonian Institute that their B20 fueling system at the National Zoo cannot be accessed by DOS diesel vehicles.
- Informed DOS AFV custodians that DOS is required by EO 13423 to increase annual usage of AFs and by the EPCA (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 DOS non-exempt, dual-fuel AFVs has increased as shown in Exhibit 4. To date, AF usage in DOS AFVs has not met DOS expectations and targets. DOS is still one of the fleets piloting a DOE-sponsored software program that is making use of geographic information system (GIS) software to analyze fuel transaction data and AF station location data in order to facilitate greater AF use by specific dual-fuel AFVs.

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

	<u># approved waivers</u>	<u># non-exempt, dual-fuel AFVs</u>
FY07	<u>67</u>	<u>147</u>
FY08	<u>61</u>	<u>169</u>
FY09	<u>58</u>	<u>190</u>
FY10	<u>70</u>	<u>214</u>
FY11	<u>87</u>	<u>247</u>
FY12	<u>71</u>	<u>276</u>

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”) 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 2012 acquisitions by exceptions category as required in FAST. Of the applicable FY 2012 acquisitions reported by the subfleets in FAST, which excludes overseas vehicles and those with “functional needs” exceptions, two vehicles were LGHGEVs. The 27 that were not LGHGEVs 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. In contrast to last year (FY 2011) when 19 of the 20 EFVs were not compliant, only two of 19 EFVs are not compliant in FY 2012. This improvement is due to older-model-year full-size sedans and large SUVs being replaced by alternative fuel mid-size sedans and intermediate SUVs. DOS expects to achieve an even higher compliance rate in the future as the last of the large vehicles are replaced.

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 to meet or exceed 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 AF infrastructure, and to strengthen its efforts to increase AF consumption and decrease petroleum fuel consumption.

Appendix A

Department of State AFV Report – FY 2012 Actual Data

1. Actual Light-Duty Vehicle Acquisitions and Exemptions			
	Acquisitions		Total
	Leased	Purchased	
Total Light-Duty Vehicle Acquisitions	216	925	1,141
Fleet Exemptions: Fleet Size	0	0	0
Fleet Exemptions: Foreign	0	902	902
Fleet Exemptions: Geographic	0	0	0
Fleet Exemptions: Non-MSA Operation	0	0	0
Vehicle Exemptions: LE Vehicle	148	23	171
Vehicle Exemptions: Non-covered Vehicle	0	0	0
Vehicle Exemptions: Non-MSA Operation	7	0	7
Total EAct-Covered Vehicles	61	0	61

2. Actual Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Acquisitions		Total	EAct Credits
			Lease	Purchase		
Light Duty Vehicles						
Sedan/St Wgn Compact	GAS HY ³	Yes	1	0	1	0
Sedan/St Wgn Midsize	E85 FF	No	16	0	16	16
Sedan/St Wgn Midsize	E85 FF	Yes	66	0	66	0
Sedan/St Wgn Subcompact	E85 FF	Yes	6	0	6	0
Sedan/St Wgn Subcompact	GAS PH	No	2	0	2	2
LD Minivan 4x2 (Cargo)	E85 FF	No	3	0	3	3
LD Minivan 4x2 (Passenger)	E85 FF	No	24	0	24	24
LD SUV 4x2	E85 FF	No	1	0	1	1
LD SUV 4x2	E85 FF	Yes	6	0	6	0
LD Van 4x2 (Passenger)	E85 FF	No	1	0	1	1
LD Pickup 4x4	E85 FF	No	3	0	3	3
LD Pickup 4x4	E85 FF	Yes	4	0	4	0
LD SUV 4x4	E85 FF	No	16	0	16	16
LD SUV 4x4	E85 FF	Yes	30	0	30	0
Medium Duty Vehicles						
MD Pickup	E85 FF	No	1	0	1	1
MD SUV	E85 FF	Yes	0	1	1	0
MD Van (Cargo)	E85 FF	No	1	0	1	1
MD Van (Passenger)	E85 FF	No	8	0	8	8
Totals:			189	1	190	76

3. Actual EAct Acquisition Credits Summary	
Base AFV Acquisition Credits:	76
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:	76
Overall EAct Compliance Percentage:	125 %

Appendix B

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	183,545			
Diesel		39,760	36,006	41,510	69,845	52,750	60,331	60,292			
B20		415	35	350	2,033	9,774	1,648	0			
Total	279,127	277,435	246,144	208,689	231,287	214,721	235,953	243,837			
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	Yes	No		

* 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	11,939			
LNG		0	0	0	0	0	0	0			
LPG		0	0	0	0	0	0	0			
E-85		4,525	3,454	3,248	3,048	16,735	16,512	14,117			
Electric		0	0	0	0	0	0	0			
M-85		0	0	0	0	0	0	0			
B100		104	9	88	508	2,443	412	0			
Hydrogen		0	0	0	0	0	0	0			
Total	28,480	22,896	12,460	13,195	14,113	29,070	24,010	26,056			
Target		31,328	34,460	37,906	41,697	45,867	50,454	55,499	61,049	67,154	73,869
Compliant		No									

*B100 is calculated at 20% of the reported B20 and 100% of the reported B100 fuel used in the Section 3 Actual Fuel Cost/Consumption by Fuel Type data input screen.

Appendix C

Executive Fleet Summary Report

Department of State - FY 2012

Fleet Name	Locale	Vehicle Type	Fuel Config	Ownership	Armor	#	Compliant
Fleet Management Office	Domestic	Sedan/St Wgn Midsize	E85 FF	Comm	None	14	Yes
International Boundary & Water Commission	Domestic	Sedan/St Wgn Midsize	E85 FF	GSA	None	1	Yes
Fleet Management Office	Domestic	LD SUV 4x4	E85 FF	Comm	None	2	Yes
Compliant Subtotal						17	
Diplomatic Security	Domestic	Sedan/St Wgn Large	E85 FF	GSA	None	2	No
Non-Compliant Subtotal						2	
Total						19	

Appendix D
Department of State
Glossary

AF - Alternative Fuel; a fuel defined as alternative by the EPAct 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 – Deartment 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 Oder

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 Administration

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

NGV – Natural gas vehicle

Petrodiesel – diesel from petroleum

SUV – Sport Utility Vehicle