

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1149

IN THE MATTER OF:

Served June 14, 1971

Application of D. C. Transit )  
System, Inc. to Waive Regu- )  
lations 102-17 and 103-06 of )  
Order No. 1135. )

Application No. 700

Application of W. V. & M. )  
Coach Company to Waive )  
Regulation 102-17 of Order )  
No. 1135. )

Application No. 703

On May 5, 1971, we issued Order No. 1135 establishing 16 regulations aimed at the reduction of exhaust emission pollution from diesel buses. That order culminated a twenty-month proceeding. In it, we noted that some companies might already be utilizing equipment as effective as that required by the new regulations, but of a different type or configuration. We stated that in such a case, application should be made to us for waiver of the specific regulation in question.

D. C. Transit System, Inc. and W. V. & M. Coach Company have filed Applications seeking waiver of two regulations imposed by Order No. 1135, Regulations Nos. 102-17 and 103-06. Regulation 102-17, Fuel Injectors and Spray Tips, establishes a schedule during which carriers must equip every diesel engine with injectors and injector spray tips having a sac volume at or below the lowest sac volume available from the manufacturer of that engine. Concerning this regulation, the applications are as much in the nature of petitions for reconsideration as requests for waiver. They reiterate previous submissions on the cost of the required replacement program and ask that the time for compliance be extended.

We will not alter or extend the time for conversion to low-sac volume injector equipment. This provision is probably the single most important of our emission reduction regulations and Transit has submitted no new information to convince us that an extended period for compliance is desirable. The applications suggest that we may have been unaware that the major cost involved in Regulation 102-17 is in conversion to low-sac volume injectors, and that our belief that the burden of compliance should be spread over more than one year should lead us to extend the period for compliance. As we stated in Order No. 1135, our desire is to prevent costs from becoming disproportionate to the benefits achieved. Although low-sac volume injectors are the major cost item in Regulation 102-17, they are at the same time responsible for the most emissions reduction; and we remain of the opinion that the expense of their installation within twelve months is justified.

Regulation 103-06, Fuel Storage Tank Filter, requires use of a disposable element filter in the dispenser hose. D. C. Transit submits that its existing fueling systems are equipped with disposable element filters located on the input side of the meter pipe in the tank outlet or "dispenser line," which complies with the purpose of Regulation 103-06. We have inspected Transit's disposable element filtration systems and find them to be adequate to provide the type of filtration required by the regulation in question. Further investigation has revealed wide-spread use by area carriers of disposable element canister filters located in storage tank dispenser lines before the dispenser hose. As this type of filtration system will meet the standard sought by Regulation 103-06, we feel it to be expeditious to broaden that regulation rather than issue multiple waivers.

**THEREFORE, IT IS ORDERED:**

1. That the D. C. Transit System, Inc., application for waiver and reconsideration of Regulation 102-17 be, and it is hereby, denied.
2. That Regulation 103-06 be, and it is hereby, amended to read as follows:

103-06 Fuel Storage Tank Filter. All diesel fuel used by certificated carriers shall be pumped from a fuel storage tank equipped with a disposable element filter in the dispenser line or the dispenser hose.

BY DIRECTION OF THE COMMISSION:

  
DOUGLAS N. SCHNEIDER, JR.  
Executive Director