

TEMC

SHOP TALK

*A Transportation Newsletter Presented by The Transportation Equipment Management Center,
Atlantic Division, Naval Facilities Engineering Command*

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Spring 1999

1999 NAVY-WIDE TRANSPORTATION CONFERENCE

(By Mavis Oshiro)

This is a reprint from the Spring 1999 Rainbow Connection (PACDIV TEMC's newsletter).

In our last issue, you were invited and encouraged to attend the Navy's annual Transportation Conference in March. Almost one hundred people gathered in Corpus Christi, Texas to hear, "The latest and greatest."

Gary Lind of NAVFAC provided updates on NAVFAC Headquarters' outlook for the months to come as well as into the new millennium. **Lisa Bernier**, LANTDIV TEMC Director, presented changes to the NAVFAC P-300. **David Cook** and **Jeff McCallister** covered Alternative Fuel Vehicles and Electric Vehicles, respectively. We were fortunate to have the Assistant Commissioner of the Office of Vehicle Acquisition and

Leasing Services, **Lester Gray**, and the Fleet Management Division Director, **William Webster**, provide their thoughts on GSA conversion. Our TEMC Director, **Steve Mortimer**, gave an overview of Regionalization before **Bill Drennen** of PWC Yokosuka discussed the regionalization efforts in Japan. Steve covered outsourcing issues, and LANTDIV TEMC's **David Bailey** addressed the presentation on O-Z Consolidation.

Stewart Adams of the Puget Sound Naval Shipyard delivered an informative presentation on equipment operator blind spots, or also known as, "No Zones." He, along with **Arthur Lazo**, conveyed the need for educating not the equipment operators, but those that work near and around the equipment about the wide and misshaped zones in which equipment operators are unable to see people or objects. If you would like a "No Zone" poster to help create awareness of this safety haz-

ard at your command, please contact us. We will be glad to send your activity this poster to hang up in operators' cabs, the Transportation Shop, dispatch areas, and in heavily congested areas of the base. We welcome any ideas you might have in helping to get the word out!

Along with Art's impromptu presentation, **Billy McCaleb** of EFA West San Bruno and **Senior Chief David Krones** of CBC Port Hueneme shared with the audience their experiences and insights of the light fleet conversion to GSA at their respective activities.

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NEW NAVY POLICY ON AFVS

CNO (N-4) released a memorandum to major claimants on 28 April 1999 spelling out Navy policy on the acquisitions of alternative fuel vehicles (AFVs). The Navy policy is that **all** Navy shore activities will acquire (through lease or purchase) all of the non-tactical light duty vehicles listed on Table 1 as AFV. There are some vehicles that are specifically exempted from this policy: (1) Law-enforcement, (2) Emergency, and (3) vehicles acquired and used for military purposes that the Secretary of Defense has certified must be exempt for National Security reasons. Each agency that ac-

quires or utilizes any such vehicles shall provide an explanation of why an exemption is claimed with respect to such vehicles.

With the exception of the above assets, all NWCF activity procurements and leases of the vehicles identified in Table 1 will be acquired as AFV. All non-NWCF activities leasing equipment from GSA, will lease that equipment as AFV. Unfortunately, this will put a heavy strain on already limited O,M,N funds: The incremental cost difference between AFVs and non-AFVs is accounted for in the first year of a lease. NAVFAC has recognized this issue and is working on trying to pay the incremental cost up

front, relieving activities of that additional burden. Results of that effort are still unknown.

The memo stipulates that deviation from this policy must be approved by a written waiver. Waivers for non-availability of vehicle/type, size, or the lack of required infrastructure can be approved by the TEMCs - all other waiver requests must go to CNO (N-46) via NAVFAC (PWT).

If you have any questions about how this applies directly to you, please call your TEMC rep. NAVFAC has been tasked to ensure compliance with this policy, so the TEMCs will be well versed on what the requirements are.

NAVY LIGHT DUTY VEHICLE EQUIPMENT CODES

<u>Equipment Code</u>	<u>Vehicle Description</u>	<u>Representative Alternative Fueled Vehicles</u>
0102	Sedan Midsize 5 Pass 4 Door	Taurus (E85)
0104	Sedan Compact 4 Door	Contour (CNG Bi-fuel)
0105	Sedan Full Size 5 Pass 4 Door	Crown Victoria (CNG Dedicated)
0114	Sedan Compact Law Enforcement	
0200	Station Wagon Large 6-8 Pass 4 Door	
0210	Station Wagon Compact 5 Pass 4 Door	
0305	Truck Utility Commercial 4x4 Full Top	
0308	Truck Utility Commercial Full Top	
0313	Truck Cargo Pickup	F-series (CNG Bi-fuel, LPG Bi-fuel)
0316	Truck Cargo Pickup 4x4	F-150 (LPG Bi-fuel)
0317	Truck Carryall 6 Pass 4x4	
0319	Truck Cargo Pickup Compact	Ranger (Elec & E85), S-10 (Elec)
0320	Truck Multistop Forward Control	
0321	Truck Cargo Pickup Compact 4x4	
0329	Truck Panel Forward Control	
0330	Truck Van Forward Control	Ram Wgn (CNG Dedicated); Ford E250, E350, Club Wgn (CNG Bi-fuel, CNG Dedicated, LPG Bi-fuel); Caravan and Voyager (Elec and E86)
0336	Truck Panel Paddy Wagon	
0342	Truck Cargo Pickup 4x4	F250 (CNG Dedicated, LPG Bi-fuel)
0343	Truck Stake GED	
0345	Truck Multistop	
0348	Truck Cargo Pickup 4x4	F250 (CNG Dedicated, LPG Bi-fuel)
0722	Truck Maintenance Telephone/Utility 4x2/4x4	

CESE FLEET DATA INDEX

(Trish Johnson)

Fleet Managers need more, and better, methods of analyzing information and benchmarking with similar fleets. With that in mind, we've started a regular feature called the CESE Fleet Data Index. This index is compiled from a random selection of ten different fleets with information from the most recent Transportation Cost Reports (TCR). The activity names are anonymous, but the type of activity is identified for better comparison. **The intent of providing this index is to give you a tool for measuring your fleet operation with similar fleets, and to offer a snapshot of operating trends.** We hope this information is useful to you and that you can use it to make improvements to your own fleet and perhaps inspire you to take a second look at the data being submitted on your TCRs!

CESE FLEET DATA INDEX

Type of Organization	A-N Fleet Profile	Avg Util	Ops Cost Per Mile	Maint Cost Per Mile	Avg Downtime	Over Age Percent
PWC	Sedans 58; Buses 14; Stationwagons 1; 4X2 452; 4X4 55; Light Trks 38; Heavy Trks 44	5881	0.06	0.24	7%	14%
Naval Air Station	Sedans 28; Buses 2; 4X2 141; 4X4 10; Light Trks 7; Heavy Trks 6	3938	0.07	0.19	6%	47%
NSGA	Sedans 6; Ambulances 2; 4X2 17; 4X4 11; Light Trks 4; Heavy Trks 2	2571	0.04	0.19	6%	41%
NAVACT*	Sedans 14; Buses 1; 4X2 21; Light Trks 4	5295	0.05	0.08	2%	58%
Naval Station	Sedans 21; Buses 9; 4X2 116; 4X4 6; Light Trks 13; Heavy Trks 9	4945	0.06	0.34	1%	90%
PWC	Sedans 114; Buses 51; 4X2 1104; 4X4 69; Light Trks 68; Heavy Trks 143	6645	0.05	0.25	2%	40%
Naval Air Station	Sedans 1; Buses 9; Ambulances 5; 4X2 42; 4X4 10; Light Trks 4; Heavy Trks 5	3394	0.07	0.21	1%	47%
NSGA	Sedans 4; 4X2 17; 4X4 10; Light Trks 2; Heavy Trks 3	5831	0.09	0.15	1%	50%
Naval Air Station*	Sedans 19; Buses 15; Stationwagons 1; 4x2 1796; 4X4 759	7160	0.05	0.07	7	56%
Naval Air Station	Sedans 25; Buses 3; Stationwagons 7; 4X2 204; 4X4 2; Light Trks 9; Heavy Trks 15	5139	0.05	0.12	5%	65%

*Europe

Source: 1998 TCRs

PEOPLE AT THE TEMC.....

We are featuring our Pensacola connection in this edition of Shop Talk. Hal and Jim came to LANTDIV in Norfolk from Pensacola, following the consolidation of the SOUTHDIV and LANTDIV TEMCs in 1993.

HAL DRIVER

Hal entered the Navy in January 1963. He served four years with duty stations at RTC San Diego, "A" School NAS Memphis, and Aircraft Maintenance Department NAS Pensacola, Florida. He spent the next 19 years in Transportation at PWC Pensacola and then transferred to SOUTHDIV TEMC in January 1985. He also served as the Heavy Equipment Operations Branch Head at PWC Subic Bay during the Mt. Pinatubo volcano eruption recovery effort from June 1991 through November 1992. Hal transferred from LANTDIV TEMC Pensacola to Norfolk in June 1993 continuing his position as an Automotive Transportation Specialist. Hal enjoys fresh water fishing, vegetable gardening, traveling, woodworking, metal crafts, automotive repair, and spending time with friends, family, kids, and grandkids.



JIM ALLEN



Jim began working at LANTDIV TEMC in 1993. Since then, he has worked mainly in the Activity Support Branch. He primarily supports activities in the Washington DC area of all the major claimants including CNO. Jim was born in San Diego, California; but has lived all across the United States as a result of his father's naval career. He started school in Pearl Harbor, Hawaii and graduated from high school in Key West, Florida. His tour in the U.S. Marines from 1963 through 1967 encompassed half of the world—from Europe to Southeast Asia. Jim started his transportation career with the Navy at NAVSHIPYD Long Beach with stops along the way at NAVSTA Guantanamo Bay, Cuba and SOUTHDIV TEMC located in Pensacola, Florida. Jim is married to Marcia, who is from Cooperstown, New York and has two children. His hobbies include weight training, spending the warm months at the beach, and genealogy research. He is rapidly approaching retirement, as he is 53 years young and climbing. Time sure flies after "50."

Communication.....

DEVELOP YOUR 'LUCK' MAGNETISM

(Reprint from "Communications Briefings" of May 1999.)

How to Make Luck: 7 Secrets Lucky People Use to Succeed, by Marc Myers is less about making luck and more about attracting luck to you. Here are some of his suggestions for turning yourself into a luck magnet:

- **Don't blame** outside forces when you stumble. *Reason:* When you accept responsibility for what you controlled, others will view you as honest. As such, you'll be the lucky one they turn to when they have an opportunity to allow someone to succeed.
 - **Avoid earning** a "know-it-all" label by making sure the questions you ask far exceed the statements you make when talking to others. If you talk too much, you may come across as so smart that others will feel you don't need any lucky breaks from them. *Suggestions:* Abide by the lucky conversationalist's cardinal rule: "People who don't talk a lot are considered the best conversationalists."
 - **Spend as little** time as possible with "cosmic vampires" – negative people whose words and actions drain your positive mind-set. *Reason:* They could infest you. And those who could send some luck your way will be less likely to do so if you display a negative attitude.
- **Report regularly** to those who've provided you with luck to let them know how what they did made a difference for you. That will show them that you take their advice seriously. And it will motivate them to send more opportunities your way.
 - **Help others** without expecting anything in return. *Reason:* People will admire you for going out of your way without expecting any reward. And that will put you at the top of their lists for a return favor – and that favor could be the one that greatly improves your luck.
 - **View challenges** as "learning curves," not "hairpin turns." Replace anxiety with eager anticipation by telling yourself that "No matter how this turns out, I'll consider myself lucky just because I'll learn something from it."
 - **Compete with** yourself. Instead of wasting your energy trying to best someone else, use it to do what you do best and strive to do it better. All the hostility and anger that competition can breed will vanish. And that's sure to increase your good fortune.



CAMEO

(Trish Johnson)

ATTENTION: COMPUTER ASSISTED MAINTENANCE AND EQUIPMENT OPERATIONS SYSTEM (CAMEO) USERS

CAMEO IS **NOT** Y2K COMPLIANT. There will **NOT** be a revision released to upgrade this system. The system will be cancelled as of 31 December 1999.

The LANTDIV TEMC is actively looking into other software programs for your use. We will assist in providing a POC and names of various software programs. Please call Trish Johnson, (757) 322-4014, DSN 262-4014. See related article on page 9.



Transportation Snarls Going To And From Conference Didn't Hinder Its Success

(Robert Ronick)

The 1999 Interagency Motor Equipment Advisory Council (IMEAC) /Navy Transportation Equipment Management Center Conference was held 8-12 March 99 in the "Sparkling City by the Sea" - Corpus Christi, TX. While the city of Corpus Christi was definitely "sparkling," air transportation for most attendees going to and from the conference would have to be considered more "lackluster." Bad weather interrupted travel schedules for many of the 1000 or so attendees for the GSA Conference, of which almost 100 were from Navy and attended the Navy's session later in the week. But, even Mother Nature's wreaking of havoc on air traffic that week couldn't hinder the success of both GSA's first international IMEAC Conference and the Navy's portion that followed.

GSA kicked off the IMEAC session Tuesday morning with numerous speakers and presentations, but most notable was the presentation of the 1999 FEDFLEET "Bob Baker Fleet Manager Of The Year Award." This award was presented to the Navy's very own Bob Gill, Transportation Director at PWC Washington. Bob was awarded the

"Navy's 1998 Transportation Fleet Manager Of The Year" and that put him in the running for this year's FEDFLEET award. This Government wide award recognizes and honors Bob Gill as an individual demonstrating exceptional skills and abilities in the Federal motor vehicle fleet management profession. After the kickoff session Tuesday morning, the IMEAC agenda continued on with a wide array of workshops, exhibitions, and plenty of good old Transportation networking.

The Navy's portion of the conference began on Thursday and wrapped up early Friday morning. While many interesting topics were covered during this short timeframe, the topic du jour seemed to keep steering back towards "GSA conversion." GSA representatives made a brief presentation on their strong commitment to making the Navy conversion process a success. This was



followed by success stories from two Navy activities (CBC Port Hueneme & EFA West San Bruno) that had recently completed the conversion process. This positive attitude approach and feedback demonstrated how the conversion can work successfully.

Highlighting the Navy's session was the announcement of the "Navy's 1999 Transportation Fleet Managers Of The Year" winners.

Beginning this year, the Navy decided to break out the award into three different categories according to the size of the fleet - small, medium, and large. For the small fleet category with up to 50 pieces of CESE, the award went to EA2 Allan Delacruz at NAVRES-REDCOM 19 (San Diego). For the medium size fleet category of 51-



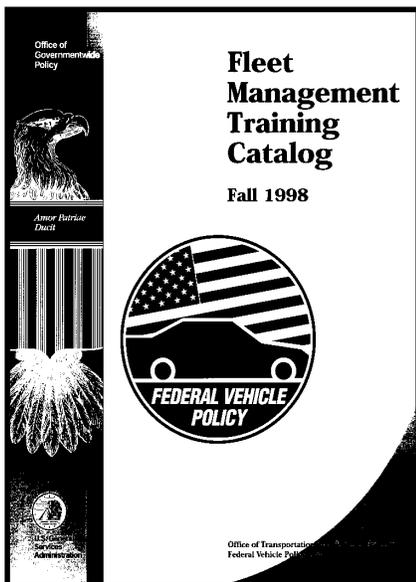
350 pieces of CESE, the award went to Eddie Ochoa at NAS Corpus Christi. And, last but not least, for the large fleet category of 351 plus pieces of CESE, the award went to Becky Fraley at NAS Lemoore. Congratulations to all three managers for their well deserved awards. Hopefully, we'll be writing about one of those three managers receiving GSA's FEDFLEET award next year after the GSA/Navy Transportation Conference scheduled for July 2000 in Orlando, FL.



Training Ideas and Sources.....

FLEET MANAGEMENT TRAINING CATALOG

In response to the demand for training designed for the fleet manager, GSA assembled the "Fleet Management Training Catalog." It is a compilation of classroom, video-based, and CD-Rom training available from a variety of sources that address issues facing fleet managers today. From Benchmarking to Driving Safely to Alternative Fuel Vehicles to General Fleet Management – training is available. The catalog describes the courses offered, makes recommendations for who should attend, and provides schedule information. For a copy of the catalog, you can write to: Jacquie C. Perry, Federal Vehicle Policy Division-MTV, General Services Administration, 1800 F Street, N.W., Room 1221, Washington DC 20405-0002, or you can send a request via email to Jacquie.Perry@gsa.com. Please try to take advantage of these training opportunities designed specifically for you.



TIPS.....

VISA PURCHASE CARD

The NAVSUP website (www.navsup.navy.mil/business/purchase_card/index.html) provides information on the appropriate use of the VISA Purchase Card. On March 4, the following was posted in the "discussion group question and answer" area of the website:

"At this time, it is inappropriate to use the Purchase Card to rent or lease vehicles. We hope in the future to revise this policy.... We are working with GSA and MTMC to obtain relief from the present restrictions." Further, the response states that "...using the Purchase Card is authorized when paying for a properly issued purchase order for short term lease or rental."

Please check with your local Contracting official to make sure that you are in compliance with the regulations if you are using the VISA Purchase Card for vehicle rental.

VOYAGER IS NOT GETTING PAID FOR CREDIT CARD TRANSACTIONS

(Lisa Bernier)

We receive a monthly listing of all Voyager accounts that are past due. Please make sure your accounts are paid in full. We also remind all Certifying Officials that it is their responsibility to certify that the transactions are true and that the properly executed invoice is trans-



mitted promptly to the appropriate DFAS Office. DFAS has been reminded of the importance of the DoD Fleet Credit Card and the consequences of non-payment. In accordance with the terms and conditions of the GSA Master Contract, any account that is 120 days past due can be deactivated. This action would be devastating to our mission.

Q&A CORNER.....

QUESTION: In developing a Performance Work Statement, should the contract be written to allow a contractor to install used parts on Navy owned vehicles (i.e., taking a carburetor from vehicle and installing it on another)?

ANSWER: In an age of dwindling operation and maintenance funds, it pays to use the most practical means of restoring a vehicle to a safe and serviceable condition using the most expeditious and cost effective method. This means that, if a serviceable, used part is available, and the new part is cost-prohibitive or can not be delivered in a timely manner, then the used, serviceable part is probably the wise choice. This becomes increasingly important when it involves critical assets such as a fire truck, ambulance or a related type of asset. Historically, when a part failed to perform on a vehicle, the logical approach was to purchase a new part. Now, it depends on the situation. Given that it is a contract, when these situations arise, the contractor should be given the flexibility to do what makes sense to return a piece of equipment to service. Nevertheless, the Government should have a Quality Assurance Evaluator approve each requirement on a case-by-case basis.

QUESTION: Is PC Transport Y2K compliant?

ANSWER: This question was easily settled after a brief discussion with our PC Transport consultants. PC Transport is Y2K compliant and ready to meet the challenges of the new millennium. To prepare for Y2K, we strongly encourage all users to archive **all SRO files up to and including FY99**, therefore reducing the chances of problems that may occur for the Y2K roll over, (i.e., if you do not archive all SRO data, and you go into PC Transport all of the 1999 SRO records will show up first and you will have to do a search for the 2000 records). An archive directory should first be built for each specified year being archived. When archiving is complete, data can be accessed by using PCARC.BAT in lieu of PCTrans.BAT. You will then be prompted to enter the path that holds the archived files.

QUESTION: In PC Transport when do I do my End of Month (EOM) and End of Year (EOY)?

Answer: Normally you are required to do your EOM and EOY at the end of September. For **just this year** you are requested to wait until October. We are hoping there will be no problems with the roll over. However, Trish Johnson and Cathy McCowan will be available to help resolve problems that may occur. Be advised that Cathy McCowan will be on maternity leave from July thru September. The EOM/EOY for this year will be done **before** you archive all of your SRO data and the JON fix will be done **after** you do your SRO archive. The JON fix will delete any JONs in the prior years.

QUESTION: Several users are looking to expand PC Transport and have asked whether it will work with the New Technology (NT) Server.

Answer: PC Transport will function with the NT server with Windows 95 as the workstation. It will not function with an NT workstation because the NT workstation fails to recognize any of the batch files during the installation process. Be advised, however, that PC Transport will still function in DOS.



WEB SITES OF INTEREST.....

Don't miss these sites:

www.asecert.org – National Institute for Automotive Service Excellence (ASE). Learn about the training that is available for ASE certification of automotive technicians as well as other training resources that are available. Links to manufacturers' web sites

www.policyworks.gov/vehicles – GSA Federal Vehicle Policy Division. Includes text of regulations, Fleet Management Training Catalog, environmental issues, and much more.

www.ncc.navfac.navy.mil - The Navy Crane Center site offers crane safety advisories, procurement information, forms and manuals to download, and much more.

www.usbank.com/impac/train_mktg_materials - Provides training and info about the IMPAC credit card services and also accesses a quarterly newsletter.



THE U.S. NAVY CONSOLIDATES WITH THE GSA FLEET

(Reprint from Mar/Apr 99 Marketips)

The U.S. Navy recently signed an agreement to consolidate approximately 9600 vehicles into the GSA Fleet. This GSA Fleet expansion will take place over the next four years and will save the Government an estimated \$6.5 million annually when complete. The U.S. Navy will not rely on the GSA Fleet Program for the management and provision of non-tactical vehicles to meet Navy mission requirements. The GSA Fleet Program saves the taxpayer significant dollars by transferring fleet management functions to GSA. Customers pay GSA a monthly rate plus a mileage fee which includes asset management, maintenance, fuel, vehicle disposal and vehicle replacement. Repair and service for the GSA Fleet vehicles are provided through a Nationwide Maintenance Control System. Customer service and day-to-day fleet management services are provided through a network of GSA Fleet Management Centers. Under GSA management, the Navy will benefit from the availability of modern, dependable, well-maintained, and energy efficient vehicles. With a dependable vehicle fleet, the Navy will realize the benefits of having the necessary assets available to focus on the performance of their core mission. GSA welcomes this opportunity to support the U.S. Navy and looks forward to a long term partnership.

For more information on the GSA Fleet consolidation program, contact: Karen Hampel at (703) 305-5278 or e-mail: karen.hampel@gsa.gov.

MAINTENANCE MANAGE- MENT SYSTEMS - FOR TODAY AND TOMORROW

(Trish Johnson)

I have reviewed the systems below and believe they will meet your needs for tracking the costs of operations and maintenance in your shop. I am recommending if you are interested in reviewing or purchasing one of them, please contact the POC for further information.

I am reviewing additional systems and the names will be in our next newsletter.

Computerized Fleet Analysis - CFA

POC: Nels Olson

Telephone: 800-232-5585 X190

E-mail: olson@cfasoftware.com

Data Trak - Atlas 2000

POC: Aaron Bennington

Telephone: 800-453-3972

E-mail: aaron@data-trak.com

Prototype Inc. - Fleet Anywhere

POC: Christine Brown

Telephone: 800-245-4504 X147

E-mail: info@prototype.com

World Information Systems, Inc. - Shop Fax

POC: Leon Hale

Telephone: 800-833-2583 X26

E-mail: lhale@infoave.net



GSA CONVERSION

(June Heninger)

CNO message 161615Z Sep 97 announced that the Chief of Naval Operations (N4) conducted an analysis to determine the most benefit and maximum savings on a Navy-wide basis for motor vehicle transportation support. The results of this analysis determined that a cost savings for the Navy could be realized by converting all non-Navy Working Capital Fund (NWCF) alpha codes A-N and equipment code (EC) 0722 CESE to GSA's Interagency Fleet Management System (IFMS). An Interservice Support Agreement (ISSA) was formalized between the Navy and GSA on 17 Nov 98. CNO message 242350Z Nov 98 provided initial guidance for the conversion process to begin.

The process by which an activity is converted to GSA vehicle support includes conducting a Zero Base Review. The purpose of the review is to ensure that the vehicles being rented are meeting sufficient utilization to justify the costs and that they are the correct configuration to accomplish the assigned mission. Inventory objectives determined during the zero base review are what GSA will use as the authorization for an activity. Additional vehicles and changes in types of vehicles will have to be approved by the TEMC. If you decide you need a van instead of a sedan, it is not an additional vehicle, but a change in the type of vehicle required.

The conversion process also includes a joint inspection of each vehicle being converted. Representatives from the activity, the TEMC, and the GSA FMC will conduct this inspection. After the joint inspection, GSA plates will be placed on the vehicles and a rental

charge will begin. GSA requires the year of manufacture, make, model, VIN, GVWR, and acquisition cost.

GSA expects the vehicles to be in a safe operating condition at the time of turnover. If a state has an annual inspection they would expect the vehicle to meet those requirements. On newer vehicles they will likely ask that body damage be repaired.

Backlogged maintenance will be performed and the costs "billed back" to the activity. GSA will also be reimbursed for "maintenance problems developing within 90 days after conversion on units that could not be thoroughly inspected at the time of conversion, vehicles that had problems requiring disassembly during inspection, and any major drive-train repairs."

The GSA rental and mileage costs includes fuel, maintenance, and vehicle acquisition. GSA will replace 20% of their vehicles per year over a five year period.

Alternative fuel vehicles (AFV) are the customer's responsibility. GSA is not mandated to meet the requirements of the executive order. The customer must request AFV's. GSA will recoup the incremental cost between a non-AFV and an AFV in the first 12 months of rental.

GSA will not be taking over commercially leased vehicles at the time of conversion. GSA will program these assets for replacement in the outyears and continued leasing will be required until that time.

COMMUNICATION – THE KEY TO A SMOOTH CONVERSION

LICENSE PLATES

Due to a shortage in funds, license plates will no longer be provided from central funds to NWCF and non-Navy appropriated funded activities obtaining CESE. Effective immediately, only non-NWCF activities will be able to receive plates through the central contract with Lorton. Assets procured through SLC in which the contract calls for the contractor to provide plates will still receive plates that route. Those affected by this decision can obtain plates through commercial sources, navy shops at their activity, or set up an account with Lorton Prison Systems. The point of contact at Lorton is Mr. Hank Stump at (703) 643-6898 or fax (703) 643-0219. The address is DC Department of Corrections, Industrial Division, P.O. Box 730, Lorton, VA 22199.

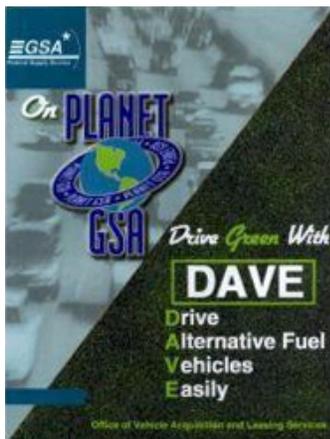
WHO'S DAVE

(Reprint from Mar/Apr 99 Marketips)

DAVE is a new member of the Office of Vehicle Acquisition and Leasing Services Automotive Division's family of vehicle programs for the purchase of alternative fuel vehicles (AFVs).

GSA provides Federal agencies with a variety of AFVs to meet their fleet vehicle needs while improving our environment and decreasing the growing dependence on imported oil.

The Energy Policy Act (EPACT) mandates that beginning fiscal year 1999 and thereafter, 75% of an agency's annual light duty vehicle purchases should be AFVs. Law Enforcement vehicles and vehicles located outside the 125+ metropolitan statistical areas are exempt from these mandates.



Currently, electricity, ethanol, natural gas and propane are available as motor fuels for light duty vehicles. Sedans, vans (passenger and cargo), pickups, and buses are available as AFVs in dedicated, bi-fuel and flexible fuel configurations. Current manufacturers of vehicles for these fuels are Ford, Chrysler, General Motors, Honda, Freightliner, Blue Bird and Altec Industries.

For a complete listing of available 1999 model year AFVs and for purchasing information, please contact the Automotive Division on (703) 308-CARS. For information on leasing AFVs, please contact the Fleet Management Division on (703) 305-6278. You may visit our website: www.fss.gsa.gov.

NAVFAC VEHICLE LEASE CONTRACTS

We currently have three lease/lease-purchase contracts available for ordering vehicles. If you have not received a synopsis for any of these contracts, please contact your activity representative and ask to have one mailed to you. The contracts are as follows:

- N00187-98-D-6908/99-D-7597/99-D-7598 – Automobiles and Light Trucks Closed End Lease (Without Maintenance)
- N00187-98-D-6918 – Surveillance Vehicles Automobiles and Light Trucks Closed End Lease (Without Maintenance)
- N00187-97-D-6780 – NAVFAC Vehicle Lease Purchase Contract

Since we no longer have the convenience of the GSA Schedules that were previously available, these contracts offer an excellent alternative to the Schedules. They are a quick and painless way to get the equipment you need without having to issue your own contract.

We do have to provide a word of caution, however, which not only applies to equipment on these contracts. All manufactur-

ers have to stop taking orders to manufacture current year model vehicles at some point in order to gear up to begin production on the next model year. These "build out" periods vary from model to model and the timing is unpredictable. Typically, sedans with police packages will be "built out" very early in the model year (e.g. Lumina were not available after December) and this generally causes the biggest problems for our customers. We can only suggest that you look at your requirements early in the year and get your requests for replacements in as soon as possible. Make plans to terminate your current leases when the new equipment is delivered and be prepared to pay lease costs for duplicate equipment if necessary to avoid the "build out blues."

DIRECT ACCESS TO CASEMIS

Have we got a deal for you!!! You are just a phone call away from gaining access to live data available in CASEMIS whenever you need to have timely information concerning your inventory. Direct activity access allows update of inventory records and direct view capability of all CASEMIS data including inventory and inventory objective records, procurement status, and planned procurement. You can follow your new equipment from the time it is funded until it is manufactured and ready for delivery. We would love to have you discover the joys of CASEMIS. We have recently found that access is available via the internet which makes it even easier to go on line. If you are interested in getting in on this deal, please give your TEMC rep a call for details on how to get started.



U.S. General Services Administration Federal Supply Service

December 2, 1998

Dear Colleague:

Over the past few years we have received numerous inquiries regarding the Y2K issue. The concerns have focused on the vehicle chassis based computers, and microprocessors found in all passenger cars, light, medium and heavy trucks, fire and EMS emergency vehicles, buses and construction equipment.

In responding to previous inquiries we have been assured by the vehicle manufacturers that they do not anticipate Y2K problems with any of these vehicle chassis based computers, or microprocessors that control the engine, transmission, antilock brakes, automatic traction control, heating and air conditioning systems or any of the numerous smaller systems. These systems operate with respect to elapsed time, mileage and or vehicle and system function, and are not date (Y2K) sensitive.

Further, we do not anticipate problems with other external computer based equipment designed for vehicle maintenance or diagnostics and which interfaces with the various vehicular systems. This equipment is generally approved or furnished by the vehicle manufacturer and is updated regularly.

If you have any questions, or need assistance on this or any vehicle matter, please feel free to contact me in writing, by phone at (703) 308-4670, or (703) 308-CARS (2277), by fax at (703) 305-3034 or by e-mail at mel.globerman@gsa.gov.

Sincerely,

Mel L. Globerman
Director
Engineering and Commodity Management

CONFERENCE

(continued from page 1)

In addition to networking, getting reacquainted with Transportation friends at other Naval activities, and making new acquaintances, attendees were on-hand for the award presentations of the 1999 Transportation Manager of the Year.

Although NAVRESREDCOM Region Nineteen's **EA2 Allan Delacruz** was unable to make it to Corpus Christi to receive his award for the small fleet category of 1-50 units, he was honored later with a special presentation by CAPT Cannon. **Eddie Ochoa** of NAS Corpus Christi received his award for the medium size fleet of 51-350 units while his proud wife and son looked on. And finally, **Becky Fraley** of NAS Lemoore was the recipient of the large fleet category of 351 or more units of CESE. Along with the honor of being Navy nominees for the GSA 2000 Bob Baker Fleet Manager of the Year Award, each recipient also received a \$500 cash award. Way to go **Allan, Eddie, and Becky!!!**

GSA's IMEAC conference was held earlier during the same week. We are thrilled to report that the Navy's 1998 Transportation Manager of the Year, **Bobby Gill** of PWC Washington, received the 1999 Bob Baker Fleet Manager of the Year Award.

This prestigious government-wide award was established to recognize and honor an individual who has demonstrated exceptional skills and abilities in the federal motor vehicle fleet management profession. Congratulations to **Bobby!**

We apologize for not having all the handouts included in the binders. Some of the handouts were not available in time for reproduction. If you would like copies of presentations, please contact us and we will be happy to provide whatever we can.

Overall, the feedback we received was positive. As **Lisa Bernier** mentioned during our conference, your comments and suggestions help to make future conferences better suited to you. Credit to the success of this year's conference goes to many people not just at the PACDIV and LANTDIV TEMCs or NAVFAC headquarters, but to ALL the speakers and attendees for their participation.

For future planning, the 2000 Navy-Wide Transportation Conference is tentatively scheduled for 3-4 August 2000 in Orlando, Florida. This will be held in conjunction with GSA's FEDFLEET Conference (hope I get to go, too!). For those interested in attending the FEDFLEET 2000 Conference, check out the flyer on page 14.

WHY NOT LEASE A LOADER?

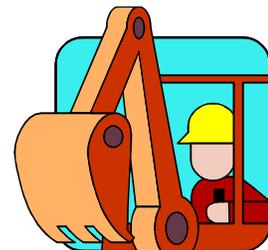
(Reprint from *MarkeTips* of March/April 1999)

New! New! New! Maybe you have a short term need for a Loader or a Backhoe. Maybe you don't have the necessary funding needed to purchase highway maintenance equipment. The Office of Vehicle Acquisition and Leasing Services Automotive Division has made it easier for you.

Federal Supply Schedule 38IA, Construction and Highway Maintenance Equipment, now offers you the option to lease equipment under Special Item Number (SIN) 271-107. Currently under Contract GS-30F-1017D, items may be leased from Skyland Equipment for equipment supplied under SIN 271-101, which includes skid steer loaders, tractors, front loaders and backhoes. Skyland Equipment products are manufactured by John Deere. The available leases may be short term, month-to-month, or long term and run for the duration of the contract if you prefer. Additional SINs are anticipated to be available for leasing in the very near future.

For more information on product availability, you may contact Joy Rose at Skyland Equipment on 1-800-832-7560 or you may access their web site at jrose3958@worldnet.att.net.

You may also call our Customer CARE Line on (703) 308-CARS for assistance.





WE WANT YOU... TO ATTEND!!

WHAT: FEDFLEET 2000 –

Millennium Madness: A Clear Perspective
The Second National Federal Fleet Manager Workshop and Information Fair

WHEN: July 31-August 3, 2000

WHERE: Omni Rosen Hotel, Orlando, Florida

WHY: Attend FedFleet 2000--Millennium Madness: A Clear Perspective to:

- Identify Fleet Management's "Best Practices"
- Discuss Regulatory and Legislative Changes
- Enhance your Fleet Management Skills
- Experience Fleet Industry Technology
- Explore Lessons from the Private Sector
- Network with Federal, State, Local, and International Government Fleet Management and Transportation Professionals

WHO: All Federal agencies at all levels of Fleet Management

We have structured this Workshop for maximum interaction among all Federal agencies at all levels of Fleet Management, as well as State and local governments, and the private sector.

Building on the success of FedFleet '98, we know you will want to mark your calendars and include this upcoming event in your budget plans.

For more information contact:

John Adams Phone: (202) 501-0758; e-mail john.adams@gsa.gov
Mike Moses Phone: (202) 501-2507; e-mail mike.moses@gsa.gov

FedFleet 2000 is sponsored by the Federal Fleet Policy Council and the U. S. General Services Administration, Office of Governmentwide Policy