



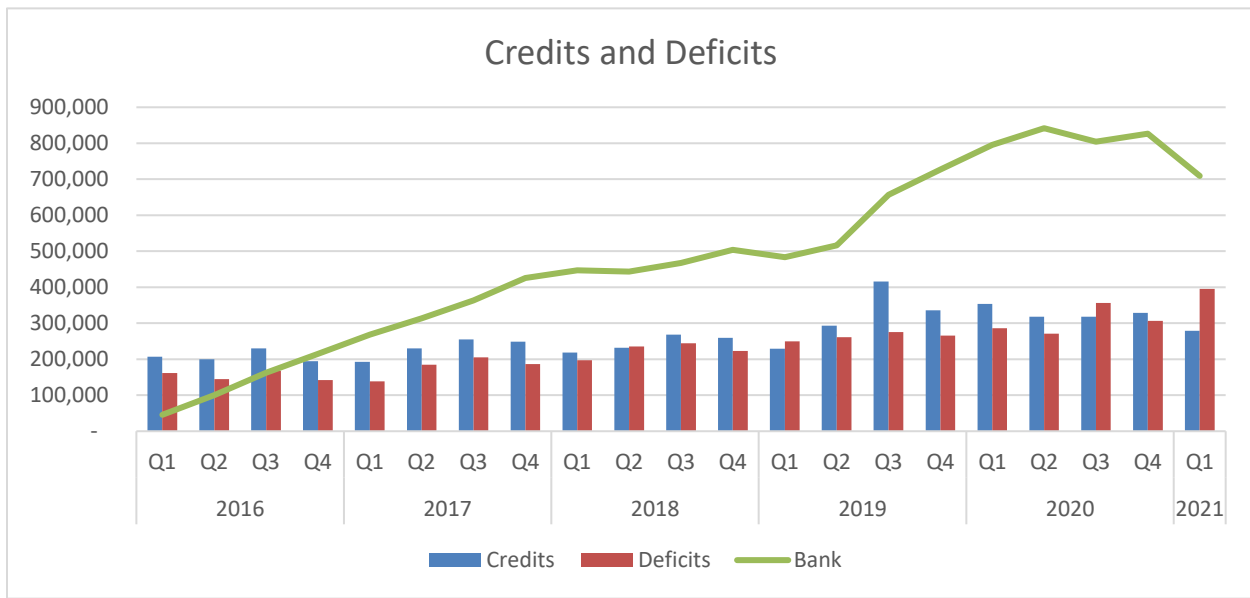
State of Oregon Department of Environmental Quality

## Clean Fuels Program First Quarter 2021 Data

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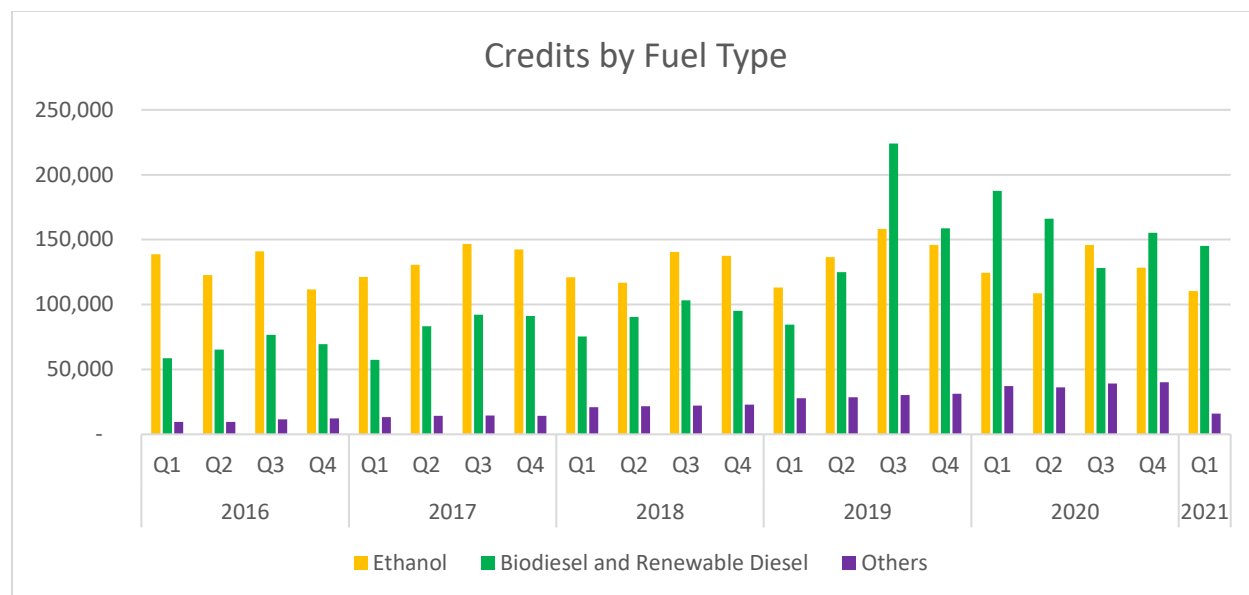
DEQ staff are pleased to issue this quarterly data summary for the Clean Fuels Program. The aggregated quarterly data for the program is also posted on our [website](#) in an Excel spreadsheet.

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.

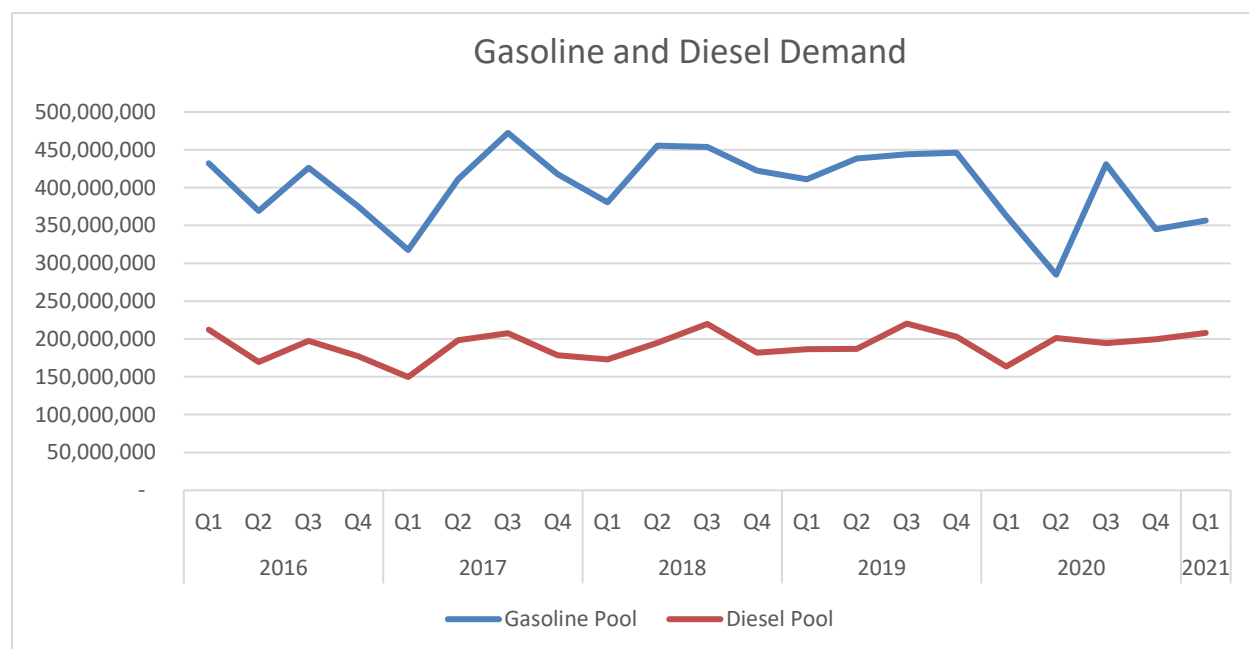


\*Note: DEQ [calculates the number of residential EV credits](#) on an annual basis and distributes them amongst electric utilities that have opted into the program as well as for the Backstop Aggregator. The credits are issued in the first quarter of the following year and retroactively divided between the four quarters and reported in the Fourth Quarter Data Summary. This chart includes the residential EV credits for the 2020 year.

The second graph shows the breakdown of fuels which 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.



The third graph shows gasoline and diesel demand since the beginning of the Clean Fuels Program. In Q1 2021, gasoline demand (the sum of gasoline, ethanol, and E10 blends) rose seasonally from the drop seen in the Q4 2020 reporting period. Diesel demand (the sum of diesel, biodiesel, renewable diesel, and blends thereof) remained largely flat with a slight uptick for Q1 2021. Data from the [US Energy Information Administration](#) confirms these trends for this time period.



One factor 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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