(g) A generator who generates wastewater treatment sludges from electroplating operations that meet the listing description for the RCRA hazardous waste code F006 waste may accumulate F006 waste on site for 180 days or less without a permit or without having interim status provided that the generator complies with the following requirements:

(1) The generator has implemented pollution prevention practices that reduce the volume or toxicity of the F006 waste or that make it more amenable for metals recovery;

(2) The F006 waste is sent off site for metals recovery;

(3) No more than 16,000 kilograms of F006 waste is accumulated on site at any one time; and

(4) The F006 waste is managed in accordance with the following requirements:

(i) The F006 waste is placed:

(A) In containers and the generator complies with subpart I of 40 CFR part 265; and/or

(B) In tanks and the generator complies with subpart J of 40 CFR part 265, except §§ 265.197(c) and 265.200; and/or

(C) In containment buildings and the generator complies with subpart DD of 40 CFR part 265, and has placed its professional engineer certification that the building complies with the design standards specified in 40 CFR 265.1101 in the facility's operating record prior to operation of the unit. The owner or operator shall maintain the following records at the facility:

(*1*) A written description of procedures to ensure that the F006 waste remains in the unit for no more than 180 days, a written description of the waste generation and management practices for the facility showing that they are consistent with the 180-day limit, and documentation that the procedures are complied with; or

(*2*) Documentation that the unit is emptied at least once every 180 days.

(ii) In addition, such a generator is exempt from all the requirements in subparts G and H of 40 CFR part 265, except for §§ 265.111 and 265.114.

(iii) The date upon which each period of accumulation begins is clearly marked and visible for inspection on each container;

(iv) While being accumulated on site, each container and tank is labeled or marked clearly with the words, ''Hazardous Waste;'' and

(v) The generator complies with the requirements for owners or operators in subparts C and D in 40 CFR part 265, with 40 CFR 265.16, and with 40 CFR 268.7(a)(4).

(h) A generator who generates wastewater treatment sludges from electroplating operations, RCRA hazardous waste code F006, and who must transport this waste, or offer this waste for transportation, over a distance of 200 miles or more for off-site metals recovery may accumulate F006 waste on site for 270 days or less without a permit or without having interim status provided that the generator complies with the requirements of paragraph (g) of this section.

(i) A generator who generates wastewater treatment sludges from electroplating operations, RCRA hazardous waste code F006, who accumulates F006 waste on site for more than 180 days (or for more than 270 days if the generator must transport this waste, or offer this waste for transportation, over a distance of 200 miles or more) or who accumulates more than 16,000 kilograms of F006 waste on site is an operator of a storage facility and is subject to the requirements of 40 CFR parts 264 and 265 and the permit requirements of 40 CFR part 270 unless the generator has been granted an extension to the 180-day (or 270-day if applicable) period or the 16,000 kilogram accumulation limit. Such extensions may be granted by EPA if F006 waste must remain on site for longer than 180 days (or 270 days if applicable) or if more than 16,000 kilograms of F006 waste must remain on site due to unforeseen, temporary, and uncontrollable circumstances. An extension of the accumulation time up to 30 days or the accumulation limit of more than 16,000 kilograms of F006 waste may be granted at the discretion of the Regional Administrator on a case-by-case basis.

[FR Doc. 99–2323 Filed 1–29–99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

49 CFR Part 244

[FRA Docket No. FRA–1999–4985, Notice No. 2]

RIN 2130–AB24

Regulations on Safety Integration Plans Governing Railroad Consolidations, Mergers, Acquisitions of Control, and Start Up Operations; Correction

AGENCY: Federal Railroad Administration, DOT.

ACTION: Proposed rule; correction.

SUMMARY: The Federal Railroad Administration (FRA) corrects the docket number entry identified in the proposed rule that was published in the **Federal Register** on December 31, 1998, 63 FR 72225, Dec. 31, 1998, regarding Regulations on Safety Integration Plans Governing Railroad Consolidations, Mergers, Acquisitions of Control, and Start Up Operations. The previous docket number for the agency's proposed rule was ''FRA Docket No. SIP–1.'' The new docket number is ''FRA–1999–4985.'' FRA informs the public that it will nevertheless receive and file comments from interested persons in the administrative record for this rulemaking action that identified the proposed rule as FRA Docket No. SIP–1. FRA also advises the regulated community that this notice does not affect the Surface Transportation Board's (STB or Board) docket number for comments on the Board's proposed rule in the joint rulemaking proceeding.

FOR FURTHER INFORMATION CONTACT: Jon Kaplan, Trial Attorney, Office of Chief Counsel, FRA, 1120 Vermont Avenue, Mailstop 10, Washington, DC 20590 (telephone: (202) 493–6053).

SUPPLEMENTARY INFORMATION: On December 18, 1998, FRA and the STB issued a joint rule proposing regulations for the development and implementation of safety integration plans (SIPs) by railroads seeking to engage in certain specified merger, consolidation, or acquisition of control transactions with another railroad. 63 FR 72225, Dec. 31, 1998. FRA identified the docket number corresponding to its rulemaking action as ''FRA Docket No. SIP–1'' in the caption and address section of the document. Due to consolidation of FRA's docket facilities with those of other DOT operating administrations into a centralized docket management system, however, FRA's docket numbering system has changed. The central docket facility styles dockets received in its electronic docket system as, for example, ''FRA–1999–xxxx.'' For this reason, the docket number assigned to FRA's portion of the SIP rule is now ''FRA–1999–4985,'' and commenters should use this docket number when commenting on FRA's proposed rule. (Interested parties should continue to refer to STB Ex Parte No. 574 when commenting on the Board's proposed rule.) FRA will, however, receive and docket comments filed by interested persons responding to the agency's proposed rule that identified the action as ''FRA Docket No. SIP–1.''

Issued in Washington, DC on January 26, 1999.

Michael T. Haley,

Deputy Chief Counsel.

[FR Doc. 99–2253 Filed 1–29–99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA–99–5025]

Federal Motor Vehicle Safety Standards (FMVSS); Child Restraint Systems

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

ACTION: Request for public comments.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) is conducting a review of Federal Motor Vehicle Safety Standard (FMVSS) No. 213, Child Restraint Systems, in order to determine, consistent with Executive Order 12866, Regulatory Planning and Review, and Section 610 of the Regulatory Flexibility Act, whether this rule [1] should be maintained without change, rescinded, or modified in order to make it more effective or less burdensome in achieving its objectives. This review also is being conducted to determine whether the rule can become more consistent with the objectives of the Regulatory Flexibility Act to achieve regulatory goals while imposing as few burdens as possible on small entities.

DATES: Comments must be received on or before April 2, 1999.

ADDRESSES: Comments must refer to the docket number cited at the beginning of this notice and be submitted to the Docket Management, Room PL–401, 400 Seventh Street, SW., Washington, DC 20590. It is requested, but not required, that one original plus two copies of the comments be provided. The Docket hours are from 10:00 a.m. to 5:00 p.m., Monday through Friday (telephone 202–366–9324).

FOR FURTHER INFORMATION CONTACT: Nita Kavalauskas, Office of Regulatory Analysis and Evaluation, Office of Plans and Policy, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW, Washington, DC 20590, (telephone 202-366–2584, fax 202–366–2559).

SUPPLEMENTARY INFORMATION: Federal Motor Vehicle Safety Standard (FMVSS) No. 213 (49 CFR 571.213) (''the rule'') specifies minimum performance requirements for child restraint systems (both built-in and add-on) used in motor vehicles and aircraft. The purpose of the rule is to reduce the number of children killed or injured in motor vehicle and aircraft crashes. The rule applies to passenger cars, multipurpose passenger vehicles, trucks and buses, and to child restraint systems for use in motor vehicles and aircraft.

The rule evaluates the performance of child restraint systems in dynamic tests performed in a simulated 30-mph frontal impact system. The rule tests built-in child restraints either in the specific vehicles or in the specific vehicle shell. Add-on child restraint systems are tested on a standard test seat, restrained either by a lap belt or (in the case of a belt positioning seat) by a lap/shoulder belt. In addition, the rule requires labeling both belt-positioning booster seats and shield-type booster seats to indicate which type of belt system (lap belt only or lap/shoulder belt) can be used with that particular booster seat.[2]

The rule sets specific dummy testing requirements by weight and height, so that an add-on or a built-in child restraint recommended for a specific weight/height class will be tested using dummies representative of that weight/height class. The rule also establishes other requirements for child restraints with respect to such factors as the height and width of the seat back surface, padding on surfaces contacted by the child's head, the locations of fixed or movable surfaces in front of the seated child, belt buckles and their releases, seat belt material, and labeling requirements.

The rule requires child restraint manufacturers to state on a label the heights and weights of children for whom the system is designed to protect. The rule also requires manufacturers of child restraints to provide warning labels on rear-facing child restraints to alert parents of the potential negative consequences of using rear-facing child restraint systems in the front seat of vehicles with passenger-side air bags.

Also included in the rule is a requirement that child restraint manufacturers supply, at the time of sale of the child restraint, a postage-paid registration card that the purchaser can fill in with his/her name and address and mail back to the manufacturer so that the purchaser could be notified in the event of a recall. Providing this information on the label allows subsequent owners of child restraints to register their restraints with the manufacturer so that they can be contacted in the event of a recall. Manufacturers must record a list or maintain records of the owners in a form suitable for inspection, such as computer information storage devices or card files. Manufacturers are required to retain the records of owners for six years from the date of manufacture of the child restraint. The rule also requires that each child restraint be permanently labeled with the manufacturer's address or toll-free telephone number and the U.S. Government's Auto Safety Hotline toll-free telephone number.

At the present time, NHTSA has selected FMVSS No. 213 for review in accordance with the regulatory review provisions at Section 5 of the Executive Order 12866 on Regulatory Planning and Review (58 FR 51735, 51739, Oct. 4, 1993) and the directive of Section 610 of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*).

Section 610(a) of the Regulatory Flexibility Act requires the periodic review of rules to determine which ones have a significant economic impact on a substantial number of small businesses. The agency determined in August 1998 that FMVSS No. 213 (the rule) may have a significant economic impact on a substantial number of small businesses and pursuant to section 610(c) is conducting this review of FMVSS No. 213. The purpose of the review is to determine whether the rule should be continued without change, rescinded, or amended to make it more effective or less burdensome in achieving its objectives, and to bring it into better alignment with the objectives of the Regulatory Flexibility Act to achieve regulatory goals while imposing as little burden as possible on small entities. In the event the Agency determines, based on the results of this review, that the rule should be rescinded or modified, appropriate rulemaking will be initiated.

An important step in the review process involves the gathering and analysis of information from affected parties about their experience with the rule and any material changes in circumstances since issuance of the standard. This notice provides an opportunity for interested parties to comment on the continuing need for, adequacy or inadequacy of, and small business impacts of the rule. Comments concerning the following subjects would assist the Agency in determining

[1] This document refers to FMVSS No. 213 as a ''rule'' consistent with Section 610 of the Regulatory Flexibility Act, Public Law 96–354, September 19, 1980 (see Section 601(2)).

[2] The agency has issued a proposal to standardize child restraint anchorages. The agency would prefer not to receive comments on this issue unless they relate to small business impacts.