

**Appendix B to Part 300 [Amended]**

■ 2. Table 1 of Appendix B to Part 300 is amended under Louisiana by removing “Central Wood Preserving Co”, “Slaughter, LA”.

[FR Doc. E9-17169 Filed 7-17-09; 8:45 am]

BILLING CODE 6560-50-P

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration****49 CFR Parts 209 and 211**

[Docket No. FRA-2009-0006; Notice No. 2]

RIN 2130-AC02

**Miscellaneous Revisions to the Procedures for Handling Petitions for Emergency Waiver of Safety Regulations and the Procedures for Disqualifying Individuals From Performing Safety-Sensitive Functions**

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

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** On May 19, 2009, FRA published a direct final rule in the **Federal Register** which made miscellaneous revisions to the procedures for obtaining waivers from a safety rule, regulation, or standard during an emergency situation or an emergency event, and the procedures for disqualifying individuals from performing safety-sensitive functions. FRA did not receive any comments or requests for an oral hearing on the direct final rule. Therefore, FRA is issuing this document to confirm that the direct final rule will take effect on July 20, 2009, the date specified in the rule.

**DATES:** The direct final rule published at 74 FR 23329, May 19, 2009, is confirmed effective on July 20, 2009.

**FOR FURTHER INFORMATION CONTACT:** Grady C. Cothen, Jr., Deputy Associate Administrator for Safety Standards and Program Development, FRA, 1200 New Jersey Ave., SE., RRS-2, Mail Stop 25, Washington, DC 20590 (Telephone 202-493-6302), or Zeb Schorr, Trial Attorney, Office of Chief Counsel, FRA, 1200 New Jersey Ave., SE., Mail Stop 10, Washington, DC 20590 (Telephone 202-493-6072).

**SUPPLEMENTARY INFORMATION:** Pursuant to FRA's direct final rulemaking procedures set forth at 49 CFR 211.33, FRA is issuing this document to inform the public that it has not received any comments or requests for an oral

hearing on the direct final rule that was published in the **Federal Register** on May 19, 2009 (74 FR 23329). The direct final rule made miscellaneous revisions to the procedures for obtaining waivers from a safety rule, regulation, or standard during an emergency situation or an emergency event, and the procedures for disqualifying individuals from performing safety-sensitive functions. As no comments or requests for an oral hearing were received by FRA, this document informs the public that the effective date of the direct final rule is July 20, 2009, the date specified in the rule.

**Privacy Act Information**

Interested parties should be aware that anyone is able to search the electronic form of all comments received into any agency docket by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://www.regulations.gov>.

Issued in Washington, DC, on July 15, 2009.

**Karen J. Rae,**

*Deputy Administrator, Federal Railroad Administration.*

[FR Doc. E9-17187 Filed 7-17-09; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration****49 CFR Parts 571**

[Docket No. NHTSA-2009-0116]

RIN 2127-AK35

**Federal Motor Vehicle Safety Standards; Door Locks and Door Retention Components**

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

**ACTION:** Final rule, response to petitions for reconsideration.

**SUMMARY:** This final rule delays the compliance date of the sliding door provisions of a February 6, 2007 final rule, from September 1, 2009 to September 1, 2010. The February 6, 2007, final rule amended the Federal motor vehicle safety standard on door locks and door retention components to add and update requirements and test

procedures and to harmonize with the world's first global technical regulation for motor vehicles. NHTSA received four petitions for reconsideration of that final rule, including two that requested a delay in the effective date of the sliding door provisions of the rule, and others which raised concerns about some of the new test requirements and procedures. To accommodate manufacturers' design and production cycles while allowing the agency more time to analyze the petitions in regards to other issues, the agency is delaying the compliance date of the sliding door provisions of S4.2.2 until September 1, 2010.

**DATES:** This final rule is effective September 1, 2009. Any petitions for reconsideration of today's final rule must be received by NHTSA not later than September 3, 2009.

**ADDRESSES:** Any petitions for reconsideration should refer to the docket number of this document and be submitted to: Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., West Building, Washington, DC 20590. Note that all documents received will be posted without change to the docket, including any personal information provided. Please see the Privacy Act discussion under the Rulemaking Analyses and Notices section below.

**FOR FURTHER INFORMATION CONTACT:** For non-legal issues, contact Ms. Shashi Kuppa, Office of Crashworthiness Standards, by telephone at (202) 366-4909, or by fax at (202) 366-2990. For legal issues, contact Ms. Sarah Alves, Office of the Chief Counsel, by telephone at (202) 366-2992, or by fax at (202) 366-3820.

Both persons may be reached by mail at the following address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:****I. Background**

On November 18, 2004, the Executive Committee of the United Nations Economic Commission for Europe (UNECE) approved the world's first global technical regulation (GTR) for motor vehicles, a GTR on door locks and door retention components which addressed inadvertent door openings in crashes.<sup>1</sup> With the establishment of a

<sup>1</sup> World Forum for Harmonization of Vehicle Regulations (WP.29), *Global Technical Regulation No. 1 Door Locks and Door Retention Components*, U.N. Doc. ECE/TRANS/180/Add.1 (Nov. 18, 2004).