

----- Forwarded by Dave Godwin/DC/USEPA/US on 03/15/04 11:22 AM -----
"Marner, Abbe (TPE)" <Abbe.Marner@fta.dot.gov>

03/15/04 09:10 AM

To: Julius Banks/DC/USEPA/US@EPA
cc: Dave Godwin/DC/USEPA/US@EPA
Subject: RE: FTA R-22 use in buses

Mr. Banks, Thank you for the information. We'll reply to Congressman Burns (Augusta GA) that FTA will send out a 'Dear Colleague' letter to public transit agencies nationwide, encouraging them to consider alternatives to R-22. We would say in the letter that we want to support the federal government's obligations in the Montreal Protocol. In the letter, I'd prefer to say that there are viable alternatives to R-22 --- not just a single alternative. For all I know, the congressman may be writing on behalf of a major manufacturer of R-134a. If Mr. Godwin knows of any other viable alternative to R-22, I would appreciate knowing this. Again, thanks for your help.

-----Original Message-----

From: Banks.Julius@epamail.epa.gov
[mailto:Banks.Julius@epamail.epa.gov]
Sent: Friday, March 12, 2004 2:19 PM
To: Marner, Abbe (TPE)
Cc: Godwin.Dave@epamail.epa.gov
Subject: FTA R-22 use in buses

Mr. Marner:

Information on the R-22 phaseout is available on-line at www.epa.gov/ozone/title6/phaseout/hcfc.html
It is legal to use R-22 in bus air-conditioners. The congressional letter that you received seems to question the logic of FTA purchasing buses using R-22, when the manufacture of the refrigerant will be phased out by 2020. The phaseout does not ban use, just manufacture and import. EPA has banned the import of R-22 and prices are likely to rise as the phaseout nears.

HFC-134a (R-134a) is the likely refrigerant substitute that will be

found in the majority of bus a/c. R-134a does not damage the ozone layer (although it is a global warmer) and is not scheduled for a phaseout.

If you have questions on other alternative refrigerants contact Dave Godwin at 343-9324.

Best Regards,

Julius Banks
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