

SHIPPING PAPER (PTD): (SAMPLE See Notes Below) (After 10-01-2018)

Offeror:

ANDY G. OIL COMPANY
1000 Opie Street
Mayberry, North Carolina
(336)-123-4567

CUSTOMERS ADDRESS
1000 Maple Street
Mt. Pilot, NC 10000

Destination State: North Carolina

(Hazardous Material- Description) _____ Quantity (Gals.) _____

GASOLINE/ETHANOL BLENDS LESS THAN 10%

"NA1203, Gasohol, 3, PG II" **or**

"UN1203, Gasoline, 3, PG II"

"Gasoline" "Gasohol" 3 (Flammable Liquid).

_____gals

GASOLINE/ETHANOL BLENDS OVER E-10 AND UP TO E-85

"Ethanol and Gasoline Mixture, 3, UN 3475, PG II"

_____gals

LOW SULFUR KEROSENE (LSK)

"UN 1223, Kerosene 3, PG III"

_____gals

(May Exceed 500-ppm Sulfur Maximum-400-ppm Sulfur Maximum for NC) Federal law prohibits use in highway vehicles or engines, or in non-road, locomotive or marine diesel engines. Non-road or tax exempt use only.

OR FOR ULTRA LOW SULFUR KEROSENE (ULSK) 15 PPM K-1

For undyed 15 ppm sulfur Kerosene: 15-ppm sulfur (maximum) Undyed Ultra-Low Sulfur Kerosene Fuel.

15-ppm Dyed Off Road Kerosene: 15-ppm sulfur dyed ULSK. Non-road or tax exempt use only.

DIESEL FUEL (includes Biodiesel up to 5% blends)

_____gals

Biodiesel blends up to B-5

"NA1993, Diesel Fuel 3, PG III" **or**

"UN1202, Diesel Fuel 3, PG III" **or**

"UN1202, Gas Oil UN 3, PG III"

For undyed 15 ppm sulfur diesel fuel: 15-ppm sulfur (maximum) Undyed Ultra-Low Sulfur Diesel Fuel. For use in all diesel vehicles and engines.

15-ppm Dyed Off Road Diesel Fuel- 15 ppm sulfur (maximum) Dyed Ultra-Low Sulfur Diesel Fuel. For use in all nonroad diesel engines. Not for use in highway vehicles or engines except for tax-exempt use in accordance with section 4082 of the Internal Revenue Code."

***BIODIESEL BLENDS OVER B-5 (Combustible Liquid)**

_____gals

"NA1993, Diesel Fuel Solution 3, PG III" **or**

"UN1202, Diesel Fuel Solution 3, PG III" **or**

"UN1202, Gas Oil Solution 3, PG III"

HEATING OIL/FUEL OIL, No.

_____gals

"NA1993, Fuel Oil (1,2,4,5 or 6), 3, PG III"

"NA1993, Furnace Fuel 3, PG III"

Heating Oil - For use in NEMA Areas Only (Includes NC & VA)

Dyed Heating Oil. XXXX ppm sulfur (maximum) Heating Oil. Not for use in highway vehicles or engines or nonroad, locomotive or marine engines.

500-PPM LOCOMOTIVE/MARINE (LM) LSD

“500-ppm sulfur (maximum) Dyed Low Sulfur Locomotive and Marine diesel fuel. Not for use in highway or other nonroad vehicles and engines.”

ECA Marine Fuel – Beginning June 1, 2014 and Thereafter:

“1,000 ppm sulfur (maximum) ECA marine fuel. For use in Category 3 marine vessels only. Not for use in engines not installed on C3 marine vessels.”

ADD US EPA & IRS ULSD LANGUAGE as NEEDED.

(Remember all product sequences must be preceded or followed by quantity ex: “1 cargo tank truck” or “500 gals”, etc.)

BUTANE - 2.1 - (Flammable Gas), UN 1011, Additional Information _____gals
NONCORROSIVE (Flammable Gas) - UN 1011

FUEL, AVIATION - (Combustible Liquid), _____gals
UN 1863, PGIII (Combustible Liquid)

LIQUEFIED PETROLEUM GAS - _____gals
UN 1075 (Flammable Gas) 2.1
Additional Information: NONCORROSIVE -

PROPANE - 2.1 - UN 1978 (Flammable Gas), _____gals
Additional Information: NONCORROSIVE (Flammable Gas) 2.1 - UN

ALCOHOL UP TO 5% GASOLINE CONTENT _____gals
“UN1987, Alcohols, n.o.s., 3, PG II” **or**
“NA 1987, Denatured Alcohol, 3, PG II” **or**
“UN3475, Ethanol and Gasoline Mixture, 3, PG II”

1978 CERTIFICATION (172.204) This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled and are in proper condition according to the applicable regulations of the Department of Transportation. 172.204 (2) Signed _____

**FOR EMERGENCY RESPONSE
SPILL, LEAK, FIRE, ACCIDENT
CALL EMERGENCY RESPONSE COMPANY
XYZ 1-000-000-0000
24 HRS. PER DAY, 7 DAYS PER WEEK**

**Offeror:
ANDY G. OIL COMPANY
1000 Opie Street
Mayberry, North Carolina
(336)-123-4567**

*Residue statements are no longer required on shipping papers.

RFG -STATEMENT

Since no Reformulated Gasoline is required in North Carolina, marketers should stamp or include the following statement on the shipping document, also.

THIS PRODUCT DOES NOT MEET THE REQUIREMENTS FOR REFORMULATED GASOLINE AND MAY NOT BE USED IN ANY REFORMULATED GASOLINE COVERED AREA.

One of the Following statements should appear on the shipping paper depending on the type of product being transported:

- THIS DIESEL FUEL DOES NOT CONTAIN VISIBLE EVIDENCE OF DYE.
- THIS PRODUCT IS DYED DIESEL HEATING OIL, NONTAXABLE USE ONLY, PENALTY FOR TAXABLE USE
- THE PRICE OF THIS DIESEL FUEL DOES NOT INCLUDE FEDERAL MOTOR FUEL TAXES AND DOES NOT CONTAIN VISIBLE EVIDENCE OF DYE

US EPA & DOT PRODUCT TRANSFER DOCUMENT LANGUAGE FOR 15-PPM HEATING OIL & KEROSENE

First, there are a few important facts to know about EPA and U.S. DOT language requirements that will aid in the review of product transfer documents and delivery tickets:

- The IRS no longer requires any notification of tax exempt status on PTDs, including delivery tickets. The IRS dropped the requirement more than 20 years ago when the tax or dye program for distillates was adopted.
- The EPA does not regulate the sulfur content of heating oil. However, under the ULSD program, the EPA requires specific heating oil notification language for PTDs and delivery tickets.
- The EPA's notification language does not require disclosure of sulfur content for heating oil. The sulfur content of all other distillates requires disclosure. Nevertheless, it is highly recommended that heating oil PTDs disclose the 15-ppm sulfur content to avoid confusion and mis-blending of higher sulfur distillates.
- The U.S. DOT hazardous materials PTD hazard notification language is required for all shipping papers, *but not* on delivery tickets generated for home delivery.
- The U.S. DOT hazardous material PTD language requirements require that the "UN" and/or "NA" number appear first in the language string. This change was made in 2005.
- The U.S. DOT and EPA language notice requirements cannot be changed. They must appear in the exact order and wording provided below.
- This list does not include any PTD or delivery ticket language requirements that individual states may require. The language below is for federal requirements and not superseded or changed by any state requirements.

I. 15-ppm Heating Oil

- U.S. DOT Hazardous Materials PTD Language Requirement:
"NA1993, Fuel Oil (No. 2), 3, PG III"
- U.S. EPA Heating Oil PTD Language Requirement:
"Heating Oil: Not for use in highway, locomotive or marine engines."
- Recommended PTD Language for 15-ppm Heating Oil:
Use the EPA language above, and before the word "Heating" add "15-ppm sulfur" i.e., "15-ppm sulfur Heating Oil: Not for use in highway, locomotive or marine engines."

II. 15-ppm Dyed Diesel Fuel

- U.S. DOT Hazardous Materials PTD Language Requirement:
"NA 1993, Diesel Fuel, 3, PG III"
- U.S. EPA Sulfur Content PTD Language Requirement:
"15-ppm sulfur dyed ULSD. Non-road or tax-exempt use only."

III. 15-ppm Diesel Fuel (Clear)

- U.S. DOT Hazardous Materials PTD Language Requirement:
"NA1993, Diesel Fuel, 3, PG III"
- U.S. EPA Sulfur Content PTD Language Requirement:
"15-ppm sulfur ULSD"

III. 15-ppm Kerosene

On-Road (Clear)

- U.S. DOT Hazardous Materials PTD Language Requirement:
"UN1223, Kerosene, 3, PG III"
- U.S. EPA Sulfur Content PTD Language Requirement:
"15-ppm sulfur ULSK"

Off-Road (Dyed)

- U.S. DOT Hazardous Materials PTD Language Requirement:
"UN1223, Kerosene, 3, PG III"

- U.S. EPA Sulfur Content PTD Language Requirement:
"15-ppm sulfur dyed ULSK. Non-road or tax-exempt use only."

Heating (Dyed)

- U.S. DOT Hazardous Materials PTD Language Requirement:
"UN1223, Kerosene, 3, PG III"
- U.S. EPA Sulfur Content PTD Language Requirement:
"Dyed kerosene: not for use in highway, locomotive or marine engines"

Heating (Clear)

- U.S. DOT Hazardous Materials PTD Language Requirement:
"UN1223, Kerosene, 3, PG III"
- U.S. EPA Sulfur Content PTD Language Requirement:
"15-ppm sulfur ULSK"

IV. ECA Marine Fuel

- U.S. DOT Hazardous Materials PTD Language Requirement:
"NA1993, Flammable Liquid, n.o.s. (Fuel Oil), 3, PG III"
- U.S. EPA Sulfur Content PTD Language Requirement:
"1,000 ppm sulfur (maximum) ECA marine fuel. For use in Category 3 marine vessels only. Not for use in engines not installed on C3 marine vessels."

US EPA E-15 PRODUCT TRANSFER DOCUMENT (PTD) REQUIREMENTS:

The US EPA requires specific ethanol and RVP content language to appear on all gasoline PTDs. Specific PTD language depends on whether the gasoline or blend stock is transferred above or below the point of ethanol blending and varies according to type of fuel or blend stock being transferred.

PTDS FOR GASOLINE TRANSFERRED UPSTREAM OF OXYGENATE BLENDING:

PTDs for Conventional gasoline blendstock used for oxygenate blending with ethanol to create conventional gasoline, or gasoline transferred upstream of an oxygenate blending must contain the following:

The name and address of the transferor;

The name and address of the transferee;

The volume of conventional blendstock for oxygenate blending or gasoline,

The location of the conventional blendstock for oxygenate blending or gasoline at the time of the transfer, and

The date of the transfer.

PTDS for summertime RVP gasoline must include the maximum RVP, stated in the following format:

"The RVP of this gasoline does not exceed [fill in appropriate value]"

- PTDS for ethanol blends subject to the 1 psi RVP waiver must include the maximum ethanol content, the maximum RVP content and a regulatory warning stated in the following format:

"Suitable for the special RVP provisions for ethanol blends that contain between 9 and 10 vol % ethanol."

"The RVP of this blendstock/gasoline for oxygenate blending does not exceed [Fill in appropriate value] psi."

"The use of this gasoline to manufacture a gasoline-ethanol blend containing anything other than between 9 and 10 volume percent ethanol may cause a summertime RVP violation."

- PTDS for gasoline not eligible for the 1 psi RVP waiver provision, information regarding the suitable ethanol content stated as follows:

"Suitable for blending with ethanol at a concentration of no more than 15 vol % ethanol."

(2) PTDS FOR GASOLINE TRANSFERRED DOWNSTREAM OF OXYGENATE BLENDING:

PTDs for gasoline ethanol blends downstream of oxygenate blending – except to the ultimate consumer - must contain the following information:

The name and address of the transferor;

The name and address of the transferee;

The volume of gasoline being transferred;
The location of the gasoline at the time of the transfer;
The date of the transfer; and
One of the following states which accurately describes the gasoline-ethanol blend:

- For gasoline containing no ethanol (E0), the following statement:
“E0: Contains no ethanol. The RVP does not exceed [fill in appropriate value] psi.”
- For gasoline containing less than 9.0 volume percent ethanol, the following statement:
“EX – Contains up to X% ethanol. The RVP does not exceed [fill in value] psi.”
* The “X” refers to the maximum volume percent ethanol present in the gasoline.
- For gasoline containing between 9.0 and 10.0 volume percent ethanol (E10), the following:
“E10: Contains between 9 and 10 vol % ethanol. The RVP does not exceed [fill in appropriate value] psi. The 1.0 psi RVP waiver applies to this gasoline. Do not mix with gasoline containing anything other than between 9 and 10 vol % ethanol.”
- For gasoline containing greater than 10.0 volume percent and not more than 15.0 volume percent ethanol (E15), the following statement:
“E15: Contains up to 15 vol % ethanol. The RVP does not exceed [fill in appropriate value] psi;”
- For all other gasoline that contains ethanol, the following statement:
“EXX-Contains no more than XX% ethanol,”
*XX equals the volume % ethanol.

(3) OTHER PTD REQUIREMENTS:

PTDS must be kept on file for five years. EPA allows that the new language may be printed on the back of the PTD so long as there is a notice on the front directing the reader to the back. EPA also approved PMAA’s request to allow the use of pre- approved abbreviations of words contained in the required notice due to space limitations on PTDs.

THE FOLLOWING IS FOR INFORMATION PURPOSES ONLY:

NOTE: Butane, Liquefied Petroleum Gas and Propane have separate shipping names as noted. However, NPGA states, "For domestic transportation, the identification number "UN 1075", may be used in place of the identification number specified in column (4) of the 172.101 Hazardous Materials Table. The identification number must be consistent with packing markings, shipping papers and emergency response information". If using the terminology "Liquefied Petroleum Gas" recommendation is to placard UN 1075.

In addition, NCPDM recommends that the corresponding Emergency Response Guidebook Guide be placed on the back of the shipping paper for easy reference.

*Guide 27 covers Gasoline, Gasohol, Fuel Oil, Aviation Fuel and Kerosene *Guide 22 covers Liquefied Petroleum Gas, Butane, and Propane.

U.S. DOT Emergency Response Telephone Numbers:

The U.S. DOT’s hazardous material regulations 49 CFR Sec. 172.604 requires HAZMAT shippers to include a 24-hour emergency telephone number on all shipping papers for use by first responders in the event of an emergency involving the material. Typically an offeror (shipper or transporter) of a HAZMAT shipment contracts with a 24-hour emergency response information (ERI) service to meet this requirement. Beginning October 1, 2010, the name of the **original or subsequent** offeror or its contract number with the ERI provider must be included on the shipping paper. If the original or subsequent offeror is not continuing as the registrant with the ERI provider, the person preparing subsequent shipping papers must insert and identify by name its own valid emergency response telephone number. In other words, the name of the company (or contract number) who registered with the ERI for emergency response information services must be on the shipping paper.

ALTERNATIVE FUELS SHIPPING PAPER: The federal HAZMAT regulations requires a person who offers hazardous materials for transportation to describe the material on a shipping paper (bill of lading, product transfer documents) pursuant to 49 CFR 172.

The U.S. Department of Transportation's (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) recently issued a letter of interpretation on the proper shipping names for bio-diesel and ethanol when mixed with diesel fuel and gasoline, respectively. The new DOT interpretation would have required petroleum marketers to change shipping paper entries for biodiesel and ethanol blends, neither of which could be shipped under the "diesel fuel" or "gasoline" shipping names. Instead, shippers would be required to label diesel fuel/biodiesel and gasoline/ethanol blends as "diesel fuel solution" and "flammable liquid" respectively.

PMAA challenged the changes and the DOT agreed to exempt certain biodiesel fuel blends up to B-5 from the "diesel fuel solution" shipping paper name. The DOT is currently considering a request by PMAA to allow blends up to B-20 to use the proper shipping name for diesel fuel.

However, PHMSA did not make any changes to the proper shipping name for ethanol blends. Instead, the agency will issue a final rulemaking by the end of January establishing new shipping names for ethanol blends over 10 percent. It is likely that PHMSA will maintain the "gasohol" shipping name for blends **up to** 10 percent ethanol and establish a new shipping name and UN number for blends **over** 10 percent ethanol. If this occurs, new placards will be required for any blend over E-20.

PMAA will provide additional information when the change is made available.

COMPLIANCE: The following authorized hazardous materials shipping information are required when transporting bio-diesel and ethanol blends

- **Biodiesel blends up to B-5**
"Diesel Fuel 3, NA1993 PG III" *or*
"Diesel Fuel 3, UN1202 PG III" *or*
"Gas Oil 3, UN1202 PG III"

- **Biodiesel Blends over B-5**
"Diesel Fuel Solution 3, NA 1993 PG III" *or*
"Diesel Fuel Solution 3, UN 1202 PG III" *or*
"Gas Oil Solution 3, UN 1202 PG III"

- **Ethanol Blends up to E-10**
"Gasohol 3, NA 1203 PG II", *or*
"Flammable liquid, n.o.s. (ethanol, gasoline) 3, UN 1993 PG II"

- **Ethanol Blends E-11 to E-94**
"Ethanol and Gasoline Mixture", 3, (Flammable Liquid), UN 3475, PG II

- **E 95 Blends or Alcohol up to 5% Gasoline**
"Alcohols, n.o.s., 3 UN1987, PG II"

Commercial Shipping Names:

Common shipping names such as: "B-2", "B-20", "E-10", "E-20", "E-85" etc., may be placed **following** the basic descriptions listed above but, with enough space to the right of the description to be clearly separate.

Multiple Deliveries:

The use of permanent shipping papers for multiple deliveries is allowed.

DOT CHANGES SHIPPING PAPER ENTRIES AND PLACARDING FOR ETHANOL BLENDS

As previously reported, the U.S. DOT's Pipeline and Hazardous Material Safety Administration (PHMSA) issued a final rulemaking on January 28, 2008, that requires new shipping paper entries and placards for gasoline blended with ethanol. PMAA strenuously opposed the rule changes. The rule is significant because it requires changes in shipping papers and placards for certain ethanol blends. PHMSA said the changes are

necessary because alcohol blends require different emergency response techniques than straight gasoline. Under the new requirements the shipping paper entries for ethanol blends are as follows:

Blends	Current Shipping Paper Entry	Shipping Paper Entry Under New Rule
Gasoline up to 10% ethanol content	Gasohol, 3, NA1203, PG II	Gasohol, 3, NA1203, PG II
		Gasoline, 3, UN1203, PG II
Gasoline over 10% and up to 94% ethanol	Gasohol, 3, NA1203, PG II	Ethanol and Gasoline Mixture, 3, UN3475, PG II
E-85	Flammable liquid, n.o.s., 3, UN1993, PG II	Ethanol and Gasoline Mixture, 3, UN3475, PG II
E-95 Alcohol up to 5% Gasoline	Alcohols, n.o.s., 3, UN1987, PG II	Alcohols, n.o.s., 3, UN1987, PG II
		Denatured Alcohol, 3, NA1987, PG II
		Ethanol and Gasoline Mixture, 3, UN3475, PG II

New placards will also be required for gasoline blended with ethanol in concentrations over 10 percent. Under current regulations, PHMSA allows cargo tanks vehicles with multiple compartments containing different fuels to display a single placard representing the fuel with the lowest flashpoint. Generally, the placard “1203” is used to cover all petroleum distillates contained within a multi-compartment cargo tank. Under the PHMSA rule, this placard will no longer be permitted for ethanol blended with gasoline in concentrations over 10 percent. Instead, compartments with ethanol blends over 10 percent must be marked with a “3475” placard. Moreover, anytime a compartment contains an ethanol blend over 10 percent, each compartment in the cargo tank vehicle must be individually placarded to the specific fuel it contains. Marketers may still display a single placard for the fuel with the lowest flashpoint in a multiple compartment vehicle if the gasoline blend being transported is 10 percent ethanol or less. **In addition, PHMSA is allowing ethanol blended with 5 percent gasoline (E-95) to be marked with the “1987” placard instead of the new 3475 placard. Compliance with the rule is required by January 28, 2010. Voluntary compliance is effective immediately.**

Petroleum transporters may still display a single placard for the fuel with the lowest flashpoint in a multiple compartment vehicle (gasoline and diesel fuel) if the gasoline blend being transported is 10 percent ethanol or less. In addition, marketers may still use the 1203 placard for the remaining compartments with blends of under 10 percent as long as the 3475 placard is used on the compartment with the ethanol blend that exceeds E-10.

U.S. DOT INTERPRETATION ON SHIPPING NAME FOR BIODIESEL BLENDS

The U.S. DOT’s Pipeline and Hazardous Materials Safety Administration (PHMSA) has a letter of interpretation that changed the way marketers must describe biodiesel blends on shipping papers. The letter of interpretation dated February 28, 2008 (Ref No. 07-0235) explaining that the “mixture” or “solution” entry is not required for biodiesel blends. The letter states:

“It is the opinion of this office that a biodiesel blend may be appropriately described using a proper shipping name that describes its intended application. Thus, a blend of heating oil and biodiesel may be described as “fuel oil”, a blend of kerosene and biodiesel may be described as “kerosene” and a blend of diesel fuel and biodiesel may be described as “diesel fuel”. Since the names describe the material’s intended application, the addition of the qualifying word “mixture” or “solution” is not required

PHMSA dropped the mixture or solution requirement for biodiesel blends after PMAA told regulators in the aftermath of the November 28 change that biodiesel mixtures do not change firefighting or emergency response procedures for unblended diesel fuel, kerosene or heating oil. Bottom Line: Petroleum marketers may drop the words “mixture” or “solution” from biodiesel blend shipping paper entries.

***NOTE:** The North Carolina Department of Agriculture Consumer Services Section (NCDA-CS) requires the following on “APPLICATION FOR REGISTRATION OF GASOLINE / DIESEL FUEL BRAND NAME” Form.

See: <http://www.ncagr.gov/standard/licenses/documents/BrandName.pdf>

NOTE-2 on Form

In No. 1, the brand name always includes the base name and usually includes some type of grade designation or some term which indicates the grade of fuel, for example: “Goodgas Premium”, “ Goodgas Plus”, “Goodgas Unleaded Regular”, or “Brand X Diesel No. 2”. The registered brand name should be the same as the name displayed on the dispenser. Please note that the same brand name cannot be registered with two different sets of specifications. For example, “Goodgas Unleaded Regular” if registered as a straight gasoline, cannot be registered as a gasohol unless an appropriate additional term is included, such as, “Goodgas Unleaded Regular - Contains Ethanol”. Biodiesel or Biodiesel Blend shall include a capital B followed by the numerical value of the percentage of biodiesel fuel and ending with the word biodiesel, for example: “Brand X B20 Biodiesel.”

Revision Dated 10-31-2018