



Andrew S. Hobbs  
Director  
Environmental Quality Office

Parklane Towers West, Suite 950  
Three Parklane Boulevard  
Dearborn, MI 48126 USA

May 25, 2006

Voluntary Reporting of Greenhouse Gases  
Energy Information Administration, EI-81  
U.S. Department of Energy  
1000 Independence Avenue, SW  
Washington, DC 20585

**Subject: Voluntary Reporting of 2005 Greenhouse Gas Emissions – U.S. Department of Energy Section 1605b Report**

Dear Sir/Madam:

The following is a summary report / certification letter for 2005 Ford Motor Company greenhouse gas emissions prepared in accordance with the U.S. Department of Energy Section 1605b voluntary reporting scheme. This summary is supplemental to the data submitted electronically on May 25, 2006. We welcome the opportunity to submit this voluntary report and work with the Department of Energy to improve the reporting process and structure in the future.

This report includes CO<sub>2</sub> emissions and reductions from Ford Motor Company manufacturing facilities located in the U.S., fleet average CO<sub>2</sub> emissions per mile from new Ford light duty vehicles sold in the U.S., and several projects that have resulted in CO<sub>2</sub> emissions reductions. Additional information on each of these report categories is provided below.

**Stationary Source Emissions**

We maintained our scope of reporting from last year to maintain data quality and ensure consistency between information reported to the Department of Energy and data managed under other greenhouse gas programs. This year's submittal includes results of a recently completed third-party audit of 2005 calendar year energy and emissions data for Ford's manufacturing facilities. The emissions calculation approach is described below.

Ford manufacturing facilities use various energy sources which generate different amounts of CO<sub>2</sub> emissions. Such emissions can be separated into two categories:

- Direct – Natural gas and coal
- Indirect – Purchased electricity

Using the instructions for completing Form EIA-1605, stationary source CO<sub>2</sub> emissions were determined by multiplying energy usage by the appropriate conversion factors provided in "Appendix B – Fuel and Energy Source Codes and Emission Coefficients." Since electricity emissions factors vary by region, state-specific CO<sub>2</sub> emissions from electricity usage were calculated using "Appendix C – Adjusted Electricity Emission Factors by State and Region."

Ford entity-level total GHG emissions data are reported in **Figure 1** with emissions per vehicle built shown in **Figure 2**. This report includes 1998-2005 calendar year data for all U.S. manufacturing facilities that Ford owns including the equity-share of emissions from joint venture operations.

### **Climate VISION Status Report**

In 2003, the Alliance of Automobile Manufacturers voluntarily joined the President's Climate VISION program. Under this program, Ford and other Alliance member companies committed to achieve at least a 10% reduction in GHG emissions from their U. S. automotive manufacturing facilities, based on U. S. vehicle production, by 2012 from a base year of 2002.

Due to a continued decline in U.S. vehicle production volumes, Ford's stationary source emissions per vehicle increased by 2% between 2002 and 2005. However, Ford's absolute GHG emissions decreased by 13% (450,000) over the same period.

We continue to implement internal energy efficiency projects and we are confident that we will meet the Climate VISION commitment.

### **Project-Level Reductions**

Ford has implemented several energy efficiency projects (i.e., boiler conversions, lighting efficiency improvements, etc.) that have resulted in CO<sub>2</sub> emissions reductions shown in **Figure 3**.

These project-level reductions have been estimated using the following process:

- Energy savings are third party verified and were determined using first full year estimated savings.
- For reporting purposes, each project was assumed to accrue energy savings and CO<sub>2</sub> emissions reductions over a 3-year time-period.

**Vehicle Emissions per Mile**

The average fleet CO2 emissions per mile for new passenger cars and light duty trucks for model years 1998 through 2005 is shown in **Figure 4**. This estimate is based on the Ford Motor Company CAFE reports for the 1998 through 2005 model years for light duty truck and import and domestic passenger car fleets. In this estimation, dual fueled vehicles were treated as gasoline vehicles.

Sincerely,

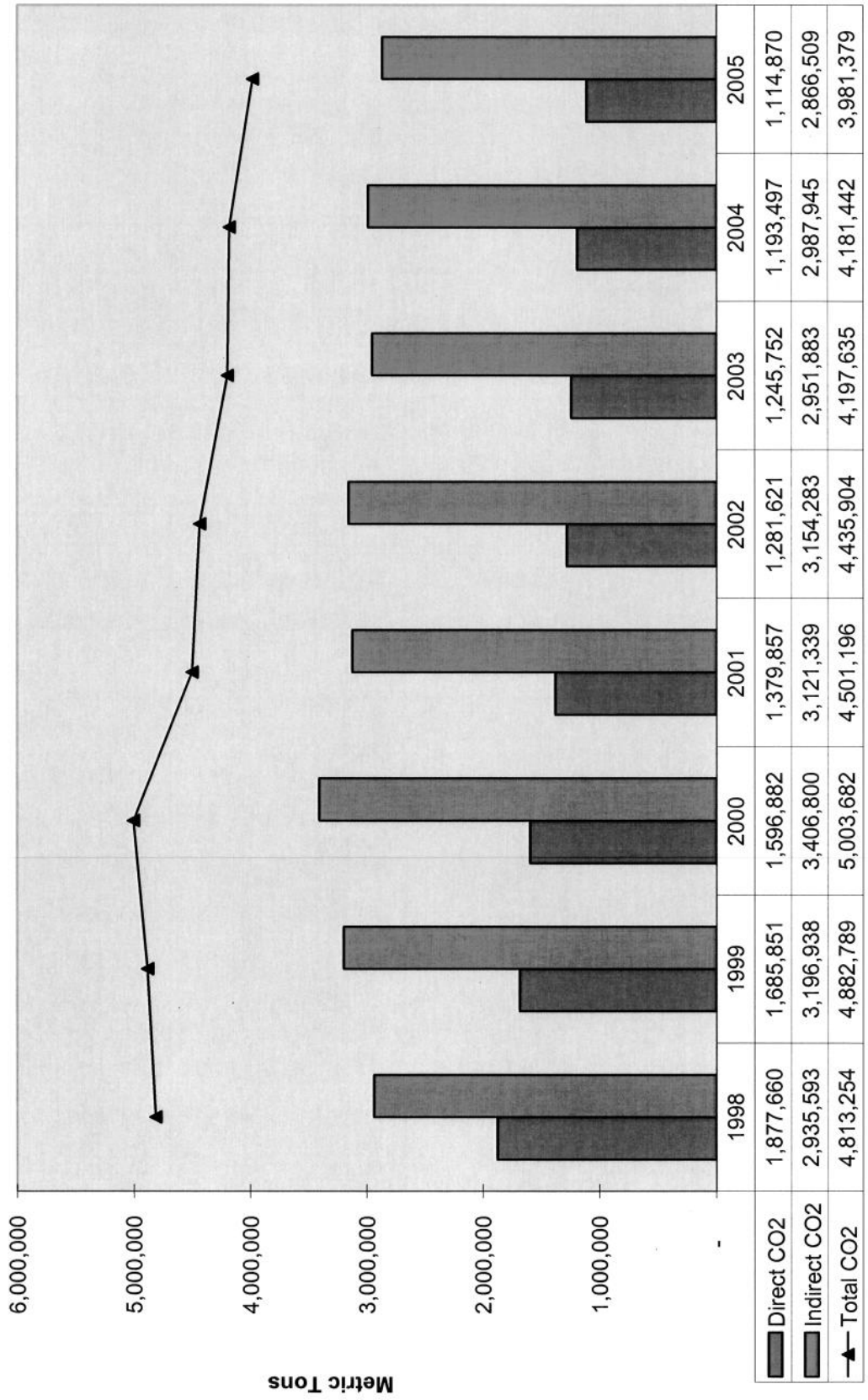
A handwritten signature in black ink, appearing to read "A. S. Hobbs". The signature is stylized with a large, sweeping initial "A" and "H".

A. S. Hobbs, Director  
Environmental Quality Office

Attachments

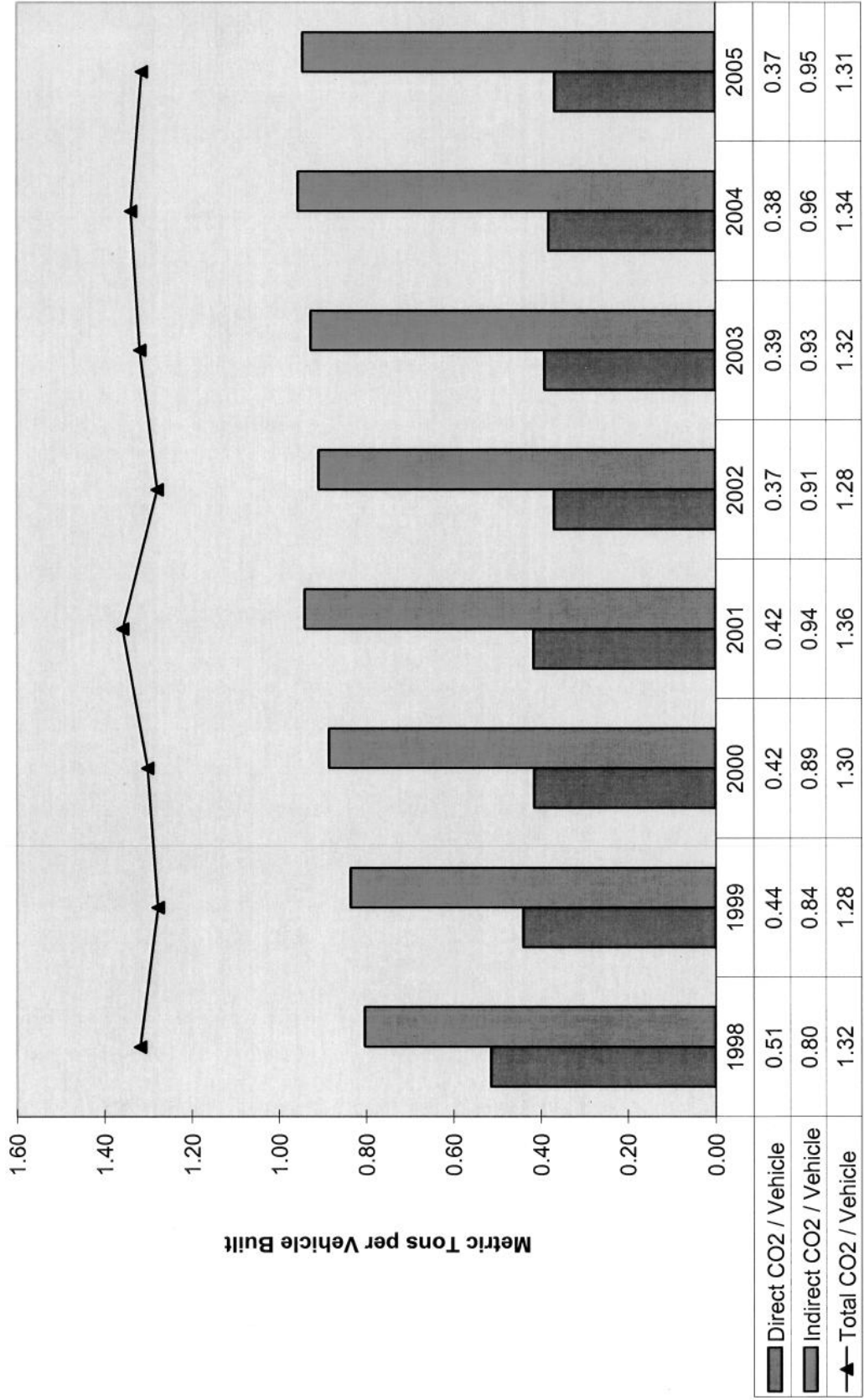
**Figure 1: Total Stationary Source Entity-Level CO<sub>2</sub> Emissions**

**Facility CO2 Emissions**

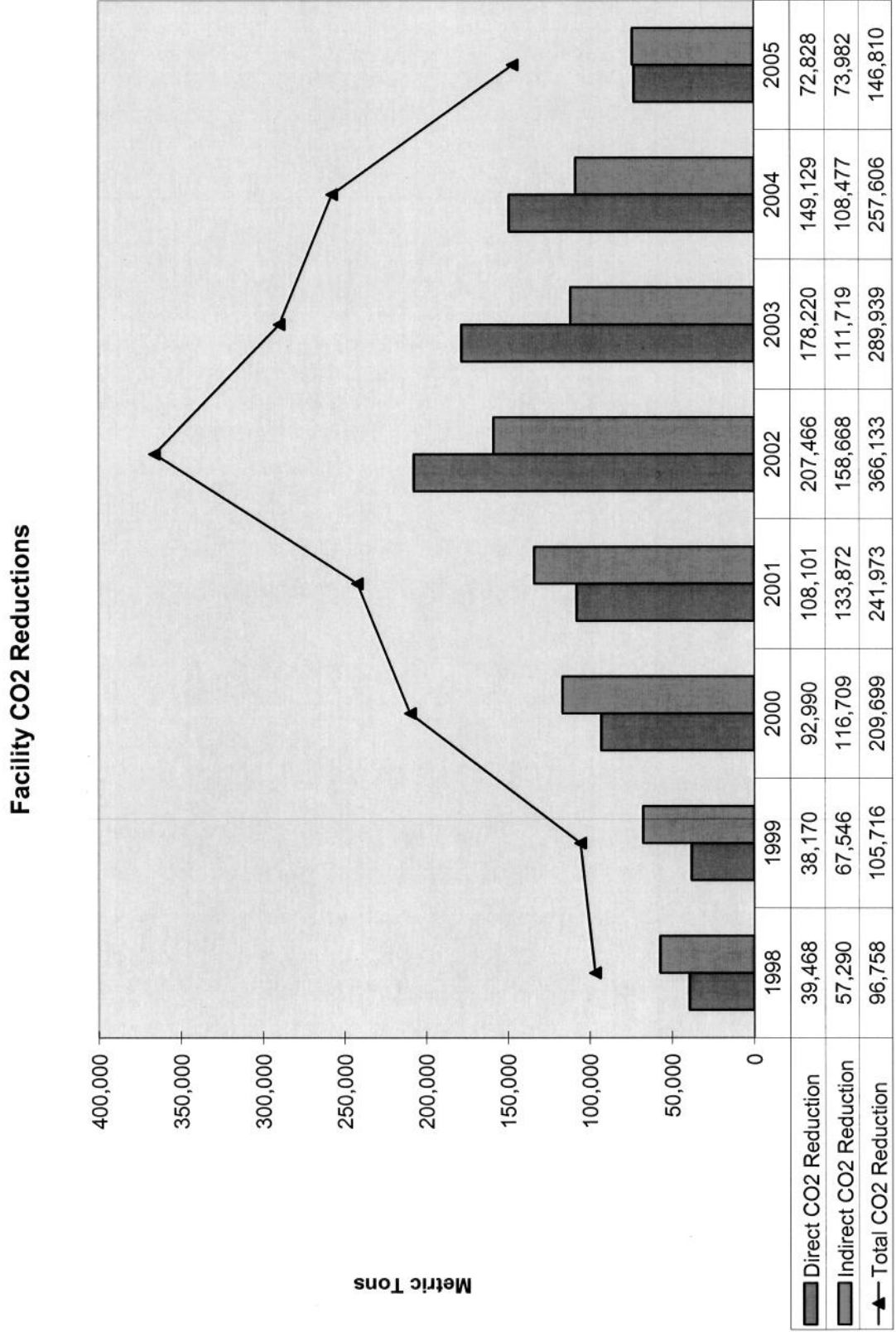


**Figure 2: Total Stationary Source Entity-Level CO2 Emissions per Vehicle Built**

**Facility CO2 Emissions per Vehicle Built**

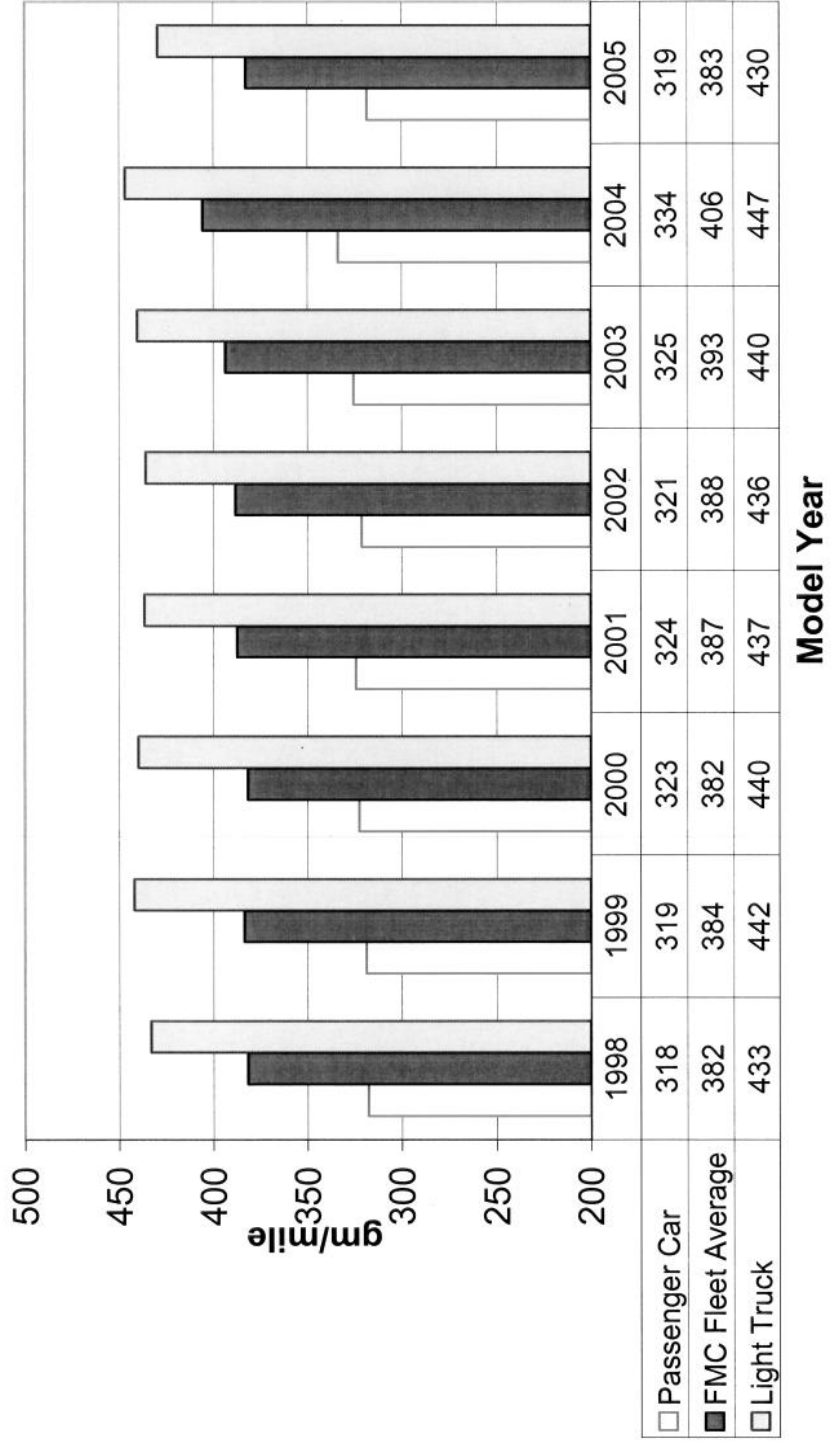


**Figure 3: Stationary Source Project-Level Reductions**



**Figure 4: Average New Light Duty Vehicle CO2 Emissions per Mile**

**CO2 from Ford Motor Company New Cars and Light Duty Trucks by Model Year (U.S. Sales Only)**



**Identification Number** : 349  
**Reporting Year** : 2005  
**Submitted By** : Ford Motor Company

**Certification:**

I certify that the information reported on form EIA 1605 and submitted as an attachment to electronic mail or via diskette sent to EIA is accurate to the best of my knowledge and belief.

**Signature** :   
**Name** : Andrew S. Hobbs  
**Title** : Director, Environmental Quality Office  
**Telephone** : 3138455802  
**Date/Time** : 5/23/2006 10:14:01