

**U.S. Department of Transportation
Retrospective Regulatory Review Report for 01/11/2016**

High-Priority Retrospective Review Rulemakings

#	MODE NAME	RIN	TITLE	ABSTRACT	STAGE	SCHEDULED (OR ISSUED) DATE	REGULATORY FLEXIBILITIES	METHODS TO IDENTIFY IMPROVEMENT	QUANTIFIED BENEFITS/ BURDEN REDUCTION
1	Federal Aviation Administration	2120-AK65	Part 23 Reorganization (RRR)	This rulemaking would revise 14 CFR part 23 as a set of performance based regulations, addressing the original safety intent contained in the current requirements. These performance based regulations would be enforceable without the necessity for any pre-approved means of compliance. The level of safety provided by the part 23 reorganization project would remain unchanged for airplanes that would fit into part 23 today. This rulemaking would also promote the adoption of the newly created performance based airworthiness design standard as an internationally accepted document by the majority of other civil aviation authorities, which include authorities representing Europe, Brazil, Canada, China and New Zealand.	NPRM	03/14/2016	N/A	Public Comment, Analysis	Costs/benefits are still being finalized for this action, but it is expected to provide flexibility in meeting regulatory standards and encourage continued innovation in aircraft design.
2	Federal Motor Carrier Safety Administration	2126-AB20	Electronic Logging Devices (ELDs) and Hours of Service (HOS) Supporting Documents (RRR)	This rulemaking would establish: (1) minimum performance and design standards for HOS ELDs; (2) requirements for the mandatory use of these devices by drivers currently required to prepare HOS records of duty status; (3) requirements concerning HOS supporting documents; and (4) measures to address concerns about harassment resulting from the mandatory use of ELDs.	Completed Action	12/16/2015 (issued 80 FR 78292)	N/A	Public Comment, Analysis	The rule is expected to save industry \$2 billion over ten years by reducing paperwork burdens.

Ongoing Retrospective Reviews and Rulemakings

#	MODE NAME	RIN	TITLE	ABSTRACT	STAGE	SCHEDULED (OR ISSUED) DATE	REGULATORY FLEXIBILITIES	METHODS TO IDENTIFY IMPROVEMENT	QUANTIFIED BENEFITS/ BURDEN REDUCTION
3	Federal Aviation Administration	2120-AJ94	Enhanced Flight Vision System (EFVS) (RRR)	This rulemaking would permit operators to use an EFVS in lieu of natural vision to continue descending from 100 feet height above runway touchdown zone elevation to the runway and land on certain straight-in instrument approach procedures under instrument flight rules. This action would also permit certain operators using EFVS-equipped aircraft to dispatch, release, or takeoff under instrument flight rules (IFR), and to initiate and continue an approach, when the destination airport weather is below authorized visibility minimums for the runway of intended landing. Pilot training, recent flight experience, and proficiency would be required for operators who use EFVS in lieu of natural vision to descend below decision altitude, decision height, or minimum descent altitude. The FAA believes that an EFVS can provide operational and safety benefits during Category II and Category III approach operations. The rulemaking would enable expanded EFVS operations, which would increase access and efficiency in low visibility conditions, and potentially result in fewer missed approaches and delayed take-offs.	Final Rule	04/26/2016	N/A	Public Comment, Analysis	The FAA estimated the costs of the proposed rule over 10 years would be approximately \$5.3 million nominal value. The FAA believes the proposed rule would have benefits exceeding costs based on the likelihood that OEMs and operators would voluntarily incur the costs of the proposed rule in order to realize expected benefits.
4	Federal Aviation Administration	2120-AK24	Fuel Tank and System Lightning Protection (RRR)	This rulemaking would remove the requirement covering lightning ignition sources for fuel tank ignition prevention. It would also re-state the intention to prevent catastrophic fuel tank vapor ignition due to	NPRM	12/18/2014 (issued – 79 FR 75496)	N/A	Public Comment, Analysis	This rule would be relieving for both government and industries with estimated net benefits. The regulatory

				lightning in the broader fuel system lighting protection requirements. This action is necessary because of the impracticality of controlling structural lightning ignition sources, which has resulted in a series of exemptions. This action would be cost-relieving as it would remove the need to comply with a specific requirement that has provided little or no safety benefits.					benefits are based on resources saved for reducing the regulatory burden on both industry and the FAA. The total combined savings would be about \$610 million or \$450 million present value at a 7% discount rate. The lower and the higher estimates of the total combined regulatory savings range from \$384 million to \$836 million.
5	Federal Aviation Administration	2120-AK28	Aviation Training Devices; Pilot Certification, Training, and Pilot Schools; Other Provisions (RRR)	This rulemaking would consider relieving burdens on pilots seeking to obtain aeronautical experience for certification and currency by promoting increased use of aviation training devices. The rulemaking would also address changing technologies by permitting an alternative that would permit pilots to train in technically advanced airplanes in place of older complex single engine airplanes. Additionally, the rulemaking would broaden the opportunities for military instructors to obtain civilian ratings based on military experience, expand opportunities for logging pilot time, and remove a burden on sport pilot instructors by permitting them to serve as safety pilots. Finally, this rulemaking corrects several unintended burdens resulting from a 2009 final rule and codifies several exemptions.	NPRM	03/22/2016	N/A	Public Comment, Analysis	Anticipated Costs/Benefits: The costs and benefits related to this action have not been determined at this time.
6	Federal Aviation Administration	2120-AK32	Acceptance Criteria for Portable Oxygen Concentrators	This rulemaking would replace Special Federal Aviation Regulation No. 106 with acceptance criteria for portable oxygen concentrators to be used by passengers in air	NPRM	03/22/2016	Streamlined Requirements	Public Comment, Analysis	SB: N; IC: Y; SLT: N Costs/benefits: This rule relieves regulatory burdens for manufacturers of POCs

			Used Onboard Aircraft (RRR)	<p>carrier operations, commercial operations and certain other operations using large aircraft. Currently, the agency assesses each portable oxygen concentrator on a case-by-case basis to determine whether it is safe for use on board aircraft. If the agency determines that a portable oxygen concentrator is safe for use on board aircraft, the specific model is identified in regulations. This rulemaking would replace the burdensome approval process with acceptance criteria and a requirement for manufacturers to demonstrate compliance by affixing a label on the exterior of the portable oxygen concentrator applied in a manner that ensures it will remain affixed for the life of the device. The acceptance criteria and labeling requirement would only affect portable oxygen concentrators intended for use on board aircraft. Portable oxygen concentrators currently approved for use on board aircraft would not be affected by this proposal and would be listed in this rule as approved. This rulemaking would also eliminate redundant requirements and paperwork requirements that are not necessary for aviation safety thereby reducing burdens for portable oxygen concentrator manufacturers, passengers who use portable oxygen concentrators while traveling, and aircraft operators conducting air carrier operations, commercial operations or certain operations using large aircraft.</p>					and passengers who use these devices while traveling. It also reduces burdens for part 119 certificate holders conducting operations under parts 121, 125, and 135.
7	Federal Aviation Administration	2120-AK34	Flammability Requirements for Transport Category Airplanes (RRR)	<p>This rulemaking would amend the regulations on compartment interior fire protection to eliminate unnecessary testing, improve safety in inaccessible areas, and present the requirements as performance</p>	NPRM	TBD	N/A	Public Comment, Analysis	Costs and benefits have yet to be determined for this action.

				standards on the basis of threat. These changes are necessary as the current requirements result in unnecessary testing, are lacking in the areas most vulnerable to in-flight fire, and lack of standardization. These changes will improve safety and reduce costs.					
8	Federal Aviation Administration	2120-AK44	Reciprocal Waivers of Claims for Non-Party Customer Beneficiaries, Signature of Waivers of Claims by Commercial Space Transportation Customers. And Waiver of Claims and Assumption of Responsibility for Permitted Activities with No Customer (RRR)	This rulemaking would extend the waiver of claims for all the customers involved in a launch or reentry, amend the requirement describing which entities are required to sign the statutorily-mandated waiver of claims, and add a new waiver template for the customer's use. This rulemaking would ease the administrative burden on the customers, licensees, permittees, and the FAA, especially when a new customer is added only a short time before the scheduled launch or reentry.	Final Rule	05/19/2016	N/A	Public Comment, Analysis	This rule would reduce cost burdens of all parties signing cross-waivers, as well the FAA, because the FAA has to review any cross-waiver the customer has signed with its customers to make sure it is substantially similar to the statutory requirement.
9	Federal Aviation Administration	2120-AK54	Changes to the Application Requirements for Operations in Reduced Vertical Separation Minimum Airspace (RVSM Appendix G) RRR	This rulemaking would revise the FAA's requirements for an application to operate in Reduced Vertical Separation Minimum (RVSM) airspace. This action is necessary to eliminate the considerable burden and expense of developing, processing, and approving RVSM maintenance programs. The intended effect of this action is that an RVSM applicant would no longer be required to develop and submit an RVSM maintenance program solely for the purpose	Final Rule	06/06/2016	N/A	Public Comment, Analysis	Current regulations require Part 91 operators to submit for FAA approval an RVSM maintenance program for each aircraft applying to operate in RVSM. This rule eliminates the requirement for a maintenance program because other, independent FAA airworthiness

				of an RVSM authorization.					regulations continue to be required to maintain RVSM equipment in airworthy condition. It is estimated that the current cost to operators for developing a maintenance program for FAA approval is \$5,000 per application. This rule relieves operators of that cost. Without this rule, it is projected that 3,000 maintenance programs would be submitted to the FAA for approval in each of the next five years. Thus, over the next 5 years, the projected costs savings from this rulemaking is \$75 million (\$15 million per year).
10	Federal Aviation Administration	2120-ZA05	Short term increases in CO2 (RRR)	The FAA is considering revision to cabin air quality standards. The FAA is awaiting the outcome of the air quality survey and the ARAC recommendations pertaining to this issue.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
11	Federal Aviation Administration	2120-ZA09	Aircraft Certification Process Review and Reform ARC (RRR)	The FAA chartered an Aviation Rulemaking Committee to provide input for a recommendation to evaluate and streamline aircraft certification. The ARC issued their final report on May 22, 2012. FAA is reviewing the ARC's recommendations.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
12	Federal Aviation Administration	2120-ZA10	Certificated Flight Instructor (RRR)	The FAA is considering a change to the certificated flight instructor process by requiring proof of currency in lieu of the reissuance of a new plastic certificate with	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.

				an expiration date.					
13	Federal Aviation Administration	2120-ZA12	High Density (RRR)	The DOT/FAA is considering amendments to the High Density Rule in part 93 subparts K and S to increase competitive options at DCA and improve consistency of slot requirements among slot-controlled airports. In January 2015, the DOT/FAA published a Notice of Proposed Rulemaking to address slot management and competition issues at LGA, JFK, and EWR, which currently are limited by FAA Orders.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
14	Federal Highway Administration	2125-AF62	Acquisition of Right-of-Way (RRR) (MAP-21)	This rulemaking would update 23 CFR 710 to conform with MAP-21 and make some additional changes to streamline and clarify 23 CFR 710. Section 1302 of MAP-21 amends 23 U.S.C. 108 to provide States with new flexibility for reimbursements of costs of State-funded acquisitions of interests in real property incurred before completion of the NEPA environmental review process for the entire project. MAP-21 also allows the Secretary to authorize a State to use Federal funds for early acquisition of a real property interest if certain conditions are met, including completion of the NEPA environmental review process for the acquisition only.	Final Rule	TBD	N/A	Public Comment, Analysis	FHWA anticipates that the economic impact of this rulemaking would be minimal.
15	Federal Highway Administration	2125-AF65	Buy America (RRR)	This rulemaking would update 23 CFR 635.410 to remove outdated references, add updated statutory references and coverage, reflect the current waiver request procedures, adjust the minimal use threshold amount for inflation, and address the application of these requirements to manufactured products, non-highway infrastructure, and acquisitions.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.

16	Federal Highway Administration	2125-ZA01	Revision of 23 CFR Part 230, Civil Rights External Program (RRR)	As part of our retrospective regulatory review, the FHWA intends to update 23 CFR Part 230. This Part of the CFR has not been substantially updated since it was published in 1975. The FHWA has been considering a full update to this Part for many years as questions and issues from our Division offices, who implement these programs, have increased in frequency. The FHWA believes that reexamining this Part will improve the efficiency of our Civil Rights external programs. Further study is necessary to identify specific areas for improvement and to determine what, if any, changes would be most beneficial.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
17	Federal Highway Administration	2125-ZA05	Noise Abatement (RRR)	As part of our retrospective regulatory review, the FHWA intends to update 23 CFR Part 772. This part was substantially updated in 2010; however, substantial comments from stakeholders and the public have suggested that the part could be rewritten for clarity and ease of use. The FHWA will assess ways to streamline its regulation, increase clarity, and improve the Noise Abatement process.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
18	Federal Highway Administration	2125-ZA06	Opportunities to Improve State Reporting Requirements Under the Highway Safety Improvement Program (HSIP) and the Highway Safety Program (HSP) (RRR)	DOT is exploring ways to more proactively coordinate NHTSA and FHWA highway safety oversight programs, including the HSIP and HSP. The Department has requested public comment on further opportunities for continued improvement and coordination of these programs. The Department is now analyzing the comments received.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
19	Federal Motor	2126-	Electronic	This rulemaking would incorporate the	Final Rule	TBD	N/A	Public Comment,	FMCSA has not attempted

	Carrier Safety Administration	AB47	Signatures and Documents (E-Signatures) (RRR)	principles of FMCSA's regulatory guidance concerning e-signatures and electronic documents by amending various sections of the Federal Motor Carrier Safety Regulations (FMCSRs) to enable the use of e-signatures and e-documents in support of electronic recordkeeping. This would provide possible paperwork reductions and be less burdensome to the motor carrier industry.				Analysis	to quantify the benefits of this rule as it a discretionary.
20	Federal Motor Carrier Safety Administration	2126-AB49	Elimination of Redundant Maintenance Rule (RRR)	The FMCSA would amend the Federal Motor Carrier Safety Regulations to eliminate redundant inspection, repair, and maintenance requirements. Specifically, the FMCSA would amend the regulations to include within 49 CFR 396.3, concerning general maintenance rules, requirements that vehicles be properly lubricated and free of oil and grease leaks. Currently, the requirements addressing oil and grease leaks, and lubrication are covered in a separate section. The Agency believes combining the requirements in a single section of the Federal Motor Carrier Safety Regulations would improve the clarity of the safety regulations and eliminate a redundancy in the maintenance rules.	NPRM	TBD	N/A	Public Comment, Analysis	Consolidating the regulations will have minimal benefit.
21	Federal Motor Carrier Safety Administration	2126-ZA01	Redundant Credentialing (RRR)	The FMCSA will coordinate with the Transportation Security Administration to identify whether there is a policy that could be put into place to reduce any redundancies in credentialing requirements for drivers who carry hazardous materials.	TBD	TBD	N/A	Public Comment, Analysis	Not quantified.
22	Federal Railroad Administration	2130-AC40	Qualification and Certification of Locomotive Engineers;	This rulemaking would make conforming revisions to Part 240 "Qualification and certification of locomotive engineers" consistent with Part 242 "Qualification and	NPRM	TBD	Provides for processing and submission flexibility	Public Comment, Analysis	Initial projections are that the rule will have a 20-year cost of about \$160,000 and 20-year

			Miscellaneous Revisions (RRR)	Certification of Conductors". The promulgation of the conductor certification regulation highlighted areas in the regulation governing locomotive engineer certification that may require conforming changes. Such changes could include amending the program submission process, adding 49 CFR 218, subpart F violations as revocable offenses, handling engineer and conductor petitions for review with a single FRA board, and revising filing requirements for petitions to the Locomotive Engineer Review Board.					benefit of 405,000. Thus a net savings to the industry of about \$250,000 over 20 years.
23	Federal Railroad Administration	2130-AC41	Hours of Service Recordkeeping; Electronic Recordkeeping Amendments (RRR)	This rulemaking would propose to provide simplified recordkeeping requirements to allow railroads with less than 400,000 employee hours per year to utilize automated recordkeeping systems that are less complex than the electronic recordkeeping systems provided for in existing regulations. The rule would not require the use of electronic or automated recordkeeping, would be better tailored to small operations, and is expected to decrease the burden hours spent on recordkeeping.	Final Rule	06/30/2016	Would provide regulatory flexibility in maintaining required records	Public Comment, Analysis	It is expected that the rule will have a net savings of \$51 million over 10 years.
24	Federal Railroad Administration	2130-AC43	Safety Glazing Standards; Miscellaneous Revisions (RRR)	This rulemaking would propose to eliminate the requirement to stencil the interior wall of a locomotive, passenger car, or caboose which has compliant FRA glazing (section 223.17), update FRA's interpretation of "historical or antiquated equipment[.]" add a definition of the term to the rule text, and generally update the part to remove passed compliance dates.	Final Rule	TBD	Eliminates outdated stenciling requirement and updates definition of antiquated equipment	Public Comment, Analysis	The NPRM estimated total cost savings of the rule to be approximately \$1 million over 20 years.
25	Federal Railroad Administration	2130-AC46	Passenger Equipment Safety Standards	This rulemaking would amend 49 CFR Part 238 to update existing safety standards for passenger rail equipment. Specifically, the	NPRM	06/21/2016	Would provide flexibility in regulatory	Public Comment, Analysis	Not yet quantified.

			Amendments (RRR)	proposed rulemaking would add standards for alternative compliance with requirements for Tier I passenger equipment, increase the maximum authorized speed for Tier II passenger equipment, and add requirements for a new Tier III category of passenger equipment.			compliance.		
26	National Highway Traffic Safety Administration	2127-AK98	Pedestrian Safety Global Technical Regulation (RRR)	This rulemaking would provide requirements to protect pedestrian heads impacting vehicle hoods. NHTSA initiated this rulemaking following the establishment of the Global Technical Regulation (GTR) by the UNECE's World Forum for the Harmonization of Vehicle Regulations (WP.29) in November 2008 and plans to base the new FMVSS on the GTR. A preliminary analysis indicates very nominal cost and benefits for a GTR-based head impact proposal. The agency expects to follow this rulemaking with a separate GTR-based proposal to protect pedestrian legs from the front end of vehicles.	NPRM	03/31/2016	N/A	Public Comment, Analysis	NHTSA anticipates that the economic impact of this rulemaking would be minimal.
27	National Highway Traffic Safety Administration	2127-AL03	Part 571 FMVSS No. 205, Glazing Materials, GTR (RRR)	This rulemaking would enhance FMVSS No. 205 by adopting a Global Technical Regulation (GTR), which contains updated performance tests for glazing materials that are composed of glass, laminated glass, or glass faced with plastic compared to what is currently in FMVSS No. 205. The tests in the GTR would allow manufacturers to achieve efficiencies in the certification process while not degrading safety or imposing new burdens.	Long-term action	TBD	N/A	Public Comment, Analysis	Those manufacturers only testing to the current FMVSS 205 (ANSI Z26.1) and not ECE Regulation 43 would experience increased testing costs of between \$1,900 and \$2,100. Those manufacturers currently testing to both standards would experience a net savings. Because we do not know how many manufacturers are testing to multiple glazing

									standards, we cannot directly estimate the overall economic impact of the proposal. However, we do not believe that the economic impacts of this proposal would be greater than \$0.009 to \$0.01 per vehicle for a new make and model based on the possible increase in testing costs of \$1,900 to \$2,100 divided by an average vehicle design lifetime sales of 210,000 units.
28	National Highway Traffic Safety Administration	2127-AL05	Amend FMVSS No. 210 to Incorporate the Use of a New Force Application Device (RRR)	This rulemaking would amend Federal Motor Vehicle Safety Standard (FMVSS) No. 210, Seat belt assembly anchorages, to replace the existing body blocks for testing the strength of seat belts with a new Force Application Device and associated positioning procedure. Because the device is easier to use than the current body blocks, this rulemaking would simplify the compliance test of the standard and make NHTSA's evaluation of seat belt anchorage strength more effective. We estimate the one-time cost of purchasing a set of these devices (approximately \$40,000) would be offset by the continual labor cost savings in setting up the devices for testing. NHTSA's testing has demonstrated that the proposed force application devices do not appear to affect the stringency of the standard. The SNPRM alternatively proposes a strategy to maintain the current FMVSS No. 210 body blocks for use as testing interface to transfer loads onto the seat belt anchorage	SNPRM	03/02/15 (issued – 80 FR 11148)	N/A	Public Comment, Analysis	We anticipate that this rule will reduce testing costs compared to current standard. This rule will also reduce NHTSA compliance costs and industry testing costs annually starting with the effective date. We estimate the cost of each of the two sizes of the Force Application Device to be approximately \$8,000 each. Assuming a vehicle manufacturer or testing facility purchases a set of two FAD1s and three FAD2s, the principal cost associated with this NPRM is the one-time purchase cost of the set, totaling \$40,000. The FADs require significantly less

				system during compliance tests of anchorage strength and discusses the need for improvements in the test procedure that would specify the positioning of the body blocks at pre-load.					effort, time and personnel to install in the test vehicle. Thus, we believe there would be associated cost savings which could off-set the purchase cost of the FADs.
29	National Highway Traffic Safety Administration	2127-AL20	Upgrade of LATCH Usability Requirements (MAP-21) (RRR)	This rulemaking would amend FMVSS No. 225, Child restraint anchorage systems, to improve the ease of use for lower anchorages and tether in all rear seating positions in accordance with the 'Moving Ahead for Progress in the 21st Century Act' (MAP-21), P.L. 112-141, address comments on LATCH usability received in response to the LATCH public meeting held on February 8, 2007, and standardize features of LATCH for enabling simple and standardized consumer messaging to facilitate increased LATCH use and correct child seat installation. This upgrade of FMVSS No. 225 is in accordance with Section 6 of Executive Order 13563 (76 FR 3821, January 21, 2011) that urges agencies to conduct periodic retrospective evaluation of regulations and modify, streamline, expand, or repeal them in accordance with what has been learned from the evaluation.	Final Rule	06/15/2016	N/A	Public Comment, Analysis	The total cost of the proposed rule is estimated to be \$1.32 million. The proposed changes are estimated to save about 2.9 lives and prevent 6 moderate to severe injuries per year.
30	National Highway Traffic Safety Administration	2127-AL24	Rapid Tire Deflation Test in FMVSS No. 110 (RRR)	This rulemaking would clarify the rapid tire deflation test included in FMVSS No. 110, Tire Selection and Rims for Motor Vehicles. After a recent review of the standard by the agency, we have tentatively concluded that the rapid tire deflation test is unclear as currently stated with respect to testing of towed vehicles.	Final Rule	04/21/2016	N/A	Public Comment, Analysis	This rule would not impose any costs upon manufacturers and may result in cost savings. This rule would relieve light trailer manufacturers of the burden, and the associated costs, associated with the rim retention requirement.

31	National Highway Traffic Safety Administration	2127-AL58	Upgrade of Rear Impact Guard Requirements for Trailers and Semitrailers (RRR)	<p>This rulemaking would consider upgrades to FMVSS No. 223, Rear impact guards, and FMVSS No. 224, Rear impact protection, for improving rear underride crash protection on trailers and semitrailers. This rulemaking would respond to a petition for rulemaking from the Insurance Institute for Highway Safety (IIHS) that requested a number of modifications to FMVSS Nos. 223 and 224 to improve rear underride protection for trailers and semitrailers. It would also respond, in part, to a petition for rulemaking from Mrs. Karth and the Truck Safety Coalition requesting improving rear impact guards on trailers and semitrailers as outlined in the July 10, 2014 grant of the petition. The costs associated with this rulemaking are not expected to be significant. This rulemaking action is in accordance with the U.S. DOT's plan, Retrospective Review and Analysis of Existing Rules, for the implementation of Section 6 of the Executive Order 13563 (76 FR 3821, January 21, 2011) that urges agencies to conduct periodic retrospective evaluation of regulations and modify, streamline, expand, or repeal them in accordance with what has been learned from the evaluation.</p>	Long-term action	TBD	N/A	Public Comment, Analysis	Costs and benefits are not yet quantified, but are expected to be minimal and cost-beneficial.
32	National Highway Traffic Safety Administration	2127-XXXX	Adaptive Headlighting (RRR)	<p>This rulemaking would amend Federal Motor Vehicle Safety Standard No. 108 to permit the use of adaptive headlighting and to add appropriate performance requirements and test procedures. Such headlighting would improve the nighttime seeing distance and the visibility of pedestrians.</p>	NPRM	TBD	TBD	Public Comment, Analysis	Not quantified.

33	National Highway Traffic Safety Administration	2127-ZA06	Evaluation of Occupant Crash Protection - FMVSS 208, Advanced Air Bags (RRR)	Evaluation of Advanced Air Bag Occupant Crash Protection systems for Passenger Cars and Light Trucks. We currently expect this evaluation to be completed in December 2012. This evaluation will focus on efforts to reduce injuries and fatalities resulting from occupants being too close to full powered air bags.	Long-term Action	TBD	N/A	Public Comment, Analysis	Not quantified.
34	National Highway Traffic Safety Administration	2127-ZA08	Evaluation of Tire Pressure Monitoring Systems - FMVSS 138 (RRR)	Evaluation of Tire Pressure Monitoring Systems. Our evaluation completed in November 2012 examined whether tire pressure has improved. In 2015 we will field a follow-up survey focusing on TPMS malfunction with analysis planned for 2016. Later we will evaluate the crash reduction due to better tire pressure. A cost tear down of TPMS systems has been completed.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
35	Office of the Secretary	2105-AE29	Transportation Services for Individuals with Disabilities: Over-the-Road Buses (RRR)	This rulemaking would revise the Department's Americans with Disabilities Act (ADA) regulations relating to over-the-road buses (OTRBs). The DOT is required by its regulations to review various requirements within the ADA regulations for OTRB operators. On February 27, 2013, DOT published a notice seeking comment to help DOT conduct this review. This rulemaking would update and revise regulations relating to the purchase and lease requirements of new OTRBs, fleet accessibility requirements, interline service requirements, special provisions for mixed-service operators, and interim service requirements.	NPRM	07/13/2016	Trigger provisions (small operators would be required to obtain accessible buses as they retire currently inaccessible buses)	Public Comment, Analysis	Under development
36	Pipeline and Hazardous Materials Safety	2137-AE80	Hazardous Materials: Miscellaneous Pressure Vessel	This rulemaking would propose revisions to certain requirements of the Hazardous Materials Regulations (HMR) applicable to the manufacture, maintenance, and use of	NPRM	04/29/2016	N/A	Public Comment, Analysis	PHMSA anticipates that this NPRM will generally reduce burdens for most stakeholders and eliminate

	Administration		Requirements (DOT Spec Cylinders) (RRR)	DOT specification cylinders. These revisions would clarify certain important safety requirements, incorporate industry consensus standards and, where appropriate, decrease the regulatory burden without compromising the safe transportation of compressed gases in commerce. This rulemaking responds to eleven petitions for rulemaking, incorporates two special permits into the HMR, and addresses the National Transportation Safety Board (NTSB) Recommendation I-93-1. Among other provisions, PHMSA is expected to put forth proposals to address fire suppression systems, clarification of cylinder specification and requalification requirements, and adoption of new and update current incorporations by reference of industry consensus standards issued by the Compressed Gas Association.					the need to apply for special permits, as three special permits may be incorporated and lower paperwork burden. Other benefits include simplifying hazard communication requirements and increased filling density for certain gases leading to potentially fewer vehicle trips. A future rulemaking may result in a decrease in the annual burden and costs under certain OMB Control Numbers.
37	Pipeline and Hazardous Materials Safety Administration	2137-AE81	Hazardous Materials: Reverse Logistics (RRR)	This rulemaking would address changes to the Hazardous Materials Regulations (HMR) that are applicable to reverse logistics based on petitions received by PHMSA. The issue of reverse logistics involves the transportation of hazardous materials that have been damaged or returned from the retailer to a return center. Specifically, the rulemaking would establish a regulatory definition of 'reverse logistics' and outline the responsibilities of those that offer hazardous materials returned by retail customers.	Final Rule	03/29/2016	N/A	Public Comment, Analysis	PHMSA anticipates that this Final Rule will reduce the burden on most stakeholders by reducing the amount of training required by employers. Other benefits include reduced shipping cost associated with the transportation of used car batteries.
38	Pipeline and Hazardous Materials Safety	2137-AE94	Pipeline Safety: Operator Qualification, Cost Recovery,	This rulemaking would address miscellaneous issues that have been raised because of the reauthorization of the pipeline safety program in 2012 and	Final Rule	10/03/2016	N/A	Public Comment, Analysis	Annual Costs of \$3.1M in a breakeven analysis.

	Administration		Accident and Incident Notification, and Other Changes (RRR)	petitions for rulemaking from many affected stakeholders. Some of the issues that this rulemaking would address include: renewal process for special permits, cost recovery for design reviews, and incident reporting.					
39	Pipeline and Hazardous Materials Safety Administration	2137-AF04	Hazardous Materials: Miscellaneous Amendments (RRR)	PHMSA is amending the Hazardous Materials Regulations (HMR) to make miscellaneous amendments to update and clarify certain regulatory requirements. The amendments in this rulemaking have been identified through PHMSA's own initiatives and review of previously issued letters of interpretation. These amendments promote safer transportation practices, eliminate unnecessary regulatory requirements, address petitions for rulemaking, facilitate international commerce, and simplify the regulations. These amendments also update various entries in the Hazardous Materials Table (HMT) and corresponding special provisions, make minor amendments to the labeling requirements, revise the marking requirements applicable to odorization, make amendments for the continuing qualification of specification cargo tanks, and revise the exceptions for smokeless powder and black powder.	Final Rule	03/29/2016	N/A	Public Comment, Analysis	PHMSA anticipates cost savings by: (1) reducing the number of incidents and subsequent property damage resulting from the proposed safety requirements for shipments of LPG, incorporating CGA G-1.6 for mobile acetylene trailers, and the revised packaging provisions for nitric acid; (2) reducing the frequency and out-of-service time for propane cargo tanks taken out of service for requalification; and (3) harmonization with international standards. Overall the proposed changes are expected to result in overall net benefits. This rule addresses issues raised by stakeholders for the purpose of clarity, harmonization, and future growth. The benefits resulting from the adoption of the amendments in this NPRM include enhanced transportation safety, transparency, regulatory

									relief, and clarity.
40	Pipeline and Hazardous Materials Safety Administration	2137-AF10	Hazardous Materials: Revision of the Requirements for Carriage by Aircraft (RRR)	PHMSA is considering amendments that would enhance safety and revise and clarify the Hazardous Materials Regulations (HMR) applicable to the transportation of hazardous materials by air. Specifically, this would propose revisions to the notification of the pilot-in-command (NOTOC) requirements to harmonize with international regulations. The current requirements for NOTOC as contained in 49 CFR 175.33 are not fully harmonized with the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (2013-2014 Edition). The ICAO TI contains specific requirements for the air operator to provide a copy of the NOTOC to the flight dispatcher, and for the air operator to obtain and retain a confirmation that the NOTOC was received and agreed to by the pilot. These provisions do not appear in the HMR, even though they have been deemed critical requirements by the International Civil	NPRM	04/29/2016	N/A	Public Comment, Analysis	Under development.

Aviation Organizations Dangerous Goods Panel (ICAO DGP) and the National Transportation Safety Board (NTSB).

Completed Retrospective Review Rulemakings

#	MODE NAME	RIN	TITLE	ABSTRACT	STAGE	SCHEDULED (OR ISSUED) DATE	REGULATORY FLEXIBILITIES	METHODS TO IDENTIFY IMPROVEMENT	QUANTIFIED BENEFITS/ BURDEN REDUCTION
41	National Highway Traffic Safety Administration	2127-AL41	FMVSS No. 571.108 License Plate Mounting Angle (RRR)	<p>This rulemaking would harmonize the license plate mounting angle requirements for motorcycles with European regulatory requirements in response to a petition from the Motorcycle Industrial Council (MIC). MIC claimed that changing the license plate mounting angle would not adversely affect safety or law enforcement. MIC stated that by allowing a 30 degree upward angle, the license plate lamp can be physically located closer to the plate, retaining the incident angle and providing the same amount of illumination. In response to this petition, this rulemaking would amend the Federal motor vehicle safety standard (FMVSS) on lamps, reflective devices, and associated equipment to allow the licenses plate mounting surface on motorcycles to be at an angle of up to 30 degrees beyond vertical. The agency believes that this rulemaking action would result in minor benefits resulting from cost saving associated with increased design flexibility. Because the agency does not believe that benefits from this rulemaking action would rise to the level that the action would be economically significant, the agency does not anticipate conducting a separate economic analysis for this rulemaking.</p>	Completed Action	12/17/2015 (issued 80 FR 78664)	N/A	Public Comment, Analysis	<p>The agency believes that this rulemaking action would result in minor benefits resulting from cost saving associated with increased design flexibility. Because the agency does not believe that benefits from this rulemaking action would rise to the level that the action would be economically significant, the agency does not anticipate conducting a separate economic analysis for this rulemaking.</p>

42	Pipeline and Hazardous Materials Safety Administration	2137-AE86	Hazardous Materials: Requirements for the Safe Transportation of Bulk Explosives (RRR)	This rulemaking would amend the Hazardous Materials Regulations (HMR) by establishing standards for the safe transportation of bulk explosives. This rulemaking would be responsive to two petitions for rulemaking submitted by industry representatives, requesting this action. Developing requirements for the HMR would provide wider access to the regulatory flexibility currently only offered by special permit and competent authorities. The HMR would authorize the transportation of certain explosives, ammonium nitrate, ammonium nitrate emulsions, and other specific hazardous materials in bulk packagings, which are not otherwise authorized under the HMR. These hazardous materials are used in blasting operations on specialized vehicles, multi-purpose bulk trucks (MBTs). MBTs are used as mobile work platforms to create blends of explosives that are unique for each blast site.	Completed Action	12/21/2015 (issued 80 FR 79423)	N/A	Public Comment, Analysis	Developing requirements for the HMR would provide wider access to the regulatory flexibility currently only offered by special permit and competent authorities. This rulemaking is expected to result in a decrease of \$10.6 million in the annual burden and cost to multiple OMB Control Numbers due to decreased paperwork burdens.
43	Pipeline and Hazardous Materials Safety Administration	2137-AF11	Hazardous Materials: Editorial Corrections and Clarifications (RRR)	PHMSA is considering editorial amendments that would correct errors related to four recent rulemakings. This effort would also address editorial corrections identified by PHMSA staff and through letters of interpretation. This action would further clarify the Hazardous Materials Regulations.	Completed Action	11/23/2015	N/A	Public Comment, Analysis	Not quantified.
44	Pipeline and Hazardous Materials Safety Administration	2137-AF00	Hazardous Materials: Adoption of Special Permits (MAP-21) (RRR)	This rulemaking addresses Moving Ahead for Progress in the 21st Century (MAP-21), which requires an initial review and analysis of special permits that have been in continuous effect for a 10-year period to determine which ones may be converted into the hazmat regulations. MAP-21 also	Final Rule	01/21/2016 (issued 81 FR 3635)	N/A	Public Comment, Analysis	This NPRM proposes to add new exceptions to the HMR while eliminating the need for persons to apply for a special permit resulting in a decrease in annual burden cost:

				requires the issuance of regulations to incorporate into the hazmat regulations any special permits identified in the initial review and analysis that PHMSA determines are appropriate for incorporation based on the review factors, which this rule proposes. Factors the rule considers: (1) the safety record of hazmat transported under the special permit; (2) the application of a special permit; (3) the suitability of provisions in the special permit for incorporation into the hazmat regulations; and (4) rulemaking activity in related areas.					\$12,337.00. There are 728 grantees associated with the 98 special permits being proposed for adoption in this rulemaking.
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