

What's New: Spring 2004 Update

Course Trains Trainers on Alternative Fuels

Ensuring that drivers understand and are comfortable with alternative fuels is one of the most important—and often weakest—links in any organization's alternative fuel vehicle (AFV) program. If drivers are resistant to alternative fuels because of safety concerns, the result can derail a potentially successful AFV program.

Drivers need to know how to safely operate AFVs, how to fuel them properly, and what to do in case of an emergency. That's why EPAct and Clean Cities are hosting several alternative fuel training courses across the country this summer. The half-day sessions will be held in Denver, Colorado; Sacramento, California; and Washington, D.C. (see box). An additional session was held in Minneapolis, Minnesota, in May.

The course focuses on E85, biodiesel, compressed natural gas (CNG), and propane and offers an overview of each fuel's properties, characteristics, and fueling procedures. The session also emphasizes the safe use of the fuels, including:

- ▶ Fuel handling practices,
- ▶ Emergency action plans, and
- ▶ Safety equipment needs.

Developed by Las Vegas, Nevada-based Thomason & Associates, the curriculum was designed to educate fleet trainers about alternative fuels. The goal is to send trainers back to their organizations as AFV experts that can train drivers in their fleets.

The course is free and open to EPAct-covered fleets, Clean Cities coordinators and stakeholders, and other industry members. For information on attending a scheduled session or hosting one, contact Greg Zilberfarb at greg@thesales.net.

Scheduled Training Courses

- ▶ June 22, 2004
Denver, Colorado
- ▶ June 23, 2004
Sacramento, California
- ▶ August 18, 2004
Washington, D.C.

Be Flexible in Acquiring 2005 AFVs

It's time to start planning for upcoming model year (MY) AFV acquisitions. With so many changes in store for MY 2005, fleets will need to be flexible in determining which AFVs to acquire.

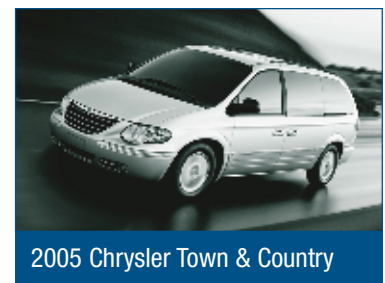
Probably the most significant change in 2005 is Ford's decision to discontinue its propane and natural gas vehicles. Aftermarket conversions may be one option for fleets that want to continue to use propane.

To learn more about conversions, visit the Alternative Fuels Data Center (AFDC) Web site. The AFDC's conversion page (www.eere.energy.gov/cleancities/afdc/afv/conversion.html) features information on available options, and its contacts database (www.eere.energy.gov/cleancities/progs/res_guide.cgi?CONVCO) provides a list of contact information for U.S. and Canadian conversion companies.

One other option for continuing the use of propane is acquiring preowned vehicles from the General Services Administration's auction Web site (www.autoauctions.gsa.gov), where propane, CNG, and bi-fuel vehicles are often up for sale.

In MY 2005, Chevrolet will stop production on the Cavalier, a mid-sized sedan. This includes the CNG bi-fuel Cavalier. As of press time, there is no plan to offer a CNG model of the Cavalier's successor, the Colbalt. As a replacement, fleets may want to consider the dedicated CNG Honda Civic GX.

For MY 2005, DaimlerChrysler will resume production of its popular ethanol flexible fuel minivans, the Dodge Caravan and Chrysler Town & Country. The company is currently taking orders for 2005 models, with delivery starting June 2004. Fleets interested in ordering these vehicles should indicate that they want the flexible fuel option.



2005 Chrysler Town & Country

Weick Photo Database



As always, fleets are encouraged to speak with their dealers about AFV availability and check the Clean Cities' Vehicle Buyer's Guide (www.eere.energy.gov/cleancities/vbg/fleets) for information on vehicles and incentives.

Reporting Reminders

Thank you to fleets for filing MY 2003 reports in a timely manner. When filling out reporting forms for MY 2004, please keep the following in mind.

Biodiesel: When reporting biodiesel, remember to record only the nonpetroleum portion of biodiesel fuel blends. For example, a fleet that used 10,000 gallons of B20 should report 2,000 gallons (or 20%) of biodiesel.

Hybrids: Current commercially available hybrid vehicles are not considered AFVs under EPart and should not be included in a covered fleet's annual report. As with all vehicles, hybrids do count when determining a fleet's covered light-duty vehicle count and calculating its requirement.

Reporting Checklist

- ▶ Accurately report biodiesel consumption.
- ▶ Do not include hybrids as AFVs, but do include them in your light-duty vehicle count.
- ▶ Include the zip code for each vehicle's location.
- ▶ File your report on time (before January 1).
- ▶ File exemptions before the end of the model year (by August 31).

What is EPart?

The Energy Policy Act of 1992 (EPart) was passed by Congress to reduce the nation's dependence on imported petroleum. Provisions of EPart require certain fleets to purchase AFVs. DOE administers these requirements through its State & Fuel Provider Rule, Federal Fleet Rule, and Alternative Fuel Designation Authority.

For more information, visit www.eere.energy.gov/vehiclesandfuels/epact, or call the Regulatory Information Line at (202) 586-9171.

Legislative Update

Congress continues to consider whether to pass an energy bill that could alter the State & Alternative Fuel Provider Regulations. It is uncertain whether any such legislation will pass. If it does, DOE will notify fleets to provide information on the nature and timing of the changes. Keep in mind that legislative changes will need to be incorporated into EPart through a rulemaking—a process that takes time. Therefore, fleets should move ahead with their AFV acquisition plans in accordance with the existing regulations.

Zip Codes: Fleets should provide the zip code for the locations of *each* of their AFVs. This will help DOE work with local fuel providers and other fleets to coordinate the development of alternative fuel infrastructure.

Finally, fleets are required to file their annual reports before January 1 and are encouraged to submit exemption requests by August 31, the end of the model year.

Rulemaking Doesn't Affect Covered Fleets

In January 2004, the U.S. Department of Energy (DOE) published a final rule announcing its decision not to implement an AFV acquisition mandate for private and local government fleets. This decision *does not* impact the EPart requirements for covered state, alternative fuel provider, and federal fleets.

Fleets currently complying with EPart fleet regulations are required to continue to comply with program requirements. For more information on the Private & Local Government Fleet rulemaking, download the *Federal Register* notice on the EPart Web site at www.eere.energy.gov/vehiclesandfuels/epact/pdfs/plf_final.pdf.

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For more information contact: EERE Information Center
1-887-EERE-INF (1-887-337-3463)
www.eere.energy.gov

A Strong Energy Portfolio for a Strong America

Energy efficiency and clean, renewable energy will mean a stronger economy, a cleaner environment, and greater energy independence for America. Working with a wide array of state, community, industry, and university partners, the U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy invests in a diverse portfolio of energy technologies.

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