

TEMC

SHOP TALK

A Transportation Newsletter Presented by The Transportation Equipment Management Center,
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Summer 2001

NOTES FROM APRIL 2001 CONFERENCE

(June Heninger)

A look at one person's notes from IMEAC.

Leasing Vehicles from GSA

When ordering police cars the upholstery ordered determines the type of seat provided. Cloth upholstery will have a bench seat and most likely the necessary equipment will not fit. Leather/vinyl upholstery will have bucket seats. Bucket seats are needed!

Bus is defined as any vehicle that carries more than 10 passengers. This may include vans. When transporting children to or from school or school functions, a **school** bus must be used – not passenger vans. A school bus has safety features that vans do not have.

GSA has too many SUVs in their fleet. They will be working with customers to change types of vehicles where they can.

They are also pushing the use of Neons in place of the compact sedan. The Neon has about the same interior volume as the compact sedan, and is cheaper.

When ordering vehicles through the CHOICE program, 70% of the orders must be to the low bidder. Using other than low bidder must be justified.

LEASING OF BUSES

National Bus Sales & Leasing, Inc. was an exhibitor at IMEAC. They represent Blue Bird buses, which

is part of the BARB contract. They will lease buses but the leasing is not part of the BARB contract.

GSA Fleet's New Automated Initiatives

Mileages on GSA vehicles may be reported through Mileage Express on the internet, file transfer protocol (ftp), or Dial-A-Mile (1-877-472-3773). The Navy is currently reporting 87% of their mileages electronically.

Reports Carryout allows GSA inventory data to be faxed or emailed in text file by customer number, BOAC, or agency code.

They hope to have FAST data on reports carryout this year.

fms2go (Fleet Management System To Go)

In some cases vehicles are not being delivered through the FMCs. They may be picked up at a local dealership with no GSA rep contact. GSA is getting out of leasing parking lots to receive and swap out vehicles. They are getting contractors to pick up the old vehicles and transport them to the auction facility. Not being consistent, sometimes GSA pays this cost and sometimes the customer pays this cost. It's whatever the local FMC says.

GSA has established a new National Accident Management Center that is open from 6 am to 7 pm CST. The number is 1-800-325-2958.

The National Maintenance Control Center is also open from 6 am to 7 pm CST. Their number is 1-888-622-6344. This number will forward elsewhere for after hours coverage.

Their forward thinking:

- Pay your bill using the purchase card.
- DoD – OPAC pilot in Europe
- Pre-billing reports on-line
- PM checkout
- Looking at improving looks of billing. Have what previous bill was – like a credit card bill.

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NAVY AIDS FIGHT FOR CLEAN AIR NAS JACKSONVILLE UNVEILS STATIONS FOR ALTERNATIVE FUELS

(Reprint from Florida Times-Union of 13 Jun 01)

After years of research and design, the Navy has developed a way to stave off air pollution in Jacksonville: add more fuel pumps.

But the two service stations unveiled yesterday at Jacksonville Naval Air Station will help curb greenhouse gases by delivering compressed natural gas to the Navy's Jacksonville fleet of 114 alternative-fueled vehicles.

A similar pump is available at Mayport Naval Station.

The goal of the federal mandate requiring the Navy to use such vehicles is twofold: cut down dependence on petroleum-based fuels and imported oil and reduce emissions of air pollutants.

Compressed natural gas-fueled vehicles emit 85 percent less nitrogen oxide and 74 percent less carbon monoxide than those vehicles powered by gasoline, Navy officials said.

Although Environmental Protection Agency reports indicate pollution in Jacksonville is on the decline — dipping 3 percent from 1998 to 1999 — Capt. Steve Duba said continuing success is paramount.

"We are here because clean air is important," the commander of Navy Public Works Center Jacksonville said yesterday. "The Navy in Jacksonville is out in front, taking aggressive steps to help make the air we all share cleaner."



CAPT Steve Duba, CO PWC Jax, addresses attendees at the ribbon cutting ceremony opening the new AFV fueling station at NAS Jacksonville.

CONTRACTOR-USE OF GSA FLEET VEHICLES

Many agencies/military activities are undergoing commercial activities studies and want to authorize the use of GSA Fleet vehicles by Government contractors. The Federal Acquisition Regulation (FAR) provides guidance on contractor use of GSA Fleet vehicles. This guidance can be found at FAR Subpart 51.1 and 51.2. The FAR provides guidance to agencies that provide contractors with Government owned or leased motor vehicles. See FAR 45.304. There are generally two types of contracts:

- 1) Cost Reimbursable, or
- 2) Fixed Price

- **Cost Reimbursable Contract:** Contractors may be authorized use of GSA Fleet vehicles when the agency's Contracting Officer has complied with the FAR provisions and has provided GSA Fleet the documentation/authorization outlined in the FAR 51.200 - 51.205. This authorized use is contingent upon vehicle availability.
- **Fixed Price Contract:** Fixed Price Contractors are only eligible to use GSA Fleet vehicles if approved by GSA (see FAR 51.201(c) and 41 CFR 101-39.202(d)). The approval authority has been delegated to the Assistant Commissioner, Office of Vehicle Acquisition and Leasing Services (FF). The agency's Contracting Officer must comply with the requirements of FAR 51.200 - 51.205. In addition, the Contracting Officer's request to GSA must include information demonstrating that such authorization will reduce the cost to the Government rather than serve as a benefit to the fixed price contractor.

Information on what GSA Fleet requires from the contracting agency in order to evaluate and approve an agency's request for contractor-use of GSA Fleet vehicles is available on their web page at www.fss.gsa.gov/vehicles. Satisfying these requirements does not guarantee that GSA Fleet will provide the vehicles - approval is dependent upon vehicle availability.

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 or find a copy on the TEMC web page at efdlant.navfac.navy.mil/lantops_16/temc/htm.index. The contracts are as follows:

- N62470-00-D-9419/01-D-5979 – Automobiles and Light Trucks Closed End Lease (Without Maintenance)
- N62470-00-D-9420 – Surveillance Vehicles Automobiles and Light Trucks Closed End Lease (Without Maintenance)
- N62470-01-D-9422 – NAVFAC Vehicle Lease Purchase Contract

In addition to the NAVFAC contracts, GSA has reintroduced the 751 Schedules which were discontinued several years ago. The Schedules can be viewed at www.gsa.gov/vehicles/leasing/.

We do have to provide a word of caution, however, which not only applies to equipment on these contracts. All manufacturers have to stop taking orders to manufacture current year model vehicles at this 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 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.”

BIODIESEL FUEL

The Defense Energy Support Center (DESC) has issued a biodiesel solicitation in an effort to streamline the process through which federal agencies buy the fuel for use in diesel vehicles and equipment. The move means that federal government fleets will soon be able to obtain biodiesel just as easily as they obtain petroleum diesel through DESC services.

The initial estimated quantity of fuel to be procured is 1.3 million gallons of B20 (20% biodiesel/80% diesel). The B20 will be delivered to various sites throughout the country to be used by both military and civilian fleets.

Biodiesel is a clean, renewable diesel fuel substitute produced from agricultural resources such as soybeans or rapeseed (canola), or recycled cooking oil from restaurants. It can be burned in any standard, unmodified diesel engine either in pure form (B100) or in a blend at any proportion with petroleum diesel. Pure biodiesel is completely biodegradable and non-toxic to plants, animals and humans.

Biodiesel seamlessly integrates with current engine technology and fueling infrastructure. In fact, it is the first clean fuel that does not require fleets to purchase new vehicles or construct new facilities.

Biodiesel can be used in any diesel engine, usually with no modifications to the engine necessary. It performs comparably to diesel, with similar cetane and BTU content. It offers excellent lubricity and is the safest of all fuels to use, handle and store. More than 60 major fleets use biodiesel and the fuel has been proven successful in more than 40 million road miles. Biodiesel can be used to meet Alternative Fuel Vehicle (AFV) purchase requirements of the Energy Policy Act of 1992 (EPA Act) as well as the goals of Federal Executive Order 13149.

Although the DESC is a component of the Department of Defense, it is the recognized expert in the procurement of fuels for both the civilian and military agencies of the federal government. By using the DESC to buy the fuel, all federal government agencies are able to streamline their acquisition process by simply placing orders against the contract entered into by the DESC.

Any federal agency interested in ordering biodiesel through the DESC contract should notify the contracting officer at (703) 767-9509.

SAFETY BELT USAGE

(A message from the Naval Safety Center)



During FY96-00, 331 Sailors died on our nation's highways. Ninety-four of them were clearly not wearing safety belts, and there may have been more. How many would have survived had they been wearing their safety belts? While that question is difficult to quantify, safety belts are known to reduce the chance of injury or death in a crash by 45 percent. Buckling up your safety belt is the best life insurance available and, as an added bonus, it's free.

Presidential Executive Order 13043 was established to promote increased seat belt use. CY99 safety belt surveys reported an average usage rate of 93% on 68 Navy shore installations. Many commands achieved high usage rates by promoting innovative safety belt programs. NAS Pensacola conducts roadblocks at randomly selected sites on its installation to check for safety belts, rewarding users with promotional t-shirts. NAF Atsugi reports a very high percentage of safety belts usage at 97.66%. They attribute their success to a continuous training program, making safety restraints a part of every safety committee and council meeting discussion and safety stand down. Also, traffic related items are routinely sent out to command personnel and tenant activities via e-mail.

What strategy does your command employ to promote safety belt use? Our visits to commands show us that many of you have active campaigns that are helping make a difference. In many installations, everyone wears a safety belt. We'd like to share compliance promotion initiatives Navy wide via our Web page, highlighting innovative programs that can save some of the lives we're losing needlessly. Yours - life and or program - could be one of them.

The true measure of the success of a safety belt campaign is the percentage of drivers who actually wear their safety belts. Many of you routinely make these assessments by conducting safety belt checks at your gates and parking lots.

For more information on this subject, go to www.safetycenter.navy.mil.

FEDFLEET 2002

The Third National Federal Fleet Manager Workshop and Information Fair (FEDFLEET 2002), sponsored by the Federal Fleet Policy Council, GSA Office of Governmentwide Policy will be held from 22-25 July 2002 in Kansas City, Missouri. The FedFleet Workshop is a biannual training opportunity centered on essential topics developed for the management of the entire Federal motor vehicle fleet. There are unlimited networking opportunities with representatives from every level of Federal fleet management in every agency across the nation and around the world in attendance. This year's workshop will have over 40 breakout sessions as well as an exhibit hall full of automotive vendors from virtually every commodity or service you might ever need.

The FedFleet 2002 Planning Committee has structured the Workshop to allow for maximum interaction among all Federal agencies at all levels of Fleet Management, as well as State and local governments and the private sector. The Committee has specifically designed events and sessions to address the needs of everyone involved in fleet management, from the clerk assigning a vehicle to the manager responsible for agencywide fleet policies.

(See related article on the Navy Transportation conference held in conjunction with the FedFleet 2002.)



National Fleet Managers Workshop
July 22-25, 2002 Kansas City, MO
www.FedFleet.org

**Announcing the 2002 FEDFLEET/
Navy Transportation Conference
22-25 July 2002 in Kansas City, Missouri**
(Allen Lundy)

The FEDFLEET portion of the conference will be held at the Convention Center, in the immediate (walking distance) vicinity of three large hotels reserved for our lodging. Spend 23-25 July 2002 attending the FEDFLEET 2002 workshop and information fair, interacting with other Federal, State, local, and private sector Fleet Managers. Registration for the FEDFLEET portion of the conference is underway and can be done on www.fedfleet.org. Be sure and indicate check payment vice credit card for now. Early conference registration is highly encouraged.

The Navy's 2002 Transportation conference gets underway 22 July 2002 and will be held in one of Kansas City Marriott Downtown's conference rooms. This will be a one-day conference, focusing on key transportation issues that are impacting the way to conduct our business and will likely have a tremendous affect for years to come. So come join us! As always, we are planning to have a wonderful time!

It may seem like a millennium away, but now is the time to plan and budget for this upcoming event. Keep a lookout for further details and registration information for the Navy conference. Should you have questions or ideas for the conference, please ask your TEMC representative. All of us will be happy to assist.

For information, hotels will begin accepting reservations 20 August 2001. Hotels are presented in order of preference. Doubletree and Phillips are overflow hotels.

Kansas City Marriott Downtown (Headquarters hotel), 200 W 12th Street, Kansas City, MO 64105, Telephone (816) 421-6800

DoubleTree Hotel Kansas City, 1301 Wyandotte, Kansas City, MO 64105, Telephone (816) 474-6664

Hotel Phillips, 106 West 12th Street, Kansas City, MO 64105, Telephone (816) 221-7000

NOTES FROM APRIL 2001 CONFERENCE
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GSA's Alternative Fuel Vehicle Program

You can learn more about the program at www.fss.gsa.gov/vehicles/leasing.

Funding GSA for the incremental cost of alt fuel vehicles may be accomplished through:

- agency surcharge – this is the preferred method of GSA
- centralized funding
- 12 month rate

Number of AFV's procured: 5,286 in FY99, 6,346 in FY00, and 7,819 in FY01. There are 18,000 AFV's in current inventory

If required, an activity **must** request an AFV from GSA. GSA will not be asking the activity if they want an AFV as their replacement vehicle.

The Caravan, Taurus, and S-10 are available with E85. There is no incremental cost for these vehicles. CNG sedans and bi-fuel vans have an estimated incremental cost of \$5,000 per vehicle.

There are 100 E85 stations in the U.S. and the number is growing.

CNG is being invoiced manually. There is no data for E85 through the fuel card. You must track your own. The best thing to do is keep your receipts. Currently they are having problems where the pump reads correctly, and the receipt has the correct fuel, but it comes in through the computer wrong. This particular GSA office has one E85 vehicle that they knew was fueled six times with E85. It came in on the computer as four gasoline fill-ups and two diesel fill-ups. We should not rely on GSA to provide fuel data for our FAST reporting. They're working on the problem now.

Resale of FFV's is good, CNG bi-fuel is OK and CNG dedicated is poor.

Hybrid vehicles do not meet AFV definition.

DOT AUTO SAFETY HOTLINE

"If a vehicle safety defect has you feeling like Sam Saddriver... then DASH 2 DOT and dial 1-888-DASH-2-DOT (888-327-4236)" or go on-line at www.nhtsa.dot.gov/hotline to report vehicle safety defects, or to check on air bag recalls or child safety seat recalls.

CONSUMER ADVISORY

The National Highway Traffic Safety Administration (NHTSA) has issued a cautionary warning to users of 15-passenger vans because of an increased rollover risk under certain conditions. The results of a recent analysis by NHTSA revealed that 15-passenger vans have a rollover risk that is similar to other light trucks and vans when carrying a few passengers. However, the risk of rollover increases dramatically as the number of occupants increases from fewer than five occupants to over ten passengers. In fact, 15-passenger vans (with 10 or more occupants) had a rollover rate in single vehicle crashes that is nearly three times the rate of those that were lightly loaded.

NHTSA's analysis revealed that loading the 15-passenger van causes the center of gravity to shift rearward and upward increasing the likelihood of rollover. The shift in the center of gravity will also increase the potential for loss of control in panic maneuvers. Because of these risks, it is important that these vans be operated by experienced drivers. A person transporting 16 or more people for commercial purposes is required to have a Commercial Driver's License, which requires certain specialized knowledge and driving skills. Although the drivers of these vehicles are not required to possess a Commercial Driver's License, they should still understand and be familiar with the handling characteristics of their vans, especially when the van is fully loaded.

NHTSA's analysis reinforces the value of seat belts. Eighty percent of those nationwide who died last year in single vehicle rollovers were not buckled up. Wearing seat belts dramatically increases the chances of survival during a rollover crash. NHTSA urges that institutions using 15-passenger vans require seat belt use at all times.

NHTSA is making this information available because of these findings and because of several highly publicized rollover accidents involving 15-passenger vans loaded with college students (often driven by a fellow student rather than a professional driver).

While federal law prohibits the sale of 15-passenger vans for the school-related transport of high school age and younger students, no such prohibition exists for vehicles to transport college students or other passengers.

A copy of the NHTSA analysis of the rollover characteristics of 15-passenger vans can be found at: <http://www.nhtsa.dot.gov/people/nca/reports.html#2001>.

MODEL YEAR BUILDOUTS

There comes a time each year when automobile manufacturers have to shut down their production lines to gear up for the next model year. Even when we are able to get some advance notification of projected buildout dates, they are not set in stone. Once the manufacturers have received orders for the maximum number of vehicles they can build before shutting down the lines, they stop accepting orders. That date could be days or weeks before the projected date originally envisioned.

We give you this background because each year we have experienced difficulties in obtaining equipment from the NAVFAC vehicle lease contracts that the LANT TEMC coordinates during the buildout period – normally May through August. Sedans with law enforcement packages are a particular problem because these are built out early in the year (even as early as December in one case).

We recommend that you determine your requirements early and get your Task Orders in to the contractors early in the model year to be sure you can get the equipment you need. Because most activities are not in a position to return equipment that is currently leased until a replacement is on board, it is almost impossible to avoid having dual payments for a period of time. If you are currently leasing equipment from one of the NAVFAC contracts, you can terminate the lease at any time (after the first year) with 30 days notice to the contractor. You will probably find that this is possible on other contracts as well. Once you know that your vehicles are scheduled for delivery, you can terminate your current leases and minimize the amount of dual payments that you may incur.