

in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

**Lois D. Cashell,**

*Secretary.*

[FR Doc. 95-22432 Filed 9-8-95; 8:45 am]

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[Docket No. TM96-1-30-000]

**Trunkline Gas Company; Notice of Proposed Change in FERC Gas Tariff**

September 5, 1995.

Take notice that on August 31, 1995, Trunkline Gas Company (Trunkline) tendered for filing to become part of its FERC Gas Tariff, First Revised Volume No. 1, Fourth Revised Sheet No. 13. Trunkline requests an effective date of October 1, 1995.

Trunkline states that the above-referenced tariff sheet is being filed in accordance with the Commission's Order No. 472 and pursuant to Section 21 (Annual Charge Adjustment (ACA) Provision) of the General Terms and Conditions of Trunkline's FERC Gas Tariff, First Revised Volume No. 1.

Trunkline's current ACA Unit Surcharge of \$0.0023 per Dt effective October 1, 1994 as approved by the Commission's Order dated September 30, 1994 in Docket No. TM95-1-30-000 changes to \$0.0022 per Dt with the tracking of the ACA Unit Surcharge authorized for the fiscal year 1995.

Trunkline requests waiver of any provisions of the Commission's Regulations which may be necessary to make the tariff sheet and rates submitted herewith effective October 1, 1995.

Trunkline further states that copies of the filing are being served on all customers subject to the tariff sheets and applicable state regulatory agencies.

Any person desiring to be heard or to protest said filing should file a motion to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, DC 20426, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 385.214). All such petitions or protests should be filed on or before September 11, 1995. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies

of this filing are on file with the Commission and are available for public inspection.

**Lois D. Cashell,**

*Secretary.*

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[Docket No. ER95-1382-000]

**Utility-Trade Corp.; Notice of Issuance of Order**

September 6, 1995.

On July 17, 1995, Utility-Trade Corp. (UTC) submitted for filing a rate schedule under which UTC will engage in wholesale electric power and energy transactions as a marketer. UTC also requested waiver of various Commission regulations. In particular, UTC requested that the Commission grant blanket approval under 18 CFR Part 34 of all future issuances of securities and assumptions of liability by UTC.

On August 25, 1995, pursuant to delegated authority, the Director, Division of Applications, Office of Electric Power Regulation, granted requests for blanket approval under Part 34, subject to the following:

Within thirty days of the date of the order, any person desiring to be heard or to protest the blanket approval of issuances of securities or assumptions of liability by UTC should file a motion to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, DC 20426, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 385.214).

Absent a request for hearing within this period, UTC is authorized to issue securities and assume obligations or liabilities as a guarantor, indorser, surety, or otherwise in respect of any security of another person; provided that such issuance or assumption is for some lawful object within the corporate purposes of the applicant, and compatible with the public interest, and is reasonably necessary or appropriate for such purposes.

The Commission reserves the right to require a further showing that neither public nor private interests will be adversely affected by continued approval of UTC's issuances of securities or assumptions of liability.

Notice is hereby given that the deadline for filing motions to intervene or protests, as set forth above, is September 25, 1995.

Copies of the full text of the order are available from the Commission's Public Reference Branch, Room 3308, 941

North Capitol Street NE., Washington, DC 20426.

**Lois D. Cashell,**

*Secretary.*

[FR Doc. 95-22448 Filed 9-8-95; 8:45 am]

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**ENVIRONMENTAL PROTECTION AGENCY**

[FRL-5294-3]

**Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses; Approval of an Application for Certification of Equipment**

**AGENCY:** Environmental Protection Agency.

**ACTION:** Notice of agency approval of an application for equipment certification.

**SUMMARY:** The Agency received an application dated October 24, 1994 from the Engelhard Corporation (Engelhard) with principal place of business at 101 Wood Avenue, Iselin, New Jersey for certification of urban bus retrofit/rebuild equipment pursuant to 40 CFR 85.1401-85.1415. On March 6, 1995 EPA published notification that the application had been received and made the application available for public review and comment for a period of 45 days (60 FR 12185). EPA has completed its review of this application and the Director of the Manufacturers Operations Division has determined that it meets all the requirements for certification. Accordingly, EPA approves the certification of this equipment effective September 11, 1995.

The candidate equipment provides a reduction in emissions of particulate matter (PM) for Detroit Diesel Corporation 6V92TA MUI (mechanical unit injection) petroleum fueled diesel engines. The certification of this equipment is applicable under program 2 only. It does not apply for operators utilizing Program 1 as Engelhard specifically applied under Program 2 only and did not perform the additional testing required for Program 1 certification.

The Engelhard application, as well as other materials specifically relevant to it, are contained in Public Docket A-93-42, entitled "Certification of Urban Bus Retrofit/Rebuild Equipment". This docket is located in room M-1500, Waterside Mall (Ground Floor), U.S. Environmental Protection Agency, 401 M Street SW, Washington, DC 20460. Docket items may be inspected from 8:00 a.m. until 4:00 p.m., Monday through Friday. As provided in 40 CFR

Part 2, a reasonable fee may be charged by the Agency for copying docket materials.

**DATES:** The date of this notice, September 11, 1995, is the official certification date for this application. The equipment is immediately available for installation.

**FOR FURTHER INFORMATION CONTACT:** Anthony Erb, Technical Support Branch, Manufacturers Operations Division (6405J), U.S. Environmental Protection Agency, 401 M St. SW, Washington, D.C. 20460. Telephone: (202) 233-9259.

**SUPPLEMENTARY INFORMATION:**

**I. Background**

On October 24, 1995 Engelhard applied for certification of a kit, for use on 2-cycle petroleum fueled diesel DDC 6V92TA MUI urban bus engines for the 1979 through 1989 model years, that includes a catalytic converter muffler (CCM) and incorporates a ceramic in-cylinder coating applied to the piston crowns, valve face and fire deck on the engine head. The application was submitted under EPA's Urban Bus/Retrofit program under Program 2 only.<sup>1</sup>

The CCM functions as a catalytic converter and a muffler. It takes the place of the original muffler in the engine exhaust system. Through testing in accordance with the Federal Test Procedure for heavy-duty diesel engines, Engelhard documented that emissions of particulate matter (PM) were reduced to a level of 0.22 g/bhp-hr with the candidate equipment installed. Engelhard is certifying this equipment to a maximum PM emission level of 0.25g/bhp-hr.

TABLE A.—CERTIFICATION LEVELS

Engine model	Model year	PM level with standard rebuild and addition of CCM and GPX coating	Code	Family designation
DDC 6V92TA MUI .....	1979-1989	0.25	All	All.

Emission test results supplied by Engelhard in the application are shown in Table B. The test data show the reduction in PM, Hydrocarbon (HC), carbon monoxide (CO), oxides of nitrogen (NO<sub>x</sub>) and smoke emissions were within the applicable emission standards with the CCM installed.

TABLE B. CERTIFICATION EMISSION TEST RESULTS (GM/BHP-HR)

	Base-line engine before rebuild	Rebuilt engine with catalyst and GPX-4 coating
HC .....	1.19	0.23
CO .....	2.53	0.46
NO <sub>x</sub> .....	9.55	5.53
PM .....	0.87	0.22
Smoke Test:		
Accel .....		6.0%
Lug .....		3.4%
Peak .....		7.6%

Urban bus operators who choose to comply with Program 2 and use the Engelhard equipment will use the PM emission value from Table A when calculating their average fleet PM level.

**II. Summary and Analysis of Comments**

EPA received comments from one party on this Engelhard application during the comment period. The Greater

Bridgeport Transit District stated that their experience using GPX-4 ceramic coatings since 1991 has been positive. The engines have gotten better fuel economy, emitted less smoke, and consumed less lubrication oil. A copy of the comments can be found in EPA Docket A-93-42.

**III. Certification Approval**

The Agency has reviewed this application, along with comments received from interested parties, and finds that this equipment reduces particulate matter emissions without causing urban bus engines to fail to meet any applicable Federal emission requirements. Additionally, EPA finds that installation of this equipment will not cause or contribute to an unreasonable risk to the public health, welfare or safety, or result in any additional range of parameter adjustability or accessibility to adjustment than that of the engine manufacturer's emission related part. The application meets the requirements for certification under the Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses (40 CFR 85.1401 and 85.1415). Thus, the Agency hereby approves the certification of this equipment.

**IV. Operator Requirements and Responsibilities**

For operators who have chosen to comply with Program 2, this equipment is immediately available for use and those who use this certified kit may claim the PM emissions reduction as stated in Table A when calculating their Fleet Level Attained.

As stated in the regulations, operators should maintain records for each engine in their fleet to demonstrate that they are in compliance with the requirements beginning in January 1, 1995. These records include purchase records, receipts, and part numbers for the parts and components used in the rebuilding of urban bus engines.

**Mary D. Nichols,**

*Assistant Administrator for Air and Radiation.*

[FR Doc. 95-22491 Filed 9-8-95; 8:45 am]

BILLING CODE 6560-50-P

[FRL-5294-8]

**Ozone, Particulate Matter and Regional Haze Implementation Program Subcommittee**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice of public meeting.

**SUMMARY:** On November 8, 1990, the EPA gave notice of the establishment of a Clean Air Act Advisory Committee

<sup>1</sup> EPA promulgated the Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses on April 23, 1993 (58 FR 21359). This final rule established the provisions for an urban

bus retrofit/rebuild program as required by section 219(d) of the Clean Air Act Amendments (CAAA) of 1990.