

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

Richard H. Hopf,

Deputy Assistant Secretary for Procurement and Assistance Management.

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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]

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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.

SUPPLEMENTARY INFORMATION:

Table of Contents

- I. Introduction
- II. Current requirements
- III. Final Rule
- IV. Petitions for Reconsideration
- V. Issues
 - a. Mass Ranges
 - b. Ninety-fifth percentile child dummy
 - c. Weight and height should match
 - d. Test Principles
 1. Speed Close to 30 mph
 2. Representative Seat Assembly
 3. Worst Case Testing

4. Testing "New" Restraints
- e. Allowable Mass for Belt-Positioning Boosters
- f. Knee Excursion
- VI. Corrections
 - a. Metrication
 - b. Labeling
 - c. Dummy Positioning
 - d. Dummy Selection
- VII. Compliance Date
- VIII. Rulemaking Analyses and Notices
 - a. Executive Order 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures
 - b. Regulatory Flexibility Act
 - c. Executive Order 12612 (Federalism)
 - d. National Environmental Policy Act
 - e. Paperwork Reduction Act
 - f. Executive Order 12778 (Civil Justice Reform)

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