

April 1989

GASOLINE MARKETING

States' Programs for Gasoline Octane Testing





Resources, Community, and
Economic Development Division

B-227776

April 12, 1989

The Honorable Philip R. Sharp
Chairman, Subcommittee on Energy
and Power
Committee on Energy and Commerce
House of Representatives

The Honorable Charles E. Schumer
House of Representatives

Pursuant to your request, we are providing information on states' gasoline octane testing programs, the results of these programs, and state officials' opinions on whether octane mislabeling is a problem in their states. Octane mislabeling is the sale of gasoline with an octane rating lower than the posted rating on the pump. The information in this fact sheet is based solely on the responses to a questionnaire that we prepared and sent to 56 state officials.¹

We also testified on states' gasoline ingredient pump labeling practices on September 27, 1988, before the Subcommittee on Energy and Power, House Committee on Energy and Commerce, and issued a related report based on information from part of the questionnaire.² To complete the request, we are performing a review in several states to determine the extent and source of octane mislabeling in the gasoline distribution system.

This fact sheet provides state officials' responses to questions on gasoline octane testing. In summary, 51 of 56 state officials responded to our questionnaire. Twenty

¹We sent the questionnaire to officials in the 50 states, the District of Columbia, Puerto Rico, and 4 U.S. territories. We refer to these officials throughout our report as "state" officials. Although 51 states responded to our octane-testing questionnaire, many states did not answer all of the questions that applied to them. Therefore, the responses for many of the questions that we discuss will not total 51.

²Gasoline Marketing: States' Programs for Pump Labeling of Gasoline Ingredients (GAO/RCED-89-6, Jan. 12, 1989).

states responded that they have gasoline octane testing programs, and 7 others responded that, while they do not have a testing program, they test octane in response to complaints. Officials from 13 states that do not have an octane testing program responded that they plan to recommend a program within 3 years primarily because of consumer complaints.

Officials from 10 of the 20 octane testing states provided data on octane violations. The states differ in the extent of testing and the manner in which they compile test data and define violations. Eight states reported that their most recent data showed violations in less than 1 percent of the tests. The other 2 states' most recent information showed that violations occurred in 4 and 22 percent of their tests.

Officials in 11 states indicated that octane mislabeling is a problem in their states. Four of these officials characterized the mislabeling problem as major; the remaining seven said the problem is minor. Eighteen state officials responded that octane mislabeling is not a problem. Twenty-one responded that they had no basis to judge if there is a problem.

SCOPE AND METHODOLOGY

In February 1988, we prepared and sent a questionnaire to officials in the 50 states, the District of Columbia, Puerto Rico, and 4 U.S. territories. The questionnaire asked for information on their octane testing programs and their opinions on whether octane mislabeling is a problem in their states. The questionnaire was sent to state officials, primarily in the states' Weights and Measures offices, whom we had identified as being responsible for octane testing programs. We received 51 responses from officials of 47 states, American Samoa, the District of Columbia, Puerto Rico, and the Virgin Islands.

We contacted some state officials to clarify their responses to some questions. We did not verify any of the data that state officials provided to us. (App. I provides a copy of our questionnaire.)

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As arranged with your offices, we plan no further distribution of this fact sheet until 7 days from the date of this letter. At that time, we will provide copies of

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this fact sheet to the 51 state officials who responded to our questionnaire and to other interested parties. Major contributors to this fact sheet are listed in appendix II.

A handwritten signature in black ink, appearing to read "Keith O. Fultz". The signature is fluid and cursive, with a large initial "K" and "F".

Keith O. Fultz
Director, Energy Issues

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ABBREVIATIONS

EPA	Environmental Protection Agency
FTC	Federal Trade Commission
PMPA	Petroleum Marketing Practices Act

SECTION 1

BACKGROUND

Both federal and state governments have some requirements relating to octane ratings of gasoline. The federal government requires certification, posting, and testing of octane ratings. Some states require octane testing, but these testing programs vary considerably between the states.

FEDERAL OCTANE POSTING AND TESTING REQUIREMENTS

In 1978 the Congress enacted the Petroleum Marketing Practices Act (PMPA), which required that the octane rating¹ of automotive gasoline be disclosed to consumers. PMPA required the Federal Trade Commission (FTC) to promulgate a rule establishing standard procedures for determining, certifying, and posting the octane rating of automotive gasoline intended for sale to consumers. FTC's rule requires that octane ratings be posted on gasoline pumps and that the ratings be certified by refiners and distributors. The rule was intended to enable consumers to buy gasoline with an octane rating that is high enough to prevent engine knock, and to help consumers avoid buying more costly gasoline with octane ratings higher than their needs. Engine knock can lower engine performance and lead to engine damage. Buying higher octane gas than needed wastes energy because it takes more energy resources to produce the higher octane gas. FTC is also responsible for enforcing compliance with PMPA, and under its rule, is authorized to levy fines of up to \$10,000 per day for each violation.

PMPA required the Environmental Protection Agency (EPA) to test the certified and posted gasoline octane ratings, and to send the results to FTC for enforcement. Because of higher priority work, EPA has not conducted octane tests since 1981.

STATES' OCTANE TESTING REQUIREMENTS

Octane testing in the states varies; some states have an established octane testing program, others test only in response to

¹Octane is a rating applied to fuel used in spark-ignition engines. The vast majority of motor vehicles in the United States are powered by spark-ignition engines. The octane rating of a gasoline indicates its resistance to engine knock. Knock occurs when a portion of the fuel explodes or detonates spontaneously and prematurely in the cylinder of the engine instead of burning smoothly. The higher the octane rating, the greater the resistance to knocking.

complaints, and the remaining states do no testing. Some states have their own fuel testing laboratory, while others contract with other states' laboratories or with private laboratories. The fuel testing laboratories test for many ingredients and characteristics of gasoline, such as the presence of metals and vapor pressure, in addition to testing the octane rating. Octane testing is done to determine if the actual octane rating of the gasoline is the same as the posted rating.

SECTION 2

RESULTS OF QUESTIONNAIRE

We received 51 responses to our questionnaire from officials in 47 states, American Samoa, the District of Columbia, Puerto Rico, and the Virgin Islands. The responses to our questionnaire are discussed below.

STATUS OF THE STATES' OCTANE TESTING PROGRAMS

Twenty state officials responded that they have octane testing programs. The other 31 state officials said they do not have octane testing programs, but 7 of those officials responded that they test in response to complaints.

Officials from the 31 states that do not have octane testing programs cited one or more of the following reasons for not having programs: lack of a testing facility (19 states), lack of testing personnel (16 states), no statutory authority (18 states), lack of state funds (17 states), tests are too costly (11 states), and insufficient octane violations (4 states). Officials from 3 of these 31 states responded that they had testing programs which they discontinued during 1986 or 1987, and 2 of those officials said their states discontinued the programs primarily because of funding problems.

Thirteen state officials, including 2 from states that discontinued their octane testing programs in 1987, plan to recommend octane testing programs in their states within 3 years. In response to our question, the officials checked 1 or more of the following reasons for their plans: consumer complaints (10 states), high number of violations (4 states), funds were made available (2 states), and other reasons (7 states), such as 1 official's comment that the state needed an entire motor fuel quality program. Table 2.1 shows how many states have octane testing programs.

Table 2.1: Octane Testing Programs in the States

<u>Program status</u>	<u>Number of states</u>
States with octane testing programs	20
States with no octane testing program, but plan to implement a program	13
States with no octane testing program, and no plan to implement a program	<u>17</u>
Total	<u>50^a</u>

^aAn official from one of the states that does not have an octane testing program did not indicate whether the state plans to implement a testing program.

VIOLATION RATES IN THE
OCTANE TESTING STATES

We asked state officials to provide statistical data on their octane testing and the violation rates that they found for retailers, wholesalers, and refiners for fiscal years 1985-87. Officials from 10 of the 20 states with octane testing programs provided data on octane tests and violations in their states. The data that they provided varied by the period covered, the extent of testing, and the manner in which the results were compiled. For example, some officials provided data for 1 or 2 fiscal years, while others provided data for 3 fiscal years. Some officials provided data only on retailers, while other officials provided data on retailers, wholesalers, and/or refiners. Some officials provided separate statistical data for retailers, wholesalers, and refiners, while other officials provided combined statistics on more than one group.

The states also use different criteria for determining octane violations. Some states consider any rating below that posted to be a violation, while in at least one state, the difference must be as much as 2 octane points below the posted rating before it is considered a violation. In 9 of the 10 states that provided data on violation rates, the violation criteria ranged from 0.5 to 1.5 octane points below the posted rating. The remaining state did not provide its violation criterion.

Overall, the reported octane mislabeling violation rates ranged from less than 1 percent to 23 percent of the tests done in a particular year. However, the most recent data showed that violation rates in 8 of these 10 states were less than 1 percent. Table 2.2 shows the most recent octane violation data provided by state officials.

Table 2.2: States' Most Recent Octane Violation Data

<u>Percent of annual octane violations</u>	<u>Number of states</u>
Less than 1 percent	8
Four percent	1
Twenty-two percent	1
Total	<u>10</u>

NUMBER OF COMPLAINTS
RECEIVED BY THE STATES

Forty-two state officials provided statistics on the number of octane mislabeling complaints that they received during 1985-87. The number of complaints ranged from zero to an estimated 685. Seven states received 100 or more complaints during this period. Complaints were often received in a number of different offices within the states. Table 2.3 shows data on octane complaints received by the states over a 3-year period.

Table 2.3: Octane Complaints Received by States Over a 3-Year Period

<u>Number of complaints</u>	<u>Number of states</u>
Zero	7
1 to 30	20
31 to 99	8
100 to 685	7
Total	<u>42</u>

OCTANE MISLABELING IN THE STATES

Fifty state officials responded to our question of whether octane mislabeling is a problem in their states. Of those 50 officials, 11 responded that they have an octane mislabeling problem, 18 responded that they do not have a problem, and 21 responded that they have no basis to judge whether there is a problem. Of the 11 officials indicating that there is an octane mislabeling problem in their states, 4 indicated that the problem is major, and 7 indicated that the problem is minor. However, the four states indicating a major octane mislabeling problem do not have octane testing programs. Of the seven states indicating minor octane mislabeling problems, five have octane testing programs. Table 2.4 shows data on the number of states with octane mislabeling problems.

Table 2.4: Octane Mislabeling in the States

	<u>Number of states</u>
Octane mislabeling is a problem:	
Major problem	4
Minor problem	7
Octane mislabeling is not a problem	18
No basis to judge whether octane mislabeling is a problem	<u>21</u>
Total	<u>50</u>

PENALTIES FOR OCTANE VIOLATIONS

Twenty-four states responded that they have various enforcement penalties available for selling gasoline with octane that is mislabeled. The penalties are: stopping sales, warnings, and/or fines. Eighteen of these states have more than 1 type of penalty available. Table 2.5 provides data on the types of penalties that the states have available for octane violations.

Table 2.5: Type of State Penalties for Octane Violations (Responses From 24 States)

<u>Penalties</u>	<u>Number of states</u>
Stopping sales	20
Warnings	15
Fines	8
More than one of the above	18

DOCUMENTATION OF OCTANE RATINGS

PMPA requires that refiners and distributors certify to their respective customers the octane rating of the gasoline that they sell. FTC regulations specify that the certification can be done either by letter, on the delivery ticket, or by other paper work. We asked the states if they ever obtain the certification documentation from refiners, distributors, or their customers (retail gas stations). Sixteen state officials said they do obtain documentation, while 31 state officials said they do not.

OCTANE TESTING QUESTIONNAIRE

U. S. GENERAL ACCOUNTING OFFICE
 SURVEY OF STATES AND TERRITORIES
 GASOLINE OCTANE TESTING AND INGREDIENT PUMP LABELING

INTRODUCTION

(1-3)
 01(4-5)
 308788 (6-11)

The U. S. General Accounting Office, an independent agency responsible for evaluating federal programs for the U.S. Congress, is surveying the 50 states and U.S. territories to obtain information on gasoline octane testing and pump labeling of gasoline ingredients. The Subcommittee on Energy and Power, U.S. House Committee on Energy and Commerce, has asked us to determine which states have octane testing programs and pump labeling requirements, what they are like, and what results they obtain. If your state has no octane testing or ingredient pump labeling programs, please answer all applicable questions about your state.

We may have contacted you several months ago asking for similar information. In order to ensure that we obtain consistent data from all the states and territories, we are requesting that you fill out this questionnaire, which also covers additional areas and topics.

Please return your questionnaire in the enclosed business reply envelope. Your reply within two weeks of receipt will help us avoid costly followup mailings.

Note: This questionnaire consisted of two parts: Part I - Octane Testing, which follows, and Part II - Ingredient Pump Labeling. The results of the ingredient pump labeling part were provided to the Subcommittee on Energy and Power, U.S. House Committee on Energy and Commerce, in testimony on September 27, 1988, and in a report entitled Gasoline Marketing: States' Programs for Pump Labeling of Gasoline Ingredients, (GAO/RCED-89-6, Jan. 12, 1989).

PLEASE GIVE THE FOLLOWING:

YOUR STATE/TERRITORY:

CONTACT PERSON:

PHONE NUMBER:

() _____

PART I: OCTANE TESTING

1. Is octane mislabeling a problem in your state? (CHECK ONE) (12)

1. [] Yes -- GO TO NEXT QUESTION

2. [] No -- SKIP TO QUESTION 03

3. [] No basis to judge
-- SKIP TO QUESTION 03

2. Is it a major problem or a minor problem? (CHECK ONE) (13)

1. [] Major problem

2. [] Minor problem

3. Does your state currently have an octane testing program? (CHECK ONE) (14)

1. [] Yes -- SKIP TO PAGE 3

2. [] No -- CONTINUE WITH NEXT QUESTION

APPENDIX I

4. Why doesn't your state have an octane testing program? (CHECK ALL THAT APPLY)

(15-21)

- 1. [] Tests are too costly
- 2. [] Lack of state funds
- 3. [] Lack of testing facility
- 4. [] Lack of testing personnel
- 5. [] Insufficient octane violations
- 6. [] No statutory authority
- 7. [] Other (PLEASE SPECIFY)

5. Did your state have an octane testing program in the last three fiscal years? (CHECK ONE)

(22)

- 1. [] Yes --> When did it end?

(23-26)

MONTH YEAR
(2 DIGITS) (2 DIGITS)

- 2. [] No -- SKIP TO 7

APPENDIX I

6. Why did your state stop its octane testing program? (CHECK ALL THAT APPLY)

(27-33)

- 1. [] Tests are too costly
- 2. [] Lack of state funds
- 3. [] Lack of testing facility
- 4. [] Lack of testing personnel
- 5. [] Insufficient octane violations
- 6. [] State law changed
- 7. [] Other (PLEASE SPECIFY)

7. Does your office have plans to recommend the implementation of an octane testing program in the next three fiscal years? (CHECK ONE)

(34)

- 1. [] Yes - GO TO NEXT QUESTION
- 2. [] No -- SKIP TO PAGE 3

8. Which of the following describe why your office plans to recommend octane testing? (CHECK ALL THAT APPLY)

(35-38)

- 1. [] Consumer complaints
- 2. [] Funds were made available
- 3. [] High number of violations
- 4. [] Other (PLEASE SPECIFY)

Please attach any details you have available on your planned octane testing program.

DUP(1-3)
Q2(4-5)

The definitions below should be used for questions that follow:

Retail -- retailers are persons selling automotive gasoline to the general public

Pump -- any type of gasoline dispensing device used at retail outlets

Wholesale -- wholesale distributor outlets receive gasoline and sell it to the retailers who sell it to the general public

Refiners -- those who refine crude oil to produce automotive gasoline or who import automotive gasoline

9. For each of the following type of gasoline distribution points, please give the number located in your state. Also, please indicate for each type of motor fuel distributor whether or not your state requires that type to be registered or licensed with your state. (ENTER NUMBER IN FIRST COLUMN AND CHECK ONE UNDER SECOND COLUMN)

(39-66)

	NUMBER	MUST BE REGISTERED/LICENCED WITH STATE? (CHECK ONE)	
		1. YES	2. NO
a. Retail outlets			
b. Retail pumps		// // // //	
c. Wholesalers			
d. Refiners			

10. How many complaints, if any, has your state received in the last three fiscal years concerning octane mislabeling? (IF NONE, ENTER 0)

(67-72)

_____ complaints

11. Which offices of your state received these complaints? (CHECK ALL THAT APPLY)

(6-10)

1. Attorney general
2. Consumer Protection
3. Energy/Environment
4. Weights and Measures
5. Other (PLEASE SPECIFY)

12. Do you have gasoline tested for octane rating in response to complaints received? (CHECK ONE)

(11)

1. Yes
2. No -- SKIP TO 14

13. In the last three fiscal years, how many complaints were received and how many samples were taken in response to those complaints received for each of the following parts of the gasoline distribution system?

(12-41)

	NUMBER COMPLAINTS	NUMBER SAMPLES
a. Retail		
b. Wholesale		
c. Refiners		

APPENDIX I

14. Where does your state have gasoline tested for octane? (CHECK ALL THAT APPLY)

(42-46)

1. STATE DOES NOT TEST OCTANE
--> SKIP TO 20
2. At your state's facilities
3. At another state's facilities
4. At private facilities
5. Other (PLEASE SPECIFY)

15. Which of the following methods is used for octane tests conducted for your state? (CHECK ONE)

(47)

1. Research method only (ASTM D2699)
2. Motor method only (ASTM D2700)
3. Research and motor method (R+M/2)
4. Other (PLEASE SPECIFY)

16. Does your state establish any minimum octane rating for the motor method test? (CHECK ONE)

(48)

1. Yes
2. No
3. DO NOT USE MOTOR METHOD

APPENDIX I

17. For violators who are found to be repeat offenders, how much of the time, if any, does your state increase monitoring activity? (CHECK ONE)

(49)

1. All/Almost all of the time
2. More than half of the time
3. About half of the time
4. Less than half of the time
5. None of the time
6. Other (PLEASE SPECIFY)

18. How far below the posted or certified octane rating may the tested gasoline be before a violation exists? (CHECK ONE)

(50)

1. Any amount below
2. .10 below
3. .50 below
4. 1.00 below
5. Other (PLEASE SPECIFY)

19. How often, if ever, are the following penalties used by your state for octane violations? If a penalty is not available under your state's laws, please check Column 6. (CHECK ONE FOR EACH)

	ALL VIOLATORS (1)	MORE THAN HALF (2)	ABOUT HALF (3)	LESS THAN HALF (4)	FEW, IF ANY VIOLATORS (5)	(51-54) NOT AVAILABLE UNDER STATE LAW (6)
a. Stop sales						
b. Warning						
c. Fine -->						
Minimum: \$ _____	(55-60)					
Maximum: \$ _____	(61-66)					
Average fine: \$ _____	(67-72)					
d. Other						

20. For any fuel monitoring purposes, how often do you visit each type of gasoline outlet or distributor? (CHECK ONE FOR EACH COLUMN)

(73-75)

	RETAIL (CHECK ONE)	WHOLESALE (CHECK ONE)	REFINER (CHECK ONE)
1. Once every two years			
2. Once a year			
3. Twice a year			
4. Three times a year			
5. Four times a year			
6. Six times a year			
7. Monthly			
8. DO NOT VISIT THIS TYPE			
9. Other (PLEASE SPECIFY)			

21. For each of the following, please indicate whether or not your state currently takes fuel samples for octane testing (other than as a response to complaints) for that part of the gasoline distribution system? (CHECK ONE FOR EACH COLUMN)

(76-78)

	RETAIL (CHECK ONE)	WHOLESALE (CHECK ONE)	REFINER (CHECK ONE)
1. Yes			
2. No			

IF YOU CHECKED "NO" TO ALL THREE TYPES OF DISTRIBUTORS BECAUSE YOUR STATE HAS NO OCTANE TESTING PROGRAM AT THE PRESENT TIME, PLEASE SKIP TO QUESTION 28.

DUP(1-3)
Q3(4-5)

22. Please check each type of gasoline that your state tests for octane rating. For each type tested, please specify the octane rating numbers used to designate that type of gasoline. (6-12)
(13-30)

CHECK EACH TYPE OF GASOLINE TESTED BY STATE	[IF GASOLINE IS TESTED BY STATE] OCTANE NUMBER DEFINITION
1. [] Regular unleaded	
2. [] Midgrade unleaded	
3. [] Premium unleaded	
4. [] Regular leaded	
5. [] Premium leaded	
6. [] Gasohol	
7. [] Any others? (If so, please describe.)	

23. While your state may test gasoline for other qualities, please consider only octane testing in the following questions. The question below concerns how wide a coverage your state has for octane sampling. (The frequency of collecting samples will be covered in a later question.) Are samples taken for octane testing at each outlet or do you test only some of the outlets/distributors for octane rating? (CHECK ONE FOR EACH COLUMN)

(31-33)

OCTANE SAMPLES:	RETAIL (CHECK ONE)	WHOLESALE (CHECK ONE)	REFINER (CHECK ONE)
1. Samples taken from all outlets			
2. Samples taken from <u>some</u> outlets (Give percent sampled)	---> <u> </u> % (34-36)	---> <u> </u> % (37-39)	---> <u> </u> % (40-42)
3. No outlets of this type sampled for octane rating			

24. How often do you visit each outlet/distributor in order to take samples of gasoline for octane testing? (CHECK ONE FOR EACH COLUMN)

(43-45)

	RETAIL (CHECK ONE)	WHOLESALE (CHECK ONE)	REFINER (CHECK ONE)
1. Once every two years			
2. Once a year			
3. Twice a year			
4. Three times a year			
5. Four times a year			
6. Six times a year			
7. Monthly			
8. DO NOT VISIT THIS TYPE			
9. Other (PLEASE SPECIFY)			

25. Do you announce these visits for octane testing to the outlet or distributor, or are they unannounced? (CHECK ONE FOR EACH COLUMN)

(46-48)

	RETAIL (CHECK ONE)	WHOLESALE (CHECK ONE)	REFINER (CHECK ONE)
1. Announced			
2. Unannounced			
3. Other (PLEASE SPECIFY)			

26. The next three pages concern samples collected for gasoline testing in your state. Please provide the following information, if available, on motor fuel testing for your state's 1985-1987 fiscal years. Provide data for years and types of gas that you have available. If you do not have figures for types of gas, please provide total figures. Separate tables are provided for 1) retail outlets, 2) wholesale distributors, and 3) refiners. Please provide whatever level of detail you have available.

4-21

RETAIL OUTLETS

DID STATE CONDUCT OCTANE TESTS THIS YEAR?	TYPE OF GASOLINE	GASOLINE QUALITY TESTS		NUMBER OF OCTANE VIOLATIONS	OCTANE VIOLATION CRITERIA
		ALL TESTS	OCTANE ONLY		
1985 (CHECK ONE) 1. <input type="checkbox"/> YES--> 2. <input type="checkbox"/> NO --> SKIP TO NEXT YEAR	Unleaded:				
	Regular				
	Midgrade				
	Premium				
	Leaded:				
	Regular				
	Premium				
TOTAL					
1986 (CHECK ONE) 1. <input type="checkbox"/> YES--> 2. <input type="checkbox"/> NO --> SKIP TO NEXT YEAR	Unleaded:				
	Regular				
	Midgrade				
	Premium				
	Leaded:				
	Regular				
	Premium				
TOTAL					
1987 (CHECK ONE) 1. <input type="checkbox"/> YES--> 2. <input type="checkbox"/> NO --> SKIP TO NEXT YEAR	Unleaded:				
	Regular				
	Midgrade				
	Premium				
	Leaded:				
	Regular				
	Premium				
TOTAL					

(QUESTION 26 CONTINUED)

22-39

WHOLESALEERS

DID STATE CONDUCT OCTANE TESTS THIS YEAR?	TYPE OF GASOLINE	GASOLINE QUALITY TESTS		NUMBER OF OCTANE VIOLATIONS	OCTANE VIOLATION CRITERIA
		ALL TESTS	OCTANE ONLY		
1985 (CHECK ONE) 1. <input type="checkbox"/> YES--> 2. <input type="checkbox"/> NO --> SKIP TO NEXT YEAR	Unleaded:				
	Regular				
	Midgrade				
	Premium				
	Leaded:				
	Regular				
	Premium				
	TOTAL				
1986 (CHECK ONE) 1. <input type="checkbox"/> YES--> 2. <input type="checkbox"/> NO --> SKIP TO NEXT YEAR	Unleaded:				
	Regular				
	Midgrade				
	Premium				
	Leaded:				
	Regular				
	Premium				
	TOTAL				
1987 (CHECK ONE) 1. <input type="checkbox"/> YES--> 2. <input type="checkbox"/> NO --> SKIP TO NEXT YEAR	Unleaded:				
	Regular				
	Midgrade				
	Premium				
	Leaded:				
	Regular				
	Premium				
	TOTAL				

(QUESTION 26 CONTINUED)

REFINERS

40-57

DID STATE CONDUCT OCTANE TESTS THIS YEAR?	TYPE OF GASOLINE	GASOLINE QUALITY TESTS		NUMBER OF OCTANE VIOLATIONS	OCTANE VIOLATION CRITERIA
		ALL TESTS	OCTANE ONLY		
1985 (CHECK ONE) 1. <input type="checkbox"/> YES--> 2. <input type="checkbox"/> NO --> SKIP TO NEXT YEAR	Unleaded:				
	Regular				
	Midgrade				
	Premium				
	Leaded:				
	Regular				
	Premium				
	TOTAL				
	TOTAL				
1986 (CHECK ONE) 1. <input type="checkbox"/> YES--> 2. <input type="checkbox"/> NO --> SKIP TO NEXT YEAR	Unleaded:				
	Regular				
	Midgrade				
	Premium				
	Leaded:				
	Regular				
	Premium				
	TOTAL				
	TOTAL				
1987 (CHECK ONE) 1. <input type="checkbox"/> YES--> 2. <input type="checkbox"/> NO --> SKIP TO NEXT YEAR	Unleaded:				
	Regular				
	Midgrade				
	Premium				
	Leaded:				
	Regular				
	Premium				
	TOTAL				
	TOTAL				

DUP(1-3)
Q3(4-5)

27. If your octane testing data show increasing or decreasing violations over the three years, please give any explanations below for such trends, for example, changes in penalties, initiation of testing program, etc. (6)

29. During the past three fiscal years, has your state referred any octane compliance problems to the Federal Trade Commission (FTC)? (CHECK ONE) (8)

- 1. Yes --GO TO NEXT QUESTION
- 2. No -- SKIP TO 32
- 3. No basis to judge -- SKIP TO 32

30. How many such referrals were made? (IF NONE, ENTER 0) (9-13)

_____ referrals

31. How many of these referrals did the FTC respond to? (IF NONE, ENTER 0) (14-18)

_____ referrals

28. Federal law requires that oil refiners, distributors and retailers certify to their respective customers the octane rating of the gasoline that they sell. Does your state ever obtain this documentation from refiners, distributors, or retailers? (CHECK ONE) (7)

32. Please provide any additional comments you wish to make on octane testing in your state. Attach additional sheets if necessary. (19)

- 1. Yes
- 2. No

MAJOR CONTRIBUTORS TO THIS FACT SHEET

RESOURCES, COMMUNITY, AND ECONOMIC DEVELOPMENT DIVISION,
WASHINGTON, D.C.

Keith O. Fultz, Director, Energy Issues (202) 275-1441
Roy J. Kirk, Assistant Director
Barry R. Kime, Assignment Manager
Christine D. Decker, Evaluator-in-Charge
Fran A. Featherston, Social Science Analyst

NEW YORK REGIONAL OFFICE

William F. Paller, Senior Evaluator