

**Table 7-1. Lookup Table for Gasoline and Diesel and Fuels that Substitute for Gasoline and Diesel<sup>2</sup>**

<u>Fuel</u>	<u>Fuel Pathway Code</u>	<u>Fuel Pathway Description</u>	<u>Carbon Intensity Values (gCO<sub>2e</sub>/MJ)</u>
<u>CARBOB</u>	<u>CBOB</u>	<u>CARBOB - based on the average crude oil supplied to California refineries and average California refinery efficiencies</u>	<u>100.82</u>
<u>Diesel</u>	<u>ULSD</u>	<u>ULSD - based on the average crude oil supplied to California refineries and average California refinery efficiencies</u>	<u>100.45</u>
<u>Compressed Natural Gas</u>	<u>CNGF</u>	<u>Compressed Natural Gas from Pipeline Average North American Fossil Natural Gas</u>	<u>79.21</u>
<u>Propane</u>	<u>PRPF</u>	<u>Fossil LPG from crude oil refining and natural gas processing used as a transport fuel</u>	<u>83.19</u>
<u>Electricity</u>	<u>ELCG</u>	<u>California average grid electricity used as a transportation fuel in California</u>	<u>93.75 (and subject to annual updates)</u>
	<u>ELCR</u>	<u>Electricity that is generated from 100 percent zero-CI sources used as a transportation fuel in California</u>	<u>0.00</u>
	<u>ELCT</u>	<u>Electricity supplied under the smart charging or smart electrolysis provision</u>	<u>(See Table 7-2)</u>
<u>Hydrogen</u>	<u>HYF</u>	<u>Compressed H2 produced in California from central SMR of North American fossil-based NG</u>	<u>117.67</u>
	<u>HYFL</u>	<u>Liquefied H2 produced in California from central SMR of North American fossil-based NG</u>	<u>150.94</u>
	<u>HYB</u>	<u>Compressed H2 produced in California from central SMR of biomethane (renewable feedstock) from North American landfills</u>	<u>99.48</u>
	<u>HYBL</u>	<u>Liquefied H2 produced in California from central SMR of biomethane (renewable feedstock) from North American landfills</u>	<u>129.09</u>
	<u>HYEG</u>	<u>Compressed H2 produced in California from electrolysis using California average grid electricity</u>	<u>164.46</u>
	<u>HYER</u>	<u>Compressed H2 produced in California from electrolysis using zero-CI electricity</u>	<u>10.51</u>

<sup>2</sup> For comparison on an equivalent basis (gCO<sub>2e</sub> per MJ of conventional fuel displaced), the CIs listed in Tables 7-1 and 7-2 must be divided by the EER in Table 5 for the appropriate fuel-vehicle combination. The EER-adjustment is made when fuel quantities are reported in the LRT-CBTS to calculate the correct number of credits or deficits, using the equations in [95486.1\(a\)](#).