

X. CUMULATIVE IMPACTS OF RECENT RULEMAKINGS

Section 1(b) II of Executive Order 12866 Regulatory Planning and Review requires the agencies to take into account to the extent practicable "the costs of cumulative regulations". To adhere to this requirement, the agency has decided to examine both the costs and benefits by vehicle type of all substantial final rules with a cost or benefit impact effective from MY 1990 or later. In addition, proposed rules should also be identified and preliminary cost and benefit estimates provided. Besides this rule, in which the costs and benefits are described previously, there are no major outstanding proposals that have quantified costs and benefits.

Costs include primary cost, secondary weight costs and the lifetime discounted fuel costs for both primary and secondary weight. Costs will be presented in two ways, the cost per affected vehicle and the average cost over all vehicles. The cost per affected vehicle includes the range of costs that any vehicle might incur. For example, if two different vehicles need different countermeasures to meet the standard, a range will show the cost for both vehicles. The average cost over all vehicles takes into account voluntary compliance before the rule was promulgated or planned voluntary compliance before the rule was effective and the percent of the fleet for which the rule is applicable. Costs are provided in 1997 dollars, using the implicit GNP deflator to inflate previous estimates to 1997 dollars.

Benefits are provided on an annual basis for the fleet once all vehicles in the fleet meet the rule.

Benefit and cost per average vehicle estimates take into account voluntary compliance.

Table X-1

COSTS OF RECENT PASSENGER CAR RULEMAKINGS
(Includes Secondary Weight and Fuel Impacts)
(1997 Dollars)

Description	Effective Model Year	Cost Per Affected Vehicle \$	Cost Per Average Vehicle \$
FMVSS 114, Key Locking System to Prevent Child-Caused Rollaway	1993	\$8.99 - 18.65	\$0.50 - 1.03
FMVSS 214, Dynamic Side Impact Test	1994 - 10% phase-in 1995 - 25% 1996 - 40% 1997 - 100%	\$65.77 - 640.56	\$59.54
FMVSS 208, Locking Latch Plate for Child Restraints	1996	\$0.85 - 17.07	\$2.29
FMVSS 208, Belt Fit	1998	\$3.25 - 16.28	\$1.20 - 1.73
FMVSS 208, Air Bags Required	1997 - 95% 1998 - 100	\$479.52 - 579.42	\$479.52 - 579.42
FMVSS 201, Upper Interior Head Protection	1999 - 10% 2000 - 25% 2001 - 40% 2002 - 70% 2003 - 100%	\$35.96	\$35.96
FMVSS 225, Child Restraint Anchorage Systems	2001 - 20% 2002 - 50% 2003 - 100%	\$2.87 - \$6.74	\$5.78

Table X-2

BENEFITS OF RECENT PASSENGER CAR RULEMAKINGS
 (Annual benefits when all vehicles meet the standard)

Description	Fatalities Prevented	Injuries Reduced	Property Damage Savings \$
FMVSS 114, Key Locking System to Prevent Child Caused Rollaway	None	50-99 Injuries	Not Estimated
FMVSS 214, Dynamic Side Impact Test	512	2,626 AIS 2-5	None
FMVSS 208, Locking Latch Plate for Child Restraints	Not estimated	Not estimated	None
FMVSS 208, Air Bags Required Compared to 12.5% Usage in 1983	4,570 - 9,110	AIS 2-5 85,930 - 155,090	None
Compared to 46.1% Usage in 1991	2,842 - 4,505	63,000 - 105,000	
FMVSS 201, Upper Interior Head Protection	575 - 711	251 - 465 AIS 2-5	None
FMVSS 225, Child Restraint Anchorage Systems Benefits include changes to Child Restraints in FMVSS 213	36 to 50*	1,231 to 2,929*	None

* Total benefits for passenger cars and light trucks

Table X-3
 COSTS OF RECENT LIGHT TRUCK RULEMAKINGS
 (Includes Secondary Weight and Fuel Impacts)
 (1997 Dollars)

Description	Effective Model Year	Cost Per Affected Vehicle \$	Cost Per Average Vehicle \$
FMVSS 202, Head Restraints	1992	\$44.64 - 108.29	\$5.28
FMVSS 204, Steering Wheel Rearward Displacement for 4,000 to 5,500 lbs. unloaded	1992	\$5.76 - 28.52	\$1.02 - 1.93
FMVSS 208, Rear Seat Lap/Shoulder Belts	1992	\$65.95	\$0.39
FMVSS 114, Key Locking System to Prevent Child-Caused Rollaway	1993	\$8.99 - 18.65	\$0.01 - 0.03
FMVSS 208, Locking Latch Plate for Child Restraints	1996	\$0.85 - 17.07	\$2.29
FMVSS 108, Center High-Mounted Stop Lamp	1994	\$14.34 - 21.68	\$14.79
FMVSS 214, Quasi-Static Test (side door beams)	1994 - 90% 1995 - 100	\$64.17 - 80.48	\$59.48 - 74.71
FMVSS 216, Roof Crush for 6,000 lbs. GVWR or less	1995	\$23.63 - 212.05	\$0.85 - 8.40
FMVSS 208, Belt Fit	1998	\$3.59 - 16.98	\$6.13 - 8.27
FMVSS 208, Air Bags Required	1998 - 90% 1999 - 100	\$479.52 - 579.42 dual air bags	\$478.52 - 597.42 dual air bags
FMVSS 201, Upper Interior Head Protection	1999 - 10% 2000 - 25% 2002 - 70% 2003 - 100%	\$35.62 - 78.00	\$54.97
FMVSS 225, Child Restraint Anchorage Systems	2001 - 20% 2002 - 50% 2003 - 100%	\$2.87 - \$6.74	\$5.78

Table X-4

BENEFITS OF RECENT LIGHT TRUCK RULEMAKINGS
(Annual benefits when all vehicles meet the standard)

Description	Fatalities Prevented	Injuries Reduced	Property Damage Savings \$
FMVSS 202, Head Restraints	None	470 - 835 AIS 1 20 - 35 AIS 2	None
FMVSS 204, Steering Wheel Rearward Displacement for 4,000 to 5,500 lbs. unloaded	12 - 23	146 - 275 AIS 2-5	None
FMVSS 208, Rear Seat Lap/Shoulder Belts	None	2 AIS 2-5	None
FMVSS 114, Key Locking System to Prevent Child Caused Rollaway	None	1 Injury	Not Estimated
FMVSS 208, Locking Latch Plate for Child Restraint	Not estimated	Not estimated	None
FMVSS 108, Center High Mounted Stop Lamp	None	19,200 to 27,400 Any AIS Level	\$119 to 164 Million
FMVSS 214, Quasi-Static Test (side door beams)	58 - 82	1,569 to 1,889 hospitalizations	None
FMVSS 216, Roof Crush for 6,000 lbs. GVWR or less	2 - 5	25-54 AIS 2-5	None
FMVSS 208, Belt Fit	9	102 AIS 2-5	None
FMVSS 208, Air Bags Required Compared to 27.3% Usage in 1991	1,082 - 2,000	21,000 - 29,000 AIS 2-5	None
FMVSS 201, Upper Interior Head Protection	298 - 334	303 - 424	None
FMVSS 225, Child Restraint Anchorage Systems Benefits include changes to Child Restraints in FMVSS 213	36 to 50*	1,231 to 2,929*	None

* Total benefits for passenger cars and light trucks