
The petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

- Standard No. 101 Controls and Displays: (a) replacement of the instrument cluster with a U.S.-model component; (b) installation or activation of the U.S.-version control and display software and (c) installation of a U.S.-model cruise control lever.

- Standard No. 108 Lamps, Reflective Devices and Associated Equipment: installation of the following U.S.-model components on vehicles that are not already so equipped: (a) Front sidemarker lamps; (b) headlamps; (c) tail lamps with integral rear side marker lamps.

- Standard No. 110 Tire Selection and Rims: Installation of a tire information placard.

- Standard No. 111 Rearview Mirrors: Installation of a U.S.-model passenger side rearview mirror, or inscription of the required warning statement on the face of that mirror.

- Standard No. 114 Theft Protection: Installation of a supplemental key warning buzzer, or installation or activation of U.S.-version software to meet the requirements of this standard.

- Standard No. 118 Power-Operated Window, Partition, and Roof Panel Systems: Installation or activation of U.S.-version software in the vehicle’s computer system to meet the requirements of this standard on vehicles that do not already have this software installed or activated.

- Standard No. 208 Occupant Crash Protection: Inspection of all vehicles and replacement of any non-U.S.-model seat belts, and (b) installation or activation of U.S.-version software to ensure that the seat belt warning system meets the requirements of this standard.

The petitioner states that with the exemption of the seat belts the occupant crash protection system used in these vehicles is identical to that found in the U.S.-certified model.

Standard No. 209 Seat Belt Assemblies: Inspection of all vehicles and installation of U.S.-model seat belts on vehicles that are not already so equipped.


The petitioner additionally states that a vehicle identification plate must be affixed to the vehicles near the left windshield post to meet the requirements of 49 CFR Part 565.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above addresses both before and after that date. To the extent possible, comments filed after the closing date will also be considered.

Notice of final action on the petition will be published in the Federal Register pursuant to the authority indicated below.

**Authority:** 49 U.S.C. 30114(a)(1)(A) and (b)(1); 49 CFR 503.8; delegations of authority at 49 CFR 1.50 and 501.8.

**Issued on:** January 4, 2010.

**Claude H. Harris,**
Director, Office of Vehicle Safety Compliance.

**DEPARTMENT OF TRANSPORTATION**
**Surface Transportation Board**

**BNSF Railway Company—Temporary Trackage Rights Exemption—Union Pacific Railroad Company**

Pursuant to a written trackage rights agreement dated December 17, 2009, Union Pacific Railroad Company (UP) has agreed to grant temporary nonexclusive overhead trackage rights to BNSF Railway Company (BNSF) over UP lines extending between: (1) UP milepost 93.2 at Stockton, CA, on UP’s Oakland Subdivision, and UP milepost 219.4 at Elsey, CA, on UP’s Canyon Subdivision, a distance of approximately 126.2 miles; and (2) UP milepost 219.4 at Elsey, CA, and UP milepost 280.7 at Keddie, CA, on UP’s Canyon Subdivision, a distance of 61.3 miles.

The transaction is scheduled to be consummated on January 22, 2010, the effective date of the exemption (30 days after the exemption is filed).

The nonexclusive overhead trackage rights will permit BNSF to handle ballast trains of company material for use in the maintenance of BNSF’s tracks. The trackage rights are temporary in nature and are for a period from January 22, 2010 through December 10, 2010.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in Norfolk and Western Ry. Co.—Trackage Rights—BN, 354 I.C.C. 605 (1978), as modified in Mendocino Coast Ry., Inc.—Lease and Operate, 360 I.C.C. 653 (1980), and any

**Waybill Samples.** A copy of this request may be obtained from the Office of Economics, Environmental Analysis, and Administration.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board’s Office of Economics, Environmental Analysis, and Administration within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.9.

**Contact:** Scott Decker, (202) 245–0330.

**Kulanie L. Cannon,**
Clearance Clerk.

**BILLING CODE 4915–01–P**