

U.S. Navy
Fleet AFV Program Report for Fiscal Year 2007
February 8, 2008

This *U.S. Navy Fleet AFV Program Report for Fiscal Year 2007* presents the Department's data on the number of alternative fuel vehicles (AFVs) acquired in fiscal year (FY) 2007, and its planned acquisitions and projections for FY 2008 and FY 2009. The report has been developed in accordance with the Energy Policy Act of 1992 (EPAAct) (42 U.S.C. 13211-13219) as amended by the Energy Conservation Reauthorization Act of 1998 (Public Law 105-388) (ECRA), EPAAct 2005, and Executive Order 13423. As shown in Figure 1, Navy was able for the fifth year in a row to exceed the 75 percent AFV requirement; against an acquisition requirement of 1802 vehicles it acquired 2697 AFV/credits in FY 2007, or 112%. In order to continue to achieve the goal in FY 2008 and beyond, the Navy will continue to acquire the maximum number of AFVs (based on model availability) in both MSA and non-MSA areas in the U.S., concentrating AFVs at those sites with available alternative fueling infrastructure; continue to acquire the maximum number of AFV replacements under GSA leases, considering Department of Navy strategies and budget constraints; and acquire the maximum number of AFV credits through the use of biodiesel fuel. The Navy directed GSA to continue assessing a surcharge in 2008 to be applied to all Navy light duty vehicle leases under GSA in order to generate funds to offset the differential cost of acquiring AFVs; use of the surcharge in FY 2007 was a key factor in Navy's ability to exceed the 75% EPAAct mandate. Funding for AFVs through the procurement process will be obtained from current budgeted amounts. The Navy continues to partner with fuel suppliers and Defense Logistics Agency to provide alternate fuel and alternate fuel infrastructure, including biodiesel, at all major fleet locations. The Navy is acquiring hybrid electric vehicles as they become more readily available from vehicle manufacturers. Current projections indicate the Navy will exceed the 75% target in FY 2008 and in FY 2009.

Legislative Requirements

The Energy Policy Act of 1992 (EPAAct) requires that 75 percent of all covered light-duty vehicles acquired for Federal fleets in FY 1999 and beyond must be AFVs. This applies to fleets that have 20 or more vehicles, are capable of being centrally fueled, and are operated in a metropolitan statistical area with a population of more than 250,000 based on the 1980 census. Certain emergency, law enforcement, and national defense vehicles are exempt from these requirements. EPAAct also sets a goal of using replacement fuels to displace at least 30 percent of the projected consumption of motor fuel in the United States annually by the year 2010. The Energy Conservation and Reauthorization Act of 1998 amended EPAAct to allow one alternative fuel vehicle acquisition credit for every 450 gallons of pure biodiesel fuel consumed in vehicles over 8,500 pounds gross vehicle weight rating. "Biodiesel credits" may fulfill up to 50 percent of an agency's EPAAct requirements. The head of each Federal agency must also prepare and submit a report to Congress outlining the agency's AFV acquisitions and future plans by February 15th of each year, as amended in 2005. Executive Order 13423 requires that agency heads ensure that fleets of 20 or more motor vehicles, relative to the 2005 baseline, (i) reduce the fleet's total consumption of petroleum products by 2 percent annually through the end of fiscal year 2015, (ii) increase the total fuel consumption that is non-petroleum-based by 10 percent annually, and (iii) use plug-in hybrid (PIH) vehicles when PIH vehicles are commercially available at a cost reasonably comparable, on the basis of life-cycle cost, to non-PIH vehicles.

U.S. Navy Approach to Compliance with EPO Act and E.O. 13423

To achieve compliance with the legislative mandates of EPO Act and E.O. 13423, Navy will continue to acquire as many AFVs as possible consistent with model availability from vehicle manufacturers. Also, where alternative fuel infrastructure is available for AFVs, Navy will use alternative fuel in these vehicles a majority of the time. Where those fuels are not available, the Navy will work with Defense Logistics Agency, Navy Exchange, and industry partners toward establishing this fueling infrastructure. It will also continue to acquire light duty vehicles with a higher fuel economy, and further reduce petroleum consumption by using biodiesel fuel in as many of its diesel vehicles as possible consistent with mission requirements.

U.S. Navy Fleet Compliance for FY 2007

Figure 1 is a graphical depiction of AFV acquisitions by Navy's fleet in fiscal year 2007 and projections for FY 2008 and FY 2009. Navy documented 2403 covered¹ light-duty vehicle (LDVs) acquisitions, but acquired a total number of 2492 AFVs during fiscal year 2007. Navy also gained 14 credits for acquiring dedicated light-duty AFVs, and 191 biodiesel credits, for a total of 2697 AFVs with credits (112% of covered acquisitions) thereby exceeding the EPO Act requirement of 75% percent. Attachment A provides detailed information on the number and types of light-duty vehicles leased or purchased by Navy fleets in FY 2007.

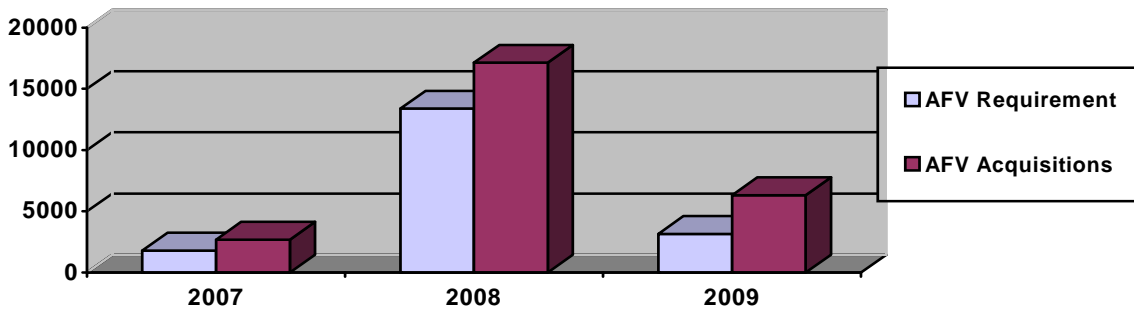


Figure 1. Navy's FY 2007-2009 AFV Acquisitions Versus Requirement²

Additional vehicles were leased and purchased by the Navy that were not covered¹ vehicles. Of the total of 3461 LDVs acquired in FY 2007, the following were not counted for compliance:

- 1133 were in fleets located outside covered metropolitan statistical areas (MSAs) or because they were in fleets of less than 20 vehicles and not centrally fueled.
- 190 were exempt as law enforcement vehicles.

¹ Covered refers to vehicle acquisitions subject to the Energy Policy Act (EPO Act) of 1992.

² Vehicle acquisition data for the FY2007 bar are revised to reflect more recent lease estimates.

Special Projects of the Navy Fleet Related to AFV and Infrastructure Acquisitions

Special projects to install AFV fueling infrastructure are underway at several activities. Recent endeavors have centered on biodiesel and ethanol fueling infrastructure. A number of fleets have transitioned to biodiesel use (i.e., as a B20 blend) in accordance with Commander Naval Installations guidance. New and on-going biodiesel projects include efforts at four locations. Great Lakes IL is installing a new B20 tank and is currently awaiting final permit approvals. NAVFAC Northwest is contracting for the installation of biodiesel at two additional sites in the Seattle Area. Defense Energy Supply Center has funded a new biodiesel tank at Naval Base Ventura County that is expected to be under contract by Summer 2008. As shown by Figure 2, the Navy is also partnering with the Navy Exchange for supplying alternative fuels. This approach also allows public E-85 fueling for users with access to the station.



Figure 2. Biodiesel station at Navy Exchange at Kings Bay, GA

Navy is also leading special demonstration validation projects to increase the use and availability of biodiesel. One project involves investigating the use of biodiesel for tactical equipment for training operations. Results from this study will be used to determine whether certain fuel management procedures and technologies can assure the quality of biodiesel in these alternative applications. This can indirectly improve the quality and performance of biodiesel use for non-tactical vehicle operations. In another special project, Navy continues to develop on-site biodiesel production capability using local recycled vegetable oil sources. The intent of this effort is to establish a secure source of renewable fuel that is locally available at a competitive cost. This initiative will also support biodiesel initiatives for remote and overseas locations. The pilot site in Port Hueneme, CA has completed testing on a prototype modular unit. The project is transitioning to a full scale production system (See Figure 3).



Figure 3. Construction of commercial biodiesel facility at Naval Base Ventura County, CA.

Fleets are also developing infrastructure to supply flexible fuel vehicles with E85 blends, but at a slower rate than for biodiesel. The slower rate is due to the requirement for specialized corrosion resistant materials for the tank components, fuel lines, dispensers, and vapor recovery equipment. There is a lack of available ethanol approved equipment that has been rigorously certified. Specific certification hurdles are related to approvals by the State of California and Underwriters Laboratories Inc. This has delayed several ethanol fueling initiatives. In spite of these hurdles, NAVBASE Ventura County continues to press forward with plans to contract for a new E-85

tank. NAVFAC Northwest is also contracting for the installation of new ethanol tanks after completing engineering studies at two sites (i.e., NBK Bangor and NBK Bremerton sites). Navy sites in the Midwest have had greater success and fewer regulatory hurdles. For example, Naval Station Great Lakes has been using E-85 since FY 2001 (refer to Figure 4).



Figure 4. E-85 Fueling Station at Naval Station Great Lakes

Many fleets have instituted on-base fueling for AFVs despite the non-availability of special funding for the infrastructure. Fleets listed in Table 1 are only a sampling of Navy regional fleets with AFVs in their inventory and which have AFV fueling infrastructure. Other Navy installations are partnering with local communities for AFV fueling or are acquiring flex-fuel vehicles with plans to locate necessary alternate fueling infrastructure in the future. E85 vehicles are the most common new AFV configuration, with very limited availability of other alternative fuel models. Although a few sites are moving ahead with new projects as mentioned above, E85 fueling infrastructure is available in very few locations. Due to the material and certification requirements, installation of new above ground tanks (rather than conversion of existing gasoline tanks) is the primary option being pursued by the Navy. Fleets in California are planning to setup E85 infrastructure as soon as the vapor recovery equipment is certified and the State's regulatory hurdle is lifted. As shown by Table 1, fleets in the Mid-Atlantic and Mid-West currently have E-85 infrastructure at a few sites within their respective Regions.

Table 1. Sampling of Navy Fleets with AFV Refueling Infrastructure in FY 2007

Navy Fleet	No. AFVs in Inventory	AFV Acquisitions in FY 2007	On-Site AFV Refueling (Type)
NAVFAC SOUTHWEST, San Diego, CA	1907	425	B20/CNG
NAVFAC MIDLANT, Norfolk, VA	1516	295	B20/CNG/E85
NAVFAC MIDWEST, Great Lakes, IL	492	41	B20/CNG/E85
NAVFAC WASHINGTON, Washington, DC	486	201	B20/CNG
NAVFAC SOUTHEAST, Jacksonville, FL	969	93	B20/CNG

Navy is also pursuing non-conventional approaches in order to improve transportation efficiency. Neighborhood electric vehicles, for example, reduce petroleum consumption, tailpipe emissions, and transportation costs. The Navy continues to purchase neighborhood electric vehicles for sites throughout the Navy. Another pilot study has been funded to see if the conventional fleet size can be further optimized through the use of automated (web-based) reservations, geographic tracking equipment, and keyless entry systems. If study results prove an overall transportation cost savings this could allow further fleet optimization and reinvestment toward more advanced technology vehicles.

Alternative Fuel Use by Navy Fleets in FY 2007

Table 2 presents fuel use data for the Navy in FY 2007. The majority of fuel use by Navy installations is either acquired from on-base fuel facilities or from commercial gas stations using a commercial credit card. In 2007, fuel product codes were still not established and standardized among the fuel suppliers for alternative fuels (e.g., ethanol or E-85). For this reason, the reported E-85 usage for 2007 represents primarily on-base consumption from government or Navy Exchange fueling facilities. For this reason, the reported alternative fuel use is conservatively lower than the actual use. GSA and the fuel suppliers have made some progress in standardizing these fuel codes and GSA is now tracking some alternative fuel use through credit card purchases. Although limited data is available, additional time is required to validate the accuracy of the aggregate usage quantities as reported. A significant amount of Navy fuel use is for recruiting vehicles, based in large and small cities throughout the U.S., often operating in sparsely populated areas. These vehicles rely exclusively on the commercial marketplace for fuel and the commercial sector has not yet invested in AFV fueling infrastructure, except in a very few locations. The inability to use alternative fuel in these locations will continue to challenge the goal of fueling all AFVs with alternative fuel.

Table 2. Navy Fuel Use in FY 2007

Fuel Type	Quantity Used (Gasoline Gallon Equivalent) ^(a)
Biodiesel – B20	483,834
CNG	158,976
Diesel	1,498,895
E-85	201,011
Gasoline	10,272,471
M-85	0
Propane	134

^(a) Gasoline Gallon Equivalent is the energy equivalency of 1 gallon of gasoline.

Navy’s Fleet AFV Acquisitions for FY 2007 and FY 2008

Attachments B and C provide detailed information on projected Navy vehicle acquisitions for FY 2007 and FY 2008, respectively. Original equipment vehicles are limited to flexible fuel E-85. The light duty manufacturers have discontinued production of compressed natural gas (CNG) vehicles beginning in model year 2005. This turn of events was extremely bad news for the Federal Agencies, U.S. Navy included, that have made heavy investments in CNG fueling infrastructure and in CNG vehicles in recent years. Existing CNG infrastructure must still be maintained at the same cost as the CNG fleet continues to decrease in size and use declines.

E85 model availability from the vehicle manufacturers has improved in recent years, though is still not optimal as of FY2007. The improved AFV product availability and the Navy’s commitment to purchase the AFV configuration have lessened the overall importance of biodiesel credits in complying with the EPA’s 75% goal. Availability has in certain cases been limited to mid-size and full-size vehicles. This situation is counterproductive to fuel efficiency goals. With determination to comply with the EPA’s goals and purchase the AFV model, a vehicle order may be switched to the next larger model if the desired size model is not E-85 capable. The Navy would be best served with broad availability of E-85 capable vehicles in compact and fuel efficient configurations. Availability of full hybrid electric vehicles that operate on alternative fuel would also go along way toward improving petroleum fuel efficiency.

Petroleum Savings and Alternative Fuel Increases

Attachment D provides petroleum baseline fuel consumption data for FY 2005 and usage for FY 2006 through FY 2007 (copied from FAST). The Navy has been successful in exceeding the target 2% annual reduction in petroleum use reduction in FY 2007. Most of the efficiencies gained to date are, for the most part, due to fleet inventory reductions and have reached their threshold limit. Further reductions in petroleum use will require more fuel efficient vehicles and greater alternative fuel use. In addition, increased tempo of operations as a result of the terrorist attacks on September 11, 2001 has generally increased the miles driven and fuel used at many locations; this situation is expected to continue for the foreseeable future.

The Navy fell short of the accelerated alternative fuel use objective in E.O. 13423 (i.e., 10 percent annual increase relative to the FY2005 baseline). As discussed above, this shortfall is due to the lack of new CNG models (i.e., for which there is existing infrastructure) and the transition toward biofuels. The B20 and E-85 infrastructure initiatives discussed above, as well as the availability

of plug-in hybrid electric vehicles will increase alternative fuel consumption in accordance with this objective.

Summary

As detailed in this report and the attachments, Navy was able to meet the AFV acquisition requirements of EPAct in FY 2007. Continued compliance is also anticipated for FY 2008 and FY 2009. The Navy also met the petroleum reduction objectives in EO 13423. New infrastructure projects are underway to help achieve the 10 percent annual increase in alternative fuel use required by EO 13423.

**Department of Navy
Complex-Wide AFV Report 2007 – Actual**

Actual Department of Navy FY 2007 Vehicle Acquisitions					
Actual FY 2007 Light-Duty Vehicle Acquisitions					Total Vehicle Inventory
	Leased	Purchased	Total		
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		3,304	422	3,726	21,349
Exemptions	Fleet Size	3	0	3	21
	Geographic	0	0	0	0
	Law Enforcement	188	2	190	1,452
	Non-MSA Operation (fleet)	555	55	610	2,053
	Non-MSA Operation (vehicles)	509	11	520	(n/a)
EPACT Covered Acquisitions		2,049	354	2,403	17,823
Actual FY 2007 AFV Acquisitions					Total Vehicle Inventory
Vehicle	Leased	Purchased	Total		
Sedan	CNG Bi-Fuel Subcompact	0	0	0	6
Sedan	CNG Bi-Fuel Compact	0	0	0	8
Sedan	CNG Dedicated Compact	0	0	0	2
Sedan	E-85 Flex-Fuel Compact	328	0	328	3,181
Sedan	CNG Dedicated Midsize	0	0	0	1
Sedan	E-85 Flex-Fuel Midsize	1,004	0	1,004	1,325
Sedan	E-85 Flex-Fuel Large	2	0	2	2
Pickup 4x2	CNG Bi-Fuel	0	0	0	406
Pickup 4x2	CNG Dedicated	0	0	0	62
Pickup 4x2	E-85 Flex-Fuel	159	142	301	2,291
Pickup 4x2	LPG Bi-Fuel	0	0	0	2
Pickup 4x4	CNG Bi-Fuel	0	0	0	13
Pickup 4x4	CNG Dedicated	1	0	1	1
Pickup 4x4	E-85 Flex-Fuel	47	6	53	155
SUV 4x2	E-85 Flex-Fuel	23	3	26	90
SUV 4x4	E-85 Flex-Fuel	56	0	56	342
Minivan 4x2 (Passenger)	CNG Bi-Fuel	0	0	0	7
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	563	0	563	1,572
Minivan 4x2 (Cargo)	E-85 Flex-Fuel	8	1	9	31
Van 4x2 (Passenger)	CNG Bi-Fuel	0	0	0	9
Van 4x2 (Passenger)	CNG Dedicated	13	0	13	53
Van 4x2 (Passenger)	E-85 Flex-Fuel	73	0	73	254
Van 4x4 (Passenger)	E-85 Flex-Fuel	7	0	7	7

Van 4x2 (Cargo)	CNG Bi-Fuel	0	0	0	40
Van 4x2 (Cargo)	CNG Dedicated	0	0	0	20
Van 4x2 (Cargo)	E-85 Flex-Fuel	16	10	26	32
Van 4x4 (Cargo)	E-85 Flex-Fuel	1	0	1	1
Other 4x2	CNG Bi-Fuel	0	0	0	1
Other 4x2	E-85 Flex-Fuel	0	2	2	4
Bus	CNG Bi-Fuel	0	0	0	2
Bus	CNG Dedicated	0	0	0	1
Bus	LNG Bi-Fuel	0	0	0	1
Pickup MD	CNG Bi-Fuel	0	1	1	7
Pickup MD	E-85 Flex-Fuel	0	25	25	112
Van MD (Passenger)	CNG Bi-Fuel	0	0	0	78
Van MD (Passenger)	CNG Dedicated	0	0	0	16
Van MD (Passenger)	E-85 Flex-Fuel	1	0	1	1
Van MD (Cargo)	CNG Bi-Fuel	0	0	0	36
Van MD (Cargo)	CNG Dedicated	0	0	0	35
Van MD (Cargo)	E-85 Flex-Fuel	0	0	0	18
MD 8,501-16,000 GVWR	CNG Bi-Fuel	0	0	0	7
MD 8,501-16,000 GVWR	CNG Dedicated	0	0	0	1
MD 8,501-16,000 GVWR	E-85 Flex-Fuel	0	0	0	67
HD 16,001 + GVWR	CNG Bi-Fuel	0	0	0	15
HD 16,001 + GVWR	CNG Dedicated	0	0	0	11
Total Number of AFV Acquisitions		2,302	190	2,492	10,326
Zero Emission Vehicle Credits		0	0	0	
Dedicated Light-Duty AFV Credits		14	0	14	
Dedicated Medium-Duty AFV Credits		0	0	0	
Dedicated Heavy-Duty AFV Credits		0	0	0	
Biodiesel Fuel Usage Credits - Actual				191	
Total AFV Acquisitions with Credits		2,316	190	2,697	
AFV Percentage of Covered Light-Duty Vehicle Acquisition				112 %	

**Department of Navy
Complex-Wide AFV Report 2008 – Planned**

Planned Department of Navy FY 2008 Vehicle Acquisitions				
Planned FY 2008 Light-Duty Vehicle Acquisitions				
		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		9,309	17,831	27,140
Exemptions	Fleet Size	5	8	13
	Geographic	0	0	0
	Law Enforcement	286	149	435
	Non-MSA Operation (fleet)	1,445	692	2,137
	Non-MSA Operation (vehicles)	4,642	2,072	6,714
EPACT Covered Acquisitions		2,931	14,910	17,841
Planned FY 2008 AFV Acquisitions				
Vehicle		Leased	Purchased	Total
Sedan	CNG Bi-Fuel Subcompact	12	0	12
Sedan	CNG Bi-Fuel Compact	2	14	16
Sedan	CNG Dedicated Compact	0	4	4
Sedan	E-85 Flex-Fuel Compact	3,447	8	3,455
Sedan	CNG Dedicated Midsize	0	2	2
Sedan	E-85 Flex-Fuel Midsize	1,706	269	1,975
Pickup 4x2	CNG Bi-Fuel	20	464	484
Pickup 4x2	CNG Dedicated	4	50	54
Pickup 4x2	E-85 Flex-Fuel	885	5,466	6,351
Pickup 4x4	CNG Bi-Fuel	0	14	14
Pickup 4x4	E-85 Flex-Fuel	56	154	210
SUV 4x2	E-85 Flex-Fuel	2	0	2
SUV 4x4	E-85 Flex-Fuel	356	206	562
Minivan 4x2 (Passenger)	CNG Bi-Fuel	0	14	14
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	923	678	1,601
Van 4x2 (Passenger)	CNG Bi-Fuel	0	10	10
Van 4x2 (Passenger)	CNG Dedicated	2	76	78
Van 4x2 (Passenger)	E-85 Flex-Fuel	417	940	1,357
Van 4x2 (Cargo)	CNG Bi-Fuel	0	69	69
Van 4x2 (Cargo)	CNG Dedicated	2	38	40
Other 4x2	CNG Bi-Fuel	0	2	2
Bus	CNG Bi-Fuel	8	0	8
Bus	CNG Dedicated	0	2	2
Pickup MD	CNG Bi-Fuel	0	20	20
Van MD (Passenger)	CNG Bi-Fuel	8	44	52
Van MD (Passenger)	CNG Dedicated	0	32	32
Van MD (Cargo)	CNG Bi-Fuel	0	40	40
Van MD (Cargo)	CNG Dedicated	0	80	80
MD 8,501-16,000 GVWR	CNG Bi-Fuel	0	22	22

MD 8,501-16,000 GVWR	CNG Dedicated	0	12	12
HD 16,001 + GVWR	CNG Bi-Fuel	0	36	36
HD 16,001 + GVWR	CNG Dedicated	0	22	22
Total Number of AFV Acquisitions		7,850	8,788	16,638
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		8	170	178
Dedicated Medium-Duty AFV Credits		0	252	252
Dedicated Heavy-Duty AFV Credits		0	66	66
Biodiesel Fuel Usage Credits - Planned				0
Total AFV Acquisitions with Credits		7,858	9,276	17,134
AFV Percentage of Covered Light-Duty Vehicle Acquisition			96 %	

**Department of Navy
Complex-Wide AFV Report 2009 – Projected**

Projected Department of Navy FY 2009 Vehicle Acquisitions				
Projected FY 2009 Light-Duty Vehicle Acquisitions				
		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		5,072	2,369	7,441
Exemptions	Fleet Size	7	0	7
	Geographic	0	0	0
	Law Enforcement	182	83	265
	Non-MSA Operation (fleet)	738	64	802
	Non-MSA Operation (vehicles)	1,920	234	2,154
EPACT Covered Acquisitions		2,225	1,988	4,213
Projected FY 2009 AFV Acquisitions				
	Vehicle	Leased	Purchased	Total
Sedan	E-85 Flex-Fuel Compact	1,974	8	1,982
Sedan	E-85 Flex-Fuel Midsize	777	20	797
Pickup 4x2	CNG Bi-Fuel	18	248	266
Pickup 4x2	CNG Dedicated	0	54	54
Pickup 4x2	E-85 Flex-Fuel	733	828	1,561
Pickup 4x2	LPG Bi-Fuel	4	0	4
Pickup 4x4	CNG Bi-Fuel	2	0	2
Pickup 4x4	E-85 Flex-Fuel	67	92	159
SUV 4x2	E-85 Flex-Fuel	0	2	2
SUV 4x4	E-85 Flex-Fuel	213	7	220
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	509	24	533
Van 4x2 (Passenger)	CNG Bi-Fuel	0	8	8
Van 4x2 (Passenger)	CNG Dedicated	2	0	2
Van 4x2 (Passenger)	E-85 Flex-Fuel	296	64	360
Van 4x2 (Cargo)	CNG Bi-Fuel	0	10	10
Van 4x2 (Cargo)	E-85 Flex-Fuel	0	6	6
Van MD (Passenger)	CNG Bi-Fuel	0	48	48
Van MD (Cargo)	CNG Bi-Fuel	0	72	72
Van MD (Cargo)	CNG Dedicated	8	40	48
HD 16,001 + GVWR	CNG Dedicated	0	8	8
Total Number of AFV Acquisitions		4,603	1,539	6,142
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		2	54	56
Dedicated Medium-Duty AFV Credits		16	80	96
Dedicated Heavy-Duty AFV Credits		0	24	24
Biodiesel Fuel Usage Credits - Projected				0
Total AFV Acquisitions with Credits		4,621	1,697	6,318
AFV Percentage of Covered Light-Duty Vehicle Acquisition				150 %

**FY2007 EO 13423 Fuel Consumption Report
Department of Navy**

Data from this report is comprised of the data submitted through the [Input Fleet Data](#) screen current through FY 2007.

Covered Petroleum Consumption in GGE											
	Baseline										
	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Gasoline		9,787,513	10,272,471								
Diesel		1,155,200	1,498,895								
B20		387,890	387,014								
Total	13,137,073	11,330,603	12,158,380								
Target		12,874,331	12,611,590	12,348,848	12,086,107	11,823,365	11,560,624	11,297,882	11,035,141	10,772,399	10,509,658
Compliance		Yes	Yes								

* B20 is the diesel component from covered biodiesel consumption.

Alternative Fuel Consumption in GGE											
	Baseline										
	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
CNG		79,870	158,976								
LNG		0	0								
LPG		6	134								
E-85		0	201,011								
Electric		0	0								
M-85		0	0								
B100		96,973	96,820								
Hydrogen		0	0								
Total	412,288	176,849	456,941								
Target		453,516	498,868	548,755	603,630	663,993	730,393	803,432	883,775	972,153	1,069,368

Compliance

No

No

*B100 is calculated at 20% of the reported B20 and 100% of the reported B100 fuel used in the Section III Actual Fuel Cost/Consumption by Fuel Type data input screen.