

C. Unfunded Mandates

Under Section 202 of the Unfunded Mandates Reform Act of 1995, EPA must prepare a written statement to accompany any rules that have "Federal mandates" that may result in the expenditure by the private sector of \$100 million or more in any one year. Under Section 205, EPA must select the most cost-effective and least burdensome alternative that achieves the objective of such a rule and that is consistent with statutory requirements. Section 203 requires EPA to establish a plan for informing and advising small governments that may be significantly and uniquely affected by the rule.

The Unfunded Mandates Act defines a "Federal private sector mandate" for regulatory purposes as one that, among other things, "would impose an enforceable duty upon the private sector." This final rule to modify the hazardous air pollutant list to delete caprolactam is deregulatory in nature and does not impose any enforceable duties upon the private sector. Therefore, this rulemaking is not a "Federal private sector mandat" and is not subject to the requirements of Section 202 or Section 205 of the Unfunded Mandates Act. As to Section 203, EPA finds that small governments will not be significantly and uniquely affected by this rulemaking.

D. Submission to Congress and the General Accounting Office

Under section 801(a)(1)(A) of the Administrative Procedures Act (APA) as amended by the Small Business Regulatory Enforcement Fairness Act of 1996, EPA submitted a report containing this rule and other required information to the U.S. Senate, the U.S. House of Representatives and the Comptroller General of the General Accounting Office prior to publication of the rule in today's Federal Register. This rule is not a "major rule" as defined by section 804(2) of the APA as amended.

List of Subjects in 40 CFR Part 63

Environmental protection, Air pollution control, Hazardous substances.

Dated: June 7, 1996.

Carol M. Browner,
Administrator.

40 CFR part 63 is amended as follows:

PART 63—NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS FOR SOURCE CATEGORIES

1. The authority citation for part 63 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart C—[Amended]

2. Subpart C is amended by adding § 63.60 and adding and reserving §§ 63.61 through 63.69 to read as follows:

§ 63.60 Deletion of caprolactam from the list of hazardous air pollutants.

The substance caprolactam (CAS number 105602) is deleted from the list of hazardous air pollutants established by 42 U.S.C. 7412(b)(1).

§§ 63.61–63.69 [Reserved]

[FR Doc. 96–15445 Filed 6–17–96; 8:45 am]

BILLING CODE 6560–50–P

DEPARTMENT OF ENERGY**48 CFR Parts 911, 952, and 970**

RIN 1991–AB27

Acquisition Regulation; Technical Amendments

AGENCY: Department of Energy.

ACTION: Correction to final rule.

SUMMARY: This notice corrects errors appearing in the final rule published at 61 FR 21975 on May 13, 1996. The rule made technical amendments to the Department of Energy Acquisition Regulation (DEAR) to conform to changes made in the Federal Acquisition Regulation (FAR) as a result of the Federal Acquisition Streamlining Act of 1994.

EFFECTIVE DATE: June 12, 1996.

FOR FURTHER INFORMATION CONTACT: Richard B. Langston, Office of Policy (HR–51), Office of the Deputy Assistant Secretary for Procurement and Assistance Management, Department of Energy, 1000 Independence Avenue, SW., Washington, D.C. 20585 (202) 586–8247.

SUPPLEMENTARY INFORMATION:**Need for Correction**

As published, the rule contained errors which could be confusing to the reader and need correction.

Correction of Publication

Accordingly, the final rule published on May 13, 1996, which was the subject of FR Doc. 96–11918 is corrected as follows:

911.600 [Corrected]

1. At page 21976, in subpart 911.600, at the bottom of the center column, the reference to "FAR subpart 911.6" is corrected to read "FAR subpart 11.6."

952.211 [Corrected]

2. At page 21977, second column, insert amendment 18.d to read as follows:

18.d In newly redesignated sections 952.211–70, including its Alternate I, and 952.211–71, including its Alternate I, the date "JUNE 1987" following the clause heading is revised to read "JUN 1996." In newly redesignated section 952.211–72, the date "MAY 1987" following the clause heading is revised to read "JUN 1996." In newly redesignated 952.211–73, the date "APR 1987" following the clause heading is revised to read "JUN 1996."

952.226 [Corrected]

3. At page 21977, second column, insert amendment 19.a to read as follows:

19.a At sections 952.226–70, 952.226–71, 952.226–72, and 952.226–73, the date "May 1995" following the clause heading is revised to read "JUN 1996."

952.250–70 [Corrected]

4. At page 21977, second column, insert amendment 20.a to read as follows:

20.a At section 952.250–70, the date "JAN 1992" following the clause heading is revised to read "JUN 1996."

970.5204–9 [Corrected]

5. At page 21977, second column, insert amendment 23.a to read as follows:

23.a At section 970.5204–9, the date "APR 1984" following the clause heading is revised to read "JUN 1996."

6. At page 21977, third column, at 970.5204–9, the date "APR 1996" following the clause heading is corrected to read "JUN 1996."

970.5204–13 [Corrected]

7. At page 21977, third column, insert amendment 24.a to read as follows:

24.a At 970.5204–13, the date "SEPT 1991" following the clause heading is revised to read "JUN 1996."

970.5204–14 [Corrected]

8. At page 21978, first column, insert amendment 25.a to read as follows:

25.a At 970.5204–14, the date "OCT 1990" following the clause heading is revised to "JUN 1996."

970.5204–44 [Corrected]

9. At page 21978, first column, insert amendment 26.a to read as follows:

26.a At 970.5204–44, the date "Oct 1995" following the clause heading is revised to "JUN 1996."

Signed in Washington, D.C. on June 6, 1996.

Richard H. Hopf,

Deputy Assistant Secretary for Procurement and Assistance Management.

[FR Doc. 96-14895 Filed 6-17-96; 8:45 am]

BILLING CODE 6450-01-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Part 192

[Docket PS-124; Amdt. 192-78]

RIN 2137-AC25

Regulatory Review; Gas Pipeline Safety Standards

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Correction of amendment number of final rule document.

SUMMARY: This action corrects the amendment number of the Final Rule document published in the Federal Register on Thursday, June 6, 1996 (61 FR 28770). In the document heading on page 28770, the amendment number "Amdt. 192-76" is changed to read "Amdt. 192-78." The Final Rule makes miscellaneous changes to the gas pipeline safety standards to provide clarity, eliminate unnecessary or burdensome requirements, and foster economic growth.

EFFECTIVE DATE: July 8, 1996.

FOR FURTHER INFORMATION CONTACT: Jenny Donohue, (202) 366-4046.

Issued in Washington D.C. on June 12, 1996.

Richard B. Felder,

Associate Administrator for Pipeline Safety.

[FR Doc. 96-15352 Filed 6-17-96; 8:45 am]

BILLING CODE 4910-60-P

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 74-09; Notice 46]

RIN 2127-AF02

Federal Motor Vehicle Safety Standards; Child Restraint Systems

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Final rule; response to petitions for reconsideration; correction.

SUMMARY: This document responds to petitions for reconsideration of a July

1995 final rule that amended Federal Motor Vehicle Safety Standard (FMVSS) No. 213, *Child Restraint Systems* to add a greater array of sizes and weights of test dummies for use in Standard 213 compliance tests. This is the second of two documents responding to those petitions. An earlier document delayed the compliance date of the rule until September 1, 1996, for manufacturers of add-on (portable) child restraint systems.

Most of the amendments made by today's rule correct or clarify provisions of the July 1995 rule. The only substantive changes made by today's rule are to amend provisions in that standard to permit manufacturers to produce belt-positioning seats with a mass of up to 4.4 kg (rather than limit the mass to 4 kg), and to permit them to use the word "mass" in labeling child seats. Petitions for reconsideration of matters relating to other issues are denied.

DATES: This rule is effective July 18, 1996. The compliance date for the amendments made by this rule (i.e., the date on which manufacturers must begin complying with the amendments) is September 1, 1996. Beginning July 18, 1996, manufacturers may begin voluntarily complying with the amendments made by this rule.

Petitions for reconsideration of this rule must be received by August 2, 1996.

ADDRESSES: Petitions for reconsideration should refer to the docket and number of this document and be submitted to: Administrator, Room 5220, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, DC, 20590.

FOR FURTHER INFORMATION CONTACT: For nonlegal issues: Dr. George Mouchahoir, Office of Vehicle Safety Standards (telephone 202-366-4919). For legal issues: Ms. Deirdre Fujita, Office of the Chief Counsel (202-366-2992). Both can be reached at the National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC 20590.

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I. Introduction

This document is the second of two documents responding to petitions for reconsideration of a final rule published July 6, 1995 (60 FR 35126), and corrected September 29, 1995 (60 FR 50477). It also responds to other requests for rulemaking. The final rule amended Federal Motor Vehicle Safety Standard No. 213, "Child Restraint Systems" (49 CFR 571.213), by adding a greater array of sizes and weights of test dummies to Standard 213 for use in compliance tests. The rule, completing a substantial upgrade of the standard long envisioned by the agency, also responded to the NHTSA Authorization Act of 1991 (sections 2500-2509 of the Intermodal Surface Transportation Efficiency Act ("ISTEA")), which directed NHTSA to initiate rulemaking on child seat safety. The notice of proposed rulemaking (NPRM) for the rule was published March 16, 1994 (59 FR 12225).

On December 12, 1995 (60 FR 63651), NHTSA published the first document responding to petitions for reconsideration of the rule. In response to petitions from Cosco Inc. and Gerry Baby Products Company, two manufacturers of add-on child restraint systems, NHTSA extended the compliance date of the rule from January 3, 1996, to September 1, 1996. The agency extended the compliance date to provide manufacturers of add-on systems sufficient time to evaluate their products and make any necessary changes to them.

II. Current Requirements

Standard 213 applies to any device, except Type I (lap) or Type II (lap/shoulder) seat belts, designed for use in a motor vehicle or aircraft to restrain, seat, or position children whose mass is 23 kilograms (kg) (50 pounds) or less. The standard evaluates the performance of child restraint systems in dynamic