requirements on certain covered subjects. Covered subjects are:

(1) The designation, description, and classification of hazardous materials;

(2) The packing, repacking, handling, labeling, marking, and placarding of hazardous materials;

(3) The preparation, execution, and use of shipping documents related to hazardous materials and requirements related to the number, contents, and placement of those documents;

(4) The written notification, recording, and reporting of the unintentional release in transportation of hazardous; or

(5) The design, manufacture, fabrication, marking, maintenance, reconditioning, repair, or testing of a packaging or container represented, marked, certified, or sold as qualified for use in transporting hazardous material.

The March 25, 2003 final rule addressed covered subject item (3) above and preempts State, local, or Indian tribe requirements not meeting the ''substantively the same'' standard. Federal hazardous materials transportation law provides at 49 U.S.C. 5125(b)(2) that, if RSPA issues a regulation concerning any of the covered subjects, RSPA must determine and publish in the **Federal Register** the effective date of Federal preemption. The effective date may not be earlier than the 90th day following the date of issuance of this final rule and not later than two years after the date of issuance. This interim final rule does not change the effective date of Federal preemption of the March 25, 2003 final rule, which was June 23, 2003.

C. Executive Order 13175

This final rule has been analyzed in accordance with the principles and criteria contained in Executive Order 13175 (''Consultation and Coordination with Indian Tribal Governments''). Because this final rule does not have tribal implications, does not impose substantial direct compliance costs on Indian tribal governments, and does not preempt tribal law, the funding and consultation requirements of Executive Order 13175 do not apply.

D. Regulatory Flexibility Act, Executive Order 13272, and DOT Procedures and Policies

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) requires an agency to review regulations to assess their impact on small entities. An agency must conduct a regulatory flexibility analysis unless it determines and certifies that a rule is not expected to have a significant impact on a substantial number of small entities. This final rule applies to businesses, some of whom are small entities, that transport hazardous materials by air. This final rule provides an extension of the compliance date for notification and record retention requirements for air carriers. The compliance date extension assures that air carriers have sufficient time to reprogram their systems to meet the new requirements, test the reprogrammed system, develop training materials and train their employees. Therefore, I certify this rule will not have a significant economic impact on a substantial number of small entities.

This final rule has been developed in accordance with Executive Order 13272 (''Proper Consideration of Small Entities in Agency Rulemaking'') and DOT's procedures and policies to promote compliance with the Regulatory Flexibility Act to ensure that potential impacts of draft rules on small entities are properly considered.

E. Paperwork Reduction Act

This final rule does not impose new information collection requirements.

F. Regulation Identifier Number (RIN)

A regulation identifier number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN number contained in the heading of this document can be used to cross-reference this action with the Unified Agenda.

G. Unfunded Mandates Reform Act

This final rule does not impose unfunded mandates under the Unfunded Mandates Reform Act of 1995. It does not result in costs of $120.7 million or more to either State, local or tribal governments, in the aggregate, or to the private sector, and is the least burdensome alternative that achieves the objective of the rule.

H. Environmental Assessment

This final rule will improve emergency response to hazardous materials incidents involving aircraft by ensuring information on the hazardous materials involved in an emergency is readily available. Improving emergency response to aircraft incidents will reduce environmental damage associated with such incidents. We find there are no significant environmental impacts associated with this final rule.

I. Privacy Act

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the document (or signing the document, 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 (65 FR 19477) or you may visit *http://dms.dot.gov.*

List of Subjects in 49 CFR Part 171

Exports, Hazardous materials transportation, Hazardous waste, Imports, Reporting and recordkeeping requirements.

■ In consideration of the foregoing, 49 CFR chapter I is amended as follows:

PART 171—GENERAL INFORMATION, REGULATIONS, AND DEFINITIONS

■ 1. The authority citation for part 171 continues to read as follows:

Authority: 49 U.S.C. 5101–5127, 44701; 49 CFR 1.45 and 1.53; Pub. L. 101–410 section 4 (28 U.S.C. 2461 note); Pub. L. 104–134 section 31001.

§ 171.14 [Amended]

■ 2. Amend § 171.14, paragraph (f), by removing the wording ''October 1, 2004'' and adding the wording ''April 1, 2005'' in both places it appears.

Issued in Washington, DC on August 18, 2004, under the authority delegated in 49 CFR part 1.

Samuel G. Bonasso,

Deputy Administrator, Research and Special Programs Administration.

[FR Doc. 04–19963 Filed 8–31–04; 8:45 am]

BILLING CODE 4910–60–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 541

[Docket No. NHTSA–2004–17359]

RIN 2127–AJ27

Final Theft Data; Motor Vehicle Theft Prevention Standard

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

ACTION: Publication of final theft data.

SUMMARY: This document publishes the final data on thefts of model year (MY) 2002 passenger motor vehicles that occurred in calendar year (CY) 2002. The final 2002 theft data indicate a decrease in the vehicle theft rate experienced in CY/MY 2002. The final

theft rate for MY 2002 passenger vehicles stolen in calendar year 2002 (2.49 thefts per thousand vehicles) decreased by 23.6 percent from the theft rate for CY/MY 2001 (3.26 thefts per thousand vehicles) when compared to the theft rate experienced in CY/MY 2001. Publication of these data fulfills NHTSA's statutory obligation to periodically obtain accurate and timely theft data and publish the information for review and comment.

FOR FURTHER INFORMATION CONTACT: Ms. Deborah Mazyck, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Mazyck's telephone number is (202) 366–0846. Her fax number is (202) 493–2290.

SUPPLEMENTARY INFORMATION: NHTSA administers a program for reducing motor vehicle theft. The central feature of this program is the Federal Motor Vehicle Theft Prevention Standard, 49 CFR part 541. The standard specifies performance requirements for inscribing and affixing vehicle identification numbers (VINs) onto certain major original equipment and replacement parts of high-theft lines of passenger motor vehicles.

The agency is required by 49 U.S.C. 33104(b)(4) to periodically obtain, from the most reliable source, accurate and timely theft data and publish the data for review and comment. To fulfill this statutory mandate, NHTSA has published theft data annually beginning with MYs 1983/84. Continuing to fulfill the § 33104(b)(4) mandate, this document reports the final theft data for CY 2002, the most recent calendar year for which data are available.

In calculating the 2002 theft rates, NHTSA followed the same procedures it used in calculating the MY 2001 theft rates. (For 2001 theft data calculations, *see* 68 FR 54857, September 19, 2003.) As in all previous reports, NHTSA's data were based on information provided to NHTSA by the National Crime Information Center (NCIC) of the Federal Bureau of Investigation. The NCIC is a government system that receives vehicle theft information from nearly 23,000 criminal justice agencies and other law enforcement authorities throughout the United States. The NCIC data also include reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.

The 2002 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 2002 vehicles of that line stolen during calendar year 2002 by the total number of vehicles in that line manufactured for MY 2002, as reported to the Environmental Protection Agency (EPA).

The final 2002 theft data show a decrease in the vehicle theft rate when compared to the theft rate experienced in CY/MY 2001. The final theft rate for MY 2002 passenger vehicles stolen in calendar year 2002 decreased to 2.49 thefts per thousand vehicles produced, a decrease of 23.6 percent from the rate of 3.26 thefts per thousand vehicles experienced by MY 2001 vehicles in CY 2001. For MY 2002 vehicles, out of a total of 225 vehicle lines, 38 lines had a theft rate higher than 3.5826 per thousand vehicles, the established median theft rate for MYs 1990/1991. (See 59 FR 12400, March 16, 1994.) Of the 38 vehicle lines with a theft rate higher than 3.5826, 34 are passenger car lines, three are multipurpose passenger vehicle lines, and one is a light-duty truck line.

On Tuesday, April 6, 2004, NHTSA published the preliminary theft rates for CY 2002 passenger motor vehicles in the **Federal Register** (69 FR 18010). The agency tentatively ranked each of the MY 2002 vehicle lines in descending order of theft rate. The public was requested to comment on the accuracy of the data and to provide final production figures for individual vehicle lines. The agency used written comments to make the necessary adjustments to its data. As a result of the adjustments, some of the final theft rates and rankings of vehicle lines changed from those published in the April 2004 notice. The agency received written comments from General Motors Corporation (GM) and Volkswagen of America, Inc. (VW).

In its comments, GM informed the agency that the Pontiac Grand Am was incorrectly listed as the ''Grant Am'' and the GMC Safari Van was incorrectly listed as the ''Safara Van.'' The final theft data has been revised to reflect the correct nomenclature for the Pontiac Grand Am and the GMC Safari Van.

GM also informed the agency that the production volume for the Chevrolet Cavalier, the Chevrolet Astro Van, and the Saturn VUE is incorrect. In response to this comment, the production volume for the Chevrolet Cavalier, the Chevrolet Astro Van, and the Saturn VUE has been reviewed and the final theft list has been revised to correct those production errors. As a result of the correction, the Chevrolet Cavalier previously ranked No. 30 with a theft rate of 3.9232 remains ranked at No. 30 with a theft rate of 3.8780. The Chevrolet Astro Van previously ranked No. 119 with a theft rate of 1.7072 is now ranked No. 120 with a revised theft rate of 1.7196. The Saturn VUE previously ranked No. 188 with a theft rate of 0.6073 is now ranked No. 189 with a revised theft rate of 0.5970. Additionally, GM informed the agency that the production volume for the General Motors Funeral Coach/Hearse was listed incorrectly. As a result of the agency's review, the new information provided by GM resulted in no change to the ranking or theft rate for this line. Additionally, further analysis of the data revealed the Funeral Coach/Hearse is a Cadillac Funeral Coach/Hearse. The theft rate list has been revised to reflect the correction in its nomenclature.

Further reanalysis of the theft rate data revealed that the Cadillac Limousine, BMW M3 and BMW M5 were erroneously omitted from the April 6, 2004 publication of preliminary theft data. The agency has corrected the final theft data to include the theft rate information for the Cadillac Limousine, BMW M3 and BMW M5 vehicles. As a result of this correction, the Cadillac Limousine is ranked No. 213 with a theft rate of 0.0000, the BMW M3 is ranked No. 23 with a theft rate of 4.8012 and the BMW M5 is ranked No. 62 with a theft rate of 2.7510.

VW also informed the agency that the production volume for the Audi TT/Quattro and the Bentley Arnage was listed incorrectly. As a result of VW's comments, the production volume for the Audi TT/Quattro and the Bentley Arnage have been corrected and the final theft list has been revised. The Audi TT/Quattro previously ranked No. 136 with a theft rate of 1.4268 is now ranked No. 148 with a theft rate of 1.2575. The Bentley Arnage previously ranked No. 220 with a theft rate of 0.0000 is now ranked No. 221 with the theft rate unchanged.

VW informed the agency that the S4/Quattro ranked at No. 2 was incorrectly listed as the ''24/Quattro.'' Because the S4 is a model within the A4 vehicle line, production and theft totals have been combined for the A4 vehicle line and the theft data has been revised accordingly. The Audi A4 is now ranked No. 110 with a theft rate of 1.8970. Additionally, because the S6 is a model within the A6 vehicle line, production and theft totals have been combined for the A6 vehicle line and the theft data has been revised accordingly. The Audi A6 vehicle line is now ranked No. 188 with a theft rate of 0.6303.

Further review of the final theft list revealed that the Acura Integra was erroneously listed. The Acura Integra was not produced in MY 2002. The correct name designation for the vehicle

previously ranked No. 87 (Integra) should be changed to the Acura RSX now ranked No. 88. The final theft list has been revised accordingly.

The following list represents NHTSA's final calculation of theft rates for all 2002 passenger motor vehicle lines. This list is intended to inform the public of calendar year 2002 motor vehicle thefts of model year 2002 vehicles and does not have any effect on the obligations of regulated parties under 49 U.S.C. chapter 331, Theft Prevention.

FINAL THEFT RATES OF MODEL YEAR 2002 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2002

Number	Manufacturer	Make/model (line)	Thefts 2002	Production (Mfr's) 2002	2002 theft rate (per 1,000 vehicles produced)
1	DAIMLERCHRYSLER	CHRYSLER NEON [1]	1	24	41.6667
2	DAIMLERCHRYSLER	DODGE INTREPID	1,657	111,491	14.8622
3	DAIMLERCHRYSLER	DODGE STRATUS	1,254	106,771	11.7448
4	SUZUKI	ESTEEM	108	9,670	11.1686
5	DAIMLERCHRYSLER	CHRYSLER SEBRING	611	75,163	8.1290
6	DAIMLERCHRYSLER	DODGE NEON	959	119,253	8.0417
7	HONDA	ACURA NSX	2	254	7.8740
8	MITSUBISHI	MONTERO	206	27,266	7.5552
9	MITSUBISHI	GALANT	668	92,948	7.1868
10	MITSUBISHI	MIRAGE	60	9,240	6.4935
11	MITSUBISHI	MONTERO SPORT	350	57,457	6.0915
12	FORD MOTOR CO.	FORD F150 PICKUP	27	4,473	6.0362
13	AUDI	S8	2	340	5.8824
14	MITSUBISHI	ECLIPSE	239	41,334	5.7822
15	NISSAN	MAXIMA	490	86,036	5.6953
16	KIA MOTORS	OPTIMA	155	27,593	5.6174
17	FORD MOTOR CO.	FORD ESCORT	457	81,672	5.5956
18	GENERAL MOTORS	PONTIAC GRAND AM	838	154,306	5.4308
19	DAIMLERCHRYSLER	CHRYSLER SEBRING CONVERTIBLE.	251	46,637	5.3820
20	MITSUBISHI	LANCER	397	73,991	5.3655
21	DAIMLERCHRYSLER	CHRYSLER CONCORDE	194	37,131	5.2247
22	MITSUBISHI	DIAMANTE	96	19,707	4.8714
23	BMW	M3	46	9,581	4.8012
24	DAIMLERCHRYSLER	CHRYSLER INTREPID	6	1,254	4.7847
25	TOYOTA	COROLLA	690	147,983	4.6627
26	DAIMLERCHRYSLER	CHRYSLER 300M	167	36,663	4.5550
27	GENERAL MOTORS	OLDSMOBILE ALERO	333	79,373	4.1954
28	KIA MOTORS	SPECTRA	298	71,837	4.1483
29	KIA MOTORS	RIO	227	57,292	3.9622
30	GENERAL MOTORS	CHEVROLET CAVALIER	1,017	262,251	3.8780
31	TOYOTA	LEXUS IS	93	24,079	3.8623
32	GENERAL MOTORS	CADILLAC SEVILLE	97	25,128	3.8602
33	SUZUKI	VITARA/GRAND	232	60,318	3.8463
34	NISSAN	SENTRA	434	113,962	3.8083
35	GENERAL MOTORS	PONTIAC SUNFIRE	286	76,445	3.7413
36	DAIMLERCHRYSLER	CHRYSLER PROWLER	5	1,348	3.7092
37	GENERAL MOTORS	CHEVROLET MONTE CARLO	252	68,570	3.6751
38	FORD MOTOR CO.	LINCOLN TOWN CAR	132	36,635	3.6031
39	GENERAL MOTORS	CHEVROLET BLAZER S10/T10	369	103,341	3.5707
40	GENERAL MOTORS	CHEVROLET MALIBU	495	144,946	3.4151
41	GENERAL MOTORS	CHEVROLET PRIZM	96	28,197	3.4046
42	NISSAN	ALTIMA	651	192,701	3.3783
43	HYUNDAI	ACCENT	307	92,157	3.3313
44	JAGUAR	XK8	8	2,455	3.2587
45	MERCEDES-BENZ	129 (SL-CLASS)	9	2,776	3.2421
46	NISSAN	INFINITI Q45	26	8,065	3.2238
47	MAZDA	MILLENIA	67	20,800	3.2212
48	DAIMLERCHRYSLER	DODGE CARAVAN/GRAND	772	241,696	3.1941
49	ISUZU	TROOPER	40	12,638	3.1651
50	GENERAL MOTORS	OLDSMOBILE AURORA	34	10,861	3.1305
51	JAGUAR	S-TYPE	38	12,319	3.0847
52	TOYOTA	CELICA	79	25,683	3.0760
53	FORD MOTOR CO.	MERCURY SABLE	322	105,415	3.0546
54	GENERAL MOTORS	PONTIAC GRAND PRIX	434	144,654	3.0003
55	GENERAL MOTORS	CHEVROLET CAMARO	121	40,383	2.9963
56	FORD MOTOR CO.	FORD FOCUS	753	252,987	2.9764
57	FORD MOTOR CO.	LINCOLN LS	153	51,704	2.9592
58	GENERAL MOTORS	CHEVROLET CORVETTE	99	33,586	2.9477
59	DAEWOO	LANOS	19	6,452	2.9448
60	DAIMLERCHRYSLER	CHRYSLER VOYAGER	120	41,348	2.9022
61	HYUNDAI	SONATA	225	80,049	2.8108
62	BMW	M5	6	2,181	2.7510
63	BMW	7	50	18,222	2.7439

FINAL THEFT RATES OF MODEL YEAR 2002 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2002—Continued

Number	Manufacturer	Make/model (line)	Thefts 2002	Production (Mfr's) 2002	2002 theft rate (per 1,000 vehicles produced)
64	GENERAL MOTORS	PONTIAC FIREBIRD/FORMULA	81	29,687	2.7285
65	FORD MOTOR CO.	FORD TAURUS	842	321,556	2.6185
66	FORD MOTOR CO.	MERCURY MOUNTAINEER	196	77,787	2.5197
67	DAIMLERCHRYSLER	JEEP CHEROKEE/GRAND	533	211,786	2.5167
68	HYUNDAI	ELANTRA	299	118,962	2.5134
69	JAGUAR	XKR	4	1,595	2.5078
70	HONDA	PASSPORT	15	5,999	2.5004
71	TOYOTA	TUNDRA PICKUP	66	26,442	2.4960
72	GENERAL MOTORS	BUICK REGAL	95	39,124	2.4282
73	NISSAN	INFINITI G20	31	12,788	2.4241
74	TOYOTA	4RUNNER	205	85,126	2.4082
75	GENERAL MOTORS	OLDSMOBILE INTRIGUE	60	25,008	2.3992
76	TOYOTA	LEXUS SC	61	25,683	2.3751
77	GENERAL MOTORS	BUICK CENTURY	331	141,818	2.3340
78	FORD MOTOR CO.	MERCURY GRAND MARQUIS	146	62,648	2.3305
79	FORD MOTOR CO.	FORD EXPLORER	1,419	610,268	2.3252
80	NISSAN	XTERRA	231	99,887	2.3126
81	MAZDA	626	113	49,181	2.2976
82	GENERAL MOTORS	CADILLAC DEVILLE	209	91,057	2.2953
83	SUZUKI	AERIO	31	13,666	2.2684
84	HONDA	ACURA 3.2 CL	13	5,749	2.2613
85	GENERAL MOTORS	SATURN LS	191	84,966	2.2480
86	MAZDA	PROTÉGÉ	219	97,882	2.2374
87	DAIMLERCHRYSLER	CHRYSLER PT CRUISER	377	169,559	2.2234
88	HONDA	ACURA RSX	95	42,809	2.2192
89	TOYOTA	RAV4	212	96,489	2.1971
90	ISUZU	AXIOM	40	18,280	2.1882
91	TOYOTA	CAMRY/SOLARA	1,027	472,030	2.1757
92	MERCEDES-BENZ	208 (CLK-CLASS)	43	20,199	2.1288
93	JAGUAR	XJ8	5	2,354	2.1240
94	FORD MOTOR CO.	FORD RANGER PICKUP	499	238,558	2.0917
95	KIA MOTORS	SPORTAGE	97	46,883	2.0690
96	DAIMLERCHRYSLER	JEEP LIBERTY	429	207,991	2.0626
97	DAEWOO	NUBIRA	11	5,351	2.0557
98	GENERAL MOTORS	PONTIAC BONNEVILLE	87	42,664	2.0392
99	VOLVO	C70	7	3,454	2.0266
100	HYUNDAI	XG	38	18,842	2.0168
101	TOYOTA	ECHO	65	32,495	2.0003
102	DAIMLERCHRYSLER	JEEP WRANGLER	133	66,565	1.9980
103	NISSAN	FRONTIER PICKUP	181	90,964	1.9898
104	GENERAL MOTORS	CADILLAC ELDORADO	14	7,047	1.9867
105	MERCEDES-BENZ	215 (CL-CLASS)	10	5,062	1.9755
106	MERCEDES-BENZ	220 (S-CLASS)	53	26,918	1.9689
107	DAEWOO	LEGANZA	11	5,593	1.9667
108	TOYOTA	TACOMA PICKUP	315	162,322	1.9406
109	GENERAL MOTORS	CHEVROLET TRACKER	88	45,793	1.9217
110	AUDI	A4/A4 QUATTRO/S4	73	38,482	1.8970
111	GENERAL MOTORS	CHEVROLET IMPALA	375	201,467	1.8613
112	TOYOTA	LEXUS LS	50	27,162	1.8408
113	FORD MOTOR CO.	FORD ESCAPE	291	159,322	1.8265
114	NISSAN	INFINITI QX4	29	15,943	1.8190
115	SUBARU	IMPREZA	108	59,391	1.8185
116	NISSAN	PATHFINDER	107	59,409	1.8011
117	GENERAL MOTORS	CHEVROLET S10/T10 PICKUP	251	139,521	1.7990
118	MAZDA	B-SERIES PICKUP	40	22,275	1.7957
119	VOLKSWAGEN	GOLF/GTI	55	31,640	1.7383
120	GENERAL MOTORS	CHEVROLET ASTRO VAN	67	38,963	1.7196
121	HONDA	S2000	17	10,049	1.6917
122	GENERAL MOTORS	GMC SONOMA PICKUP	66	39,292	1.6797
123	HONDA	ACCORD	702	419,398	1.6738
124	VOLVO	S40	23	13,980	1.6452
125	MAZDA	MX–5 MIATA	22	13,544	1.6243
126	VOLVO	S80	25	15,851	1.5772
127	HONDA	ACURA 3.2 TL	95	60,860	1.5610
128	ISUZU	RODEO	65	41,996	1.5478
129	DAIMLERCHRYSLER	CHRYSLER TOWN & COUNTRY MPV.	202	130,937	1.5427
130	HONDA	CIVIC	500	329,778	1.5162
131	JAGUAR	VANDEN PLAS/SUPER V8	3	1,981	1.5144

FINAL THEFT RATES OF MODEL YEAR 2002 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2002—Continued

Number	Manufacturer	Make/model (line)	Thefts 2002	Production (Mfr's) 2002	2002 theft rate (per 1,000 vehicles produced)
132	MERCEDES-BENZ	170 (SLK-CLASS)	12	7,954	1.5087
133	VOLKSWAGEN	JETTA	218	144,790	1.5056
134	GENERAL MOTORS	SATURN SL	221	148,514	1.4881
135	GENERAL MOTORS	CHEVROLET TRAILBLAZER	375	253,249	1.4808
136	FORD MOTOR CO.	MERCURY COUGAR	35	24,485	1.4294
137	BMW	3	146	102,574	1.4234
138	FORD MOTOR CO.	FORD CROWN VICTORIA	32	22,564	1.4182
139	PORSCHE	911	17	12,034	1.4127
140	TOYOTA	LEXUS GS	25	17,863	1.3995
141	FORD MOTOR CO.	FORD WINDSTAR VAN	204	146,274	1.3946
142	GENERAL MOTORS	BUICK PARK AVENUE	42	31,913	1.3161
143	NISSAN	INFINITI I35	40	30,604	1.3070
144	PORSCHE	BOXSTER	13	9,975	1.3033
145	BMW	5	45	39,445	1.2929
146	MERCEDES-BENZ	203 (C-CLASS)	91	70,688	1.2873
147	VOLKSWAGEN	EUROVAN/CAMPER	7	5,472	1.2792
148	AUDI	TT	14	11,133	1.2575
149	JAGUAR	X-TYPE	44	35,659	1.2339
150	HYUNDAI	SANTA FE	99	82,824	1.1953
151	VOLVO	S60	48	40,884	1.1741
152	JAGUAR	XJR	1	853	1.1723
153	TOYOTA	MR2 SPYDER	6	5,335	1.1246
154	VOLVO	V40	3	2,680	1.1194
155	GENERAL MOTORS	PONTIAC AZTEK	20	17,886	1.1182
156	GENERAL MOTORS	SATURN SC	48	43,213	1.1108
157	SAAB	38233	20	18,055	1.1077
158	VOLKSWAGEN	CABRIO	13	11,749	1.1065
159	GENERAL MOTORS	BUICK LESABRE	148	137,737	1.0745
160	KIA MOTORS	SEDONA VAN	53	49,731	1.0657
161	VOLKSWAGEN	PASSAT	99	93,812	1.0553
162	GENERAL MOTORS	GMC ENVOY	112	108,650	1.0308
163	MERCEDES-BENZ	210 (E-CLASS)	31	30,368	1.0208
164	TOYOTA	AVALON	69	67,772	1.0181
165	TOYOTA	PRIUS	23	22,737	1.0116
166	FORD MOTOR CO.	LINCOLN CONTINENTAL	19	18,804	1.0104
167	VOLKSWAGEN	NEW BEETLE	56	56,045	0.9992
168	TOYOTA	SIENNA VAN	82	85,417	0.9600
169	NISSAN	QUEST VAN	20	21,099	0.9479
170	TOYOTA	LEXUS RX	69	73,049	0.9446
171	LAND ROVER	FREELANDER	15	16,268	0.9221
172	GENERAL MOTORS	GMC SAFARI VAN	9	9,887	0.9103
173	FORD MOTOR CO.	FORD MUSTANG	705	775,153	0.9095
174	MAZDA	TRIBUTE	45	49,561	0.9080
175	GENERAL MOTORS	OLDSMOBILE BRAVADA	25	28,658	0.8724
176	HONDA	ACURA 3.5 RL	14	16,449	0.8511
177	GENERAL MOTORS	BUICK RENDEZVOUS	66	77,573	0.8508
178	GENERAL MOTORS	CHEVROLET VENTURE VAN	71	84,116	0.8441
179	TOYOTA	HIGHLANDER	90	110,530	0.8143
180	TOYOTA	LEXUS ES	57	70,517	0.8083
181	GENERAL MOTORS	PONTIAC MONTANA VAN	35	45,558	0.7683
182	VOLVO	V70	9	12,144	0.7411
183	HONDA	ACURA MDX	36	48,998	0.7347
184	DAIMLERCHRYSLER	DODGE DAKOTA PICKUP	106	145,238	0.7298
185	SUBARU	FORESTER	39	55,114	0.7076
186	QUANTUM TECH.	CHEVROLET CAVALIER	1	1,483	0.6743
187	FORD MOTOR CO.	MERCURY VILLAGER VAN	12	18,364	0.6535
188	AUDI	A6/A6 QUATTRO/S6/AVANT	14	22,212	0.6303
189	GENERAL MOTORS	SATURN VUE	21	35,178	0.5970
190	SUBARU	LEGACY/OUTBACK	47	88,790	0.5293
191	MAZDA	MPV VAN	13	25,122	0.5175
192	HONDA	INSIGHT	1	2,006	0.4985
193	FORD MOTOR CO.	FORD THUNDERBIRD	14	28,639	0.4888
194	BMW	MINI COOPER	8	17,033	0.4697
195	GENERAL MOTORS	OLDSMOBILE SILHOUETTE VAN	11	23,863	0.4610
196	HONDA	CR-V	62	138,061	0.4491
197	BMW	M/Z3	8	18,768	0.4263
198	SAAB	38235	6	15,339	0.3912
199	HONDA	ODYSSEY VAN	58	148,857	0.3896
200	VOLVO	XC	8	20,725	0.3860

FINAL THEFT RATES OF MODEL YEAR 2002 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2002—Continued

Number	Manufacturer	Make/model (line)	Thefts 2002	Production (Mfr's) 2002	2002 theft rate (per 1,000 vehicles produced)
201	GENERAL MOTORS	SATURN LW	4	11,273	0.3548
202	FORD MOTOR CO.	FORD TH!NK NEIGHBOR	2	6,613	0.3024
203	ASTON MARTIN	VANQUISH	0	127	0.0000
204	ASTON MARTIN	VANTAGE	0	265	0.0000
205	AUDI	A8	0	672	0.0000
206	AUDI	ALLROAD QUATTRO	0	5,085	0.0000
207	BMW	Z8	0	687	0.0000
208	DAIMLERCHRYSLER	DODGE VIPER	0	1,355	0.0000
209	FERRARI	360	0	684	0.0000
210	FERRARI	456	0	20	0.0000
211	FERRARI	575M	0	208	0.0000
212	GENERAL MOTORS	CADILLAC FUNERAL COACH/HEARSE.	0	1,032	0.0000
213	GENERAL MOTORS	CADILLAC LIMOUSINE	0	875	0.0000
214	JAGUAR	XJS	0	1,000	0.0000
215	LAMBORGHINI	MURCIELAGO	0	98	0.0000
216	LOTUS	ESPRIT	0	100	0.0000
217	MASERATI	COUPE/SPIDER	0	492	0.0000
218	MITSUBISHI	NATIVA [2]	0	1,513	0.0000
219	ROLLS-ROYCE	PARK WARD	0	12	0.0000
220	ROLLS-ROYCE	SILVER SERAPH	0	63	0.0000
221	ROLLS-ROYCE	BENTLEY ARNAGE	0	256	0.0000
222	ROLLS-ROYCE	BENTLEY AZURE	0	101	0.0000
223	ROLLS-ROYCE	BENTLEY CONTINENTAL R	0	31	0.0000
224	ROLLS-ROYCE	BENTLEY CONTINENTAL T	0	2	0.0000
225	ROLLS-ROYCE	BENTLEY CORNICHE	0	37	0.0000

[1] This vehicle was manufactured under the Chrysler nameplate for sale in a U.S. Territory and only (Guam, American Samoa, Puerto Rico) and the Virgin Islands (St. Thomas and St. Croix).
[2] This vehicle was manufactured for sale only in Puerto Rico and represents the U.S. version of the Montero Sport line.

Issued on: August 25, 2004.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 04–19962 Filed 8–31–04; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Parts 600, 635, 648, 660, and 679

[Docket No. 040824244–4244–01; I.D. 052804A]

RIN 0648–AS44

Fishing Capacity Reduction; Fishing Capacity Reduction Program for the Crab Species Covered by the Fishery Management Plan for the Bering Sea/Aleutian Islands King and Tanner Crabs; Implementation of the Shark Finning Prohibition Act; Atlantic Highly Migratory Species; Fisheries of the Northeastern United States; Fisheries Off West Coast States and in the Western Pacific; Fisheries of the Exclusive Economic Zone Off Alaska

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Final rule.

SUMMARY: NMFS publishes this final rule to reorganize, by redesignation, its fishing capacity reduction program (FCRP) regulations and FCRP fee system regulations. To accomplish this, it is also necessary to redesignate regulatory provisions implementing the Shark Finning Prohibition Act (Act). The redesignation involves changing subparts, renumbering regulatory provisions, and revising regulatory references. The substantive provisions are not changed in any way; only the old Code of Federal Regulations (CFR) unit numbers are redesignated with new CFR unit numbers. Also, one subpart title and one section title are modified. Several sections are reserved to ensure a logical organization. The intent of this rule is to improve understanding and ease of use of FCRP regulations, and to make additional sequential section numbers available for future FCRP regulations.

DATES: Effective September 1, 2004.

FOR FURTHER INFORMATION CONTACT: Robert Gorrell, Office of Sustainable Fisheries, NMFS headquarters, at 301–713–2341.

SUPPLEMENTARY INFORMATION:

Electronic Access

This **Federal Register** document is also accessible via the Internet at the Office of the Federal Register's Web site at *http://www.access.gpo.gov/su-docs/aces/aces140.html*.

Background

FCRP Framework Regulations

NMFS published its framework regulations for fishing capacity reduction programs on May 18, 2000 (65 FR 31443) as a new Subpart L—Fishing Capacity Reduction under Part 600—Magnuson-Stevens Act Provisions. These regulations serve as a framework that may be used in developing future FCRPs for specific fisheries and include provisions for fee payment and collection in repaying reduction loans. The section numbering of these framework regulations begins with § 600.1000 and ends with § 600.1017. The subpart title ''Subpart L—Fishing Capacity Reduction'' is being renamed ''Subpart L—Fishing Capacity Reduction Framework.'' Also, ''§ 600.1018'' is being redesignated as ''§ 600.1103'' in a new subpart M containing specific fishery program regulations.