

can auto industry required making some tough decisions, but I was not willing to walk away from the workers at Chrysler and the communities that rely on this iconic American company. I said if Chrysler and all its stakeholders were willing to take the difficult steps necessary to become more competitive, America

would stand by them, and we did. While there is more work to be done, we are starting to see stronger sales, additional shifts at plants, and signs of strength in the auto industry and our economy, a true testament to the resolve and determination of American workers across the Nation.

## Statement on the Election of Kathleen C. Hochul to the United States House of Representatives

*May 24, 2011*

I want to extend my congratulations to Congresswoman-elect Kathy Hochul for her victory in New York's 26th Congressional District. Kathy and I both believe that we need to create jobs, grow our economy, and reduce the deficit in order to outcompete other na-

tions and win the future. Kathy has shown through her victory and throughout her career that she will fight for the families and businesses in western New York, and I look forward to working with her when she gets to Washington.

## Memorandum on Federal Fleet Performance

*May 24, 2011*

*Memorandum for the Heads of Executive Departments and Agencies*

*Subject: Federal Fleet Performance*

The Federal Government operates the largest fleet of light duty vehicles in America. We owe a responsibility to American citizens to lead by example and contribute to meeting our national goals of reducing oil imports by one-third by 2025 and putting one million advanced vehicles on the road by 2015.

Living up to that responsibility means the Federal fleet should operate only as many vehicles as needed to work efficiently, leveraging Federal purchasing dollars to build manufacturing capacity for more alternative fueled vehicles, and reducing petroleum consumption through efficiency and alternative fuels.

In Executive Order 13514 of October 5, 2009, Federal Leadership in Environmental, Energy, and Economic Performance, my Administration set a goal of reducing petroleum use in the Federal fleet. In order to provide guidance to executive departments and agencies (agencies) to help achieve my Administra-

tion's Federal fleet performance goals, and to ensure that agencies are in compliance with Executive Order 13514, I hereby direct the following:

*Section 1. Vehicle Technologies.* (a) By December 31, 2015, all new light duty vehicles leased or purchased by agencies must be alternative fueled vehicles, such as hybrid or electric, compressed natural gas, or biofuel. Moreover, agency alternative fueled vehicles must, as soon as practicable, be located in proximity to fueling stations with available alternative fuels, and be operated on the alternative fuel for which the vehicle is designed. Where practicable, agencies should encourage development of commercial infrastructure for alternative fuel or provide flex fuel and alternative fuel pumps and charging stations at Federal fueling sites.

(b) Pursuant to motor vehicle management regulations, set forth at 41 C.F.R. 102-34.50, executive fleets are required to achieve maximum fuel efficiency; be limited in motor vehicle body size, engine size, and optional equipment to what is essential to meet agency mission; and be midsize or smaller sedans, except

where larger sedans are essential to the agency mission. Within 180 days of the date of this memorandum, any executive fleet vehicles that are larger than a midsize sedan or do not comply with alternative fueled vehicle requirements must be disclosed on agency websites.

(c) The Department of Energy shall assist the United States Postal Service (USPS) in evaluating the best alternative fuel technologies for the USPS fleet.

*Sec. 2. Optimum Fleet Size.* Within 90 days of the date of this memorandum, the General Services Administration (GSA) shall develop and distribute to agencies a Vehicle Allocation Methodology (VAM) for determining the optimum inventory with emphasis placed on eliminating unnecessary or non-essential vehicles from an agency's fleet inventory and ensuring lifecycle cost-effectiveness of maintaining such inventory. In addition, the VAM shall address composition for agencies' light duty fleets based on their missions. In doing so, the GSA shall consider existing Federal VAMs as appropriate. The VAM shall assist agencies in selecting vehicle options based on lifecycle cost analysis, including projected fuel costs, warranty, operations, mileage, maintenance, and disposal.

*Sec. 3. Fleet Management.* (a) Within 180 days of the GSA's dissemination of the VAM referenced in section 2 of this memorandum, agencies shall determine their optimal fleet inventory using the VAM, and shall post their optimal fleet inventory targets on agency websites. At the same time, agencies shall submit to the Administrator of General Services (Administrator) fleet management plans to achieve these targets no later than December 31, 2015.

(b) Within 30 days of receiving agency fleet management plans, the Administrator shall submit a summary of the plans to the Director of the Office of Management and Budget and to the Chair of the Council on Environmental Quality.

(c) Within 90 days of receiving agency fleet management plans, the Administrator shall provide each agency and military service with recommendations for the acquisition of alternative fueled vehicles to implement fleet opti-

mization plans, including shared fleet-on-demand services where applicable.

(d) Agencies shall incorporate new fleet management plans into their Annual Strategic Sustainability Performance Plans prepared in furtherance of Executive Order 13514, beginning with their June 2012 plan submission.

*Sec. 4. Applicability.* (a) With respect to law enforcement and emergency vehicles, the GSA shall, within 180 days of the date of this memorandum, and in coordination with the Departments of Defense, Homeland Security, Justice, and the Treasury, and other appropriate agencies, issue guidance to agencies on the applicability and implementation of alternative fueled vehicle requirements.

(b) Consistent with the guidance developed in section 4(a) of this memorandum, the head of an agency may exempt vehicles used for law enforcement, protective, emergency response, or military tactical operations of that agency from the provisions of this memorandum.

(c) This memorandum shall apply to the activities, personnel, resources, and facilities of each agency that are located within the United States. The head of an agency may apply this memorandum to activities, personnel, resources, and facilities of the agency that are not located within the United States, to the extent the head of the agency determines that doing so is in the interest of the United States.

*Sec. 5. Definitions.* (a) "Alternative fueled vehicle" means an alternative fuel vehicle as defined by Executive Order 13514 and an alternative fueled vehicle as defined by 42 U.S.C. 13211(3), including a "new qualified fuel cell motor vehicle" as defined in 26 U.S.C. 30B(b)(3) and a "new qualified hybrid motor vehicle" as defined in 26 U.S.C. 30B(d)(3).

(b) "Agency" means an agency as defined in Executive Order 13514.

(c) "United States" means the fifty States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, American Samoa, the United States Virgin Islands, and the Northern Mariana Islands, and associated territorial waters and airspace.

*Sec. 6. General Provisions.* (a) This memorandum shall be implemented consistent with

applicable law, including international trade obligations, and subject to the availability of appropriations.

(b) Nothing in this memorandum shall be construed to impair or otherwise affect:

- (1) authority granted by law to a department, agency, or the head thereof; or
- (2) functions of the Director of the Office of Management and Budget relating to

budgetary, administrative, or legislative proposals.

(c) This memorandum is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.

BARACK OBAMA

## Remarks at a State Dinner Hosted by Queen Elizabeth II of the United Kingdom in London, England May 24, 2011

*Queen Elizabeth II.* Mr. President, I am delighted to welcome you and Mrs. Obama to London. Prince Philip and I are so glad that you are visiting the United Kingdom again.

We have fond memories of our first meeting during the G-20 conference in London in 2009. It also gave me much pleasure to welcome Mrs. Obama and your two daughters here almost 2 years ago.

Your visit to this country inevitably reminds us of our shared history, our common language, and our strong intellectual and cultural links. It also reminds us that your country twice came to the rescue of the free and democratic world when it was facing military disaster. On each occasion, after the end of those destructive wars, the generosity of the United States made a massive contribution to our economic recovery.

Today, the United States remains our most important ally, and our two nations contribute to the security and prosperity of our peoples and of the world through shared national interests.

But our relationship goes far beyond our military and diplomatic ties. In your Inaugural Address, you spoke to the American people of the values that lay at the heart of your Nation's success—honesty and hard work, courage and fair play, tolerance and curiosity, loyalty and patriotism—and of the sturdy alliances and enduring convictions with which your Nation had met past challenges and would meet future ones too.

If I may say so, these values underscore much of the life of the United Kingdom also. Together with our alliance, they continue to guide our actions as we confront the challenges of a changing world.

It is unfortunate that there are so many troubles facing the world today. But we are encouraged that in most respects, our two countries see these problems in the same light. For this reason, we have been able to act together in fields as varied as science, research, and higher education, to find solutions or to at least make progress towards tackling so many of the social and economic difficulties that confront nations in all parts of the globe.

Entertainment may not be so obviously an example of our close ties, but it forms part of the lives of a great many of our people. Over the years, we have enjoyed some of America's most spectacular musical productions and any number of what we call films, which you might prefer to call movies. *[Laughter]* In return, British films and theatrical productions have achieved considerable success in your country. This exchange of people and projects has enlarged and invigorated our common language, although I think you will agree, we do not always use it in quite the same way. *[Laughter]*

Mr. President, I firmly believe that the strength of our links and many shared interests will continue to ensure that when the United States and the United Kingdom stand together, our people and other people of good will