



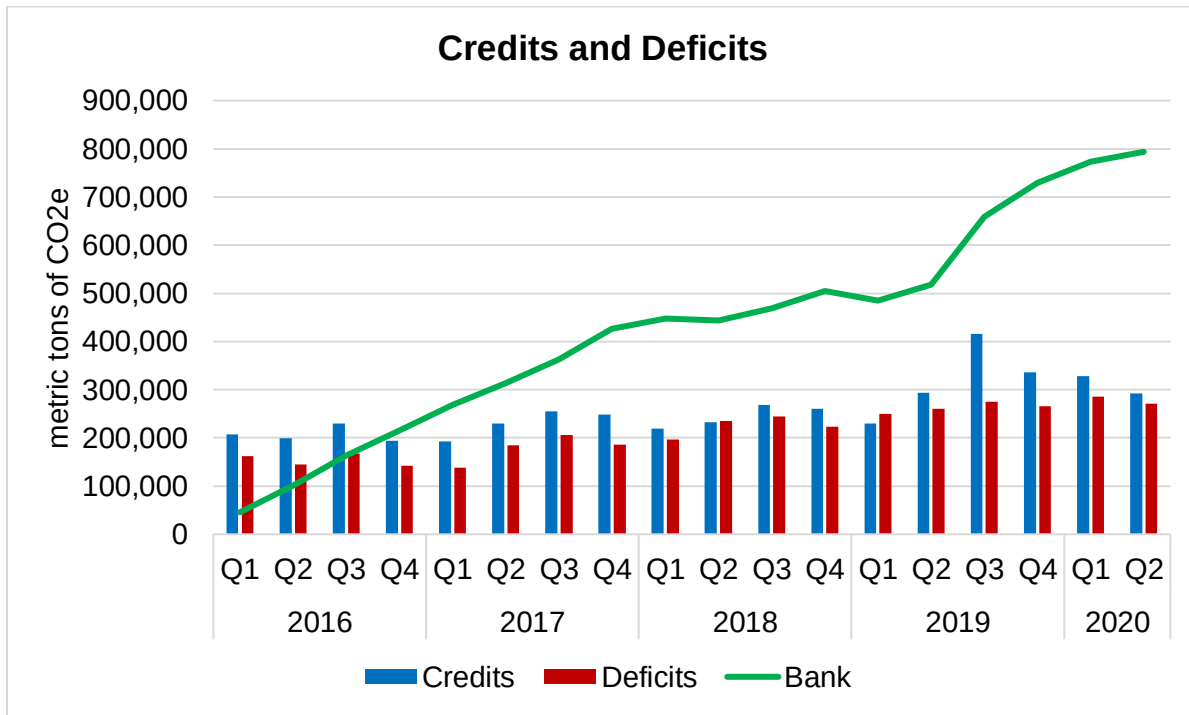
State of Oregon Department of Environmental Quality

Clean Fuels Program Second Quarter 2020 Data

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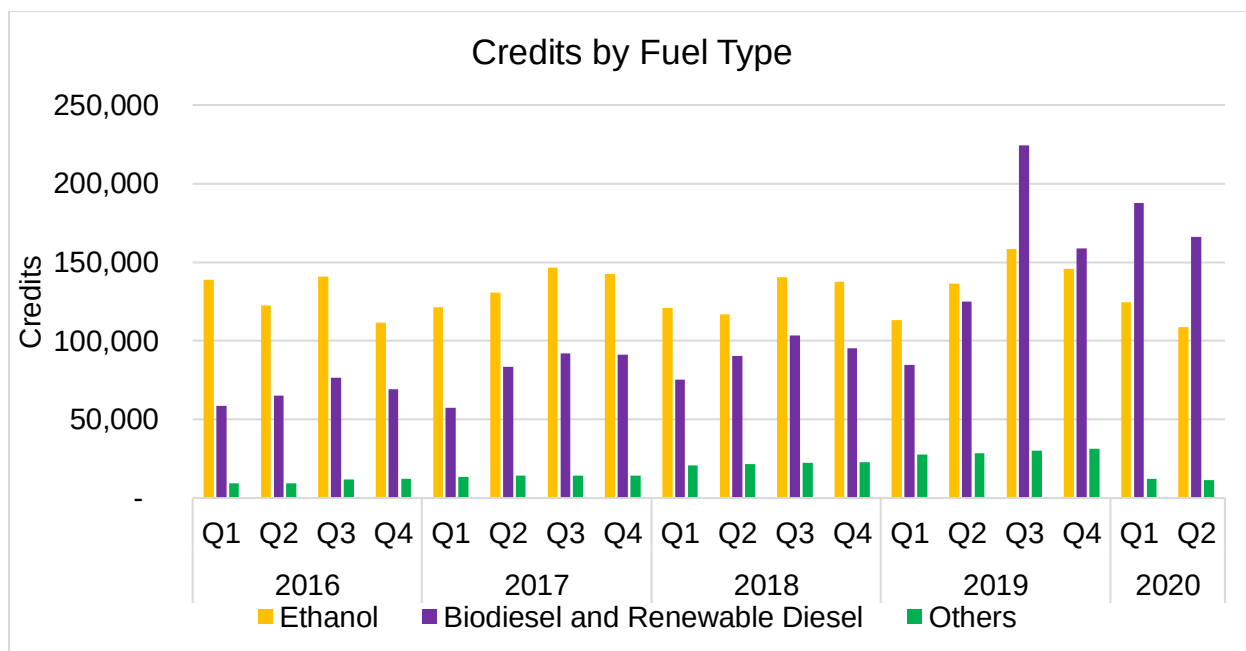
DEQ staff are pleased to issue this quarterly data summary for the Clean Fuels Program. The aggregated quarterly data for the program is also posted on our [website](#) in an Excel spreadsheet.

The first graph shows the number of credits and deficits generated. Credits are generated by fuels that have a carbon intensity which falls below this year's target, while deficits are generated by fuels whose carbon intensity is higher than this year's target. The green line indicates banked credits which is the difference between all credits and deficits generated.



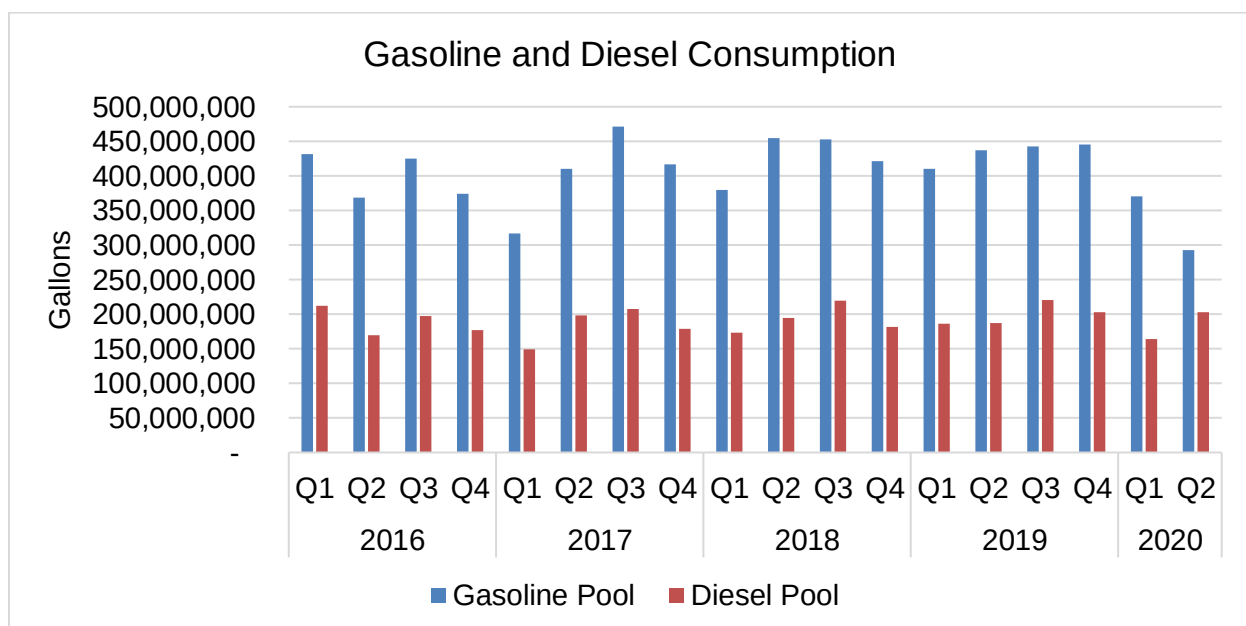
*Note: DEQ [calculates the number of residential EV credits](#) on an annual basis and distributes them amongst the electric utilities who have opted into the program as well as for the Backstop Aggregator. The credits are issued in the first quarter of the following year and retroactively divided between the 4 quarters. The 2020 residential EV credits are not yet included in the 2020 quarterly data.

The second graph shows the breakdown of which fuels generated credits. The majority of credits have come from ethanol which is blended into gasoline and biodiesel, and renewable diesel which are blended into diesel. The Other category includes fossil and renewable natural gas, electricity, and propane.



Special Topic: Effects of the COVID Pandemic

This Q2 2020 dataset begins to show the effect of the COVID-19 pandemic on transportation fuel demand. Generally speaking, gasoline (the sum of gasoline, ethanol, and E10 blends) demand fell in this reporting period and diesel demand (the sum of diesel, biodiesel, renewable diesel, and blends thereof) remained largely flat. Data from the [US Energy Information Administration](https://www.eia.doe.gov) confirms these trends for this time period and beyond.



One thing to keep in mind is the obligated volumes reported by the CFP cover when gallons are produced or imported into the state, versus EIA or tax data where gallons generally are reported when they are taken from a terminal to an end user, gas station, or cardlock. Because there is storage between import and sales from a terminal, there may be differences and lags between when gallons show up in our dataset versus others.

Accessibility

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