of paragraph S7.4, and each replaceable bulb headlamp shall meet the requirements of paragraph S7.5. Ballasts required to operate specific gas mixture light sources shall be included in the tests specified in paragraphs S8.1 and S8.4 though S8.7.

Issued on: June 13, 1995.

Barry Felrice.

Associate Administrator for Safety Performance Standards.

[FR Doc. 95-14847 Filed 6-16-95; 8:45 am] BILLING CODE 4910-59-P

49 CFR Part 571

[Docket No. 95-42; Notice 1]

RIN 2127-AF67

Federal Motor Vehicle Safety Standards; Seat Belt Assemblies; **Child Restraint Systems**

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT. **ACTION:** Notice of proposed rulemaking.

SUMMARY: This notice proposes to delete the colorfastness requirements for seat belt assemblies. The purpose of those requirements is to ensure that motorists are not discouraged from using safety belts out of a concern that the belts will transfer their coloring to motorists clothing. NHTSA tentatively concludes that manufacturer concerns about public acceptance are sufficient by themselves to ensure that manufacturers will make their belts colorfast. Therefore, retention of the requirements is not necessary.

DATES: Comment Dates: Comments must be received by August 18, 1995.

Proposed Effective Date: If adopted, the proposed amendments would become effective 30 days following publication of the final rule.

ADDRESSES: Comments should refer to the docket and notice number of this notice and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. (Docket Room hours are 9:30 a.m.-4 p.m., Monday through Friday.)

FOR FURTHER INFORMATION CONTACT: Mr. Clarke B. Harper, Office of Vehicle Safety Standards, NPS-12, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington,

DC 20590. Telephone: (202) 366-4916. **SUPPLEMENTARY INFORMATION: Pursuant** to the March 4, 1995 directive, "Regulatory Reinvention Initiative," from the President to the heads of departments and agencies, NHTSA has undertaken a review of all its

regulations and directives. During the course of this review, the agency identified several requirements and regulations that are potential candidates for rescission, including the colorfastness requirements in Standard No. 209, "Seat Belt Assemblies."

Standard No. 209 includes colorfastness requirements out of concern that occupants would be less likely to wear their seat belt if the webbing stained their clothing. Paragraphs S4.2 (g) and (h) of the Standard require seat belt webbing to resist transferring color to a wet or dry crock cloth and to resist staining (the colorfastness requirements). Test procedures to determine that the colorfastness requirements are met are found in S5.1 (g) and (h) of the Standard.

NHTSA tentatively concludes that market forces would be sufficient, in the absence of the current requirements, to encourage seat belt manufacturers to use webbing that will not stain clothing. The agency is not aware of any basis for believing that rescission of the colorfastness requirements would lessen colorfastness or safety. Therefore, NHTSA is proposing to delete the colorfastness requirements from Standard No. 209. NHTSA is also proposing to delete references to these requirements in Standard No. 213, ''Child Restraint Systems.''

Rulemaking Analyses and Notices

Executive Order 12866 and DOT Regulatory Policies and Procedures

NHTSA has considered the impact of this rulemaking action under E.O. 12866 and the Department of Transportation's regulatory policies and procedures. This rulemaking document was not reviewed under E.O. 12866, "Regulatory Planning and Review." This action has been determined to be not "significant" under the Department of Transportation's regulatory policies and procedures. NHTSA believes that there would be no gain or loss of safety benefits from Standards Nos. 209 and 213 as a result of rescission of the colorfastness requirements. Manufacturers may have a very minor cost savings (approximately \$50 per test) as they will no longer have to certify compliance with these requirements.

Regulatory Flexibility Act

NHTSA has also considered the impacts of this notice under the Regulatory Flexibility Act. I hereby certify that this proposed rule would not have a significant economic impact on a substantial number of small entities.

As explained above, NHTSA does not anticipate that this proposal will significantly economically impact small manufacturers, or small entities that purchase safety belts or vehicles.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1980 (P.L. 96-511), there are no requirements for information collection associated with this proposed rule.

National Environmental Policy Act

NHTSA has also analyzed this proposed rule under the National Environmental Policy Act and determined that it would not have a significant impact on the human environment.

Executive Order 12612 (Federalism)

NHTSA has analyzed this proposal in accordance with the principles and criteria contained in E.O. 12612, and has determined that this proposed rule would not have significant federalism implications to warrant the preparation of a Federalism Assessment.

Civil Justice Reform

This proposed rule would not have any retroactive effect. Under 49 U.S.C. 30103, whenever a Federal motor vehicle safety standard is in effect, a State may not adopt or maintain a safety standard applicable to the same aspect of performance which is not identical to the Federal standard, except to the extent that the state requirement imposes a higher level of performance and applies only to vehicles procured for the State's use. 49 U.S.C. 30161 sets forth a procedure for judicial review of final rules establishing, amending or revoking Federal motor vehicle safety standards. That section does not require submission of a petition for reconsideration or other administrative proceedings before parties may file suit in court.

Submission of Comments

Interested persons are invited to submit comments on the proposal. It is requested but not required that 10 copies be submitted.

All comments must not exceed 15 pages in length. (49 CFR 553.21). Necessary attachments may be appended to these submissions without regard to the 15-page limit. This limitation is intended to encourage commenters to detail their primary arguments in a concise fashion.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including