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I. EXECUTIVE SUMMARY

While we have applied energy savings standards wherever practicable and embarked on an awareness campaign designed to reduce demand, there are only limited types of operations within this Agency which lend themselves to measurable energy savings. Reporting requirements have been established to monitor and assess the effectiveness of our fuel conservation efforts. In accordance with Executive Order 12261 of 5 January 1981, we have begun compiling gasohol usage data which will be available for quantitative reporting purposes along with gasoline and diesel consumption. Our intent is to standardize fuel consumption data which will permit uniformity of application and better utilization of computer systems. We believe that any system or program can be improved upon and therefore we are constantly seeking new and innovative approaches in pursuit of this goal. This entails devising new analytical approaches to measure savings and costs and to provide for a more effective utilization of our limited resources in reducing energy demand.

We have focused on energy-intensive computer equipment and established policy to ensure that the most energy-efficient equipment which can efficiently operate in a broader temperature range, generally from 65° minimum to 78° Fahrenheit, be procured or leased, other competitive factors being equal. We are actively exploring the feasibility of using combustible waste as a potential energy source. Our Energy Conservation Committee continues to provide a centralized management approach for Agency energy management responsibility.

II. INTRODUCTION

The Central Intelligence Agency, under the direction of the President and/or the National Security Council (NSC), advises the NSC in matters concerning such intelligence activities of the Government departments and agencies as related to national security and makes recommendations for coordination of such intelligence activities; and correlates and evaluates intelligence relating to the national security and provides dissemination of such intelligence within the Government; collects foreign intelligence, including information not otherwise obtainable; develops, conducts, or provides support for technical and other programs which collect national foreign intelligence; and conducts counterintelligence activities outside the United States with other agencies within the intelligence community.

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We are making every attempt to meet or surpass prescribed energy conservation goals and are actively involved in seeking new measures of conservation. Our policies include maximizing the use of functional or performance type requirements, maximizing the reliance on means of mass transportation, and generally requiring that dependence on official transportation needs be substantially reduced commensurate with essential needs. Our requirements shall be consistent with regulatory restraints promulgated by Presidential and Federal directives.

III. BUILDING AND FACILITIES PROGRAM

The subject of energy conservation is of utmost concern to this Agency and we have been working closely with the General Services Administration (GSA) to ensure that our facilities are energy efficient to the maximum extent possible. GSA manages all of the Agency's major facilities in the metropolitan Washington area and, therefore, has responsibility for submitting reports related to energy conservation measures in these facilities.

IV. GENERAL OPERATION PROGRAM

General Transportation - While our transportation program is energy intensive, we have taken measures to maximize and conserve fuel in our vehicle operations to ensure the energy-efficient movement of passengers and cargo. Our efforts were devoted to reducing transportation demands on energy resources including curtailing official travel whenever possible and ensuring that Agency Motor Pool facilities are pooled and operated in an efficient and cost-effective manner. We are in full accord with the Federal program objective of reducing motor vehicle fuel consumption; however, our motor pool fleet is relatively small to meet essential requirements for courier service and operational and security support to our mission responsibilities. This, coupled with the significant dislocation of office facilities, many of which are not served by public transportation or interagency or Agency-scheduled shuttle systems, may make additional savings of automotive fuel most difficult to achieve. Nevertheless, in our effort to meet Federal energy conservation objectives, emphasis will be placed on further consolidation of travel, use of smaller vehicles, enforcing greater use of shuttle services, and use of public transportation to reduce energy consumption. Vehicles are being tuned at more frequent intervals to ensure that maximum operating efficiency is maintained. Many Agency vehicles are served with radio communications which permit more effective utilization and dispatching of these vehicles. Drivers have been directed not to idle vehicles unnecessarily. Tire pressures are checked regularly by drivers as part of our

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routine Motor Pool vehicle check-out procedures. We have consolidated and reduced the number of local deliveries between Agency buildings in the metropolitan Washington area to obtain maximum efficiency from each trip. All requests for Motor Pool transportation are thoroughly screened in order to combine trips with other required official travel whenever possible. Efforts have been intensified to ensure that all Agency vehicles used for official local transportation are pooled whenever possible to obtain maximum efficiency and reduced mileage. While we have made progress towards reducing energies, we have refined mileage and fuel consumption reporting requirements to reinforce ongoing conservation efforts and to provide a more comprehensive and coordinated planning and monitoring process for evaluating performance.

We are converting a gasoline storage tank in our Motor Pool to store gasohol. Major progress has been made in our efforts to replace standard and midsize vehicles that meet replacement standards with more fuel efficient compact and subcompact automobiles. This shift in our vehicle fleet mix has resulted in an increased fleet MPG.

Although applying the standards of efficient vehicle operation to our limited vehicle fleet, and receiving cooperation from employees, additional fuel savings may not be possible. In fact, in view of the Agency's remote location and the limited public transportation facilities available, any decrease in Agency transportation may not be in the interest of energy conservation. Such reductions would force increased use of privately owned vehicles (POV's). As gasoline prices increase and supplies become more limited, a significant reduction in employee willingness to use their POV's will result. New approaches are being attempted and hopefully new ideas will emerge and be cost effective. Realistically, utilization of Agency vehicles is based on demand, and any additional goal for reduction will be difficult to reach.

Concerning the requirement to report the number and type of Agency-owned or -leased vehicles, it is the policy of this Agency not to disseminate, externally, this type of information.

V. RELATED PROGRAMS

A. Employee Awareness Programs -

(1) As an integral part of our program, we have published employee bulletins which dealt with Federal mandatory conservation requirements. These bulletins encouraged employees to actively support Agency conservation goals by practicing good conservation measures. Other bulletins published disseminated van-leasing information for employees interested in forming vanpools.

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(2) Carpool locator boards are maintained in Agency buildings to assist employees in joining or forming carpools.

(3) Poster and pamphlets on energy conservation received from the Department of Energy (DOE) are displayed and distributed.

B. Carpooling and vanpooling for employees are encouraged. To the extent possible, individual working hours have been established to permit greater carpool and vanpool participation. Employees are urged to take the initiative in forming carpools and vanpools. As an incentive, preferential parking spaces are offered to carpool and vanpool members. A recently published handbook for new employees includes carpool and vanpool information.

C. Employees are encouraged to submit suggestions to identify ways of conserving energy.

D. Dress codes have been relaxed to allow employees to wear clothing more comfortably suited for higher summer temperatures.

E. Use of POV's on a reimbursable basis on routes served by the shuttle bus system has been restricted and is limited to those instances where efficiency of travel in terms of timing, destination, and purpose make the use of POV's warranted.

F. The Agency is in contact with several local authorities regarding the feasibility of establishing, or extending existing bicycle paths near several of our facilities. This will give our employees residing nearby the energy-saving option of being able to safely bicycle to work.

VI. SIGNIFICANT ACHIEVEMENTS

We have succeeded in reducing total gasoline and diesel fuel consumption during FY 1980 by 23,123 gallons over our FY 1975 base year as evidenced by the attached Performance Report (Vehicle and Equipment Operation). This significant 11% reduction in automotive fuel consumption is further evidence of our commitment to curb energy demand whenever possible without jeopardizing our operational mission.

VII. PROGRAM RECOMMENDATIONS AND BUDGET INITIATIVES

While continuing to be responsive to Presidential and Federal energy conservation directives, we find it increasingly difficult to achieve additional energy savings in automotive fuels without seriously jeopardizing our operational mission. It is suggested that a more proper approach

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for energy conservation in smaller, less energy-intensive agencies would be to seek maximum efficiency from ongoing programs rather than attempting to attain a numerical goal for reducing energy consumption.

Due to severe budgetary constraints, approximately $25,000 was available during FY 1980 for direct funding of energy conservation programs. In many instances we have attempted to incorporate energy-efficient standards in new programs immediately from their inception. For example, our architects and engineers were successful in influencing the design of a new leased facility which will result in a number of innovative energy conservation measures being incorporated in the construction.

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FEDERAL ENERGY ADMINISTRATION
WASHINGTON, D. C. 20461

FEDERAL ENERGY CONSERVATION PERFORMANCE REPORT

(TO COMPLETE THIS REPORT SEE INSTRUCTIONS ON THE BACK OF THIS PAGE)

A. IDENTIFICATION DATA:
1. DEPARTMENT/AGENCY: Central Intelligence Agency
2. DEPARTMENT CODE: STAT
3. REPORTING OFFICE ADDRESS:
CITY: Washington STATE: D. C. ZIP CODE: 20505
STAT
4. PREPARED BY: TITLE: Chief, Plans & Programs Staff, Off. of Logistics PHONE NO:

B. REPORT PERIOD: 1. FISCAL QUARTER: 1, 2. FISCAL YEAR: 4 3, 3. DATE SUBMITTED:

C. CHECK SUBMISSION TYPE: 1. INITIAL 6, 2. REVISION 6, 3. FOR FEA USE: 6

D. SUMMARIZED TABULAR DATA:

column (a)			column (b)	column (c)	column (d)
-5	BUILDINGS & FACILITIES OPERATION		CONSUMPTION 1975 FISCAL YEAR 10- -18	CONSUMPTION THIS FISCAL YEAR 20- -23	% CHANGE (OPTIONAL)
1	ELECTRICITY	-KWH			
2	FUEL OIL	-GAL(000'S)			
3	NATURAL GAS	-CU.(000'S) FEET			
4	LPG OR PROPANE	-GAL(000'S)			
5	COAL	-SHORT TONS			
6	PURCHASED STEAM	-BTU'S (BILLIONS)			
7	OTHER	-BTU'S (BILLIONS)			

-29	VEHICLE AND EQUIPMENT OPERATION		CONSUMPTION 1975 FISCAL YEAR 10- -18	CONSUMPTION THIS FISCAL YEAR 20- -29	% CHANGE (OPTIONAL)
8	AUTO GASOLINE	-GAL(000'S)	207.9	169.1	
9	DIESEL & PETROLEUM DISTILLATE FUEL	-GAL(000'S)	0	15.7	
10	LPG OR PROPANE	-GAL(000'S)			
11	AVIATION GASOLINE	-GAL(000'S)			
12	JET FUEL	-GAL(000'S)			
13	NAVY SPECIAL	-GAL(000'S)			
14	OTHER	-BTU'S (BILLIONS)			

E. CONVERSION TO BTU'S: DEPARTMENTS/AGENCIES INTERESTED IN EXPRESSING AGGREGATE ENERGY CONSUMPTION IN TERMS OF BTU'S MAY ENTER THIS INFORMATION IN THE BLOCKS BELOW. THIS SECTION IS NOT MANDATORY TO FILL IN.

		CONSUMPTION 1975 FISCAL YEAR	CONSUMPTION THIS FISCAL YEAR	% CHANGE
15	BUILDINGS & FACILITIES OPER.			
16	VEHICLE & EQUIP. OPERATION			
17	TOTAL BTU'S IN BILLIONS			

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