**Table 3. Refiner and Blender Net Production**
(Thousand Barrels per Day)

| Product / Region | Current Week | Last Week | | Year Ago | | 2 Years Ago | | Four-Week Averages | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2/3/12 | 1/27/12 | Difference | 2/4/11 | Percent Change | 2/5/10 | Percent Change | 2/3/12 | 2/4/11 | Percent Change |
| **Refiner Net Production** | | | | | | | | | | |
| **Finished Motor Gasoline**[1] | 2,378 | 2,488 | -110 | 2,880 | -17.4 | – | – | 2,489 | 2,852 | -12.7 |
| East Coast (PADD 1) | 169 | 155 | 14 | 182 | -7.0 | – | – | 163 | 172 | -5.3 |
| Midwest (PADD 2) | 758 | 827 | -70 | 861 | -12.0 | – | – | 815 | 805 | 1.2 |
| Gulf Coast (PADD 3) | 963 | 1,062 | -99 | 1,310 | -26.5 | – | – | 1,052 | 1,379 | -23.7 |
| Rocky Mountain (PADD 4) | 238 | 214 | 23 | 262 | -9.3 | – | – | 223 | 268 | -16.6 |
| West Coast (PADD 5) | 251 | 229 | 21 | 266 | -5.8 | – | – | 236 | 229 | 3.4 |
| **Reformulated** | 97 | 93 | 4 | 67 | 44.4 | – | – | 95 | 67 | 40.9 |
| **Blended with Ethanol** | 97 | 93 | 4 | 67 | 44.4 | – | – | 95 | 67 | 40.9 |
| **Other** | 0 | 0 | 0 | 0 | – | – | – | 0 | 0 | – |
| **Conventional** | 2,281 | 2,395 | -114 | 2,813 | -18.9 | – | – | 2,394 | 2,784 | -14.0 |
| **Blended with Ethanol** | 361 | 333 | 29 | 244 | 48.0 | – | – | 347 | 252 | 37.4 |
| **Ed55 and Lower** | 361 | 333 | 29 | 244 | 48.0 | – | – | 347 | 252 | 37.4 |
| **Greater than Ed55** | 0 | 0 | 0 | 0 | – | – | – | 0 | 0 | 104.1 |
| **Other** | 1,920 | 2,062 | -142 | 2,569 | -25.3 | – | – | 2,047 | 2,532 | -19.1 |
| **Distillate Fuel Oil** | 4,492 | 4,521 | -29 | 4,264 | 5.3 | – | – | 4,463 | 4,287 | 4.1 |
| **15 ppm sulfur and Under** | 3,870 | 3,900 | -30 | 3,676 | 5.3 | – | – | 3,892 | 3,700 | 5.2 |
| **> 15 ppm to 500 ppm sulfur** | 200 | 204 | -4 | 122 | 63.7 | – | – | 183 | 164 | 11.5 |
| **> 500 ppm sulfur** | 422 | 417 | 4 | 466 | -9.5 | – | – | 388 | 423 | -8.1 |
| **Kerosene** | -2 | 16 | -17 | 26 | -106.3 | – | – | 13 | 29 | -55.5 |
| **Kerosene-Type Jet Fuel** | 1,387 | 1,388 | -1 | 1,355 | 2.3 | – | – | 1,412 | 1,356 | 4.1 |
| **Residual Fuel Oil** | 502 | 458 | 43 | 543 | -7.7 | – | – | 482 | 516 | -6.5 |
| **Blender Net Production** | | | | | | | | | | |
| **Finished Motor Gasoline**[1] | 6,105 | 5,988 | 117 | 6,011 | 1.6 | – | – | 6,068 | 6,003 | 1.1 |
| East Coast (PADD 1) | 2,582 | 2,463 | 119 | 2,574 | 0.3 | – | – | 2,523 | 2,544 | -0.8 |
| Midwest (PADD 2) | 1,351 | 1,394 | -42 | 1,393 | -3.0 | – | – | 1,369 | 1,412 | -3.0 |
| Gulf Coast (PADD 3) | 874 | 876 | -2 | 730 | 19.8 | – | – | 914 | 764 | 19.6 |
| Rocky Mountain (PADD 4) | 47 | 46 | 1 | 33 | 44.1 | – | – | 45 | 33 | 34.2 |
| West Coast (PADD 5) | 1,251 | 1,210 | 42 | 1,281 | -2.3 | – | – | 1,217 | 1,250 | -2.7 |
| **Reformulated** | 2,821 | 2,790 | 31 | 2,775 | 1.7 | – | – | 2,796 | 2,850 | -1.9 |
| **Blended with Ethanol** | 2,821 | 2,790 | 31 | 2,776 | 1.6 | – | – | 2,794 | 2,852 | -2.0 |
| **Other** | 0 | 0 | 0 | -1 | -100.0 | – | – | 2 | -2 | -204.2 |
| **Conventional** | 3,284 | 3,198 | 86 | 3,236 | 1.5 | – | – | 3,272 | 3,154 | 3.8 |
| **Blended with Ethanol** | 4,562 | 4,509 | 52 | 4,413 | 3.4 | – | – | 4,519 | 4,373 | 3.4 |
| **Ed55 and Lower** | 4,560 | 4,508 | 52 | 4,412 | 3.4 | – | – | 4,518 | 4,371 | 3.4 |
| **Greater than Ed55** | 1 | 1 | 0 | 1 | 32.1 | – | – | 1 | 1 | -30.6 |
| **Other** | -1,277 | -1,311 | 33 | -1,177 | 8.6 | – | – | -1,247 | -1,219 | 2.3 |
| **Distillate Fuel Oil** | -3 | 0 | -3 | -1 | 86.6 | – | – | 4 | -20 | -121.6 |
| **15 ppm sulfur and Under** | -5 | -11 | 7 | 2 | -350.0 | – | – | -1 | -26 | -96.7 |
| **> 15 ppm to 500 ppm sulfur** | 2 | 0 | 2 | 5 | -61.3 | – | – | 1 | 0 | 140.0 |
| **> 500 ppm sulfur** | 0 | 11 | -11 | -8 | -99.1 | – | – | 4 | 6 | -34.7 |
| **Kerosene** | 3 | -1 | 4 | 3 | 30.6 | – | – | 0 | 3 | -85.8 |
| **Kerosene-Type Jet Fuel** | 0 | 0 | 0 | 0 | – | – | – | 0 | 0 | – |

– – = Not Applicable.
– = Data Not Available.
[1] Does not include adjustments for fuel ethanol and motor gasoline blending components.
Notes: Data may not add to total due to independent rounding. Differences and percent changes are calculated using unrounded numbers.
Source: See page 29.