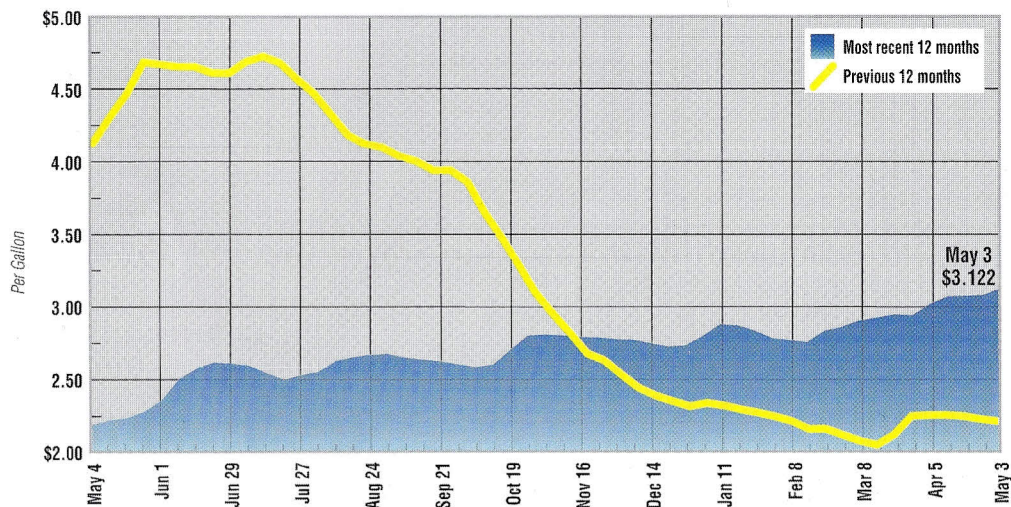


## Fuel Prices for the week of May 3, 2010

### National Average Diesel Fuel Prices



	Latest Week	Prior Week	2 Weeks Ago	3 Weeks Ago	Prior Year
<b>DOE National Average (May 3)</b>	<b>3.122</b>	<b>3.078</b>	<b>3.074</b>	<b>3.069</b>	<b>2.185</b>
<b>Other National Averages</b>					
Comdata (April 26-30)	3.019	2.998	2.998	2.980	2.139
T-Chek Self-Serve (April 26-30)	3.046	3.023	3.030	3.026	2.171
T-Chek Wholesale (April 26-30)	2.365	2.328	2.332	2.353	1.413
<b>DOE Regional Averages (May 3)</b>					
PADD 1 East Coast	3.127	3.075	3.081	3.082	2.226
— New England	3.138	3.105	3.103	3.086	2.382
— Central Atlantic	3.238	3.186	3.189	3.186	2.365
— Lower Atlantic	3.079	3.025	3.033	3.037	2.152
PADD 2 Midwest	3.096	3.053	3.044	3.045	2.124
PADD 3 Gulf Coast	3.083	3.038	3.034	3.023	2.153
PADD 4 Rocky Mountains	3.166	3.137	3.109	3.082	2.262
PADD 5 West Coast	3.243	3.211	3.203	3.187	2.306
— California	3.260	3.227	3.228	3.221	2.316
<b>DOE National Gasoline Average (May 3)</b>	<b>2.898</b>	<b>2.849</b>	<b>2.860</b>	<b>2.858</b>	<b>2.078</b>

Average prices for Comdata, formerly NTS Inc., are primarily from self-service stations but also include some full- and mini-service operations. The seven-day average is based on Comdata cash-card transactions from more than 3,200 truck stops throughout the United States and Canada. All taxes are included.

T-Chek prices are Monday-through-Friday averages. The retail price is based on self-service purchases at more than 4,500 truck stops. All taxes are included.

The T-Chek wholesale price is based on terminals and suppliers from 308 cities throughout the United States.

DOE's regional averages are drawn from its national survey of 350 diesel service centers.

PADD stands for Petroleum Administration for Defense District. Effective May 26, 1997, PADD 1 was divided into three subdistricts and the California subdistrict was created from PADD 5.

PADD 1 comprises the New England Subdistrict: Conn., Maine, Mass., N.H., R.I. and Vt.; the Central Atlantic Subdistrict: Del., D.C., Md., N.J., N.Y. and Pa.; and the Lower Atlantic Subdistrict: Fla., Ga., N.C., S.C., Va. and W.Va.

PADD 2 is Ill., Ind., Iowa, Kan., Ky., Mich., Minn., Mo., Neb., N.D., Ohio, Okla., S.D., Tenn. and Wis.

PADD 3 is Ala., Ark., La., Miss., N.M. and Texas.

PADD 4 is Colo., Idaho, Mont., Utah and Wyo.

PADD 5 is Alaska, Ariz., Hawaii, Nev., Ore. and Wash., plus Calif.

Unleaded regular gasoline, all formulations. Average based on a survey of the retail price at more than 100,000 gas stations.

The U.S. Department of Energy surveys 350 service stations at the beginning of each week. The figures can be obtained by calling 202-586-6966 after 4 p.m. or online at [www.eia.doe.gov](http://www.eia.doe.gov).

## Fuel Prices Rise Again

(Continued from p. 1)

"You know, you guys should look at this," Ginkel said.

"It was kind of like, 'Okay, we'll test them,'" Ginkel said of his initial reaction. When the test truck's fuel mileage increased, Ginkel said, he put the flaps on all his equipment.

With labor, the flaps cost about \$120 per truck but can save as much as \$1,500 per truck in fuel costs annually, he said.

Bob Kohlwes, co-owner of flatbed carrier BTI Special Commodities Inc., Des Moines, Iowa, said his firm tries to hedge a portion of its fuel purchases to offset rising prices.

"With fuel being as variable as it is," Kohlwes said, "it's just very hard to budget something because it's always making a move, it's always going up and you don't know when it's going to happen."

Since the summer of 2008, when diesel prices soared to a record \$4.764, BTI also put auxiliary power units on 75% of the 90 trucks it runs, said Kohlwes, who is chairman of the Iowa Motor Truck Association.

"We probably cut the idle time easily by 75%," Kohlwes said.

Meanwhile, the near-term direction of fuel prices was difficult for analysts to forecast.

High expectations about a global economic recovery kept crude oil prices rising, which in turn kept diesel prices rising, said Tancred Lidderdale, a senior

economist at DOE's Energy Information Administration.

But between May 3 and May 6, crude prices plunged, falling almost \$10 a barrel amid investor fears spurred by events in Europe and Asia. Crude oil settled at \$77.11 a barrel on the New York Mercantile Exchange on May 6.

The biggest factor causing the plunge, Lidderdale said, is the possibility that the Greek financial crisis could spread to "the entire Euro zone" and, then, the rest of the world.

"But, perhaps, the less-talked-about possibility" is China, where "the potential for a tightening of their markets" would throw global economic recovery into doubt, Lidderdale said, about a report that that nation's manufacturing sector was not producing as expected.

What happens next, he said, depends on whether "fear or calm takes over the markets."

In the meantime, while the oil spill off the Gulf coast has drawn considerable attention, Lidderdale said it has not had an effect on crude or diesel prices.

"Actually, that wasn't even a producing well. That was an exploratory well," Lidderdale said. "I don't think production from that well was even expected for two or three years."

Crude and diesel prices, Lidderdale said, may be high relative to demand because investors believe the economy will continue to improve.

## Groups Debate Texting Ban

(Continued from p. 5)

which did not ban entering a phone number using an in-

tems] offer many safety benefits," he said. "Accordingly, the net safety impact of limiting the use of these devices may not be