

Energy Preview

Atlanta Private Fleet Survey 1994, Preliminary Estimates

Assessing the Market for Alternative-Fuel Vehicles

In 1994, the Energy Information Administration (EIA) set up a program for collecting data on private fleets in the Atlanta air-quality nonattainment area. This is the first metropolitan area designated a "Clean City" under the Department of Energy's Clean Cities program.

Section 407 of the Energy Policy Act of 1992 (EPACT) directed EIA to develop information that will help marketers sell alternative-fuel vehicles and help potential purchasers or users of such vehicles. The Atlanta survey is one of EIA's new fleet surveys that have been conducted in response to the EPACT legislation.

Survey data were collected on a sample of owned or leased on-road vehicles in private¹ (nongovernmental) fleets of six or more. The fleets had to be operating out of one or more locations within the Clean Air Act nonattainment area of Atlanta (the 13-county area immediately surrounding the city of Atlanta).

Alternative-Fuel Vehicle Awareness

There is little comprehensive data on U.S. motor vehicle fleets, which are expected to compose the near-term market for alternative-fuel vehicles (AFV's). Preliminary data² indicate that, of an estimated 3,400 private (nongovernmental) fleets in the Atlanta area:

- 24 percent were "aware of any State or Federal legislation that may require fleet use of clean or alternative fuels in the future"
- 2 percent had alternative-fuel vehicles in their 1994 fleets
- 3 percent were planning to purchase AFV's in 1995.

EPACT contains a number of programs directed at the increased use of alternative fuels. The Department of Energy is required to initiate rulemakings that will evaluate "the progress in achieving the goals of replacement fuel use" (10 percent replacement of the U.S. projected consumption of motor fuel by the year 2000 and 30 percent replacement by the year 2010) and "determine whether a [private and municipal] fleet requirement program...is necessary....A fleet program shall be considered necessary...if...the goal of replacement fuel use is not expected to be actually achieved by 2010...." Such a program would set AFV acquisition requirements for fleets of "20 or more light duty motor vehicles..."³

Conventional-Fuel Vehicles

Of the approximately 93 thousand motor gasoline- and diesel-fuel private fleet vehicles in Atlanta, 72 percent were light-duty vehicles (8,500 pounds or less), 76 percent of which were operating in fleets of 20 or more (Table 1). In private fleets in Atlanta, motor gasoline was used by the vast

¹A separate survey of municipal fleets was also administered in Atlanta. See "EIA Data News: Data Collection on Alternative-Fuel Vehicles," Energy Information Administration, *Monthly Energy Review*, DOE/EIA-0035(94/10) (Washington, DC, October 1994), for a complete description of the EIA data program and future data availability.

²Data are subject to sampling variability. Standard errors will be provided in the summer of 1995 in a complete report on the Atlanta Private Fleet Survey.

³EPACT also provides that these vehicles must be "centrally fueled or capable of being centrally fueled..." and must be "used primarily within a metropolitan area...with a 1980 population of more than 250,000...[and] controlled by a governmental entity or other person who...controls 50 or more such vehicles..." Public Law 102-486, sections 507 and 301, 42 U.S.C. 13257 and 13211, "Energy Policy Act of 1992" (Enacted October 24, 1992).

Table 1. Vehicles in Atlanta in Private Fleets By Type, Fuel, and Fleet Size Category
(Number of Vehicles)

| Vehicle Type | Fuel | | Fleet Size | | Total Vehicles |
|---|----------------|---------------|---------------|---------------|----------------|
| | Motor Gasoline | Diesel | 6-19 | 20+ | |
| Vehicles ≤8,500 Pounds (Light-Duty) . . | 66,036 | 1,102 | 16,090 | 51,048 | 67,138 |
| Trucks >8,500 Pounds | 3,472 | 21,815 | 7,318 | 17,968 | 25,287 |
| Buses | 154 | 363 | 240 | 276 | 517 |
| Total | 69,662 | 23,280 | 23,648 | 69,292 | 92,942 |

Note: Vehicle totals may not equal sum of components because not all survey respondents answered all questions.
Source: Energy Information Administration, Form EIA-890.

majority of light-duty vehicles. Diesel fuel was the fuel of choice for vehicles over 8,500 pounds.

Motor Gasoline Fueling Methods

The Atlanta survey collected data on the typical practices used by fleets to purchase motor gasoline. Of the 2,858 fleets that used motor gasoline, 90 percent (2,584 fleets) typically purchased motor gasoline by using only one method (Table 2).

Fleets purchasing motor gasoline typically used the following fuel-purchase practices:

- 56 percent fueled at public service stations without fuel-purchase agreements
- 25 percent fueled at public service stations under some form of purchase agreement
- 9 percent fueled at company-owned or private sites
- 10 percent fueled using a combination of the above methods.

A report containing detailed analyses and final data from the Atlanta Private Fleet Survey is planned for publication by EIA in the summer of 1995 and a similar survey of private fleet vehicles is to be conducted in 1995 in Denver, another "Clean City."

Table 2. Typical Practices Used by Private Fleets in Atlanta When Purchasing Motor Gasoline
(Number of Fleets)

| Fuel-Purchase Method | Only One Method Used | More than One Method Used ^a |
|--|----------------------|--|
| Company-Owned Sites | 174 | 114 |
| Private Sites with Fuel-Purchase Agreements | 72 | 49 |
| Public Service Stations with Fuel-Purchase Agreements . . | 725 | 155 |
| Public Service Stations without Fuel-Purchase Agreements . . | 1,613 | 239 |
| Total | 2,584 | 274 |

^aItems do not sum to total because individual fleets are represented in more than one category.
Source: Energy Information Administration, Form EIA-890.

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