

328 Uruguay  
330 Uzbekistan  
1331 U.S. Virgin Islands

Federal Communications Commission.

William F. Caton,  
*Acting Secretary.*

[FR Doc. 96-2615 Filed 2-8-96; 8:45 am]

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## 47 CFR Part 63

[IB Docket No. 95-22, FCC 95-475]

### Market Entry and Regulation of Foreign-affiliated Entities

**AGENCY:** Federal Communications Commission.

**ACTION:** Correction to final regulations.

**SUMMARY:** This document contains a correction to the final regulations (FCC 95-475), which were published Friday, December 29, 1995 (60 FR 67332). The regulations relate to the market entry of foreign-affiliated carriers into the United States for the provision of international telecommunications services.

**EFFECTIVE DATE:** January 29, 1996.

**FOR FURTHER INFORMATION CONTACT:** Ken Schagrin (202) 418-1407.

#### SUPPLEMENTARY INFORMATION:

Need for Correction

As published, the final regulations contains an error which needs to be corrected.

#### Correction of Publication

Accordingly, the publication on December 29, 1995 of the final regulations (FCC 95-475) which were the subject of FR Doc. 95-31099 is corrected as follows:

#### § 63.17 [Corrected]

Paragraph 1. On page 67339, in the first column, in § 63.17, paragraph (b), the phrase "Except as provided in paragraph (b)(5) \* \* \*" is corrected to read "Except as provided in paragraph (b)(4) \* \* \*".

Federal Communications Commission.

William F. Caton,  
*Acting Secretary.*

[FR Doc. 96-2840 Filed 2-8-96; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### 49 CFR Parts 251 and 258

[FRA Docket No. RRR-1, Notice No. 1]

RIN 2130-AB03

### Removal of Federal Railroad Regulations Pursuant to Regulatory Reform

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Final rule.

**SUMMARY:** In connection with the President's Regulatory Reform Initiative, the FRA has reviewed all of its exiting regulations. This review identified regulations in 49 CFR Chapter II that are being removed because they are obsolete or the authorization for them does not currently exist. The FRA expects that this final rule will reduce the administrative burden to government and industry, reduce government printing costs, and provide a more concise and useful Title 49, Code of Federal Regulations.

**EFFECTIVE DATE:** The rule becomes effective on March 11, 1996.

**FOR FURTHER INFORMATION CONTACT:** Elizabeth Sorrells, Attorney Advisor, Office of Chief Counsel, FRA, 400 Seventh Street SW., Washington, DC 20590, (telephone: (202) 366-4782).

**SUPPLEMENTARY INFORMATION:** On March 4, 1995, the President issued a memorandum directing the heads of federal departments and agencies to conduct a page-by-page review of all agency regulations now in force and eliminate or revise those that are outdated or otherwise in need of reform. FRA has conducted a page-by-page review of all of its regulations and identified obsolete regulations for removal, as follows:

49 CFR Part 251—Loans and Guarantees of Loans Under Rail Service Passenger Act of 1970

This part is being removed because the authorities for it, 45 U.S.C. 602 (section 602 of the Rail Passenger Service Act of 1970) and 45 U.S.C. 621 (section 701 of the Rail Service Passenger Service Act of 1970) were initially repealed, respectively, on October 27, 1992 by Pub. L. No. 102-533, sec. 7(c), 106 Stat. 3519 and on April 7, 1986, by Pub. L. No. 99-272, sec. 4007(c), 100 Stat. 108, and again on July 5, 1995 by Pub. L. No. 103-272, the Codification of Certain U.S. Department of Transportation Laws as Title 49, United States Code.

49 CFR Part 258—Regulations Governing Section 505 of the Railroad Revitalization and Regulatory Reform Act of 1976, As Amended

This part is being removed because authorization for it has expired and no reauthorization is anticipated.

#### Regulatory Impact

#### *Executive Order 12866 and DOT Regulatory Policies*

This final rule has been evaluated in accordance with existing regulatory policies. The regulatory document is considered to be a nonsignificant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of costs and benefits under section 6(a)(3) of that Order. It has not been reviewed by the Office of Management and Budget under that Order. This rulemaking has been reviewed under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979) and found to be a nonsignificant rule.

In its regulatory analysis, FRA has determined that this rulemaking presents no substantive issue which it could reasonably expect would produce meaningful public comment since it is merely removing, pursuant to Presidential directive, obsolete regulations, retention of which could serve no useful purpose. Accordingly, pursuant to 5 U.S.C. 553 (c) and (d), the

Administrative Procedure Act, FRA finds good cause exists to publish this as a final rule without opportunity for public comment, and to make it effective on the date of publication.

#### *Federalism*

FRA has analyzed this rulemaking in accordance with the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient implications for federalism to warrant the preparation of a Federalism Assessment.

#### *Regulatory Flexibility Act*

The Regulatory Flexibility Act of 1980 (5 U.S.C. 601 *et seq.*) requires a review of rules to assess their impact on small entities. In reviewing the economic impact of the rule, FRA concluded that it will not have any measureable impact on small entities. There are no direct or indirect economic impacts for small units of government, businesses, or other organizations. Therefore, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the provisions of the Regulatory Flexibility Act.

#### *Paperwork Reduction Act*

This rulemaking contains no reporting requirements that are subject to OMB approval under 5 CFR part 1320, pursuant to the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*)

#### *Environmental Assessment*

This final rule meets the criteria that establish this as a non-major action for environmental purposes.

#### List of Subjects

##### **49 CFR Part 251**

Loan programs—transportation, Railroads.

##### **49 CFR Part 258**

Grant programs—transportation, Railroads.

Accordingly, for the reasons set forth in the Preamble, under the authority of 45 U.S.C. 602, 45 U.S.C. 621 and 49 U.S.C. 1651 FRA is amending 49 CFR Ch. II by removing parts 251 and 258.

#### **PARTS 251 AND 258—[REMOVED]**

Issued in Washington, DC, on January 31, 1996.

Jolene M. Molitoris,  
Administrator, Federal Railroad  
Administration.

[FR Doc. 96-2715 Filed 2-8-96; 8:45 am]

BILLING CODE 4910-06-M

#### **National Highway Traffic Safety Administration**

##### **49 CFR Part 571**

[Docket No. 74-09; Notice 44]

RIN 2127-AF02

#### **Federal Motor Vehicle Safety Standards; Child Restraint Systems**

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

**ACTION:** Clarification of compliance date.

**SUMMARY:** The subject of this document is a final rule that amended Federal Motor Vehicle Safety Standard (FMVSS) No. 213, "Child Restraint Systems," (49 CFR § 571.213) to add a greater array of sizes and weights of test dummies for use in compliance tests. The compliance date for the rule (i.e., the date on which manufacturers must begin complying with the amendments) is September 1, 1996.

NHTSA typically includes language in its regulations, when appropriate, to permit manufacturers the option of complying with new requirements before the compliance date of those requirements. However, the agency inadvertently omitted such language from the above-mentioned rulemaking documents. This document corrects this oversight and announces the date on which it became permissible for manufacturers to begin voluntarily producing child restraint systems that comply with the new requirements.

**DATES:** The effective date (i.e., the date on which the text of the CFR is changed) of the final rule published July 6, 1995 (60 FR 35126) and corrected September 29, 1995 (60 FR 50477), remains January 3, 1996.

Beginning January 3, 1996, it was permissible for manufacturers to begin complying with these amendments voluntarily.

The mandatory compliance date for the amendments made by those documents (i.e., the date on which manufacturers must begin complying with the amendments) is September 1, 1996.

#### **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., S.W., Washington, D.C., 20590.

**SUPPLEMENTARY INFORMATION:** On July 6, 1995 (60 FR 35126), NHTSA published

a final rule (later corrected September 29, 1995 (60 FR 50477)) amending Standard 213, "Child Restraint Systems," to add a greater array of sizes and weights of test dummies for use in compliance tests and to revise labeling requirements. (This amendment is hereinafter referred to as "the upgraded requirements.") The compliance date for the rule for manufacturers of add-on (portable) child restraints was January 3, 1996. In response to requests in petitions for reconsideration from two manufacturers of add-on restraints, NHTSA extended this compliance date to September 1, 1996, to provide more leadtime to manufacturers of add-on restraints to meet the requirements and to make the compliance date the same as that for manufacturers of built-in restraints. 60 FR 63651, December 12, 1995.

Ms. Kathleen Weber of the Child Passenger Protection Research Program of the University of Michigan Medical School (UM-CPP) asked the agency whether manufacturers of add-on systems could begin meeting the upgraded requirements before September 1, 1996, the compliance date for those requirements. She stated that while some manufacturers may need until September 1996 to comply, other manufacturers might already have the capability to meet the upgraded requirements and might wish to meet them before that date.

In its rules amending FMVSSs to add new requirements, NHTSA usually discusses the issue of whether vehicles or equipment manufactured before the compliance date for the new requirements may comply with those new requirements in lieu of complying with the existing requirements. However, in the rules establishing the upgraded requirements for Standard 213 and extending the compliance date of the requirements for add-on restraints to September 1996, the agency inadvertently omitted any discussion of early voluntary compliance. To correct that oversight, this document makes it clear that add-on and built-in child restraint systems may comply with the upgraded requirements in advance of the September 1, 1996 mandatory compliance date without violating any other provisions in Standard 213 or 49 U.S.C. 30101 *et seq.* (formerly the National Traffic and Motor Vehicle Safety Act).

NHTSA notes, however, that the upgraded requirements are subject to change. There are still a number of pending petitions for reconsideration of the July 1995 rule. While NHTSA responded to the requests in the petitions for reconsideration of the