



October 2020 Fuel and Vehicle Trends Report

October 30, 2020

This report is a summary of the latest fuel prices and other oil industry key statistics. In addition, this report provides the latest trends in vehicle registrations and transportation tax collections for the state of Washington. It also summarizes articles appearing in popular, business, and technical media referring to fuel price, production and supplies as well as vehicle sales and registration trends. At the end of the report is a listing of all articles summarized, with hyperlinks to internet sources where available. Some hyperlinks may require free registration or paid subscriptions to access. The appearance of articles, products, opinions, and links in this summary does not constitute an endorsement by the Washington State Department of Transportation. Photos and other artwork included in the report are either included with permission or are in the public domain. *The Fuel and Vehicle Trends Report* (ISSN 1948-2388) is compiled by Scott, Smith, Lizbeth Martin-Mahar, Ph. D., and David Ding, Ph. D., Economic Analysis Section, Budget and Financial Analysis Office of the Washington State Department of Transportation. Contact the editors by email at smithsc@wsdot.wa.gov martinli@wsdot.wa.gov or DingDav@wsdot.wa.gov by telephone at (360) 705-7991 (360) 705-7942 or (360) 705-7502.

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FUEL PRICE TRENDS: Crude, Gasoline and Diesel Markets

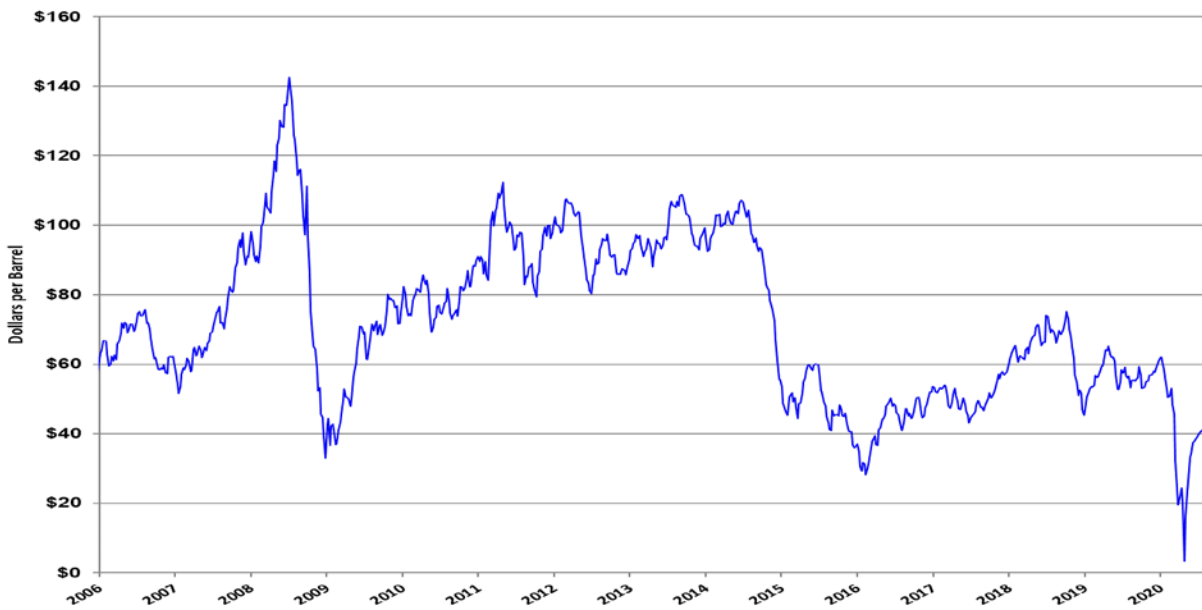
Analysis by Scott Smith

National Crude Oil Prices

Figure 1 shows the recent price history for the U.S. benchmark crude, West Texas Intermediate (WTI) in dollars per barrel (bbl) through mid-October. Prior to the end of October, prices seemed to have stabilized in the \$40/bbl range. However, as reported by Hodari and Ramkumar in the Wall Street Journal, new lock downs in Europe have caused WTI spot prices to hit a five-month low of \$35.98/bbl as of October 29th.

Due to a weaker than anticipated world economic recovery, the U.S. Energy EIA has reduced its price forecast of WTI as published its July Short Term Energy Outlook (STEO); the average price for the third quarter 2021 has been reduced by \$1.50 to \$45.50/bbl. The analogous numbers for the fourth quarter of 2021 are \$2.50 and \$46/bbl, respectively.

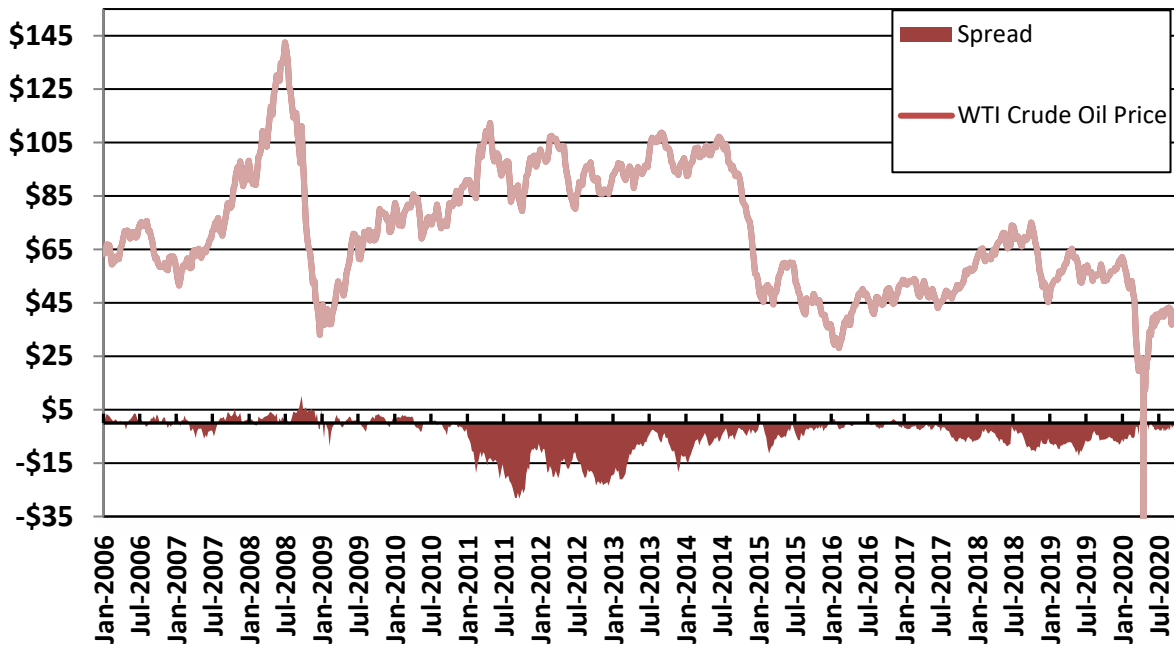
Figure 1: Weekly WTI Spot Price: January 2006 to October 2020



Source: Data from Energy Information Administration

Figure 2 shows WTI and Brent prices and spreads since January 2006. The crude oil price of the world benchmark, Brent, is highly correlated to the price of WTI and has followed the same trajectory. The October 16 weekly average spot price for Brent was \$41.32/bbl, which represents a spread of only 99 cents over WTI. In comparison, the 2019 differential was \$7.33/bbl. Two factors have helped reduce this differential. The EIA notes that "...North Sea production has not declined while U.S. production has declined, it is likely putting downward price pressure on Brent relative to WTI". Further, as noted in past Fuel and Vehicle Trends Reports, the development of Permian Pipeline and Gulf Coast infrastructure has allowed WTI greater integration to world markets. The EIA forecasts a spread of \$2.33/bbl for Calendar Year 2021. The anticipated spread for their July forecast was \$4/bbl.

Figure 2: WTI - Brent Crude Oil Spot Price Spreads January 2006 to October 2020



Source: Data from Energy Information Administration

Figures 3 and 4 summarize the global theme in world oil markets. Figure 3 shows world fuel production and consumption while Figure 4 shows Organization for Economic Cooperation and Development (OECD) Commercial Stocks of Crude Oil and Other Liquids. Markets are still reacting to the overhang in oil supply caused by the spring collapse in consumption. The EIA anticipates that the glut of oil will take longer to work off than previously assumed. The October 2020 EIA forecast of 2021 world consumption averages 98.8 million /bbd compared to August 2020; an increase of 0.1 percent when compared to the July STEO. However, the October/July revision in consumption is negative - world consumption is anticipated to be 99.1million/bbd, a -0.3 percent decrease from the July forecast.

Figure 3: Fuel Production and Consumption: Since 2015 Through 2021

World liquid fuels production and consumption balance
million barrels per day

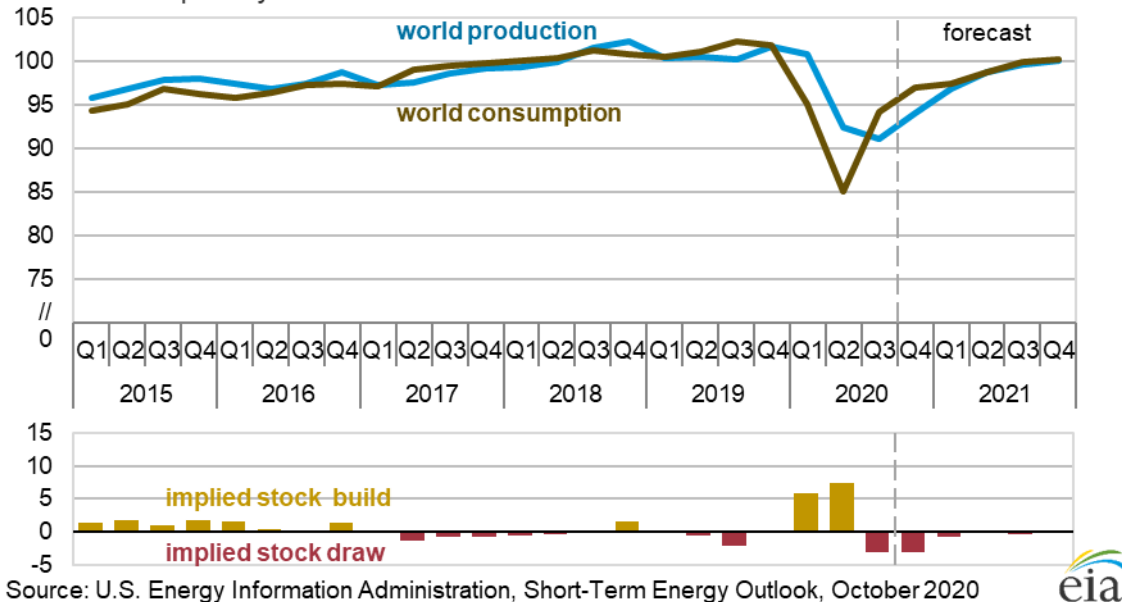


Figure 4: OECD Inventories of Crude Oil and Liquids

Organization for Economic Cooperation and Development (OECD)
commercial inventories of crude oil and other liquids
days of supply

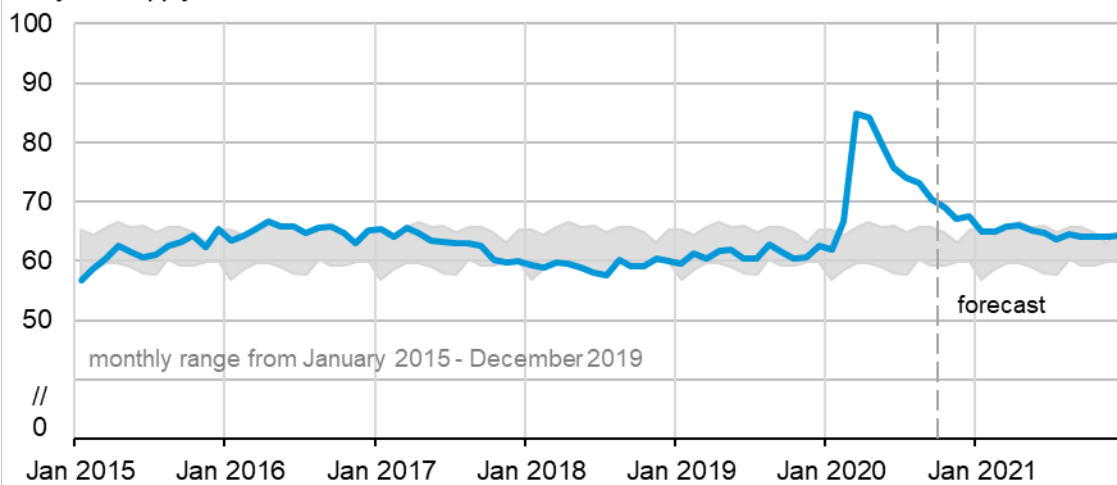
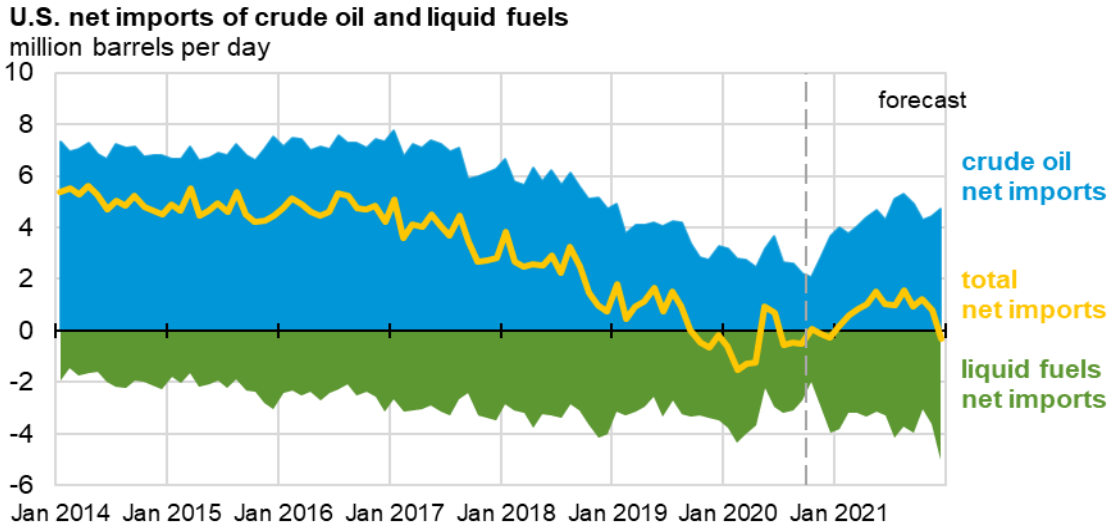


Figure 5 shows the recent U.S. import /export history and EIA's October 2020 forecast. U.S. consumption has shown little changed from July. However, the 2021 forecast for net imports has been substantially revised down. Net imports are now anticipated to average 4.5 million bbd, a -13 percent reduction from the July forecast. The balance is made up with domestic oil production.

Figure 5: EIA History and Forecasts of U.S. Net Imports of Crude Oil and Liquid Fuels



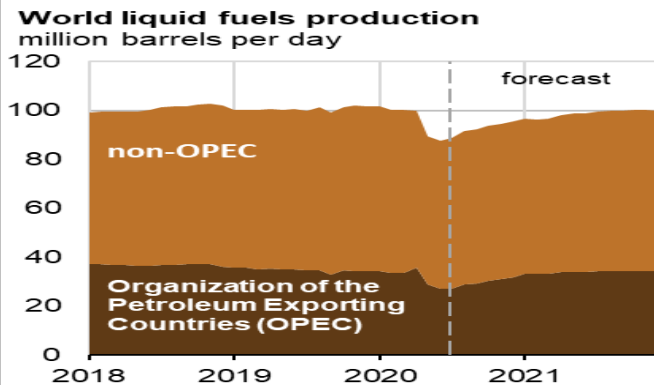
Note: Liquids fuels include: gasoline, distillate fuels, hydrocarbon gas liquids, jet fuel, residual fuel oil, unfinished oils, other hydrocarbons/oxygenates, and other oils.
Source: U.S. Energy Information Administration, Short-Term Energy Outlook, October 2020



World and US Oil Production

Figure 6 shows world liquid fuel production by OPEC and non-OPEC countries. The OPEC share of world production is estimated at 31 percent as of October 2020. OPEC+ Russia production discipline is currently being undercut by the resurgence of Libyan production. Prior to the fall of Ghaddafi, Libyan production was roughly 1.6 million bbd. It collapsed with the onset of civil war and now stands at 130 thousand bbd. As reported by Faucon in the Wall Street Journal, Libya is now pumping 300 thousand bbd; the largest oilfield in the country is ramping up production and is anticipated to produce an additional 300 thousand barrels a day shortly. This is influencing OPEC+ production decisions; Said and Faucon reported in the Wall Street Journal that the cartel may suspend the 2 million bbd production increase scheduled for January 2021. There seems to be agreement that this suspension is inevitable; Exehaus reported in Rigzone that Analysts at Standard Chartered have stated that a delay in the tapering of OPEC+ cuts is now their base case.

Figure 6: World Liquid Fuels Production: 2017-2020



Source: Energy Information Administration

Figure 7 shows annual U.S. crude oil production by source. Production averaged 12.23 million barrels/day (mbd) in 2019. EIA's 2021 forecast is slightly more optimistic in October when compared to July. Production is estimated at 11.09 million mbd as compared to 11.01 million mbd. Declines will be borne primarily by producers in the lower 48 states excluding the Gulf of Mexico.

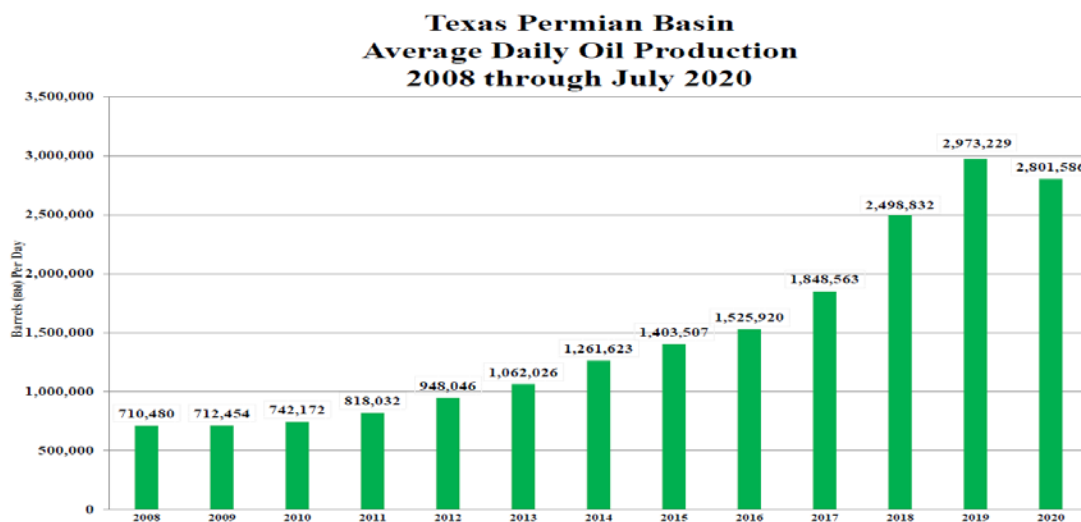
Figure 7: U.S. Crude Oil Production by Source

	U.S. crude oil production (million barrels/day)				
	2017	2018	2019	2020	2021
Alaska	0.49	0.48	0.47	0.46	0.49
Federal Gulf of Mexico	1.68	1.76	1.90	1.78	1.88
Lower 48 States (excl GOM)	7.20	8.73	9.89	9.21	8.72
total U.S. production	9.37	10.96	12.25	11.45	11.09

Source: U.S. Energy Information Administration

Permian basin production, the driver of the U.S. oil industry, responded quite quickly to the pandemic in April. Figure 8 shows crude oil production in Texas (roughly two-thirds of Permian production) as of July 2020 as calculated by the state's regulatory agency. Production was down a full 6 percent year over year as shown in Figure 8. This is a slight improvement over the 7 percent decline reported in the last July Fuel and Vehicle Trends Report.

Figure 8: Texas Permian Basin Oil Production



10/19/2020

Source: Railroad Commission of Texas Production Data Query System (PDQ)

Source: Texas Railroad Commission

August data from the New Mexico Oil and Gas Conservation Division (roughly one-third of Permian production) shows month over month output down by 5 percent. The comparable number in this report published for May was -11 percent. North Dakota regulators report an even greater decline in production from the Bakken Formation. The Department of Mineral Resources reported that production dropped 31 percent when compared to May 2019. The comparable figure in this report's August addition was 38 percent.

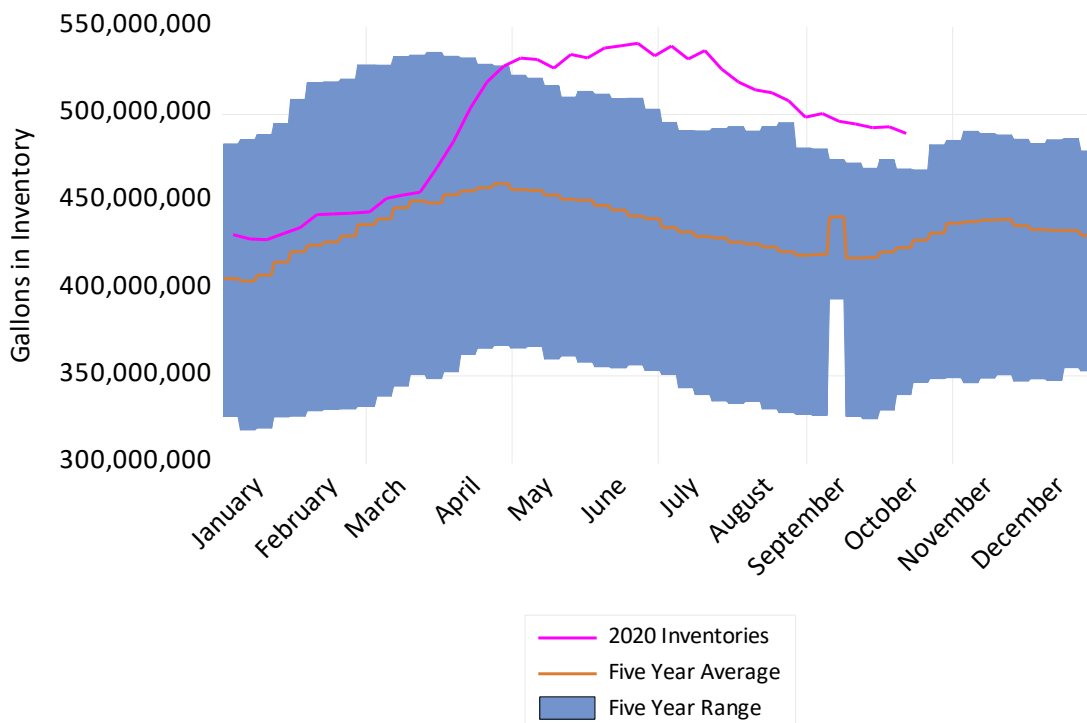
Consolidation in the Permian Basin has dominated U.S. industry news. Conoco Phillips recently announced the acquisition of Concho Resources, a significant Permian basin producer. Conoco has estimated its break-even cost is now less than \$30/bbl. Also, Pioneer Resources announced the acquisition of Parsley Energy in October. Parsley's asset base is exclusively in the Permian basin and is now the largest producer.

US Crude Oil Inventories

This *Fuel Price and Vehicle Trends Report* employs five-year averages and bands of inventories to compare to current inventory levels. Weekly inventories for crude oil, gasoline, and distillate span five years from 2015 to July 2020. Inventories have traditionally used as a measure of over/undersupply and includes all of the U.S. crude oil and lease condensate (mixture of heavy hydrocarbons and pentanes) currently held at refineries, within pipelines, and at pipeline terminals.

Figure 9 shows monthly crude oil inventories. Inventories peaked at 532 Million bbl in June but have since fallen to 490 million bbl. The current EIA forecast anticipates inventories reducing to 470 million bbl by the August 2021 peak of the driving season. Current demand has disappointed producers. Paraskova reported in OilPrice.com that “the second wave of coronavirus cases in the world is impacting global oil demand” “maybe a little bit more than we thought” in the second half of this year, BP's chief executive Bernard Looney said on the virtual 2020 India Energy Forum by CERAWEEK on Monday.”

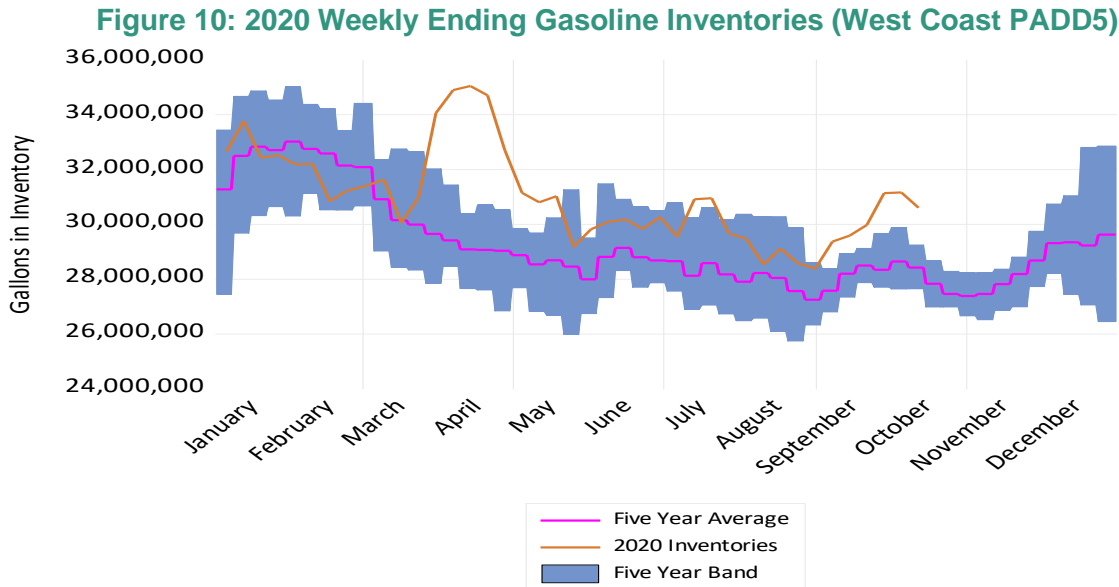
Figure 9: Weekly 2020 U.S. Ending Inventories of Crude Oil (Excluding Strategic Petroleum Reserve)



Source: Energy Information Administration

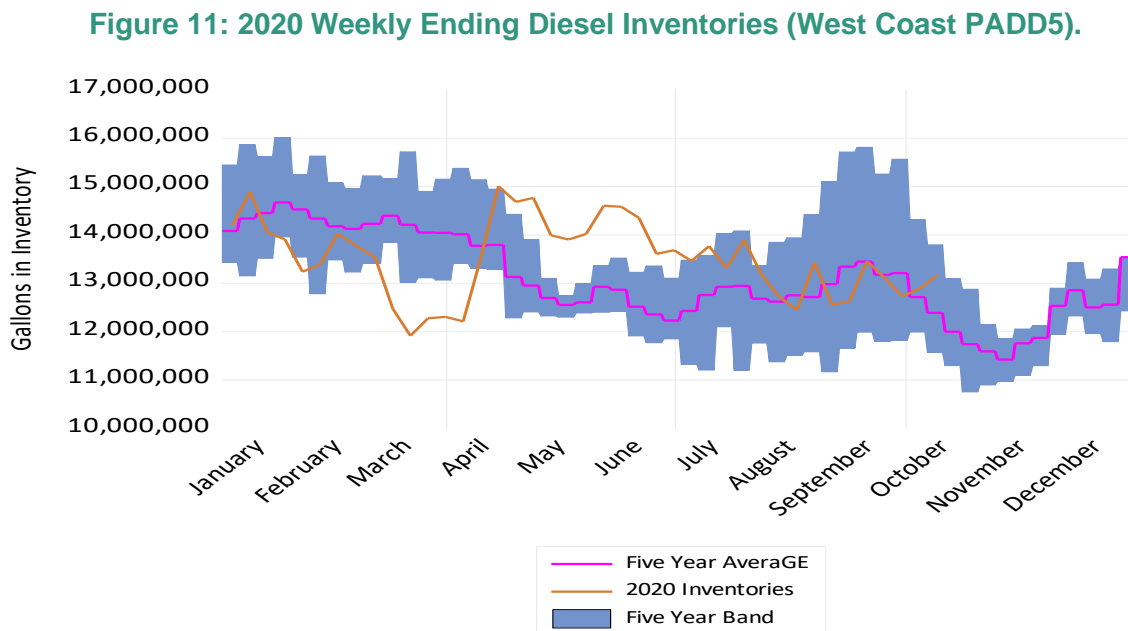
Petroleum Products Inventories: The West Coast Oil Market

Figure 10 shows gasoline inventories for the West Coast, PADD5. West Coast gasoline inventories have skyrocketed in 2020 to nearly 35 million gallons. Obviously, inventories are building because demand declined more than anticipated. The current run-up shows that the summer driving season has not been entirely successful in reducing the overhang created in the Spring.



Source: Energy Information Administration

Figure 11 shows the analogous figures for diesel stocks. Inventory levels are consistent with the relative strength in the consumption side of the economy and a market functioning normally.



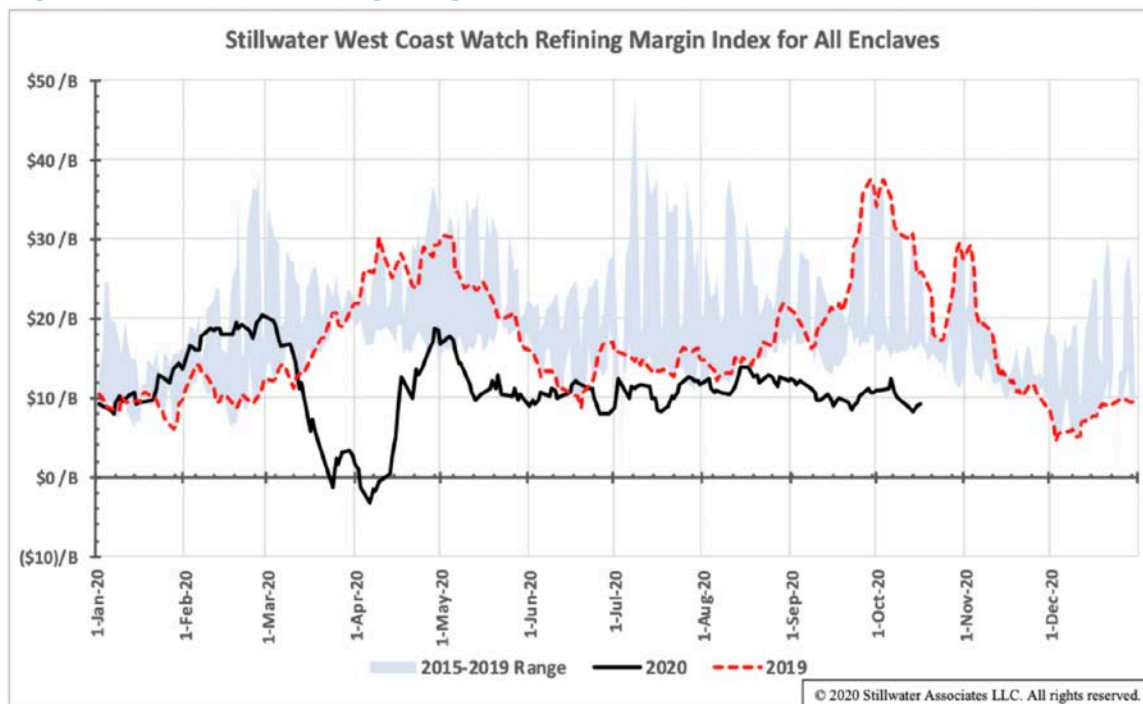
Source: Energy Information Administration

EIA data shows PADD 5 refineries are currently operating at 71 percent of capacity; the 2019 average was close to 90 percent. Washington refineries are about 22 percent of PADD 5 total capacity.

Stillwater Associates has just introduced an index of PADD 5 refining margins. Stillwater can differentiate margins between the three “enclaves”, Southern California, Northern California, and the Pacific Northwest. Stillwater notes:

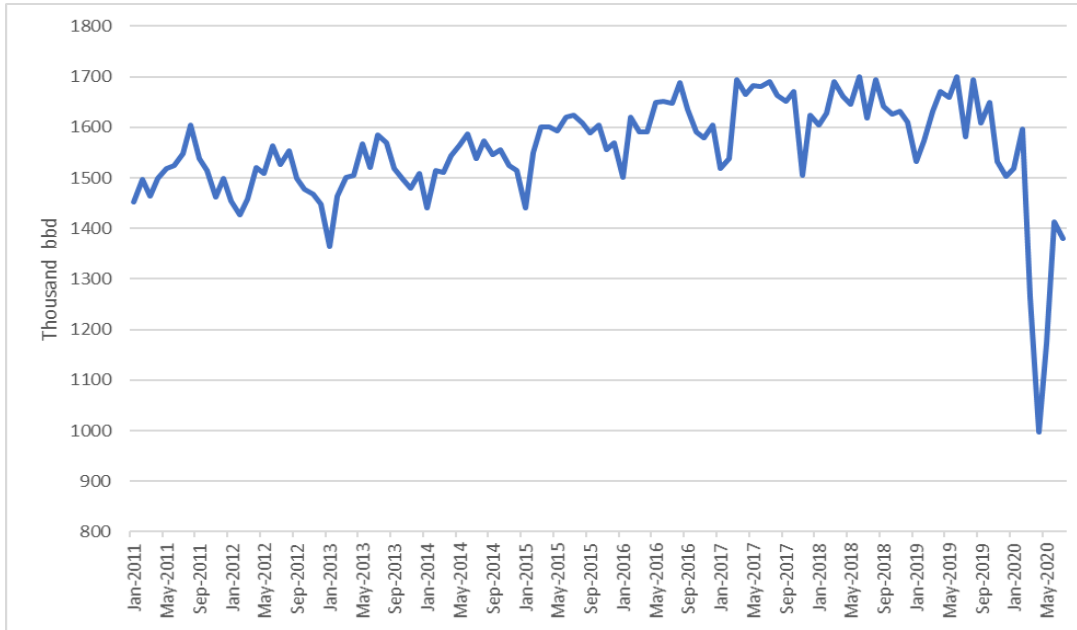
“Depressed margins for West Coast refiners linger as the pandemic drags on. Since we introduced the West Coast Watch Refining Index in August, indices for all three enclaves, Northern California, Southern California, and the Pacific Northwest, have trended slightly down..... The Pacific Northwest has seen the steepest decline, losing \$0.87/bbl from the \$9.86/bbl average in September to \$8.99/bbl average so far in October.” This time series is shown in Figure 12.

Figure 12: PADD 5 Refining Margins



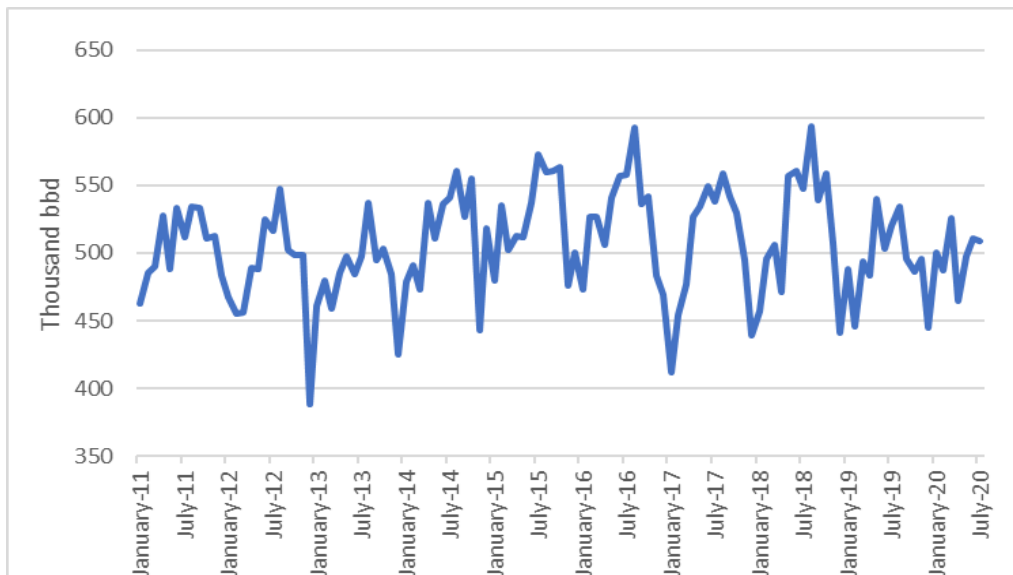
Washington & West Coast Consumption and Prices

Figure 13 shows the collapse and recovery in West Coast gasoline consumption. July 2020 consumption was roughly 1.4 million BBD, a decline of almost 15 percent. In contrast, Washington refiners and distributors producers reported a roughly 13 percent decline in taxable production. Some caution should be used in this comparison; the tax data includes imports of nonrefined oil& gas liquids (Ethane, propane, butane, isobutane, and pentane butane) and changes in inventory which can be quite significant. Furthermore, these tax reports are often amended ex-post.

Figure 13: PADD 5 Gasoline Consumption January 2011 – July 2020

Source: Energy Information Administration

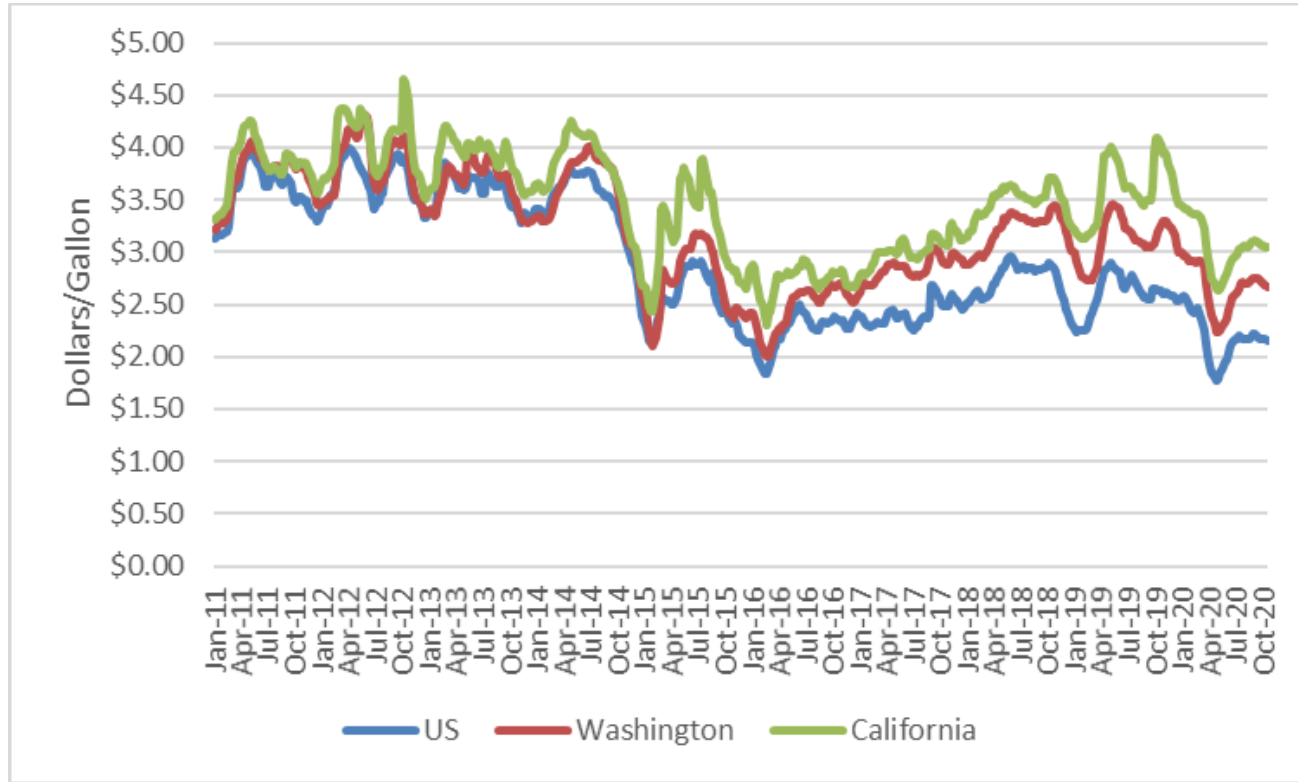
Figure 14 shows PADD 5 diesel consumption since 2011. Diesel consumption has been impacted less by the COVID-19 shutdowns than gasoline because diesel is principally a fuel used in commerce. At 508,000 bbd, July diesel consumption was down only 2 percent when compared to July 2019. Washington refiners and distributors reported only a 1 percent decline in taxable production. As with gasoline, caution should be used in this comparison; the tax data includes changes in inventory and these tax reports are amended ex-post.

Figure 14: PADD 5 Diesel Consumption January 2011 – July 2020

Source: Energy Information Administration

Figure 15 shows the history of the monthly gasoline prices for the Washington, California, and the national market since 2011. Both California and Washington follow the inflections in national price trends. This makes sense since the major determinant of the national price trends are crude oil prices. Calendar year 2020 prices have fallen in tandem with the collapse in demand and have slightly risen with the recent stabilization in oil prices and some increase in demand for retail fuel in recent months. The October California retail gasoline price currently averages \$3.05 per gallon while the Washington price is \$2.69 per gallon. The equivalent U.S. national price is \$2.16 per gallon. This report has often noted that the West Coast is not connected to the heart of U.S. production capacity centered in Texas and Louisiana.

Figure 15: Retail Gasoline Prices: WA, CA & the U.S. January 2011- October 2020



Source: Energy Information Administration

Figure 16 shows retail gasoline and diesel prices for Washington. As the chart reveals, gas prices have recovered from its lower levels earlier this year. While retail diesel prices have been staying at around \$2.70 per gallon each month since May 2020. Over the past few months there is very little difference between retail gas and diesel prices. As in October, Washington retail gas price averaged \$2.69 per gallon while diesel was only higher by \$0.01 per gallon. This has been the case for several months now in Washington.

If you examine California and US diesel prices to Washington's diesel prices, you see that the current weekly California retail diesel price currently averages \$3.24 per gallon while the Washington retail diesel price is much lower at \$2.70 per gallon. The equivalent U.S. price is \$2.39 per gallon. Note that there might be some bias in these comparisons because of the sources: EIA publishes diesel price data for California and the U.S. but does not keep statistics on Washington prices. AAA retail diesel prices are used for Washington prices and their survey methods could be different from the EIA's.

Figure 16: WA Retail Gasoline and Diesel Prices Since January 2008



Source: AAA, Energy Information Administration

BIODIESEL PRICE PREMIUM TRENDS

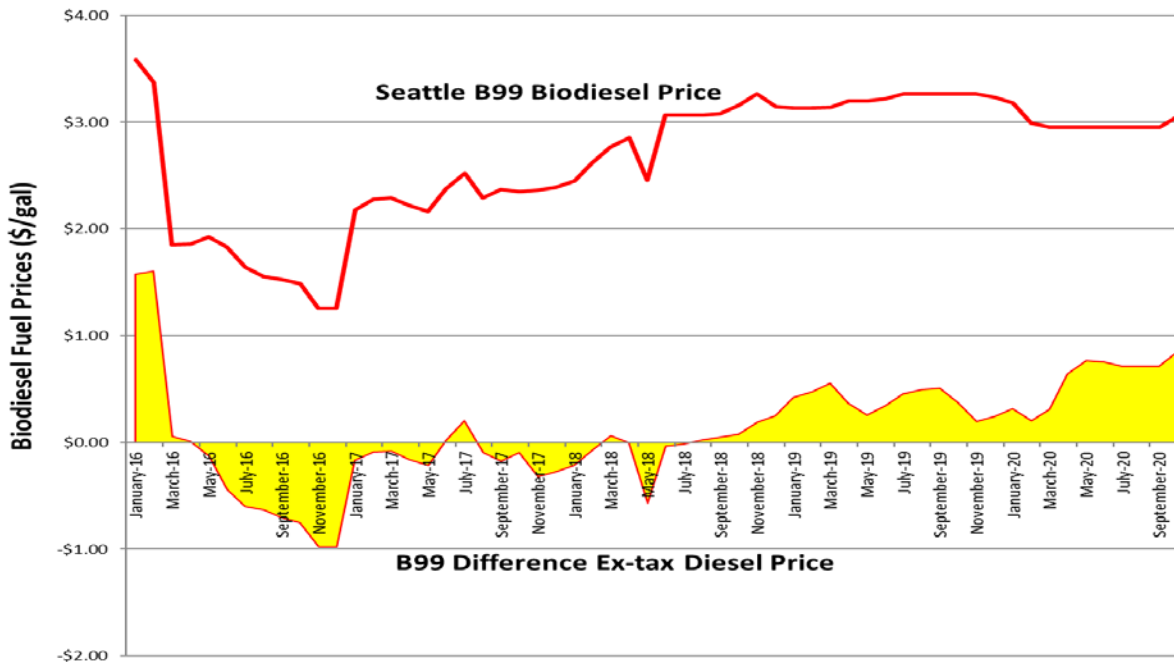
Analysis by Lizbeth Martin-Mahar, Ph.D.

Biodiesel Prices: Comparison of Historical and Recent Prices

Recent Trends: Washington B99 Biodiesel Prices

Since January 2019, the B99 price has remained at an average price of \$3 per gallon. Since March, B99 biodiesel prices have been the same at \$2.95 per gallon. Just recently in October, the B99 price were up slightly to \$3.05 per gallon. Figure 17 shows the B99 price and the price premium since January 2016. This chart reveals a positive trend recently in the B99 difference compared to the ex-tax diesel prices. That is due to declines in diesel prices while B99 prices have remained the same. Currently in October 2020, the B99 price premium was \$0.85 or 38 percent higher than the ex-tax diesel price. This is a slight increase in the price premium since 32 percent which is what it was on average since April 2020.

Figure 17: Monthly B99 Biodiesel Prices since January 2016



Source: B99, Seattle biodiesel price data - OPIS Fuel Price Survey

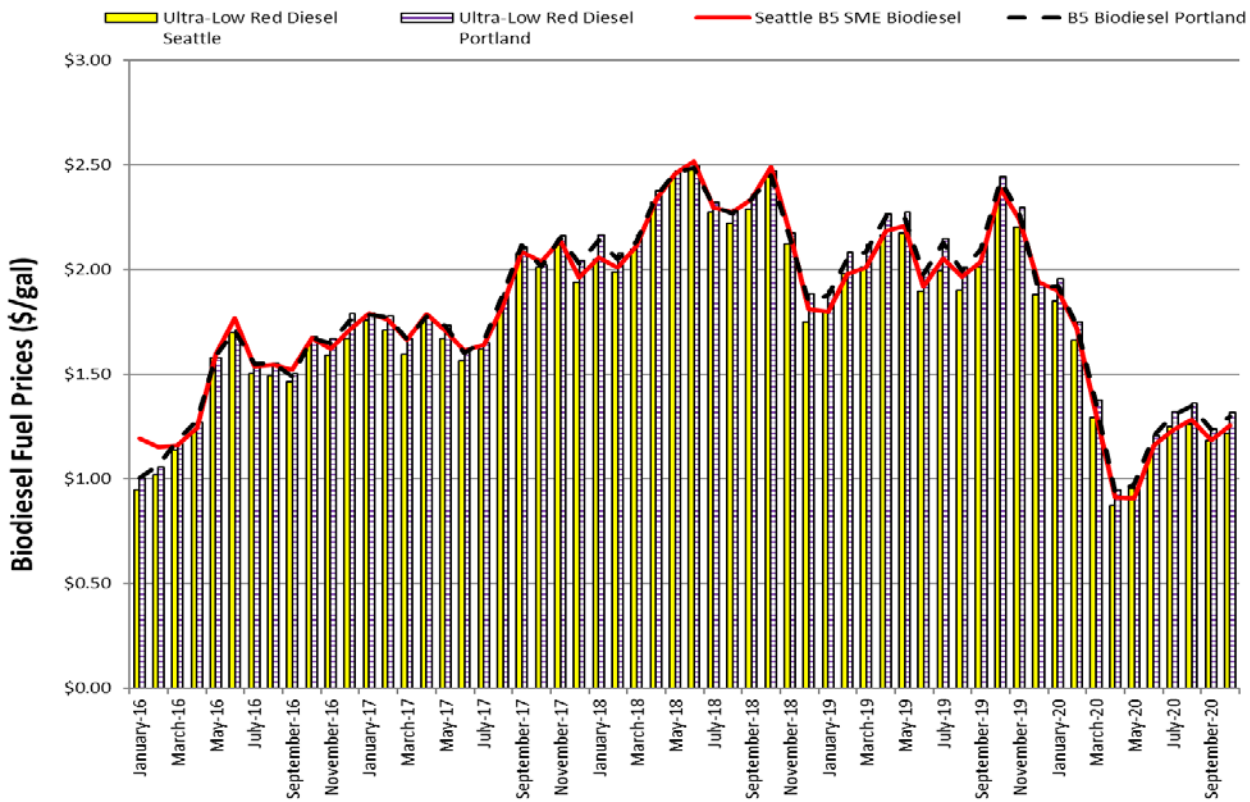
Recent Trends: Seattle and Portland B5 Biodiesel Prices

Seattle and Portland B5 red dyed biodiesel prices are tracked because the Washington State Ferries contract for fuel purchases is based on the Portland B5 red dyed biodiesel prices. We have also compared the B5 red dyed biodiesel price with red dyed diesel as well. Figures 18 and 19 reveal the significant declines in B5 prices beginning in March through October mostly due to COVID-19 shutdowns beginning during the last few weeks of March. The results also reveal that B5 prices in Portland and Seattle are typically moving in the same direction with similar declines and both B5 prices have declined significantly from a year ago. The difference in B5 biodiesel prices between the two cities in recent months is minor, between 3-5 percent, and mirrors the difference in red dyed diesel price trends.

In addition, the recent declines in B5 red dyed biodiesel prices in both cities are revealed in Figure 16. Beginning in January 2020, B5 prices were both below \$2 per gallon and very close in price at \$1.92 and \$1.90 per gallon for Portland and Seattle, respectively. Since January 2020, both Portland and Seattle B5 prices have fallen significantly to less than \$1 per gallon in April and May 2020. Portland's lowest monthly average B5 price was in April at \$0.93 per gallon while Seattle B5 prices bottomed out in May at \$0.91 per gallon. By May, both B5 dyed diesel prices in Portland and Seattle fell 57 and 59 percent respectively from a year ago. Since May 2020, both biodiesel prices have risen some to as high as \$1.32 per gallon in August for B5 in Portland and \$1.28 per gallon for B5 in Seattle. Then in September biodiesel prices fell again to \$1.24 per gallon in Portland and \$1.18 per gallon in Seattle and in October, biodiesel prices have risen back a little to \$1.30 per gallon in Portland and \$1.25 per gallon in Seattle. The big differences can be seen in how much biodiesel prices in 2020 are still below the levels they were at in 2019. For Portland and Seattle B5 prices, the recent three-month average decline in August –

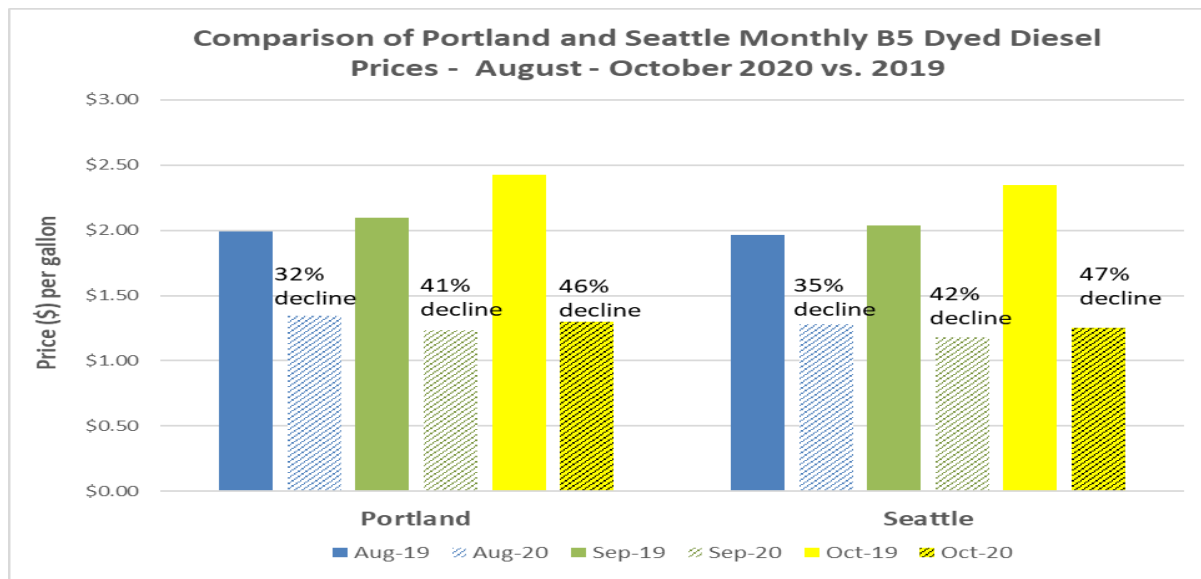
October compared to a year ago was 40 and 41 percent, respectively.

Figure 18: Seattle and Portland OPIS Red Dyed Diesel and B5 Biodiesel Prices: Since January 2016



Source: Seattle and Portland red dyed diesel and B5 biodiesel price data - OPIS Fuel Price Survey.

Figure 19: Seattle and Portland OPIS B5 Biodiesel Prices: August – October 2020



Source: B5, Seattle and Portland biodiesel price data - OPIS Fuel Price Survey.

FUEL PRICES AND CRUDE OIL PRICE TRENDS COMPARED TO RECENT FORECASTS: US crude oil prices, Washington retail prices of gasoline and diesel

Analysis by Lizbeth Martin-Mahar, Ph.D.

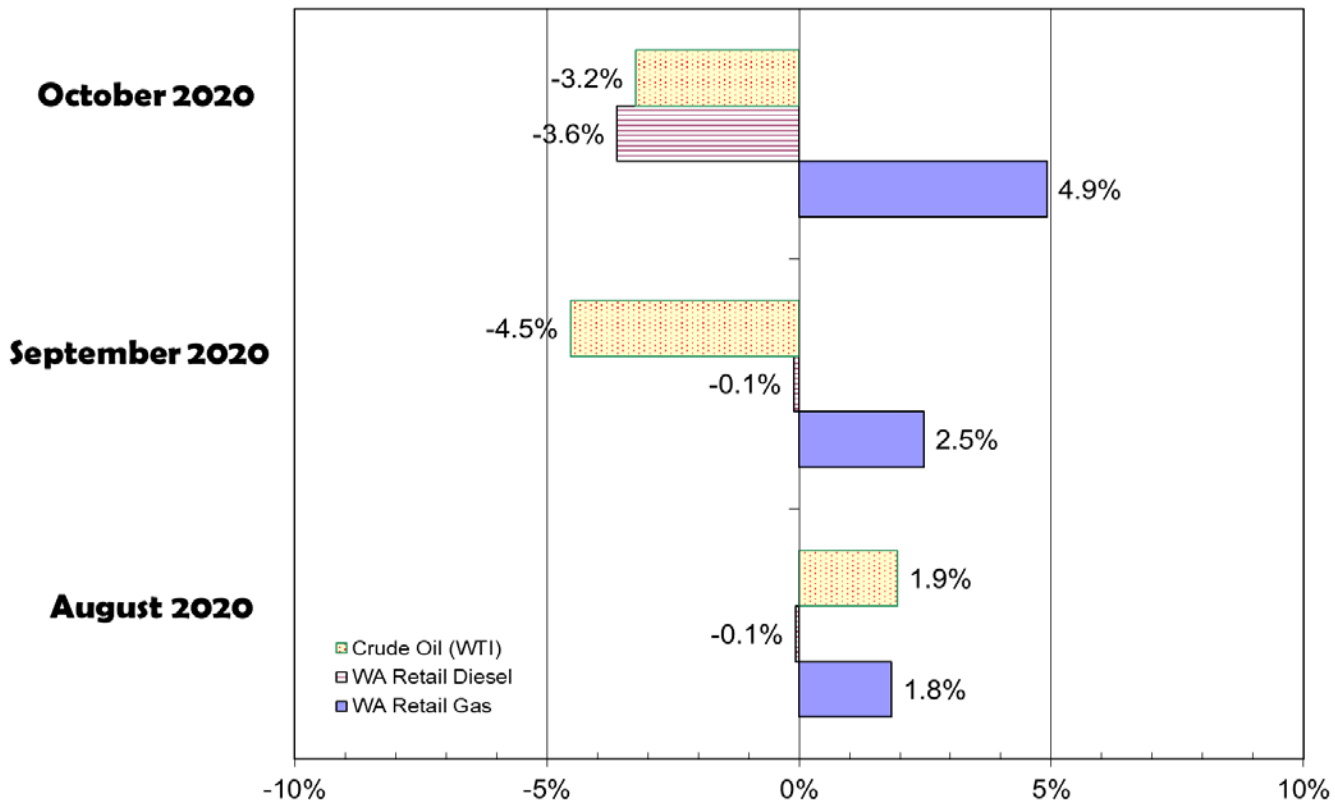
In this October edition of the *Fuel and Vehicle Trends Report*, we have West Texas Intermediate (WTI) crude oil prices remain low and retail gas and diesel prices have declined a little more in the first three weeks of October. The dramatic fall in crude oil prices due to the significant reduction in worldwide demand for oil from the pandemic have reduced oil prices but during the last three months have been relatively stable but still low. The monthly average crude oil prices in August averaged \$42.33 per barrel which was a little higher, 1.9 percent, than the third quarter 2020 forecast from September at \$41.5 per barrel. In September, the WTI monthly average price dropped \$2.69 per barrel month over month and was 4.5 percent below the September forecast. In October, the WTI monthly average price was nearly the same at \$39.8 per barrel and 3.2 percent below the September forecast for the fourth quarter of 2020. See Figure 20 for more detail.

Retail fuel prices have had similar trends in recent months to WTI crude oil prices. For the past three-month, retail gas prices have been stable starting at \$2.72 per gallon in August and only dropping \$0.03 to \$2.69 per gallon by October. In August and September, the actual retail gas prices came in at 1.8 percent and 2.5 percent above the September forecast for the third quarter 2020, respectively. In October, the retail gas prices fell \$0.05 per gallon month over month but it was still only 4.5 percent above the fourth quarter 2020 September forecast of \$2.56 per gallon.

The recent trends in retail diesel prices are essentially flat for the past three months and close to the last forecast. The August monthly average diesel price was \$2.728 per gallon, which was nearly dead on to the third quarter diesel price forecast in September of \$2.73 per gallon. The September average retail diesel price did not change much at all month over month at \$2.727 per gallon and then in October, the retail diesel price fell only \$0.02 per gallon to \$2.70 per gallon which was below the fourth quarter 2020 projection of \$2.80 per gallon by 3.6 percent.

In the past three months (August through October), we have seen the difference between retail gas and diesel prices decline to nearly nothing for all three months. The reason for the decline in the difference between the two retail fuel prices is because the retail gas prices were rising faster than retail diesel prices in the summer months leading up to August 2020. Since August, the two types of retail fuel prices have been within \$0.01 per gallon of each other each month.

Figure 20: Percent Change in 2020 Monthly Average Fuel Prices Compared to the September Forecast



Source: Washington TRFC September 2020 Forecast, EIA and AAA weekly fuel prices

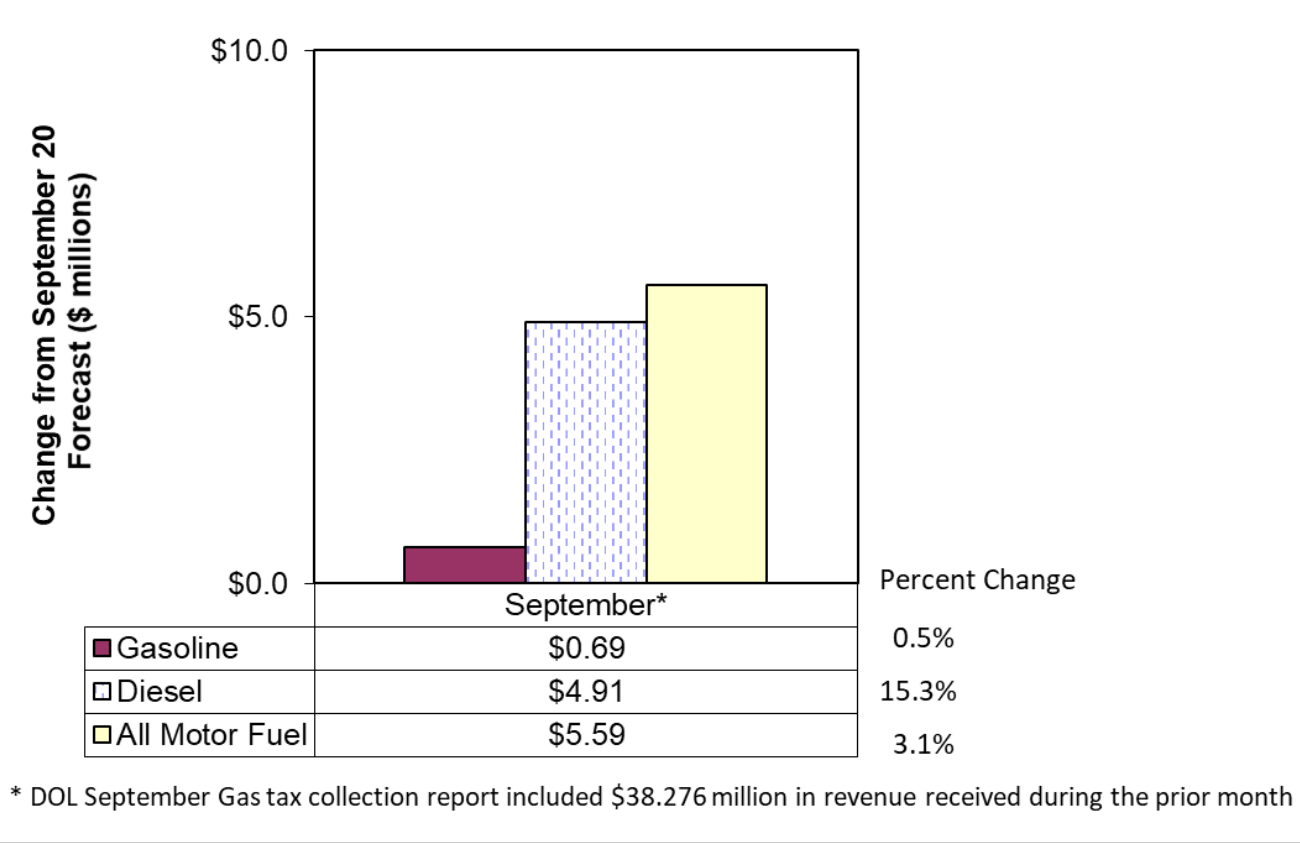
WA MOTOR VEHICLE FUEL TAX COLLECTION TRENDS COMPARED TO RECENT FORECASTS:

Gasoline and Diesel Tax Collections

Analysis by Lizbeth Martin-Mahar, Ph.D.

Since the adoption of the September 2020 forecast, one month of fuel tax collections have been reported. Please note that these recent fuel tax collections include the negative impacts from COVID-19 shutdowns in the state since March 2020. In September, the gasoline tax collections came in strong at \$146.4 million, which was a very high collection month but it included \$38.276 million in fuel tax payments received in the prior month but were not processed and reported in the August collection report. Therefore, gas tax collections in the September collection report appear strong but we anticipated this infusion of payments this month. As a result, the September gas tax collections came in very close to the September forecast, within 0.5 percent or \$0.7 million. On the other hand, diesel tax collections came in strong as well at \$36.86 million, which was not expected to be this strong in the September forecast so we are up \$4.9 million or 15 percent above the last forecast for the month of September. Overall, for both gas and diesel taxes combined, fuel tax collections were above the September forecast by 5.6 million or 3 percent. Figure 18 reveals the September 2020 results.

Figure 21: Motor Vehicle Fuel Tax Collections Compared to the September 2020 Revenue Forecast



Source: Washington TRFC September 2020 Forecast and State Treasurer’s Office monthly fuel reports

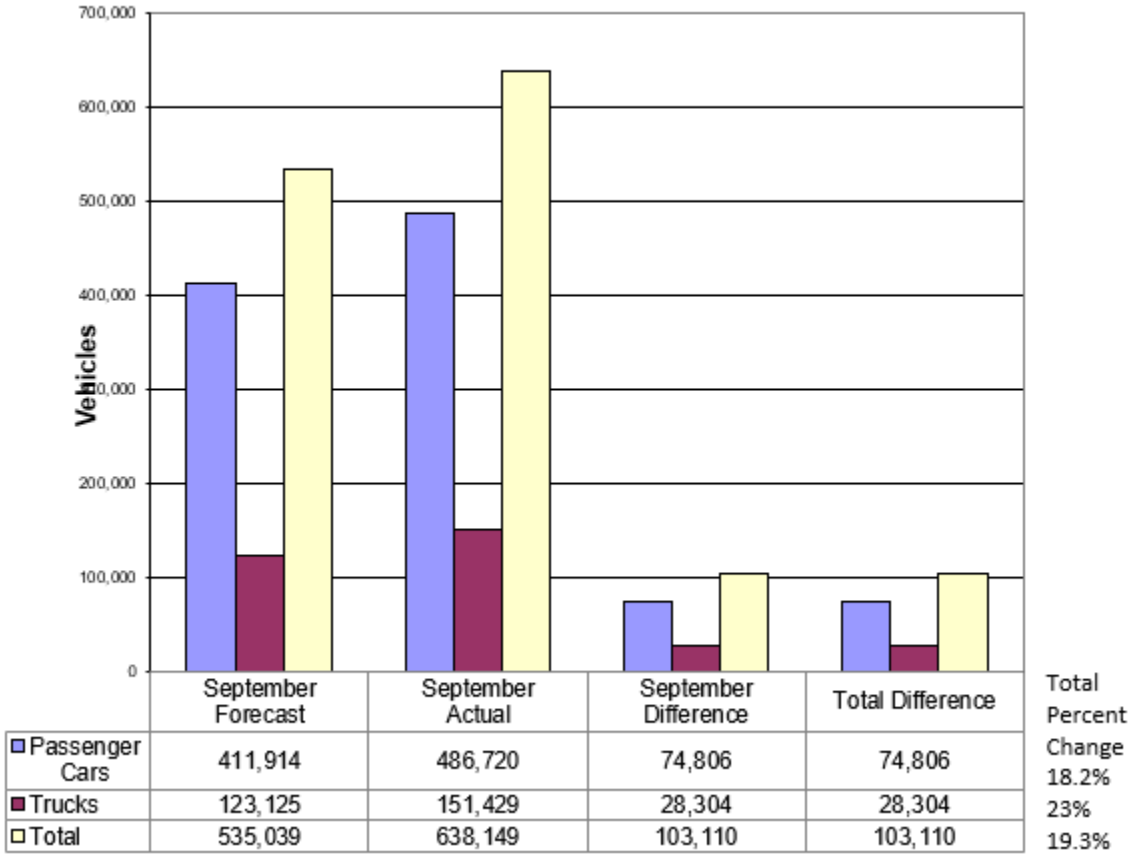
VEHICLE TRENDS

For the one month of licensing registrations and revenue data we have received since the September forecast, vehicle registrations were up, see Figure 22. Passenger car registrations came in very strong at 486,720 vehicles for September. On the other hand, we forecasted only 411,914 vehicles. September’s actual passenger car registration was 18.2 percent higher or 74,806 vehicles more than projected for the month. The higher actual registrations for September are unusual and much higher than prior year’s September registrations. After reaching out to the Department of Licensing (DOL), we learned that the agency caught up with prior months’ registrations which had not been counted in the past. That could explain why we saw the steep jump in registrations for September. We do not anticipate this registration level to continue in future months.

Truck registrations had a similar pattern to passenger cars. The truck registrations were reported at 151,429 vehicles, which was sharply higher than prior September truck registrations. Meanwhile, the September forecast was 123,125 vehicles. The latest actual truck registrations were above the forecast by 23 percent. Just like the car registrations, the September truck registration actual being 28,304 vehicles more than the forecast is due to the DOL ’s catching up on prior months’ registrations. For both passenger cars and trucks combined for September, vehicle registrations came in 103,110 vehicles above the September forecast, which translated to a

19.3 percent increase.

Figure 22: Vehicle registration, September 2020, Forecast vs. Actual
September Registration Trend



Source: Washington Transportation Revenue Forecast Council September 2020 Forecast and Department of Licensing Reports 13, September 2020

We also had one month of revenue to discuss in this report (Figure 23). In September, for \$30 basic license fee, the revenue came in at \$15.6 million. This was \$1.7 million more than the \$13.9 million forecasted, which represented a 12.2 percent increase. This revenue percentage gain is not as large as the percent increase in passenger car registrations at 18 percent but it is still in the same direction and in a significant manner.

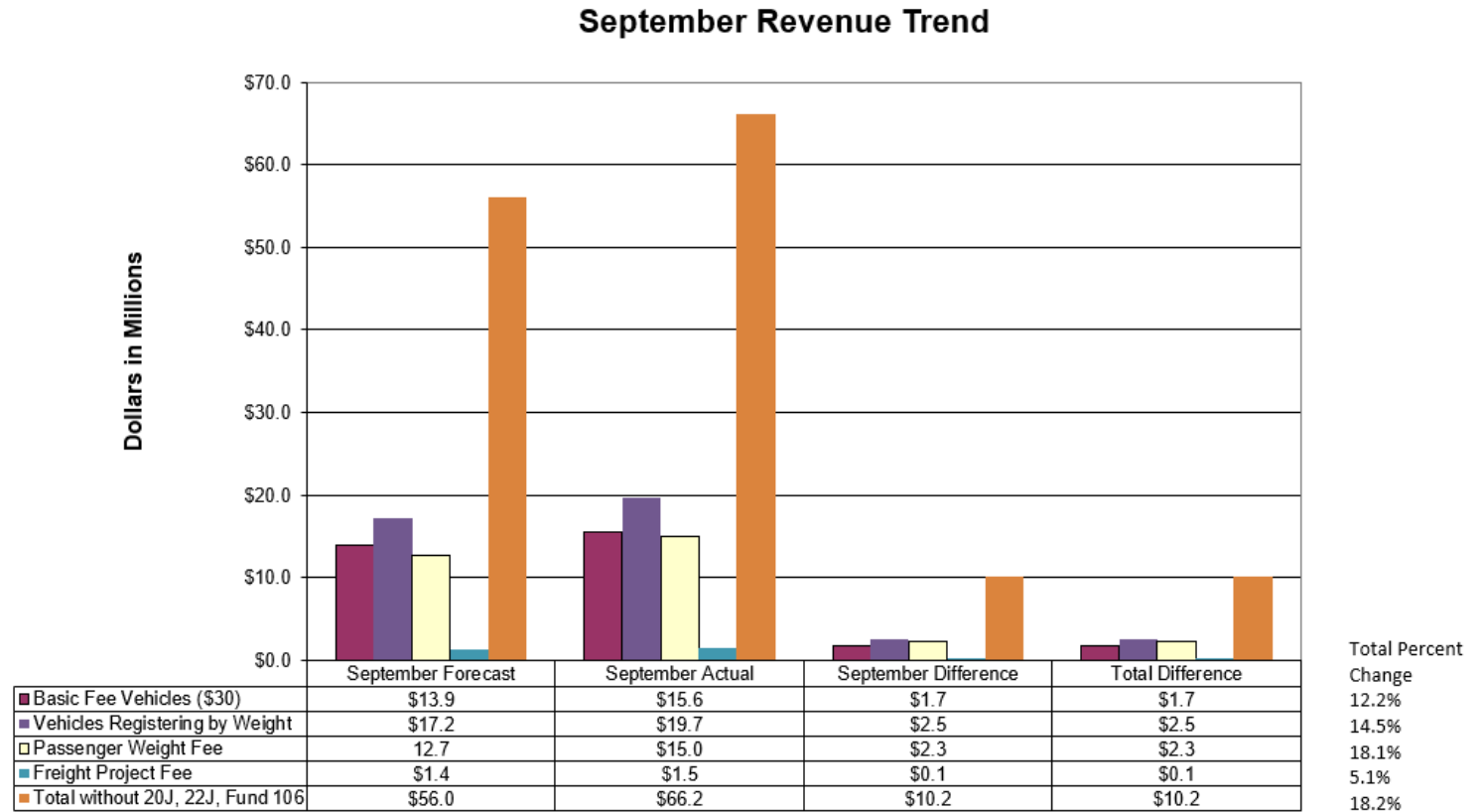
Revenue for truck weight fee was higher than expected for September by \$2.5 million at \$19.7 million, which was 14.5 percent more than the last forecast. Same as with passenger cars, both the truck combined license fees and truck registrations increased in September by high percentages. The increased percentage in truck weight fees was more at 23 percent versus the 14.5 percent increase in revenues. This result could be due to having more trucks to register but the trucks could have been lighter than the assumptions on the distribution of trucks outlined in the September forecast.

Figure 23 also reveals that the revenue from the passenger weight fee came in higher than forecasted and

the freight project fee collection is slightly above the forecast for September. The passenger weight fee in September came in at \$15 million which was \$2.3 million or 18.1 percent more than the forecast. This increase in passenger weight fee echos the 18.2 percent increase in passenger car registrations. The freight project fee in September came in at \$1.5 million which was \$0.1 million higher or 5 percent more than the projection.

Finally, total License, Permit, and Fee (LPF) revenues were \$66.2 million, which was 18.2 percent or \$10.2 million above the September forecast.

Figure 23: Vehicle revenues, September 2020, Forecast vs. Actual.



New Car and Truck Registrations from Sales

Since the recent pandemic began, new passenger car and truck registrations have been more negatively impacted than renewal vehicle registrations. Figures 24 and 25 show the monthly new passenger car and truck registrations for the past 5 years. As Figure 24 reveals, since the pandemic hit, new passenger car registrations dropped significantly beginning in March with a year over year decline of 10 percent. The year over year decline grew bigger in April at a decline of 73 percent. Then the new car registration decline continued in May and June also by 70 and 33 percent, respectively. From July to September, the decline has narrowed to 12, 17, and 2 percent.

Figure 24: Monthly history new passenger car registrations – Last 5 Years

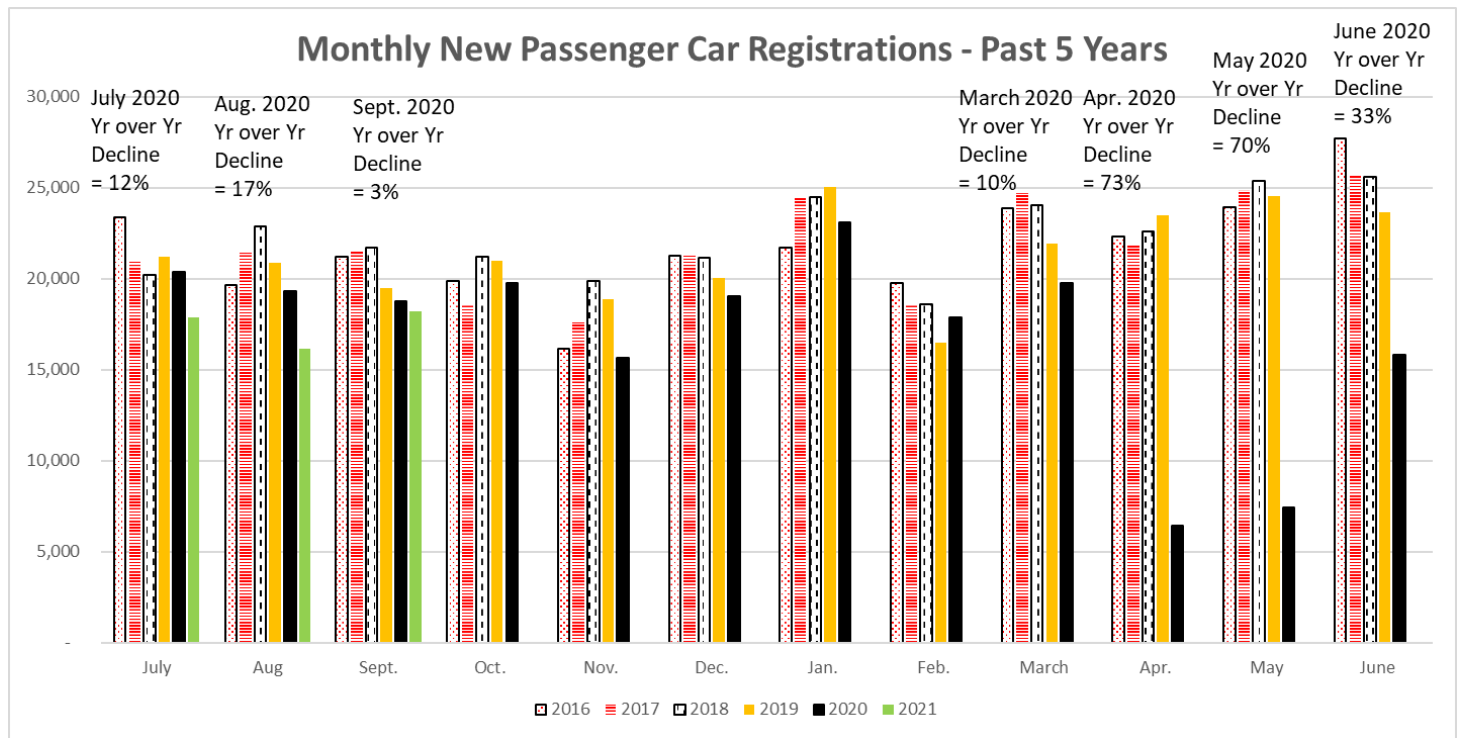
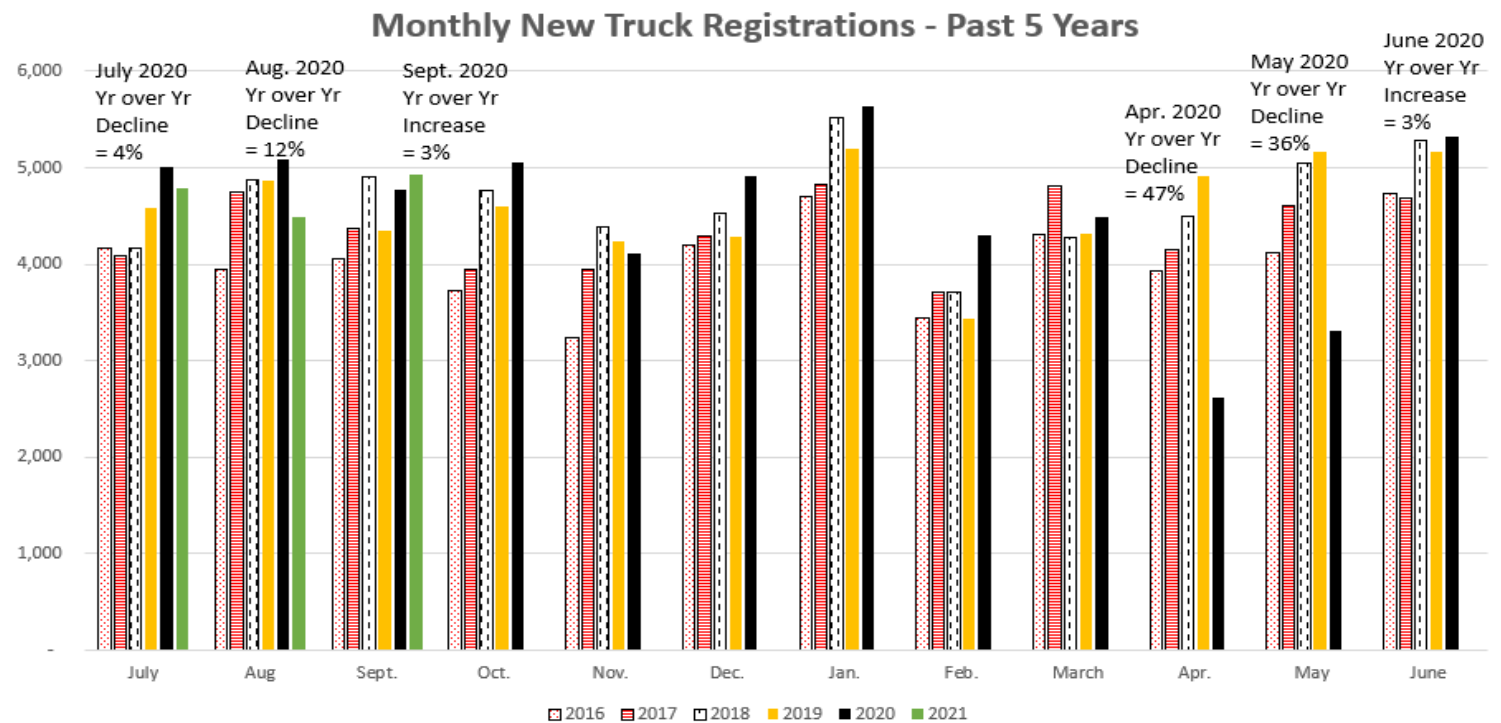


Figure 25: Monthly history new truck registrations – Last 5 Years

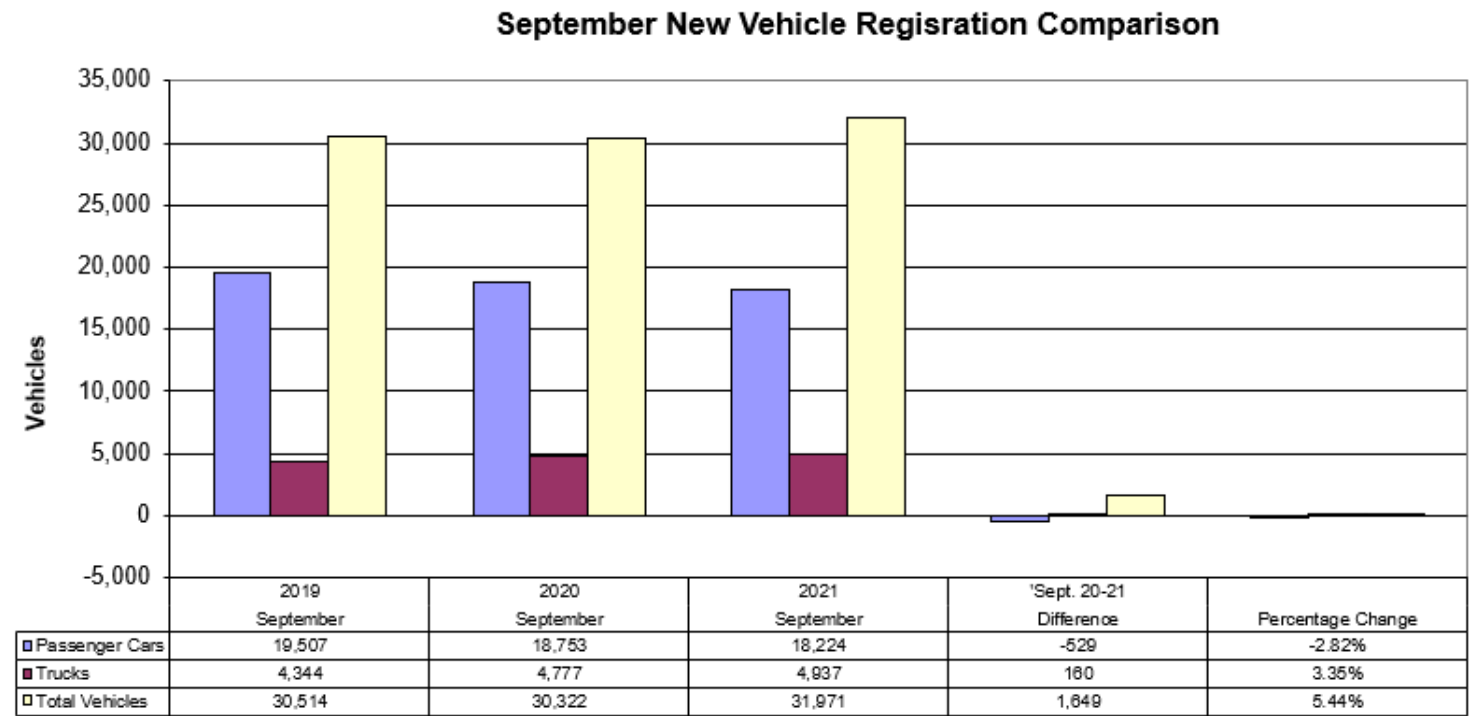


Source: Department of Licensing Report 14 for various months and years.

New truck registrations have seen declines as well, but they were not as severe or as long as passenger car registrations declines year over year. In addition, new truck registrations have recovered in June and then again in September, see Figure 25. New truck registrations fell year over year beginning in April 2020 by 47 percent. Then in May, the year over year decline was slightly smaller at 36 percent and then in June new truck registrations were even up 3 percent from the prior year. The decline came back in July and August at 4 and 12 percent, respectively then in September, the new truck registrations were up 3 percent again like they were in June.

This report reveals new car and new truck registrations for September 2020 in more detail, see Figure 26. In September 2020, new car registrations were 529 vehicles less than the registrations in the same period a year ago, which was 2.8 percent lower than the previous year.

Figure 26: New vehicle registrations Comparisons



Source: Department of Licensing Report 14 for various months and years.

Different from the passenger cars, new truck registrations in Washington State showed an increase in September 2020. The truck registrations were up by 160 trucks year over year, which represents a 3.35 percent increase over last year. This result indicates that the new truck registrations are still increasing year over year even through the pandemic. The higher new truck sales may be in response to the COVID shutdowns affecting how people purchase and having more online purchases which require additional truck deliveries. This data shows an increased demand for new trucks.

Overall, total new vehicle registrations increased by 1,649 vehicles or 5.4 percent, year over year.

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