
b. Adding the entry “10–6.045” in numerical order.

The addition reads as follows:

§ 52.1320 Identification of plan.

(c) * * *

EPA-APPROVED MISSOURI REGULATIONS

<table>
<thead>
<tr>
<th>Missouri citation</th>
<th>Title</th>
<th>State effective date</th>
<th>EPA approval date</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Missouri Department of Natural Resources</td>
<td>Chapter 6—Air Quality Standards, Definitions, Sampling and Reference Methods, and Air Pollution Control Regulations for the State of Missouri</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10–6.045 ...................................... Open Burning Requirements ...... 9/30/09 3/28/17 [insert Federal Register citation].</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Edward H. Chu,
Acting Regional Administrator, Region 7.

Accordingly, 40 CFR parts 52 and 70 is corrected by making the following technical amendments:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 et seq.

Subpart Q—Iowa

§ 52.820 [Amended]

2. In § 52.820, the table in paragraph(c) is amended by removing from under the column titled “State effective date” the text “3/15/16” and adding the text “12/16/15” in its place for entries “567–22.10”, “567–22.105(2)”, and “567–22.28”, “567–22.29”, “567–31.1” and “567–33.1”, respectively.

PART 70—STATE OPERATING PERMIT PROGRAMS

3. The authority citation for part 70 continues to read as follows:

Authority: 42 U.S.C. 7401 et seq.

4. Appendix A to part 70 is amended by revising paragraph (q) under the heading “Iowa” to read as follows:

Appendix A to Part 70—Approval Status of State and Local Operating Permits Program

Iowa

* * * * *

The effective date of the rule for 90 additional days. That rule responded to a petition for reconsideration from the Alliance of Automobile Manufacturers and the Association of Global Automakers by delaying, until model year 2019, the implementation of inflationary adjustments to the Corporate Average Fuel Economy (CAFE) civil penalty rate. These inflationary adjustments are required by Congress as part of the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015. The additional 90-day delay in effective date is necessary to temporarily preserve the status quo while Department officials continue to review and consider the final rule and related laws. To the extent that 5 U.S.C. 553 is applicable, this action is exempt from notice and comment because it constitutes a rule of procedure under 5 U.S.C. 553(b)(3)(A).


DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
49 CFR Part 578
[Docket No. NHTSA–2016–0136]
RIN 2127–AL82
Civil Penalties
AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).
ACTION: Final rule; delay of effective date.

SUMMARY: Pursuant to a notice published on January 30, 2017, the effective date of the rule entitled “Civil Penalties,” published in the Federal Register on December 28, 2016 was temporarily delayed for 60 days. This action temporarily delays the effective date of that rule for 90 additional days.

DATES: As of March 27, 2017, the effective date of the rule amending 49 CFR part 578 published at 81 FR 95489, December 28, 2016, delayed at 82 FR 8694, January 30, 2017, is further delayed until June 26, 2017.


SUPPLEMENTARY INFORMATION: Pursuant to a document published on January 30, 2017 (82 FR 8694), the effective date of the rule entitled “Civil Penalties,” published in the Federal Register on December 28, 2016, at 81 FR 95489, was temporarily delayed for 60 days in accordance with the memorandum of January 20, 2017, from the Assistant to the President and Chief of Staff, entitled “Regulatory Freeze Pending Review.”† The present action temporarily delays the effective date of that rule for 90 additional days. That rule responded to a petition for reconsideration from the Alliance of Automobile Manufacturers and the Association of Global Automakers by delaying, until model year 2019, the implementation of inflationary adjustments to the Corporate Average Fuel Economy (CAFE) civil penalty rate. These inflationary adjustments are required by Congress as part of the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015. The additional 90-day delay in effective date is necessary to temporarily preserve the status quo while Department officials continue to review and consider the final rule and related laws. To the extent that 5 U.S.C. 553 is applicable, this action is exempt from notice and comment because it constitutes a rule of procedure under 5 U.S.C. 553(b)(3)(A).