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National Aeronautics and Space Administration (NASA)

Alternative Fuel Vehicle Challenges

Over the years, we have all become very well acquainted with the requirements of Title III of the Energy Policy Act (EPAAct) of 1992 and Executive Order (E.O.) 13149, *Greening the Government through Federal Fleet and Transportation Efficiency*. Title III of EPAAct requires Federal agencies to procure not less than 75% alternative fuel vehicles (AFVs) in EPAAct covered geographical areas. E.O. 13149, signed by the President on April 21, 2000, requires Federal agencies to reduce their vehicle petroleum consumption by 20 percent, relative to their FY 1999 baseline, by using alternative fuels in AFVs at least 50% of the time, acquiring higher fuel economy vehicles, and making other improvements in fleet fuel efficiency.

NASA's fleet is located at more than forty individual sites across the country, including NASA and contractor facilities. Fleet sizes at these locations range from several hundred to less than a dozen. Notwithstanding this mix of vehicles across the Agency and geographical issues that present different challenges at each site, our new, "One NASA" strategic vision prompted us to take a more

centralized, Agency-wide approach to managing our fleet rather than the status quo of managing individual fleets. "One NASA" reflects Administrator Sean O'Keefe's approach to management, which focuses on enhanced coordination, collaboration and communication among all Agency facilities to reach common goals.

NASA, not unlike most other federal agencies, has had a difficult time meeting all of the goals set forth in E.O. 13149 and EPAAct. In recent months, NASA has taken several key actions that should significantly enhance the overall management of vehicles and greatly improve compliance with E.O. 13149 and EPAAct. Some of these actions are described below:

- NASA is performing an analysis to identify and define current fleet management operations, and to determine critical requirements, reporting criteria, and management tools needed to improve processes across the Agency. Other anticipated results of this activity will be recommendations for improved vehicle utilization, potential areas

Continued on page 2

NASA from page 1

for vehicle reductions, increased use of alternative fuel vehicles, and improved visibility of all Agency operated vehicles.

- E.O. 13149 requires that Federal agencies ensure that all government-owned and government-operated vehicle fleets comply with the goals and objectives of the executive order. It was not until April 2002 that NASA became aware that contractor-operated government vehicle fleets are also required to comply with EPAAct and E.O. 13149. NASA has recently added language to their Federal Acquisition Regulation Supplement and modified appropriate contracts to include NASA fleet managers in the decision as to the type and quantity of vehicles a contractor

may be authorized to acquire. Additionally, each contractor must participate in an annual vehicle review board to determine proper utilization of vehicles and fleet size. NASA is also seeking approval from OMB, through the paperwork reduction act, for contractors to report vehicle data directly into the Federal Automotive Statistical Tool (FAST).

- NASA's Associate Deputy Administrator for Institutions and Asset Management initiated a Quarterly Institutional Review Process in October 2002. During these quarterly reviews, senior executives from all NASA Centers address issues such as budget, personnel, facilities, and other institutional concerns. This has become an excellent forum to direct senior managers' attention on AFV infrastructure at the

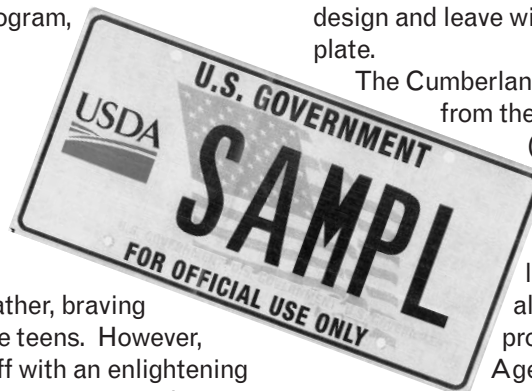
Centers, review Center metrics on acquisition of AFVs and reduction of petroleum usage, as well as other vehicle management issues. This high-level review process has brought the requirements of E.O. 13149 and EPAAct to the forefront at NASA, and this additional scrutiny will ensure NASA meets or exceeds its goals.

In addition to the above actions, we urge all NASA fleet locations to contribute towards meeting the goals of E.O. 13149 and EPAAct, even those exempt from the requirements (by fleet size or metropolitan statistical area). For example, NASA Headquarters (which has only a few vehicles in its fleet) is in the process of replacing the Administrator's car with an AFV fueled by compressed natural gas. This, in itself demonstrates the Agency's commitment to meeting the goals of E.O. 13149 and EPAAct. ■

UNICOR License Plate Facility Tour

Neither wind, nor rain, nor sleet or snow... Think we're talking about the US Postal Service? Think again! On February 26, 2003, representatives from GSA's Federal Vehicle Policy Program, NASA, and the Department of Transportation traveled to Western Maryland to tour the UNICOR prison facility in Cumberland that produces U.S. Government license plates. The weather changed abruptly just days before and threatened to cancel the trip. Participants decided to proceed anyway through the unpredictable weather, braving snow showers and temperatures in the teens. However, their efforts and determination paid off with an enlightening tour of the facility, a demonstration of security procedures, and viewing actual orders, from the Internet ordering

procedure through production and shipping. NASA, who at that time had not yet established their license plate requirements, managed to convey their desires for a plate design and leave with full color samples of their perspective plate.



The Cumberland facility is a significant improvement from the previous supplier of license plates (District of Columbia's Lorton Prison). The changeover has greatly enhanced record keeping procedures and increased security while reducing order lead-time and defective tags. The facility also produces other items, such as promotional items and agency seals. Agencies desiring to participate in future tours of the facility should contact Michael Moses at (202) 501-2507, or email at mike.moses@gsa.gov. ■

The Management Review Initiative

And the Winners are...the entire Federal Fleet Management Community! The final report for the Fleet Management Review Initiative is complete and can be accessed on our website at www.gsa.gov/vehiclepolicy or at www.manageyourfleet.gov. The Fleet Management Review Initiative was a unique opportunity for agencies to review their fleet operations based upon criteria developed by their peers- the membership of FEDFLEET. The final report outlines FEDFLEET's recommendations for improving the management and use of the federal motor vehicle fleet. It is a very ambitious plan and will

result in significant, positive changes in the manner we currently operate our federal motor vehicle fleets. The Office of Governmentwide Policy (OGP) along with FEDFLEET will continue to work closely with the agencies and the Office of Management and Budget (OMB) to implement the recommendations for improving federal fleet management. Thank you to all the agencies that submitted review packages and to the team of fleet professionals on our interagency review team that worked to complete this initiative. If you have any questions, please contact Connie Aaron at 202-208-7634 or connie.aaron@gsa.gov. ■

Participating Agencies

Corps of Civil Engineers
Department of Agriculture
Department of Commerce
Department of Education
Department of Energy
Department of Health and Human Services
Department of Housing and Urban Development
Department of Justice
Department of Labor
Department of Navy
Department of State
Department of Treasury
Department of Veterans Affairs
Equal Employment Opportunity Commission
General Services Administration
National Aeronautics and Space Administration
National Science Foundation
Office of Personnel Management
Peace Corps
Tennessee Valley Authority
United States Marine Corps

Interagency Review Team

Department of Agriculture
Department of Energy
Department of Health and Human Services
Department of Interior
Department of Justice
Department of Labor
Department of Navy
General Services Administration
Immigration and Naturalization Service
National Aeronautics and Space Administration
Tennessee Valley Authority
United States Marshals Service



IMEAC 2003

The Changing World of Fleet Management

An invitation to attend and exhibit!

June 24 – 26, 2003

Oregon Convention Center Portland, Oregon

GSA Fleet

Hosted By: GSA Fleet

IMEAC 2003 Help Line: 1-800-315-4333

IMEAC 2003 Website: www.imeac.org



IMEAC 2003

The Changing World of Fleet Management

June 24 - 26, 2003 - Portland, Oregon

Join the IMEAC 2003 conference in beautiful Portland, Oregon June 24-26, 2003, at the newly renovated Oregon Convention Center. We will be joined by representatives of large and small vehicle fleets from all levels of fleet management. Attendees will include federal, state and local representatives. The IMEAC exhibit area will provide an opportunity to see the newest trends in the fleet industry. You will be able to network, discuss issues and share best practices for Federal fleet managers, procurement officials, vehicle operators, fuel providers and related vendors.

IMEAC 2003 is structured for

maximum interaction. This conference will reach an anticipated 1,500 attendees, plus 200 exhibitors.

IMEAC 2003 is especially designed for:

- Local Vehicle Coordinators
- Alternative Fuel Vehicle and Infrastructure providers
- Vehicle Manufacturers
- Management information and automated systems providers
- Procurement Officials
- Personal property, transportation, and travel managers
- Federal, State, and Local government fleet managers.



The Oregon Convention Center at night.

Fleet providers are encouraged to create unique exhibits by bringing their latest products and services to display. Just how unique can a trade show be? For additional information, please call the IMEAC 2003 Helpline at 1-800-315-4333 or send e-mail to: help@imeac.org and ask for Tracey Noll or Dave Eckberg.

Workshop Tracks!

The Future

AFVS and More

GSA Fleet

GSA Automotive

Fleet Management

Legislation and Policy

Professional Development

Exhibit and Marketing Opportunities

Exhibitors Cost for a standard sized booth (10 X10) is \$1200 per space. We include two complimentary registrations with your booth space which is a \$700 bonus. The 10 x 10 booth space comes with back wall and side drapes and booth identification sign. Registered exhibitors will receive an Exhibitors Service kit which will include amenities and shipment information. There will be hosted food functions in the exhibit hall. Your company will be listed in the printed pro-

gram as well as on our website www.imeac.org The Exhibit Hall agenda is as follows:



Monday June 23: Exhibitors Set-up 8:00am-8:00pm

Tuesday June 24: Exhibit hall opens 10:00am-3:00pm. Open-

ing Reception in Exhibit Hall 5:00pm-7:00pm

Wednesday June 25: Exhibit hall open 10:00am-3:00pm

Thursday June 26: Exhibit hall open 9:00am-12:00pm. Exhibitor Move out 12:00pm-8:00pm.

Marketing Opportunities are available to those exhibiting companies who are interested. Please contact Dave Eckberg with A-S-K Associates for Marketing and Advertising Opportunities at (800)315-4333.

Special points of interest:

- Networking Opportunities at the Welcoming Reception, in the Exhibit Hall Tuesday evening from 5:00pm-7:00pm.
- Possible Plant Tour of Freightliners facilities in Portland.
- New Industry Developments

GSA Makes Lodging Simple

There are few guarantees in life -- but GSA's Federal Premier Lodging Program (FPLP) guarantees rates and guarantees rooms where they are needed!

There are already 378 hotels participating in 41 cities across the country. There will be over 1,200 hotels in 70 cities by the end of 2003!

What is FPLP?

The federal government spends nearly \$1.7 billion a year with the lodging industry, but, in almost all cases, federal travelers have no assurance that rooms will be available at fair prices. Through FPLP, GSA contracts with multiple properties for rooms priced at or below the established per diem rate. Federal travelers told GSA their number one concern is finding available rooms at or below per diem rates, especially in major metropolitan areas. GSA listened. Now the odds of finding guaranteed rooms, at guaranteed rates just got a lot better.

GSA is making an aggressive effort to improve travel management and provide excellent customer service through innovative travel policies. FPLP gives travelers more time to concentrate on their jobs and less time on arranging travel by providing convenient and safe rooms, and guaranteed room availability. GSA and the federal travel community, in partnership with the private sector, launched FPLP to provide federal travelers with best value.

Benefits of FPLP Hotels

Federal travelers enjoy these



benefits at FPLP hotels:

- FPLP ensures that rooms are available near where federal travelers need to conduct business.
- FPLP properties are required to have a full-service restaurant on the premises or within one-third mile of the hotel.
- FPLP hotels are on the fire safety list maintained by the Federal Emergency Management Agency (FEMA). Always seek a hotel that is on FEMA's safety list.
- FPLP properties must be rated 2 stars or above by AAA or Mobil,

meet the requirements of the Americans with Disabilities Act, and meet the city's building and safety codes.

- FPLP properties are near public transportation.

We Need Your Help

Spread the word—share your good FPLP experiences with other federal travelers. Ask your travel management center to book an FPLP hotel whenever possible. For more information about participating FPLP hotels and the cities where they are located, visit www.gsa.gov/fplp. ■

Commercial Driver Licenses and the Federal Fleet

Over the past few months, the Federal Vehicle Policy Program has received a significant number of questions concerning Commercial Driver Licenses (CDL) and associated requirements for Federal motor vehicle operators. MTV researched the issue because of some apparent confusion surrounding the CDL program and the potential for significant fines associated with noncompliance. The following article summarizes what a CDL is, who is required to have one, and CDL testing procedures.

Commercial Driver Licenses are mandated by the Commercial Motor Vehicle Safety Act of 1986 and apply to any person who operates a Commercial Motor Vehicle (CMV). All Federal employees who operate CMVs are specifically covered by the Act (49 U.S.C. sec. 2716(8), (9)). Also, the Act is not limited to persons hired primarily to drive CMVs, but encompasses "any operator" however "casual, intermittent or occasional". Thus, the fact that Federal employees operate CMVs infrequently either for road tests or between repair facilities does not exempt them from coverage. However, the Act applies only to operation of a CMV upon a public highway. The Act does not regulate operation of CMVs restricted to the confines of parking lots, military compounds, or areas other than public highways.

Military personnel are exempt from the CDL licensing requirements while they are in pursuit of military purposes, but are required to have in their possession an Option Form 346, Military Vehicle Operator's License.

(Commercial Driver's License Program; Waivers, final disposition; Federal Register, Vol. 53, No. 186, September 26, 1988, pp. 37313-37316) Military personnel are not exempt from the CDL requirement when not in pursuit of military purposes, such as when off duty or out of uniform.

The definition of a Commercial Motor Vehicle is any motor vehicle (or combination of vehicles):

- With a gross combination weight rating of more than 26,000 pounds inclusive of a towed vehicle weighing more than 10,000 pounds;
- Having a gross vehicle weight rating of more than 26,000 pounds;
- Designed to transport more than 15 passengers, including the driver; or
- Used to transport hazardous materials.

A CDL is issued by the State in which the operator resides in and becomes his/her personal State driver's license. In addition to the normal State licensing procedures, CMV operators must also pass a CDL knowledge written test and a CDL skills driving test on the type of vehicle they intend to operate. On February 15, 1994, the Federal Highway Administration (FHWA) published final alcohol testing rules associated with the CDL program. The FHWA rules (49 C.F.R. Part 382) require employers to conduct pre-employment, post-accident, reasonable suspicion, and random alcohol testing of covered drivers, and also provide for return-to-duty and follow-up testing for drivers who have tested at a level of .04 or above and whom their employers wish to return to the performance of safety-sensitive

functions. "Employer" in the preceding parts refers to the operator's employing agency. Each agency must establish an alcohol-testing program. These programs are usually coordinated between the Agency Fleet Manager and the agency's Human Resources activity.

Expenses associated with obtaining a CDL are personal in nature, and therefore, must be incurred by the employee, absent a specific statutory authorization. The General Accounting Office has traditionally held that the responsibility rests upon the employee for obtaining the qualifications necessary to perform his or her duties (3 Comp. Gen. 663 (1924)). Motor vehicle licensing fees, for example, have thus been held personal to the employee and not payable out of appropriated funds absent a specific authorization (6 Comp. Gen. 432 (1926); 46 Comp. Gen. 695 (1967)). Since the Act does not specifically authorize payment of licensing or testing fees, GAO decisional law controls the payment of such fees. If the agency determines that use of motor vehicles owned or leased by the Government for CDL driving tests is for "official purposes", then the vehicle may be used by Government personnel for the driving portion of the examination requirements.

The preceding discussion is only meant to provide an overview of CDL issues and requirements. Please consult the referenced laws and regulations for specific guidance.

For more information contact:
Michael Moses, (202) 501-2507 ■

Steering You to Automotive Schedules



Federal Supply Schedule 26 I – New and Retread Tires

- Passenger (New)
- Light Truck (New)
- Medium Truck-Bus (New)
- Medium Truck – Bus (Retread)



Federal Supply Schedule 751 – Commercial Leasing of Sedans and Light Trucks

- Lease of Sedans, All Classes
- Lease of Sport Utility Vehicles
- Lease of Vans & Light Trucks

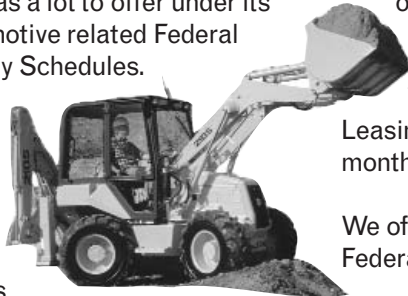
Visit GSA's Schedules E-Library at: www.gsaelibrary.gsa.gov for a listing of vendors under each of the Federal Supply Schedules cited above. You may also contact GSA Automotive on (703) 308-CARS or online at: fss.gsa.gov/vehicles/buying. ■



GSA has a lot to offer under its automotive related Federal Supply Schedules.

We offer a variety of vehicles and vehicle related products to aid customers

in their agency missions. We've done the hard work of negotiating for you. You just sit back and enjoy the benefits of having more flexibility and control of the procurement process.



offered are current model year and are equipped in accordance with the applicable Federal Vehicle Standards 122 and 307.

Leasing options range from 12 to 36 months.

We offer the following automotive Federal Supply Schedules:

Federal Supply Schedule 23 V – Vehicular Multiple Award Schedule (VMAS)

- Aerial Lift Vehicles
- Construction Equipment and Highway Maintenance Equipment and Attachments
- Fire Trucks
- Medium/Heavy Trucks
- Remanufactured Engines, Transmissions, Differentials & Rear Axle Assemblies and Electric Motors
- Spare Parts and Equipment
- Steel Storage Shelves for Automotive Parts
- Trailers
- Vehicle Accessories
- Waste Disposal/Recycling Vehicles



Choose from a wide selection of vendors. You have the option of placing an order directly with the GSA vendor or if you prefer, GSA Automotive can place the order for

you. Our schedules have a continuous open season; so new contracts can be added at any time.

We have a commercial leasing schedule for light-duty vehicles that allows customers to fill their leasing needs. All vehicles



DOE Conducts Urban Electric Vehicle Demonstration Program

The U.S. Department of Energy, through its Advanced Vehicle Testing Activity and in partnership with Ford/TH!NK and the New York Power Authority, is conducting a demonstration program of 340 Urban Electric Vehicles (EVs) in four states.

The goals of the demonstration program include:

- Enhancing public awareness of Urban EVs
- Defining the unique Urban EV market and niche applications
- Enhancing EV infrastructure
- Investigating the economic sustainability of Urban EVs.

This is the largest Urban EV demonstration program ever conducted in the United States, and the 340 Ford/TH!NK city EVs are located in California (185), Georgia (15), Michigan (40) and New York (100).



The TH!NK city EV is a two-seater hatchback, with a top speed of about 55 mph and a per-charge range of about 45 miles. They are being driven

in urban applications that include a military base's shared-use vehicle system, as commuter vehicles to and from transit train stations and as private vehicles.

The TH!NK city EV Demonstration Program (TH!NK Mobility is a Ford Motor Company brand) will run for a total of three years while the Advanced Vehicle Testing Activity collects vehicle-use information, including miles driven, driver profiles, operations and maintenance requirements and energy use. The first year's activities are complete and an annual report describing the initial activities is available on the Advanced Vehicle Testing Activity's web page at <http://avt.inel.gov/uev/ThinkcityDemoReport.pdf>

The report describes extensive marketing efforts by TH!NK and the New York Power Authority to support the introduction of Urban EVs, and it examines the initial economic sustainability of Urban EVs. As the Demonstration Program progresses, petroleum savings and emissions reductions will be analyzed and the economics of operating Urban EVs will be re-evaluated.



DOE, through its Advanced Vehicle Testing Activity, conducts Baseline Performance, Accelerated Reliability and Fleet testing on advanced technology vehicles. (The Advanced Vehicle Testing Activity is a component of DOE's Office of FreedomCAR and Vehicle Technologies Program).

These elements of the Advanced Vehicle Testing Activity are managed for the DOE Office of Energy Efficiency and Renewable Energy from the Idaho National Engineering and Environmental Laboratory in Idaho Falls, Idaho. For more information on this and other testing activities, visit the Advanced Vehicle Testing Activity Web page at <http://avt.inel.gov> or contact Jim Francfort (francfje@inel.gov, 208-526-6787).

Visit our Web site at <http://www.inel.gov> ■

2004 Federal Vehicle Standards Training Conference

GSA Automotive's 2004 Federal Vehicle Standards Training Conference will be held May 12-15, 2003 at the Holiday Inn located in Rosslyn, VA. Mark your calendars for this four-day event.

This year's conference will include an additional half-day training session on Monday, May 12th, from 1:00pm - 4:00pm. This session will provide workshops for those attendees who are new to purchasing vehicles, as well as to the Federal Vehicle Standards process. We have also added concurrent training workshops on Wednesday afternoon covering:

- The Vehicle Ordering Process
- AutoChoice
- Engineering – How to Select the Proper Vehicle for your Application

The conference will also include a presentation on quality assurance issues and manufacturer presentations. The remainder of the conference will cover a review of technical data and proposed changes to the Federal Vehicle Standards (122, 307, 794 and 807), as well as discussing various customer and vendor issues.

To register on-line visit our web site at: fss.gsa.gov/vehicles/buying and then click on 2004 Federal Vehicle Standards Training Conference under Events on the right side bar. Questions may be directed to Customer CARE on (703) 308-CARS.

Topics and Workshops

<p>MONDAY, MAY 12</p> <p>1:00 – 1:30 p.m. Introduction to GSA Automotive</p> <p>1:30 – 2:00 p.m. What are the Federal Standards?</p> <p>2:00 – 2:15 p.m. Break</p> <p>2:15 – 3:00 p.m. Contracting Process</p> <p>3:00 – 4:00 p.m. Open Forum – Questions & Answers</p> <p>TUESDAY, MAY 13</p> <p>8:00 – 8:30 a.m. Welcome Remarks</p> <p>8:30 – 9:30 a.m. Federal Standard 122 Passenger Automobiles, including police-type automobiles</p> <p>9:30 – 9:45 a.m. Break</p> <p>9:45 – 11:00 a.m. Federal Standard 122 (Continued)</p> <p>11:00 – 11:15 a.m. Quality Assurance Presentation</p> <p>11:15 – 12:00 p.m. AutoChoice Presentation</p> <p>12:00 – 1:30 p.m. Lunch Break</p> <p>1:30 – 3:00 p.m. Federal Standard 307 4x2 and 4x4 Light Trucks</p> <p>3:00 – 3:15 p.m. Break</p> <p>3:15 – 4:00 p.m. Federal Standard 307 (Continued)</p> <p>4:00 – 4:30 p.m. Open Forum – Questions & Answers</p>	<p>WEDNESDAY, MAY 14</p> <p>8:00 – 9:30 a.m. BIG 3 Manufacturers' Presentations</p> <p>9:30 – 10:00 a.m. Open Forum – Questions & Answers</p> <p>10:00 – 10:15 a.m. Break</p> <p>10:15 – 12:00 p.m. Federal Standard 307 (Continued)</p> <p>12:00 – 1:30 p.m. Lunch Break</p> <p>1:30 – 2:30 p.m. Concurrent Training Workshops: 001 Ordering Process 002 AutoChoice 003 Engineering (Vehicle Selection)</p> <p>2:30 – 2:45 p.m. Break</p> <p>2:45 – 3:45 p.m. Concurrent Training Workshops: 001 Ordering Process 002 AutoChoice 003 Engineering (Vehicle Selection)</p>	<p>THURSDAY, MAY 15</p> <p>8:00 – 8:30 a.m. Overview of STAN Program</p> <p>8:30 – 10:30 a.m. Federal Standard 794 4x2 and 4x4 Medium Trucks, including cab and chassis, truck tractors, stake and dump bodies, maintenance and refrigerated vans</p> <p>10:30 – 10:45 a.m. Break</p> <p>10:45 – 12:00 p.m. Federal Standard 807 6x4 and 6x6 Heavy Trucks, including cab and chassis, truck tractor, stake and dump body trucks</p> <p>12:00 – 1:00 p.m. Open Forum – Questions & Answers</p>
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Event Details

WHERE: Holiday Inn, Rosslyn at Key Bridge, 1900 N. Fort Myer Drive, Arlington, VA

DRESS CODE: Casual

PHONE: 1-800-368-3408 or 703-807-2000

Rooms available at Government Per-Diem for authorized individuals until April 28, 2003. (Please request code GSA.)

Registration Form

Yes! I want to pre-register for the 2004 Model Year Federal Vehicle Standards Training Conference.

(Registration due by April 30, 2003)

Please copy this form and fax registration to: 703-305-3034

Please TYPE or PRINT clearly and check all boxes that apply.

1. General Information

Name: _____

Title: _____

Organization/Agency: _____

Address (Business Home): _____

City/State/Zip: _____

Phone: _____

E-mail/Internet Address: _____

2. Please indicate your job function:

- | | |
|---|---|
| <input type="checkbox"/> Fleet Manager | <input type="checkbox"/> Procurement |
| <input type="checkbox"/> Engineer | <input type="checkbox"/> Vendor/Contractor |
| <input type="checkbox"/> Research & Development | <input type="checkbox"/> Other (Please specify) |

3. Wednesday Training Workshops

Circle **one** for each session:

- | | | | |
|-------------------|------------------------------|------------------------------|------------------------------|
| 1:30 – 2:30 p.m.: | <input type="checkbox"/> 001 | <input type="checkbox"/> 002 | <input type="checkbox"/> 003 |
| 2:45 – 3:45 p.m.: | <input type="checkbox"/> 001 | <input type="checkbox"/> 002 | <input type="checkbox"/> 003 |

4. I will attend:

- Federal Standard 122 – Passenger Automobiles
 Federal Standard 307 – Light Trucks
 Federal Standard 794 & 807 – Medium & Heavy Trucks

5. I attended the 2003 Federal Vehicle Standards Training Conference:

Yes No

6. I am a first time attendee:

Yes No

NEVC Awards E85 Infrastructure Money to California Department of Food and Agriculture and InterState Oil Company

Provided by the National Ethanol Vehicle Coalition

The National Ethanol Vehicle Coalition (NEVC) announced that it has issued a grant award of \$46,300 to the California Department of Food and Agriculture (CDFA) and InterState Oil Company to develop an E85 fueling facility in the Sacramento, California area. The fueling facility, owned and operated by InterState, will be used to fuel 113 CDFA fleet vehicles capable of using this alternative fuel.

E85, by definition, is a transportation fuel blend of 85% ethanol and 15% gasoline. E85 is a domestically produced alternative fuel that reduces dependence on foreign petroleum. In addition to superior performance characteristics (100 octane), ethanol burns cleaner than gasoline and is a completely renewable, domestic fuel, typically made from corn. In California, ethanol is also made from food and beverage waste. Currently scientists are working on technology to produce ethanol from agricultural and forest residues and urban wastes.

The fueling site will also be open to any other fleets and to the public for

use in flexible-fuel-vehicles (FFVs) that are capable of operating on E85. Sacramento County alone has over 7,000 of these FFVs.

Currently, there are approximately 2 million FFVs operating on the nation's roadways that are capable of burning E85. In California there are nearly 150,000 FFVs, increasing at nearly 4,000 vehicles per month. You can find a complete listing of E85 compatible vehicles at www.E85Fuel.com.

As part of the project, the CDFA and InterState will also promote the use of E85 to other fleets in the area and to the general public. Since this will be one of the first E85 facilities in the state, it will be used for testing of the E85 dispenser equipment to verify that it meets California vapor recovery standards.

"The eventual certification of the E85 equipment by the California Air Resources Board (CARB) is very significant in our efforts to introduce E85 into the state of California," said NEVC Executive Director, Phil Lampert. "By verifying that E85 equipment meets CARB standards

many units of government, private fleets, and Department of Defense facilities will be assisted in completing the projects in the state. Today's grant award to the Department of Food and Agriculture is a major step to achieving CARB certification of E85 dispensing equipment."

The CDFA was awarded \$46,300 to cover nearly half of the cost of the project. The funds will be matched by CDFA and InterState pending the approval by internal and state control agencies. Once approved, it is anticipated that E85 will be available next fall.

The NEVC will be making additional announcements regarding other grant recipients. These monies are available as a result of the federal fiscal year 2002 Congressional Appropriation that was made to advance the development of a national E85 fueling infrastructure.

Contact persons – NEVC: Michelle Saab, (573) 635-8445; CDFA: Matthew Summers, (916) 651-7178; InterState Oil: Brent Andrews, (530) 662-9148 ■

GSA recycles!

Clean Alternative Fuels: Fischer-Tropsch

Provided by the U.S. Environmental Protection Agency

The majority of heavy-duty vehicles on our nation's highways today are powered by diesel fuel. This presents enormous opportunities for clean-burning diesel substitutes such as Fischer-Tropsch liquids. Although they have been used to some degree since the 1920s, Fischer-Tropsch fuels are not widely used today—but this could change.

From Africa to South America, extensive research and development efforts are under way to commercialize the fuels for vehicle use. More auto manufacturers are viewing Fischer-Tropsch liquids as a viable way to use alternative fuels in diesel engines without compromising fuel efficiency or impacting infrastructure or refueling costs.

Fischer-Tropsch technology converts coal, natural gas, and low-value refinery products into a high-value, clean-burning fuel. The resultant fuel is colorless, odorless, and low in toxicity. In addition, it is virtually interchangeable with conventional diesel fuels and can be blended with diesel at any ratio with little to no modification. Fischer-Tropsch fuels offer important emissions benefits compared with diesel, reducing nitrogen oxide, carbon monoxide, and particulate matter.

Availability

Currently, several oil companies are researching large-scale production

of Fischer-Tropsch fuels. At least four major companies have announced plans to build pilot plants to produce synthetically derived Fischer-Tropsch diesel fuels. Plants are currently planned for Indonesia, Africa, South America, and the United States.

In addition, while many alternative fuels require completely separate distribution systems, Fischer-Tropsch fuels can use the existing fuel distribution infrastructure. This means the fuels can be transported in the same ships and pipelines as crude oil. A limited investment will be required, however, to maintain the fuel's purity during distribution. According to the California Energy Commission, Fischer-Tropsch fuels' superior quality, cost, and ease of distribution could lead to production of 2 to 3 million barrels per day, or 2 to 3 percent of worldwide refinery output, by 2005.

Affordability

According to the California Energy Commission, Fischer-Tropsch fuels can cost up to 10 percent more than conventional diesel, depending on market fluctuations.

Performance

Based on available research, there are no significant differences in Fischer-Tropsch fuels' performance versus petrodiesel fuels. In fact, the higher cetane number of Fischer-Tropsch diesel fuel might result in

improved combustion; the cetane number is a primary measure of diesel fuel quality. In addition, many alternative fuels require major changes in vehicle engines, but Fischer-Tropsch fuels require no engine modifications. Fischer-Tropsch fuels, however, are slightly less energy dense than petrodiesel, which might result in lower fuel economy and power. Further investigations of fuel compatibility issues need to take place, as well.

Safety

There are no reported safety issues with Fischer-Tropsch fuels. They can boost safety by using excess gas from oil production, thereby avoiding its disposal. Ingestion, absorption through skin, or other exposure effects are likely to be similar to that of diesel fuel.

For More Information

EPA Alternative Fuels Web Site
www.epa.gov/otaq/consumer/fuels/altfuels/altfuels.htm

California Energy Commission

Web site:
www.energy.ca.gov/afvs/synthetic_diesel.html

Alternative Fuels Data Center

Web site: www.afdc.nrel.gov

National Alternative Fuels Hotline

Phone: 800 423-1DOE

Also visit: <http://www.sasol.com/> ■

"Tonight I am proposing \$1.2 billion in research funding so that America can lead the world in developing clean, hydrogen-powered automobiles." "A simple chemical reaction between hydrogen and oxygen generates energy, which can be used to power a car producing only water, not exhaust fumes. With a new national commitment, our scientists and engineers will overcome obstacles to taking these cars from laboratory to showroom so that the first car driven by a child born today could be powered by hydrogen, and pollution-free. Join me in this important innovation to make our air significantly cleaner, and our country much less dependent on foreign sources of energy."— President Bush, State of the Union Address, January 28, 2003

Freedom Fuel: A Clean and Secure Energy Future

Action

President Bush announced a \$1.2 billion Freedom Fuel Initiative to reverse America's growing dependence on foreign oil by developing the technology needed for commercially viable hydrogen-powered fuel cells - a way to power cars, trucks, homes and businesses that produces no pollution and no greenhouse gases. Freedom Fuel will invest \$720 million in new funding over the next five years to develop the technologies and infrastructure needed to produce, store, and distribute hydrogen for use in fuel cell vehicles and electricity generation. Combined with the FreedomCAR (Cooperative Automotive Research) Initiative, President Bush is proposing a total of \$1.7 billion over the next five years to develop hydrogen-powered fuel cells, hydrogen infrastructure and advanced automotive technologies.

The Freedom Fuel Initiative will complement the President's FreedomCAR Initiative, which is developing technologies needed for mass production of safe and affordable hydrogen-powered fuel cell vehicles.

Together, Freedom Fuel and FreedomCAR will, through partnerships with the private sector, develop new vehicle and fuel technologies and infrastructure

needed to make it practical and cost-effective for large numbers of Americans to choose to use fuel cell vehicles by 2020. These initiatives will dramatically improve America's energy security by significantly reducing the need for imported oil. At the same time, these initiatives are key components of the President's clean air and climate change strategies.

Background

Fuel Cells are a Proven Technology: America's astronauts have used fuel cells to generate electricity since the 1960s, but more work is needed to make them cost-effective for use in cars, trucks, homes or businesses. Using current technologies, it is too expensive to produce, store, transport and distribute hydrogen fuel, or to build fuel cell engines. Additional research and development is needed to spur rapid commercialization of these technologies so they can provide clean, domestically produced energy for transportation and other uses.

Freedom Fuel and FreedomCAR Will Overcome Key Technical and Cost Barriers:

- Lowering the cost of hydrogen: Currently, hydrogen is four times as expensive to produce as gasoline (when produced from its most affordable source, natural gas). Freedom Fuel seeks to lower that cost enough to make fuel cell cars

cost-competitive with conventional gasoline-powered vehicles by 2010; and to advance the methods of producing hydrogen from renewable resources, nuclear energy, and even coal.

- Creating effective hydrogen storage: Current hydrogen storage systems are inadequate for use in the wide range of vehicles that consumers demand.
- Creating affordable hydrogen fuel cells: Currently, fuel cells are ten times more expensive than internal combustion engines. The FreedomCAR Initiative is working to reduce the cost to affordable levels.

America's Energy Security is Threatened by Our Dependence on Foreign Oil:

- America currently imports 55 percent of the oil it consumes; that is expected to grow to 68 percent by 2025.
- Nearly all of our cars and trucks currently run on gasoline, and they are the main reason America imports so much oil. Two-thirds of the 20 million barrels of oil Americans use each day is used for transportation; fuel cell vehicles offer the best hope of dramatically reducing our dependence on foreign oil.

Continued on page 16

Clean Car Maps: Finding the Fuel of the Future

WestStart, a non-profit organization focused on developing clean transportation solutions, operates Clean Car Maps (www.cleancarmaps.com) an on-line resource to locate and provide information on alternative fuel stations.

The availability of an infrastructure for recharging and refueling alternative fuel vehicles is a necessary and critical factor in encouraging the sale and use of these vehicles, which reduce harmful emissions and reduce consumption of fossil fuels. This infrastructure is still being developed, and as alternative fuel stations are established, or in some cases removed, it is necessary for accurate information on the state of the infrastructure to be accessible if people are going to be encouraged to use alternative fuel vehicles.

Recognizing this need, WestStart launched Clean Car Maps in 1999 in order to make this information available at a single location, and thereby support a rapidly growing alternative fueling infrastructure in California. It is WestStart's objective to provide this information as a resource to alternative fuel vehicle drivers as well as to educate the public on the existing publicly accessible infrastructure.

When the homepage of Clean Car Maps is accessed via computer, the user is offered the option of selecting an alternative fuel. The database will

be searched and the regions and counties where the chargers or stations are located will be displayed. At this point the user can select one region or county, access a list of all stations, or perform a specific search. Detailed information for the alternative fuel station will then be displayed with a map and an option to acquire driving directions.

From the outset, WestStart was determined to make Clean Car Maps alternative fuel "neutral," so that instead of focusing on any one alternative fuel, we would provide information on the variety of clean fuels which are commonly available, as well as new fuels as they are introduced. The information is kept up-to-date through the support of partnerships with industry organizations such as the California Natural Gas Vehicle Coalition and Clean Fuel Connection.

The preference for an on-line versus printed format for this information is that, as there are updates on nearly a daily basis, these can be provided more easily on-line, ensuring there will be accurate information available to the alternative fuel vehicle driver.

In addition, the users of Clean Car Maps are provided with the ability to conveniently communicate any new or updated information on site status, directly through the website.

Clean Car Maps presently provides information for recharging and refueling locations for the following

alternative fuels:

- Small paddle inductive electric
- Large paddle inductive electric
- Conductive electric
- Compressed natural gas
- Liquefied natural gas
- Liquefied Petroleum gas
- Methanol
- Hydrogen

WestStart's Clean Car Maps also provide information on alternative fuel recharging and refueling sites, including:

- Address
- Type of electric vehicle charger where applicable
- Hours of operation/access
- Site contact
- Operational status
- Maps, with zoom capabilities, and
- Driving directions

In February 2003, WestStart unveiled an updated Clean Car Maps website and database. The recent upgrades include an improved user interface, greater functionality, a faster database, and improved map/locator display. It also features improved capability for submitting new station listing information, as well as for reporting problems with existing stations. WestStart encourages its users to take advantage of the new interface and to submit information regarding any of the stations.

Presently our mapping is focused on California – the state where the sales of clean fuel vehicles are growing the fastest. As we expand our partnerships, we hope to add

Continued on next page

CLEAN MAPS from page 14

additional sites in other states. Clean Car Maps remains the only site with current information on a range of clean fuels in California. WestStart is also exploring the possibility of adding more clean fuels, such as ethanol, to Clean Car Maps.

The Clean Car Maps web site has been supported with funding from the South Coast Air Quality Management District, the Federal Transit Administration, the California Air Resources Board and the California Energy Commission. In the next few months, WestStart-CALSTART will be seeking additional funding partners to support Clean Car Maps, as well as

expanding access to its information on clean fuel infrastructure.

For information on sponsorship opportunities, visit www.cleancarmaps.com and select the "contact" link, or contact Leeor Alpern (626/744-5601 or lalpern@calstart.org) at WestStart, to request further information. ■

The Information and opinions expressed in this article are strictly the author's and do not reflect any endorsement on behalf of the Federal Vehicle Policy Division or GSA.

Retreaded Tires: The Taxpayers' Friend

Any city, state or federal fleet not yet using retreads today really needs to take another look at their tire program and ask, "why not?" Not only are retreaded tires environmentally friendly (since tires contain a large percentage of synthetic rubber which is petroleum based, every time a retread is used less oil needs to be imported), retreads are nearly always less expensive than comparable new tires. And when life cycle costing is factored in, retreaded tires will ALWAYS be less costly than new tires.

Private fleets have known this for years which is why practically every major trucking fleet in the world uses retreads. Retreaded tires enable fleets to save money, and when you consider that tires are a fleet's third largest expense - right behind the driver's salary and fuel - the amount

of money saved over the course of a year becomes very significant.

Every taxpayer (and aren't we all!) has a right to see his or her dollars spent in the most efficient manner possible. Retreaded tires can help make this happen, which is why every public sector fleet not already using retreads should take another look at them and learn more about how retreaded tires can help save money without sacrificing safety, performance or handling.

Retreaded tires are safely used by school and municipal buses, emergency vehicles such as fire engines, commercial and military airlines, military tactical vehicles, small package delivery services, including the U.S. Postal Service, trucking fleets and my many public sector fleets.

The Tire Retread Information Bureau/TRIB urges those public sector fleets not yet using retreads to take advantage of the many educational opportunities offered, including retread plant tours, Retread and Tire Maintenance workshops, Retread Tire Information Packets and educational videos. All materials are entirely non-commercial and there is never a cost for TRIB materials. The Retread and Tire Maintenance workshops can be conducted on site at any public sector fleet headquarters or they can be combined with a tour of a local retread plant.

For more information about any of the above, fleet managers are invited to contact TRIB toll free at 888-473-8732 from anywhere in North America, or by e-mail: info@retread.org.

The TRIB web site, www.retread.org, also offers a tremendous amount of valuable information about tire maintenance for both retreads and tires that have never been retreaded.

For more information, contact: Harvey Brodsky, 831/372-1917 ■

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- Freedom Fuel Will Help Ensure America's Energy Independence:
- Through Freedom Fuel and FreedomCAR, the federal government, automakers and energy companies will work together to overcome the technological and financial barriers to the successful development of commercially viable, emissions-free fuel cell vehicles that require no foreign oil.
- Hydrogen is domestically available in abundant quantities as a component of natural gas, coal, biomass, and even water.
- The Department of Energy estimates that the Freedom Fuel and FreedomCAR Initiatives may reduce our demand for foreign petroleum by over 11 million barrels per day by 2040. America currently imports between 10 and 11 million barrels of oil daily.

Fuel Cells Will Improve Air Quality and Dramatically Reduce Greenhouse Gas Emissions:

- Vehicles are a significant source of air pollution in America's cities and urban corridors. Hydrogen fuel cells create electricity to power cars without producing any pollution.



Future Transport?

The Revolution, a lightweight car powered by a hydrogen fuel cell, is as much as eight times as efficient as most standard models, according to its designers.

Photograph by Norm Clasen/Hypercar Inc. 2001

- The Freedom Fuel and FreedomCAR Initiatives may reduce America's greenhouse gas emissions from transportation alone by more than 500 million metric tons of carbon equivalent each year by 2040. Additional emissions reductions could be achieved by using fuel cells in other applications, such as generating electricity for residential or commercial uses.

Hydrogen is the Key to a Clean Energy Future:

- It has the highest energy content per unit of weight of any known fuel.
- When burned in an engine, hydrogen produces effectively zero emissions; when powering a fuel cell, its only waste is pure water.
- Hydrogen can be produced from abundant domestic resources

including natural gas, coal, biomass, and even water.

- Combined with other technologies such as carbon capture and storage, renewable energy and fusion energy, fuel cells could make an emissions-free energy future possible.

Freedom Fuel Complements President Bush's FreedomCAR Initiative:

- In 2002, President Bush launched FreedomCAR, a partnership with automakers to advance high-technology research needed to produce practical, affordable hydrogen fuel cell vehicles that American consumers will want to buy and drive.
- Freedom Fuel will develop technologies for hydrogen production and distribution infrastructure needed to power fuel cell vehicles and stationary fuel cell power sources.

President Bush's Budget Provides Strong Support for Freedom Fuel and FreedomCAR:

- President Bush proposes \$1.7 billion in funding for Freedom Fuel and FreedomCAR over the next five years, including \$720 million in new funding for Freedom Fuel.
- The President's FY 2004 budget request for hydrogen and fuel cell research and development and advanced automotive technologies through the Freedom Fuel and FreedomCAR programs is \$273 million.

For more information on the President's initiatives, please visit www.whitehouse.gov. ■

**If you WRITE
while you drive,
be sure to
jot down your
last will and
TESTAMENT.**

Pay attention. Buckle up.
Safe driving is a full-time job.



City of Los Angeles Takes Delivery of First Fuel Cell Car

Honda FCX only fuel cell car certified for commercial use

LOS ANGELES, Dec. 2, 2002 –The City of Los Angeles took delivery of the nation's first certified fuel cell car, the Honda FCX. The Honda FCX being leased by the City will be used in normal, everyday use and was delivered in a ceremony today at City Hall including Mayor Jim Hahn and Hiroyuki Yoshino, President and Chief Executive Officer of Honda Motor Co., Ltd.

The hydrogen-powered Honda FCX is the only fuel cell vehicle certified by the California Air Resources Board (CARB) and U.S. EPA for every day commercial use. Under the two-year lease agreement, the City of LA will pay \$500 a month to lease the first of five Honda FCX models with the other four vehicles being delivered in 2003. In addition, Honda has contracted with Air Products and Chemicals, Inc., based in Allentown, PA with local operations in El Segundo, to provide the hydrogen fuel and refueling infrastructure.

"This is a very exciting day for the City of Los Angeles as it takes a major, national leadership role in putting hydrogen-powered fuel cell vehicles into practical, everyday use,"

Mayor Hahn said. "Los Angeles City employees will use these fuel cell vehicles on a day-to-day basis, just like any other pool vehicle."

"Hydrogen-powered fuel cell vehicles hold great promise for future clean air vehicles and it is important that LA play a leading role in assisting in the development and early use of this technology. Working with Honda Motor company, which has a long history of

firsts in developing environmentally sound vehicles, adds to the great prospect for continued air quality improvements for the citizens of Los Angeles."

Honda plans to lease about 30 fuel cell cars in California and Japan during the next two to three years. The company currently has no plans,

however, for mass-market sales of fuel cell vehicles or sales to individuals.

"The future of the fuel cell vehicle shows great promise in reducing the global dependence on oil, and our association with the great City of Los Angeles is an important step in the pursuit of this goal," said Yoshino.

Both CARB and the EPA have certified the Honda FCX as a Zero Emission Vehicle (ZEV). The FCX uses hydrogen supplied to a fuel cell "stack" to generate electricity that powers its electric motor.

With an output of up to 80 horsepower and 201 foot-pounds of torque, acceleration is similar to a

Honda Civic. Water vapor is the only exhaust. The FCX has an EPA certified range of 170 miles and seating for four people, making it practical for a wide range of real-world applications.

Honda undertook fuel cell research in 1989 and has been road testing vehicles in the United States since 1999. Honda has also been a member of the California Fuel Cell Partnership based in Sacramento, Calif., since 1999.

Contact person – Art Garner (310) 783-3163 ■



He'll do what
you do.
Buckle up.



  U.S. Department of Transportation

**Buckle Up
America
Week**

**May
19-26, 2003**

DOT Auto Safety Hotline

**Provided by the Office of Defects Investigation,
National Highway Traffic Safety Administration**

If you own a vehicle that you feel has a safety-related defect you should report the problem to the Hotline at the National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation (DOT). The DOT Auto Safety Hotline specializes in gathering information about safety problems in motor vehicles and equipment such as tires and child safety seats and is your chance to help identify these problems, which sometimes lead to recalls. The Hotline can be dialed toll free at **1-888-DASH-2-DOT (1-888-327-4236)**.

In operation since 1975, the DOT Auto Safety Hotline is the Agency's single point of contact, where you can obtain information about motor vehicle safety, child safety seats, vehicle safety defects, vehicle importation and certification, air bags, and highway safety. You may also speak with a consultant who will file a report on your vehicle's safety defect and provide you with recall and other valuable information. All

of these services are available by mail or fax from the Hotline and through the internet at www.nhtsa.dot.gov/hotline where you can file your safety defect report online. Your report can help NHTSA evaluate the problem you are experiencing with your vehicle and determine if a recall and remedy by the manufacturer will be required.

NHTSA encourages associations, schools, companies, clubs, government agencies, and other organizations to help increase awareness of the Hotline by starting their own Hotline awareness programs. You can order posters, flyers, and other complimentary literature for your program by going to the home page, www.nhtsa.dot.gov/hotline, and clicking on Outreach Program. You can also contact Gene Luke at (202)-366-0988, fax (202) 366-7882, or e-mail gluke@NHTSA.DOT.gov to order literature, which will be delivered to your organization at no charge. ■

Safety Tips for Car Drivers

**Provided by The Federal Motor
Carriers Safety Administration**

When driving on the highway you are at a serious disadvantage if involved in a crash with a larger vehicle. In crashes involving large trucks, the occupants of a car, usually the driver, sustain 78 percent of fatalities. In order to keep you and your family safe when driving around large trucks and buses, you should be extra cautious. Sharing the road with larger vehicles can be dangerous if you are not aware of their limitations. Here are a few tips to help you drive safer to prevent an accident and minimize injuries and fatalities if one does occur.

CUTTING IN FRONT CAN CUT YOUR LIFE SHORT

If you cut in front of another vehicle, you may create an emergency-braking situation for the vehicles around you, especially in heavy traffic. Trucks and buses take much longer to stop in comparison to cars. If you force a larger vehicle to stop quickly this could cause a serious, even fatal accident. When passing, look for the front of the truck in your rear-view mirror before pulling in front and avoid braking situations!

BUCKLE YOUR BELTS

Always buckle your seat belt. Seat belts are your best protection in case of a crash, especially if you get into an accident with a large vehicle such as a truck. Trucks require a greater stopping distance and can seriously hurt you if your car is struck from behind. However, your seat belt will keep you from striking the steering wheel or windshield, being thrown around, and from being ejected from the car. Wearing a seat belt is the single most important thing you can do to save your life, especially in a crash with a large truck.

WATCH YOUR BLIND SPOTS - THE "NO-ZONES"

Large trucks have blind spots, or No-Zones, around the front, back and sides of the truck. Watch out! A truck could even turn into you, because these No-Zones make it difficult for the driver to see. So, don't hang out in the No-

Zones, and remember, if you can't see the truck driver in the truck's mirror, the truck driver can't see you.

INATTENTIVE DRIVERS

Inattentive drivers do not pay attention to driving or what is going on around them. They can be just as dangerous as aggressive drivers when they drive slowly in the passing lane, ignore trucks brake lights or signals, and create an emergency-braking situation. They also create dangerous situations when they attempt to do other things while driving, such as using cell phones. When you are driving, please focus only on the road. If you need to attend to another matter while driving, safely pull over in a parking lot or rest stop.

AGGRESSIVE DRIVERS

Aggressive drivers can be dangerous drivers. They put themselves and others at risk with their unsafe driving. Speeding, running red lights and stop signs, pulling in front of trucks too quickly when passing, and making frequent lane changes, especially in the blind spots of trucks, can create dangerous and potentially fatal situations on the road. These situations can lead to road rage not only for the aggressive driver, but also for others sharing the road.

AVOID SQUEEZE PLAY

Be careful of trucks making wide right turns. If you try to get in between the truck and the curb, you'll be caught in a "squeeze" and can suffer a serious accident. Truck drivers sometimes need to swing wide to the left in order to safely negotiate a right turn especially in urban areas. They can't see cars directly behind or beside them. Cutting in between the truck and the curb increases the possibility of a crash. So pay attention to truck signals, and give them lots of room to maneuver.

NEVER DRINK AND DRIVE

Drinking and driving don't mix. Alcohol affects a person's ability to make crucial driving decisions, such as braking, steering, or changing lanes. Remember, you are not the only one in danger when you decide to drink and then drive. You are sharing the road with everyone including large vehicles and your chances of getting into an accident are greatly increased. If you get into an accident with a truck, you're out of luck. The odds of surviving a serious accident with a large truck are too low. However, if you do live through it without serious injury, think of your higher insurance rates, your large legal fees, and other social and professional setbacks it will cause you. So think before you drink. ■

Federal Vehicle Policy Division (MTV)

The Federal Vehicle Policy Division's mission is to ensure the effective and efficient use of the Federal Government's 590,000 motor vehicles and the expenditure of close to \$2 billion annually on fleet operations through innovative policies, adoption of best practices, effective communication, and leading edge technologies.

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