

July 2004

Summer Edition

The Rainbow Connection



**Naval Facilities
Engineering
Command, Pacific
(NAVFAC Pacific)**

**Transportation
Equipment
Management
Center (TEMC)**

INSIDE THIS ISSUE:

From the Director	1
2004 Navy-wide Transportation Conference Cancelled	2
Aloha and Mahalo	2
Maximizing Use of Shrinking Operating Funds	3
NAVFAC Vehicle Lease Contracts	4
Why Should We Pay Attention to Our Inventory Objectives?	4
What is CASEMIS?	5
Hybrid Electric Vehicles	6
Official Use of Government Vehicles	7
What's New with GSA ID	8
Another Type of ADA	8
TEMC Information	9

**FROM THE
DIRECTOR**

By Laurie Wilson

I cannot believe it is already time for another issue of The Rainbow Connection to be published. I know each and everyone of you have experienced vast changes since the last issue. The Cost-Of-War "COW" has impacted each and every one of us in our daily operations and how we are planning to meet current and future budgetary impacts. This is a time of big change for everyone – we need to be able to be extremely flexible, take risks, and think "out-of-the box" in order to meet the challenging times ahead of us.

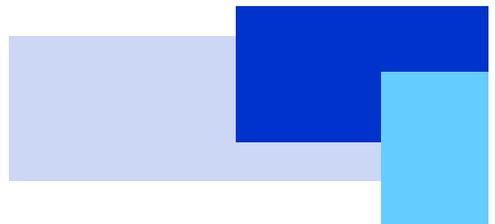
This will be the first time in my short 30 "or-so" year career that I remember the Transportation Conference being cancelled. It is cancelled this year due to the amount of travel and training dollars that have been cut to cover COW and other budgetary shortfalls. For those who are fortunate enough to still have the travel and training dollars please do **NOT** cancel your trip to attend the Navy-wide conference and FEDFLEET in New York. FEDFLEET is still on! Even though the Navy will not have a formal conference, we will still have meetings with Navy participants on the Monday preceding FEDFLEET. Hope to see you there!

Over the next year or so, you will see many changes happening within NAVFAC as we begin NAVFAC transformation. PWC's, EFD's/EFA's and ROICC's will be consolidated into eleven Echelon 4 Commands called Facility Engineering Commands (FEC's). EFD Atlantic and EFD Pacific will become the two Echelon 3 Commands, NAVFAC Atlantic and NAVFAC Pacific. Some FEC's will stand up this month and the others will be phased in over the next fiscal year. Also, over the next four fiscal years, 98 PWD's will be integrated into a respective FEC. The FEC's are designed to be a "one-touch" point for all Regional Public Works support. The transformation will drive out costs and create efficiencies.

Another change you will see in the next month or so will be the departure of Becky Fraley, who has accepted the Transportation Director's job in Sigonella, Italy. Congratulations Becky! Becky has been with the TEMC for the last four years. Becky will be missed by all of us, both at the TEMC and all the activities she has supported over the last few years. However, we wish Becky the best in her new adventures!

Through the challenging times ahead, keep in touch and let us know how we can assist you!

LAURIE



2004 Navy-Wide Transportation Conference Cancelled

“We regret and apologize for any inconvenience this may cause. If you have any questions or comments, please address them to your TEMC.” representative.”

The staff of the Atlantic Naval Facilities Engineering Command, Transportation Equipment Management Center (TEMC), host for the 2004 Navy Transportation Conference, July 18 - 19, 2004, combined with the staffs of the Naval Facilities Engineering Command Headquarters and Pacific Naval Facilities Engineering Command, Transportation Equipment Management Center (TEMC) regrettably announce the **CANCELLATION** of the 2004 Navy Transportation Conference July 18 - 19, 2004. The decision to cancel was not an easy conclusion but considering budget restraints, DoN Cost of War issues, and low attendance registration, it was the obvious choice.

If you were planning to attend the GSA FEDFLEET Conference July 20 - 22, 2004, we encourage and strongly recommend that you continue with your reservation and attendance plans. There will be current government fleet issues being addressed as well as training opportunities that are available during the week, to include several workshops with Navy speakers/presenters.

Although we will not have the full conference support team onsite, we will have several TEMC representatives who are attending the GSA FEDFLEET Conference July 20 - 22, 2004, and they will be available for an informal meeting to be held on Monday July 19, 2004 for the Navy Fleet attendees. Additional information will be posted on the NAVFAC ATLANTIC TEMC web site as details are made available.

Aloha and Mahalo by Becky Fraley

Aloha, Transportation friends and family! This will be my last article for the Rainbow Connection and undoubtedly the hardest one to write. I will be leaving for a new job in Sigonella, Italy very shortly (report date is August 30th), but I didn't want to leave without saying how much I have truly enjoyed working with all of you at the activities. You were all wonderful to me, whether I had good news or bad news regarding your requests for assistance. The on-site visits provided me a first-hand look at how well you manage your Transportation business, even with the never-ending data calls, budget cuts, and reduction in personnel. I admire your persistence in dealing with all obstacles and managing to provide your customers with the best service within your resources and capabilities. To all of you, I wish continued good luck through the changes. Hang in there; you are making a difference to your customers!

As for my PACDIV “Bubba’s”...you guys are the BEST!! It has truly been “paradise” working with you and sharing in the ups and downs of change, ALL of our building moves, and especially for showing me the true meaning of “Ohana”. You will always be a part of my Transportation “family” and I will miss you!!

Mahalo for Everything!



Maximizing Use of Shrinking Operating Funds by Kathy Tagawa



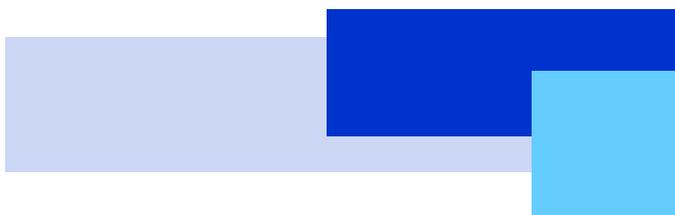
I'm sure all of you are aware that you haven't been able to fill all the positions that you need to run a top-notch operation and maintenance shop or that you can't replace all the spare parts you need in your inventory. Or maybe you've been assigned to take on additional duties? Well, no matter what level in the chain of command you fall in, we're all in the same boat of reorganizing and restructuring to reduce costs! These changes will transform and reshape the Navy to operate smaller and smarter and to eliminate duplication of effort.

In view of these reorganizations/restructuring, each Transportation Department will need to maximize their use of existing resources and equipment. There are some actions that your Transportation Shop can take to help reduce costs and extend the life of existing Civil Engineering Support Equipment (CESE):

- Keep up with scheduled preventive maintenance (PM) for your vehicles. Although it takes time and effort to keep up with PM schedules, this will insure your existing fleet is in top shape and it will save you additional work and major repair costs in the future. It will also preclude the government from replacing your vehicles earlier than it should.
- Reduce your CESE inventory by establishing/improving "C" pools, sub-pools and ships pools wherever possible.
- If vehicles are assigned full-time to a Department or Division and usage is low, see if they can "share" a vehicle with another Division that is co-located.
- Rotate your vehicles between high-mileage users and low-mileage users to insure maximum usage for both vehicles.
- If overhaul of a high-cost CESE (fire trucks, ambulances, etc.) will extend the life of overage equipment, limited Service Life Extension Program (SLEP) funds are available each year to assist the activities.
- Have some kind of report (like the old TCR's) to use as a management tool to assist the Transportation Managers in identifying problem areas within their fleet (e.g., under-utilized vehicles, high maintenance costs, high down-time, etc.) so corrective action can be taken.

NAVFAC Pacific (that's us - notice the "new" command name?) is also going through restructuring and reorganization but we're still in the business of providing assistance to our customers. If you have any questions regarding interpretation of Public Laws, DOD and Navy regulations, instructions and manuals, give us a call. Or if you need assistance in conducting special studies, Zero-base IO reviews, etc. we will try to schedule a visit to your activity within our limited resources.

"In view of these reorganizations/restructuring, each Transportation Department will need to maximize their use of existing resources and equipment."



NAVFAC Vehicle Lease Contracts (Info taken from the TEMC Advisory dated Mar 2004)

The centrally managed vehicle lease contracts currently serviced through **NAVFAC ATLANTIC** will not be replaced with follow-on contracts for FY05. Vehicles ordered on the FY04 contracts, N62470-03-D-4202, N62470-03-D-4203 and N62470-03-D-4213 have 2-12 month option periods that may be renewed within current guidelines, but ALL vehicles must be prepared for turn-in at the end of the final option period exercised on any existing task order. No extensions past 36 months are authorized.

The time for ordering new vehicles for FY05 must be started now. The existing contracts are entering manufacturers' build-out periods, and the contracts will close as each type of vehicle is no longer available, and no vehicles will be ordered after contract close dates (Sept/Oct 2004).

**"THE TIME FOR ORDERING
NEW VEHICLES FOR FY05
MUST BE STARTED NOW."**

Why Should We Pay Attention to our Inventory Objectives? by Lynne Shimazu

Your Inventory Objective (IO) is based on the minimum number of equipment that is required to accomplish your mission. It may seem like just another number, but it is a very important number since your requirements submission is based on your IO. You can only request replacements for the equipment that have met the replacement criteria and are within IO. This is why it is critical for your inventory to be within your IO. There are times when your inventory will be in excess of your IO. It could be that you need a larger piece of equipment so you are using several units until the larger item can be acquired. Or, you may have a short term need (less than one year.) Such situations do not require IO changes but these situations must be documented and authorization to keep these units on hand shall be obtained from the TEMC in writing.

We have just completed our FY06/07 Requirements Review.

After you submitted your requirements, some of you were contacted because there was no IO for the item you were requesting. Although you had the piece of equipment in inventory, the IO for the replacement may have been under a different equipment code. This change may have been requested by you or may have happened during one of our visits to your activity. Therefore, the requested replacement should be for the equipment code with the IO that was given as the replacement of that current vehicle. Others were contacted because your inventory was over your IO in a particular equipment code so you were asked to identify which pieces of equipment were excess to your needs or if you needed an adjustment to your IO. If you needed an adjustment to your IO, a letter requesting the increase in IO with justification needed to be submitted.

In a few months, you will be asked to place your orders to replace your GSA vehicles that are eligible for replacement in FY05. Again, your in-

ventory must be within your IO for us to validate the replacement. You should refer back to the zero-base study that was done prior to your GSA conversion along with any other changes that were approved since then. As with Navy-owned equipment, you may have been using a particular piece of equipment but an IO for a better-suited piece may have been given during the zero-base study. Therefore, the replacement vehicle should be the type for which the IO was given, not the current type of vehicle.

Now is the time to review your IOs and inventories, before the GSA Replacement Plan is out. It is best to have accurate IO and inventory numbers before the replacement plan is submitted than to have to adjust them while we're validating the replacements.



What is CASEMIS? by Melisa Akuna

For those of you who are new to Transportation, or even those that have been there a while and do not know what CASEMIS is, I want to provide a little background and try to explain what it is and how it affects all of us.

CASEMIS stands for the Construction, Automotive, Specialized Equipment Management Information System. It is the official Navy inventory of Civil Engineering Support Equipment (CESE) and other specialized pieces that are tracked on database by the Transportation Equipment Management Centers (TEMCs). From our office in Pearl Harbor, the NAVFAC Pacific TEMC oversees an inventory of about 19,000 pieces spread out among 127 activities. The inventory includes Navy owned, GSA lease, commercial lease, and special purpose vehicles tracked appropriately by USN or GSA ID numbers (i.e. #9400000 or G1234567). A CASEMIS inventory is listed by activity UIC. Each ID number is listed by equipment code (EC) along with it's make, model, year, serial number/VIN, and then assigned a status code. There are six status codes that you are likely to see on the CASEMIS:

- O – Navy-owned, Navy-operated
- A – GSA lease or Commercial Straight Lease
- E – Navy-owned, Contractor-operated, and Navy replace
- C – Navy-owned, Contractor-operated, and Contractor replace
- Y – Navy-owned, Identified as Excess/Pending Transfer
- P – Marked for disposal/Pending disposal documents

Your CASEMIS inventory is forwarded electronically to each activity on a quarterly basis (Mar/Jun/Sep/Dec). It is very important that the inventory be validated! When you receive your CASEMIS, we ask that you review it carefully against your current on-hand inventory. Both inventories should match up! You may find it easier if you maintain your CASEMIS inventory on a regular basis. Having over a hundred activities under our Area of Responsibility (AOR), we ask each of you to do your part and submit the necessary documents to us in a timely manner.

Use the following NAVFAC P-300 guidelines to maintain an accurate CASEMIS inventory:

- ◆ Navy-owned, commercial lease, or GSA leased vehicles should be reported/registered within 15 days of receipt. Be sure to complete all the applicable fields on the CASEMIS Load sheet and double check the vehicle/equipment data you provide for a smooth registration into CASEMIS.
- ◆ For vehicles/equipment approved for disposal to DRMO, a copy of the signed DD1348 (disposal document) or a completed CASEMIS Load sheet should be forwarded within 15 days after turn in.
- ◆ In addition to a vehicle being wrecked, or stolen, if a USN number is listed on CASEMIS but can no longer be accounted for, you will be required to complete a DD Form 200 (Report of Survey). Without a signed DD1348, a DD200 is required to remove the item from CASEMIS. (Many who have had to complete DD 200s know it can be quite time consuming trying to gather/research data and obtaining the necessary signatures. (Most end up wishing they had kept better track of their inventory.)

The CASEMIS is a very valuable reference tool. In many instances throughout the year, each activity needs it to complete various reports and data calls such as the Federal Automotive Statistical Tool (FAST) Report and BSVE data call. TEMC personnel use it to review current inventory to approve inventory objectives (IOs), commercial leases, GSA vehicle replacements, OPN procurement, request for overhaul funds (SLEP), etc. We cannot stress enough how important it is to keep up your CASEMIS inventory !

If you have questions about your CASEMIS, how to read it, or need to resolve inventory discrepancies, please give myself (OPN Funded activities) or Kathy Oshiro (NWCF activities) a call, and we will be happy to assist you.

Hybrid Electric Vehicles by Larry Bates

After receiving a couple of inquiries about Hybrid Electric Vehicles, I thought I would try to explain a little about them.

Electric vehicles are seen as the next evolution in vehicles and have been the goal for some time. There are a number of reasons to convert to electricity. The chief reason is eliminating the use of fossil fuel, which would greatly reduce both pollution and the dependency on foreign oil. Fuel cells seem to be the answer to viable electric vehicles, however, by all indication, they will not be available until sometime after the year 2010.

Hybrid Electric Vehicles (HEVs), or normally just Hybrids, are a compromise in the evolution of automobiles. Hybrids are now at the forefront of transportation technology development and they are beginning to show up across the United States. Hybrids have the potential to allow continued growth in the automotive sector, while also reducing critical resource consumption, dependence on foreign oil, air pollution, and traffic congestion. The hybrid's complexity, and the fact that some of the best storage and conversion systems have yet to be fully developed, is responsible for varied opinions on hybrids' ultimate impact in the marketplace. As with any new technology, there may be obstructions to its ready acceptance by consumers.

Hybrid power systems were conceived as a way to compensate for the shortfall in battery technology. Because batteries could supply only enough energy for short trips, an onboard generator, powered by an internal combustion engine, could be installed and used for

longer trips. In the old days, we thought that by biasing the system toward battery-electric power and operating on plug-in electricity as much as possible, efficiency and emissions would then be about as optimal as we could hope for until better batteries came along. The natural conclusion of this concept was that, with better batteries, we probably would not need hybrids at all. For now, hybrids are taking center stage and electric vehicles are only being used in areas where fewer miles are traveled.

More efficient cars can make a big difference in terms of environmental benefits, and the serious deterioration of urban air has motivated lawmakers in many states to require cleaner cars. Use of production Hybrids will reduce smog-forming pollutants over the current national average. Hybrids will never be true zero-emission vehicles, because of their internal combustion engine. But the first hybrids on the market will cut emissions of global-warming pollutants by a third to a half, and later models may cut emissions by even more.

Hybrids combine the internal combustion engine of a conventional vehicle with the battery and electric motor of an electric vehicle. This combination offers the extended range and rapid refueling that consumers expect from a conventional vehicle, with a significant portion of the energy and environmental benefits of an electric vehicle. Hybrids have several advantages over conventional vehicles, which include improved fuel economy and lower emissions. The inherent flexibility of Hybrids will allow them to be used in a wide range of applications, from personal transportation to commercial hauling. Engines can be sized to accommodate average load, not peak load, which reduces the engine's weight and they

can operate on alternative fuels. Special lightweight materials are used to reduce the overall vehicle weight. Regenerative braking capability helps minimize energy loss and recover the energy used to slow down or stop a vehicle.

There are numerous configurations for Hybrids. Basically, a hybrid combines an energy storage system, a power unit, and a vehicle propulsion system. The primary options for energy storage include batteries, ultra capacitors, and flywheels. Although batteries are by far the most common energy storage choice, research is still being done in other energy storage areas. Hybrid power unit options are spark ignition engines, compression ignition direct injection engines, gas turbines, and fuel cells. Propulsion can come entirely from an electric motor, such as in a series configuration, or the engine might provide direct mechanical input to the vehicle propulsion system in a parallel configuration system. There are several transmission options. A hybrid's efficiency and emissions depend on the particular combination of subsystems, how these subsystems are integrated into a complete system, and the control strategy that integrates the subsystems.

The Hybrids available for sale are cost competitive with similar conventional vehicles, approximately \$2000 more per vehicle. Some of cost premium can be offset by overall fuel savings. Auto manufacturers are making these Hybrids with comparable performance, safety, and cost because they know that these

(Continued... Hybrid Electric Vehicles)

three elements are most important to consumers. And by combining gasoline with electric power, hybrids will have the same or greater range than traditional combustion engines. Hybrids are able to operate approximately two times more efficiently than conventional vehicles.

There are a variety of vehicles available, sedans, pick-ups, SUVs and even buses. For most bases interested in these types of vehicles, leases are probably the way to go. At present, I have no indication that GSA will offer any Hybrid vehicles.

Official Use of Government Vehicles by Merry Herron

It was a beautiful day in the neighborhood. Joe was enjoying the typical lush island scenery, when a Sports Utility Vehicle (SUV) came up behind him. The SUV passed him. Then he passed it. Joe got off at his exit; the SUV was right behind him. He turned left; the SUV turned left. Joe made another left; the SUV was right with him. When Joe turned onto the street he lived on, the SUV was right ahead of him. Joe noticed there was lettering in the back window. As he got closer, he was able to read: **FOR OFFICIAL USE ONLY, U.S. GOVERNMENT.** About the time he was able to read the decal, the SUV pulled into a private driveway and then into the garage. Joe proceeded home—two doors down.

The NAVFAC P300, paragraph 1-12 talks about official use and the fact that Navy owned and controlled [leased] vehicles are restricted to official purposes. The term “official purposes” means that a person must perform travel in their official capacity. That does *not* mean you can take your government vehicle home.

On her way to lunch, Sally noticed a GSA pickup parked at the post office. Then as she waited in line at McDonalds, she observed the very same pickup in line behind her. The driver is only a few blocks away from his Privately Owned Vehicle (POV) parked at his workstation; but after he completes his official business at the post office, he is hungry and decides to stop for lunch. Private citizen Sally is concerned that her tax dollars are being spent getting the government employee to lunch.

Sally and Joe, each being the concerned citizens they are, call the local Navy activity. Given the vehicle number and a little bit of detective work, we find out the names of the drivers and the command each works for.

Excerpt from the NAVFAC P300, paragraph 1.14, titled Illegal Use Penalty:

“Public Law 97-258, Sep 13, 1982 states: “An officer or employee who willfully uses or authorizes the use of a passenger motor vehicle or aircraft owned or leased by the United States Government (except for an official purpose authorized by Section 1344 of this title) or otherwise violates Section 1344 shall be suspended without pay by the head of the agency. The officer or employee shall be suspended for at least one month, and when circumstances warrant, for a longer period or summarily removed from office.”

The DoD 4500.36-R, March 1994, paragraph 1-4 (b) reads:

“Depending on the facts and circumstances, the criminal sanctions of 18 USC 641, (reference (g)) may apply to the misuse of a Government motor vehicle. The statute provides for a fine of up to \$10,000 and imprisonment for up to 10 years.”

It turns out, neither of the above thought they were in violation. Unless you have written approval from SECNAV, home-to-work transportation is not authorized. And, as seen above, personal use is not authorized. Ignorance is not a defense.

Oh, and by the way, both individuals were disciplined by their respective commands. The driver of the pickup was a temporary employee who spends his time in line at the unemployment office these days. And the SUV driver got time on the beach and his supervisor received a reprimand. Brush up on your P-300, and make sure your folks are aware of the rules governing the use of government owned/leased vehicles.

Names have been changed to protect the innocent.

What's new with GSA ID Numbers (GSA Fleet Services letter dated 15 Mar 2004)

The GSA Fleet Services Card is used for the purchase of fuel and maintenance for the GSA Fleet vehicle you are driving. We would like to inform you of a very important update to the current procedures.

Recently, GSA Fleet has begun providing alpha-numeric license plates for its vehicles. The alpha-numeric license plates (for example: G31-1234A) contain a letter at the end of the string instead of a number. This new format will ensure higher security and will also be reflected on the Fleet Services Card (as the license plate number is printed on the card). The only change that vehicle operators

should be aware of is regarding the vehicle PIN number.

Each card is assigned a PIN unique to that vehicle. In cases where the license plate of the vehicle ends with an ALPHA CHARACTER, the PIN will be the four numbers before the alpha letter. (Example: the PIN for license plate G31-1234A is 1234.) However, in cases where the last five digits follow the current format, and are all numeric, the PIN will be the last five digits of the license plate. (Example: the PIN for tag G31-12345 is 12345.) You will be prompted to enter a "PIN" number or "Driver ID" on the station's key pad for electronic point-of-sale purchases. You will also need to

enter the vehicle's odometer reading at the time of purchase. If the station cannot process the sale electronically, write the access code and the odometer reading on the ticket.

This is one of a few upcoming changes for our Fleet Services Card. As always, our updates and changes are to provide our customers with increased security and a more efficient Fleet Card. Please contact your local Fleet Service Representative (FSR) if you have any questions.

Another Type of ADA by Mavis Oshiro

The first time I heard the acronym "ADA" at work, it reminded me of those commercials where 4 out of 5 dentists recommended a certain brand of toothpaste and ADA stood for the American Dental Association.

Here at the TEMC we are learning that an Anti-Deficiency Act or ADA violation is just like tooth decay—something you would rather not have. Most ADAs I read about referred to inappropriate financial obligations in government that did not pertain to transportation.

Here are a couple transportation related ADA examples :

For Appropriated Funded Activities:

- Procuring CESE (even non-vehicles such as man-lifts and trailers) using O&MN funds is an ADA violation. Only your TEMC can buy you CESE using Other Procurement, Navy (OPN) Budget Activity 5 (BA5) funds.

For Navy Working Capital Funded Activities:

- Procuring passenger-carrying vehicles (PCVs) are ADA violations. Remember, the definition of PCV was expanded to included SUVs and passenger-carrying vans.

The newest ADA violation is purchasing panel/cargo vans (equipment code 0329s) with removable rear seats. EC 0329s are non-PCVs—if they do not have rear seats. Even if the panel/cargo van was delivered from the manufacturer with a rear seat that you did not order, that is an ADA violation. To avoid the hassle of ADA investigations and possible penalties, PERMANENTLY remove the rear seats and refrain from ordering them in your 0329s.

Commander
Naval Facilities Engineering Command
Pacific
258 Makalapa Drive Suite 100
Pearl Harbor, Hawai'i 96860-3134

OFFICIAL BUSINESS

If you have any comments, suggestions, or articles of interest that you would like to submit for publication, please feel free to send them to our co-editors.

The Rainbow Connection is a publication of the Transportation Equipment Management Center (TEMC) Naval Facilities Engineering Command (NAVFAC) Pacific. It is intended for Public Works Departments, Public Work Centers, and Transportation Divisions and Offices under the cognizance of the NAVFAC Pacific TEMC.

Commander
Rear Admiral Gary Engle, CEC, USN

**Public Works
Business Line Manager**
Steven Dong

**Transportation Equipment Management
Center Director**
Laurie Wilson

Co-Editors
Melisa K. Akuna Kathy Oshiro

TEMC CONTACT INFORMATION

Director

Laurie Wilson BOS12

CESE Acquisition and Inventory

Management Branch

Kathy Tagawa BOS1211

Lynne Shimazu BOS1212

Kathy Oshiro BOS1213

Melisa Akuna BOS1214

Field Support Branch

Becky Fraley BOS12A

Merry Herron BOS1221

Larry Bates BOS1222

Mavis Oshiro BOS1223

Phone Number

#473-5970

#473-5969

#473-5941

#473-1135

#473-2488

#473-3796

#473-5420

#473-0181

#473-1034

Commercial Prefix: 808

DSN Prefix: 315

Fax Machine: #473-5972

Email Address

Laurell.Wilson@navy.mil

Kathleen.Tagawa@navy.mil

Lynne.Shimazu@navy.mil

Kathleen.Oshiro@navy.mil

Melisa.Akuna@navy.mil

Rebecca.Fraley@navy.mil

Merry.Herron@navy.mil

Larry.Bates@navy.mil

Mavis.Oshiro@navy.mil