

Greenhouse Gas Reporting Program

Fuel Suppliers and In-State Producers

Instructions for reporting different fuel types

Fuel Suppliers and In-State Producers must report the greenhouse gas emissions resulting from the complete combustion of all fuels they supply to and within Oregon using the [Oregon Fuels Reporting System \(OFRS\)](#). The OFRS requires distributors to classify fuels using the appropriate fuel type, as described below.

The following table provides a list of fuel types with descriptions available in the OFRS to assist distributors in choosing the correct classification. If a fuel distributed in Oregon is not in the table below, please contact the Greenhouse Gas Reporting Program at GHGReport@deq.state.or.us to add additional fuel types.

Tips for reporting:

- Review the [Greenhouse Gas Reporting Resources and Forms](#) for reporting protocols and guides to the OFRS system.
- Only report fuels imported into Oregon for use in Oregon. Do not report imported fuel, or fuel purchased within the state of Oregon and subsequently exported for use outside of the state.
- An “unknown formulation” for gasoline and diesel fuel types is an option for reporting. Only use this category if there is no known identifying information about the fuel. Using this category will result in higher emissions than if the fuels are classified correctly using gasoline grade and seasonal information or specific type of diesel fuel.
- To report blended fuels, such as E10 gasoline, report each component of the blend separately. For example, if you are reporting 1000 gallons of E10 gasoline, report 900 gallons of gasoline and 100 gallons of ethanol.

Contact the GHG Reporting Program at GHGReport@deq.state.or.us if you have any questions about how to classify fuels.



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Greenhouse Gas Reporting Program

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maintaining and enhancing
the quality of Oregon's air,
land and water.*

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Fuel Type	Description
Aviation gasoline	<p><i>Aviation Gasoline</i> is leaded aviation gasoline conforming to ASTM D910 “Standard Specification for Leaded Aviation Gasolines”.</p> <p>NOTE: Grade 100 (green dye), Grade 100LL (blue dye), and Grade 100VLL (blue dye) are all aviation gasolines.</p>
Biodiesel	<p>Biodiesel fuel is a mono-alkyl ester derived from biomass and conforming to ASTM D6751-08, “Standard Specification for Biodiesel Fuel Blend Stock (B100) for Middle Distillate Fuels.”</p>
Conventional summer midgrade	<p><i>Midgrade gasoline</i> is automotive gasoline having an octane rating in the range of 88 to 90.</p> <p><i>Conventional Summer</i> means gasoline, which is not certified to conform to the gasoline reformulation requirements defined in 40 CFR Subpart D, that does conform to the EPA mandated summer RVP restrictions defined in 40 CFR 80.27.</p>
Conventional summer premium	<p><i>Premium gasoline</i> is automotive gasoline having an octane rating greater than 90.</p> <p><i>Conventional Summer</i> means gasoline, which is not certified to conform to the gasoline reformulation requirements defined in 40 CFR Subpart D, that does conform to the EPA mandated summer RVP restrictions defined in 40 CFR 80.27.</p>
Conventional summer regular	<p><i>Regular gasoline</i> is automotive gasoline having an octane rating in the range of 85 to 88.</p> <p><i>Conventional Summer</i> means gasoline, which is not certified to conform to the gasoline reformulation requirements defined in 40 CFR Subpart D, that does conform to the EPA mandated summer RVP restrictions defined in 40 CFR 80.27.</p>
Conventional winter midgrade	<p><i>Midgrade gasoline</i> is automotive gasoline having an octane rating in the range of 88 to 90.</p> <p><i>Conventional Winter</i> means gasoline, which is not certified to conform to the gasoline reformulation requirements defined in 40 CFR Subpart D, that does not conform to the EPA mandated summer RVP restrictions defined in 40 CFR 80.27.</p>
Conventional winter premium	<p><i>Premium gasoline</i> is automotive gasoline having an octane rating greater than 90.</p> <p><i>Conventional Winter</i> means gasoline, which is not certified to conform to the gasoline reformulation requirements defined in 40 CFR Subpart D, that does not conform to the EPA mandated summer RVP restrictions defined in 40 CFR 80.27.</p>
Conventional winter regular	<p><i>Regular gasoline</i> is automotive gasoline having an octane rating in the range of 85 to 88.</p> <p><i>Conventional Winter</i> means gasoline, which is not certified to conform to the gasoline reformulation requirements defined in 40 CFR Subpart D, that does not conform to the EPA mandated summer RVP restrictions defined in 40 CFR 80.27.</p>
Diesel type unknown	<p>Use this fuel type only if there is no record of the type of distillate fuel imported but it was known to be a fuel oil intended for use in diesel engines.</p>

Fuel Type	Description
Distillate fuel oil no. 1	<p><i>Distillate Fuel No. 1</i> has a distillation temperature of 288°C (550 °F) at the 90 percent volume recovery point and a minimum flash point of 38°C (100 °F). Distillate Fuel No. 1 includes Grade No. 1 Diesel Fuel¹ as defined in ASTM D975, “Standard Specification for Diesel Fuel Oil”, Grade No. 1 Fuel Oil as defined in ASTM D396, “Standard Specification for Fuel Oils”, and Grade 1T Gas Turbine Oil² as defined in ASTM D2880, “Standard Specification for Gas Turbine Fuel Oils”.</p> <p>NOTE 1: Kerosene meeting Grade No. 1 Diesel Fuel Oil specifications and used as a low temperature performance enhancer in diesel fuel is distillate fuel oil no. 1.</p> <p>NOTE 2: For aviation turbine engine fuel (i.e. Jet Fuel) see Kerosene-type jet fuel.</p>
Distillate fuel oil no. 2 (e.g. heating oil and road diesel)	<p><i>Distillate Fuel No. 2</i> has a distillation temperature falling between 282°C (540 °F) and 338°C (640 °F) at the 90 percent volume recovery point.</p> <p>Distillate Fuel No. 2 includes Grade No. 2 Diesel Fuel as defined in ASTM D975, “Standard Specification for Diesel Fuel Oil”, Grade No. 2 Fuel Oil as defined in ASTM D396, “Standard Specification for Fuel Oils”, and Grade 2T Gas Turbine Oil¹ as defined in ASTM D2880, “Standard Specification for Gas Turbine Fuel Oils”.</p> <p>NOTE 1: For aviation turbine engine fuel (i.e. Jet Fuel) see Kerosene-type jet fuel.</p>
Distillate fuel oil no. 4	<p><i>Distillate Fuel Oil no. 4</i> is made by blending distillate fuel oil and residual fuel oil, with a minimum flash point of 131 °F.</p>
Ethanol	<p><i>Ethanol</i> is anhydrous ethyl alcohol.</p>
Gasoline formulation unknown	<p>Use this category for gasoline fuel only if no defining information, such as fuel grade or if it is summer or winter fuel, is known.</p>
Kerosene	<p><i>Kerosene</i> is a light petroleum distillate used as a fuel for burners, heaters, or lamps that conforms to the ASTM D3699 “Standard Specification for Kerosene” grade 1-K or 2-K specifications^{1,2,3}.</p> <p>NOTE 1. Kerosine is another common spelling of Kerosene.</p> <p>NOTE 2. Kerosene is one of a family of kerosene-based fuels including Jet Fuel, Diesel Fuel, Fuel Oil, Gas Turbine Fuel Oil etc. The finished fuel is ultimately differentiated by additional performance enhancing additives, product labeling, use, and application specific product specifications.</p> <p>NOTE 3. Grade No. 1 Diesel Fuel is often called kerosene; however, if the fuel satisfies the requirements of ASTM D975 (Standard Specification for Diesel Fuel Oils) and is either fuel for diesel engines or intended for blending with Grade No. 2 diesel fuel to enhance cold weather performance, then it should be identified as Distillate Fuel Oil No. 1.</p>
Kerosene-type jet fuel	<p><i>Kerosene-Type Jet Fuel</i> is a kerosene-based fuel designed as a fuel for turbine engines used in both civil and military aviation. Jet fuel that is certified as Jet-A, Jet-A1, JP-5, and JP-8 is kerosene-type jet fuel.</p>
Propane	<p><i>Propane</i> is a paraffinic hydrocarbon with molecular formula C₃H₈. LPG (liquefied propane gas) is typically the fuel imported in this category.</p>

Fuel Type	Description
Reformulated summer midgrade	<p><i>Midgrade gasoline</i> is automotive gasoline having an octane rating in the range of 88 to 90.</p> <p><i>Reformulated Summer</i> means gasoline, which is certified to conform to the gasoline reformulation requirements defined in 40 CFR Subpart D, that does conform to the EPA mandated summer RVP restrictions defined in 40 CFR 80.27.</p>
Reformulated summer premium	<p><i>Premium gasoline</i> is automotive gasoline having an octane rating, greater than 90.</p> <p><i>Reformulated Summer means gasoline</i>, which is certified to conform to the gasoline reformulation requirements defined in 40 CFR Subpart D, that does conform to the EPA mandated summer RVP restrictions defined in 40 CFR 80.27.</p>
Reformulated summer regular	<p><i>Regular gasoline</i> is automotive gasoline having an octane rating in the range of 85 to 88.</p> <p><i>Reformulated Summer</i> means gasoline, which is certified to conform to the gasoline reformulation requirements defined in 40 CFR Subpart D, that does conform to the EPA mandated summer RVP restrictions defined in 40 CFR 80.27.</p>
Reformulated winter midgrade	<p><i>Midgrade gasoline</i> is automotive gasoline having an octane rating in the range of 88 to 90.</p> <p><i>Reformulated Winter</i> means gasoline, which is certified to conform to the gasoline reformulation requirements defined in 40 CFR Subpart D, that does not conform to the EPA mandated summer RVP restrictions defined in 40 CFR 80.27.</p>
Reformulated winter premium	<p><i>Premium gasoline</i> is automotive gasoline having an octane rating greater than 90.</p> <p><i>Reformulated Winter</i> means gasoline, which is certified to conform to the gasoline reformulation requirements defined in 40 CFR Subpart D, that does not conform to the EPA mandated summer RVP restrictions defined in 40 CFR 80.27.</p>
Reformulated winter regular	<p><i>Regular gasoline</i> is automotive gasoline having an octane rating in the range of 85 to 88.</p> <p><i>Reformulated Winter</i> means gasoline, which is certified to conform to the gasoline reformulation requirements defined in 40 CFR Subpart D, that does not conform to the EPA mandated summer RVP restrictions defined in 40 CFR 80.27.</p>
Residual fuel oil no. 5 (Navy special)	<p><i>Residual Fuel Oil No. 5 (Navy Special)</i> is a classification for the heavier fuel oil generally used in steam-powered vessels in government service and inshore power plants. It has a minimum flash point of 131 °F.</p>
Residual fuel oil no. 6 (a.k.a. Bunker C)	<p><i>Residual Fuel Oil No. 6 (a.k.a. Bunker C)</i> is a classification for the heavier fuel oil generally used for the production of electric power, space heating, vessel bunkering and various industrial purposes. It has a minimum flash point of 140 °F.</p>

Alternative formats

Documents can be provided upon request in an alternate format for individuals with disabilities or in a language other than English. To request a document in another format or language, call DEQ in Portland at 503-229-5696, or toll-free in Oregon at 1-800-452-4011, ext. 5696; or email deqinfo@deq.state.or.us