

Central Intelligence Agency Fleet Alternative Fuel Use and Vehicle Acquisition Report

Compliance with EPA Act and E.O. 13149 in Fiscal Years 2004 and 2005 (through June 2005)

Summary

The Central Intelligence Agency (CIA) is developing methods to increase the AFV percentage in its qualifying fleet, enhance its qualifying fleet's alternative fuel usage, and improve its fleet's overall fuel economy. By 31 August 2005, CIA will publish a plan describing how it seeks to accomplish this.

In reviewing this document, it is important to remember that much of the CIA fleet is exempt due to locations where Federal requirements on alternative fuel vehicles do not apply. Within the United States, economy and geography—including the absence of an extensive alternative fuel infrastructure—have hampered the Agency's efforts to acquire and use alternative fuel vehicles.

This represents the CIA report, derived from fiscal year 2004, and fiscal year 2005 (through June 2005) sources, on its fleet performance in meeting the requirements of the Energy Policy Act (EPAAct) of 1992 (Public Law 102-486), as amended by the Energy Conservation Act of 1998 (Public Law 105-388) and Executive order (E.O.) 13149, “Greening the Government through Federal Fleet and Transportation Efficiency” (65 FR 24607), which was signed in April 2000.

Exhibit 1. CIA’s Performance in Meeting EPAAct and E.O. 13149 Requirements

Authority/Mandate	Performance Measure	Goal/Requirement	CIA Performance (data from June 2005)
EPAAct	Alternative Fuel Vehicle (AFV) acquisitions	75 percent of the 198 covered light-duty vehicles (LDVs) acquired in FY 2004 must be AFVs.	Acquired 15 AFVs out of 198 covered vehicle acquisitions (8 percent). CIA earned 15 credits for its AFV acquisitions. No additional credits were earned
E.O. 13149	Alternative fuel use in AFVs	By FY 2005, increase alternative fuel use in AFVs to a majority of the total fuel used in those vehicles.	Less than 1 percent of the fuel used in AFVs was alternative fuel. Data is not available to identify precisely the percent of alternative fuel use in AFVs
	Fuel economy of light-duty acquisitions	By FY 2005, increase fuel economy by 3 miles per gallon (mpg) compared to FY 1999 baseline.	The average fuel economy for the covered FY2004 fleet (786 vehicles) is 17.0 mpg. FY1999 baseline data is not available. ¹
	Petroleum consumption	By FY 2005, reduce covered consumption by 20 percent compared to FY 1999 baseline (in gasoline gallon equivalents (GGEs)).	326,457 GGEs were consumed in FY 2004. ² FY1999 baseline data is not available.

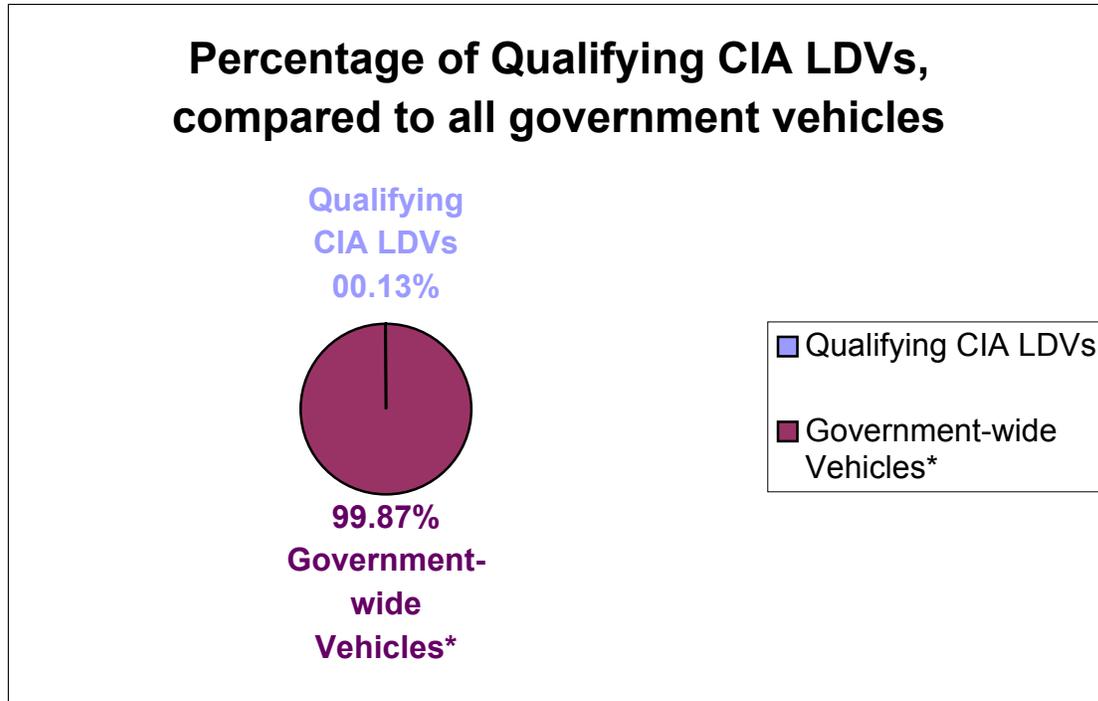
¹CIA will use FY2004 fuel economy figures as a baseline because FY1999 data is unavailable.

²CIA consumption figure is extrapolated from verifiable consumption quantities. This figure will be used as the baseline.

EPAAct Compliance

CIA first reported under the EPAAct in 1997. This constitutes CIA’s second report. As a result of its vehicle acquisitions, 8 percent of CIA’s FY 2004 qualifying fleet acquisitions under the EPAAct (198 vehicles) were AFVs.

The graphic below illustrates the negligible effect that CIA's qualifying fleet has on increased AFV use within the United States Government. The number of CIA vehicles qualifying under the EPA's parameters is relatively small, compared with qualifying fleets in other agencies.



*Source: www.biologicaldiversity.org

Credits

Federal fleets earn one credit for each AFV acquired and for every 450 gallons of neat biodiesel (B100) or 2,250 gallons of B20 (20 percent biodiesel and 80 percent petroleum diesel) used. Additional credits are earned for (i) AFVs that operate exclusively on alternative fuels, (ii) Zero Emission Vehicles of any size, and (iii) dedicated medium-duty or heavy-duty AFVs. For FY 2004, CIA earned 15 credits for its AFV acquisitions, and earned no additional credits.

Vehicles

CIA's AFVs of choice in FY 2004 were flexible fuel vehicles (FFVs) that can run on E85 (85 percent ethanol, 15 percent gasoline). All 15 AFVs acquired by CIA in FY2004 were FFVs.

FFVs operating on E85 comprise the majority of CIA's total AFV fleet. CIA's early (circa 1996) attempts to convert to CNG (Compressed Natural Gas) vehicles were complicated by a variety of issues. Such issues included: (i) drivers were reluctant to use the CNG station because of the range restriction for those AFVs powered with CNG, (ii) there were a small number of CNG refueling stations elsewhere, and (iii) CNG expansion during warmer months restricted the amount of fuel available for tank use.

Exemptions

Of the 3,604 LDVs in CIA's fleet, 2,818 (78.2%) are exempt from compliance with the EPCAct: CIA has 786 covered vehicles (21.8%) in its fleet. Exemptions are granted for fleet size, geographic location or use outside of a qualifying Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area (MSA/CMSA), law enforcement vehicles, and emergency vehicles. Exemptions claimed against CIA's fleet are as follows:

- Law Enforcement (109 vehicles – 3.0 percent of total)
- Emergency (11 vehicles – less than 0.1 percent of total)
- Non MSA/CMSA (790 vehicles – 21.9 percent of total)
- Geographic (1908 vehicles – 52.9 percent of total)

FY 2005/2006 Projected Acquisitions

CIA vehicle acquisition plans and procedures are currently being modified in order to increase the number of AFVs acquired (including leased vehicles) as replacements to CIA's qualifying fleet, and to increase the number of AFVs acquired (including leased vehicles) as additions to CIA's qualifying fleet.

E.O. 13149 Compliance

E.O. 13149 requires each agency to reduce vehicular petroleum consumption by 20 percent by the end of FY 2005, and specifies three approaches agencies must take to achieve this goal:

- Comply with EPCAct's annual AFV requirements (previously addressed)
- Use alternative fuels in AFVs the majority of the time
- Increase the fuel economy of light-duty acquisitions (excluding AFVs) by 3 mpg by the end of FY 2005 as compared to baseline FY 1999 acquisitions.

Use of Alternative Fuels in AFVs

Although CIA currently has approximately 100 AFVs in its fleet, almost none of them are operated using alternative fuels. This is due, in large measure, to an insufficient alternative fuel infrastructure. In fact, although CIA has endeavored to comply with the alternative fuel requirements, such an infrastructure has been cost prohibitive for CIA.

In the late 1990s, CIA invested in a CNG station. The supplier later removed the station because an insignificant amount of alternative fuel was being used. Drivers were reluctant to use the CNG station because of the range restriction for those AFVs powered with CNG: (i) there is a small number of CNG refueling stations elsewhere, and (ii) CNG expansion during warmer months restricts the amount of fuel available for tank use. Unless and until fuel alternatives are firmly established and widely used, there will be significant economic, technical and operational barriers in establishing the requisite infrastructure. CIA, however, is working on a plan to enhance its overall alternative fuel use and will endeavor to comply with the mandates of the EPCAct.

Improve Fuel Economy

The CIA recently established the baseline average mpg of its qualifying fleet. This baseline – 17.0 mpg – is derived from the qualifying fleet as it existed in June 2005. (CIA only possesses current qualifying fleet data, and is unable to provide FY2004 data by itself. Likewise, CIA is only able to extrapolate verifiable consumption quantities for FY2004 at this time.) This figure will be considered the FY2004 fuel economy figure and will be the baseline for subsequent reporting. As noted above, CIA is unable to recreate fuel economy data for FY1999.

Petroleum Consumption Progress Report

The CIA recently established the petroleum consumption baseline of its qualifying fleet. This baseline – 326,457 GGE – is extrapolated from verifiable consumption quantities.

Appendix A

Actual FY 2004 Light-Duty Vehicle Acquisitions					Total Vehicle Inventory
		Leased	Purchased	Total	
Total number of Light Duty (8500 GVWR) FY 2004 Vehicle Acquisitions		299	480	779	3604
Exemption:	Law Enforcement	63	2	65	109
Exemption:	Emergency	0	0	0	11
Exemption:	Geographic	0	411	411	1908
Exemption:	Non MSA/CMSA	64	39	105	790
EPAct Covered Acquisitions		170	28	198	786
Actual FY 2004 AFV Acquisitions					Total Vehicle Inventory
Body Style	Vehicle	Leased	Purchased	Total	
Sedan	E85 Flex Fuel	15	0	15	35
Station Wagon	E85 Flex Fuel	0	0	0	1
Minivan	E85 Flex Fuel	0	0	0	51
Minivan	CNG Flex Fuel	0	0	0	2
SUV	E85 Flex Fuel	0	0	0	2
Total Number of AFV Acquisitions		15	0	15	91

Appendix B

List of Acronyms

Acronym	Phrase
AFV	Alternative Fuel Vehicle
B100	Biodiesel (100 percent, neat)
B20	Biodiesel (20 percent biodiesel, 80 percent petroleum diesel)
CIA	Central Intelligence Agency
CNG	Compressed Natural Gas
E85	Ethanol (85 percent ethanol, 15 percent petroleum)
E.O.	Executive Order
EPAAct	Energy Policy Act of 1992
FFV	Flexible Fuel Vehicle
FY	Fiscal Year
GGE	Gasoline Gallon Equivalent
GVWR	Gross Vehicle Weight Rating
LDV	Light-Duty Vehicle
MPG	Miles Per Gallon
MSA/CMSA	Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area
SUV	Sport Utility Vehicle