themselves with the Commission's *ex parte* rules.

Federal Communications Commission.

**Michael J. Wilhelm,**

*Deputy Chief, Policy and Licensing Division, Public Safety and Homeland Security Bureau.*

[FR Doc. 2015–19341 Filed 8–5–15; 8:45 am]

**BILLING CODE 6712–01–P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

### 49 CFR Parts 191, 192, and 195

**[Docket No. PHMSA–2010–0026]**

**RIN 2137–AE59**

### Pipeline Safety: Miscellaneous Changes to Pipeline Safety Regulations; Administrative Significance: Petitions for Reconsideration

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), Department of Transportation (DOT).

**ACTION:** Petitions for reconsideration.

**SUMMARY:** On March 11, 2015, PHMSA published a final rule amending the pipeline safety regulations to make miscellaneous changes that updated and clarified certain regulatory requirements. These amendments address several subject matter areas including the performance of post-construction inspections, leak surveys of Type B onshore gas gathering lines, qualifying plastic pipe joiners, regulation of ethanol, transportation of pipe, filing of offshore pipeline condition reports, and calculation of pressure reductions for hazardous liquid pipeline anomalies. PHMSA has since received three petitions for reconsideration submitted by persons affected by the final rule.

**DATES:** PHMSA received these petitions on April 10, 2015.

**FOR FURTHER INFORMATION CONTACT:** Kay McIver, Transportation Specialist, by telephone at 202–366–0113, or by electronic mail at *kay.mciver@dot.gov.*

**SUPPLEMENTARY INFORMATION:**

### I. Background

On March 11, 2015, PHMSA published a final rule amending the pipeline safety regulations to make miscellaneous changes that updated and clarified certain regulatory requirements (80 FR 12762). These amendments addressed several subject matter areas including the performance of post-construction inspections, leak surveys of Type B onshore gas gathering lines, qualifying plastic pipe joiners, regulation of ethanol, transportation of pipe, filing of offshore pipeline condition reports, and calculation of pressure reductions for hazardous liquid pipeline anomalies. PHMSA has since received three petitions for reconsideration submitted by persons affected by the final rule.

*Dates:* On April 10, 2015, the American Gas Association (AGA), the American Public Gas Association, (APGA) and the Interstate Natural Gas Association of America (INGAA) petitioned PHMSA for re-consideration to certain parts of the Miscellaneous Rule.

### II. Petitions for Reconsideration

In accordance with 49 CFR 190.335, PHMSA received three petitions from the APGA, the AGA and the INGAA asking for reconsideration to some portions of the Final Rule. APGA and AGA expressed concerns about the provisions of the Final Rule applicable to construction inspections. INGAA and AGA expressed concerns regarding provisions in the Final Rule applicable to components fabricated by welding.

Section 190.337(b) states that it is the policy of the Associate Administrator for Pipeline Safety to issue notice of the action on a petition for reconsideration within 90 days after the date on which the regulation in question is published in the **Federal Register**, unless it is found impracticable to take action within that time. Section 190.337(b) goes on to state that when it is impractical to take action within that time, that PHMSA will give notice of that fact and the date by which action is expected to be taken. Due to the complexities of the petitions, PHMSA is unable to complete the analyses and render a decision within the 90-day time frame. Therefore, in accordance with § 190.337(b), PHMSA anticipates acting on these three petitions by October 1, 2015.

Issued in Washington, DC, on July 31, 2015, under authority delegated in 49 CFR 1.97.

**Jeffrey D. Wiese,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 2015–19227 Filed 8–5–15; 8:45 am]

**BILLING CODE 4910–60–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

### 49 CFR Part 541

**[Docket No. NHTSA–2015–0067]**

### Preliminary Theft Data; Motor Vehicle Theft Prevention Standard

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

**ACTION:** Publication of preliminary theft data; request for comments.

**SUMMARY:** This document requests comments on data about passenger motor vehicle thefts that occurred in calendar year (CY) 2013, including theft rates for existing passenger motor vehicle lines manufactured in model year (MY) 2013.

**DATES:** Comments must be submitted on or before October 5, 2015.

**ADDRESSES:** You may submit comments identified by Docket No. NHTSA–2015–0067 by any of the following methods:

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.
- *Fax:* 202–493–2251

*Instructions:* For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to *http://www.regulations.gov,* including any personal information provided. Please see the Privacy Act heading below.

*Privacy Act:* Anyone is able to search the electronic form of all comments received into any of our dockets 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 (65 FR 19477–78) or you may visit *http://DocketsInfo.dot.gov.*

*Docket:* For access to the docket to read background documents or

comments received, go to *http://www.regulations.gov* or the street address listed above. Follow the online instructions for accessing the dockets.

**FOR FURTHER INFORMATION CONTACT:** Ms. Carlita Ballard, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Ballard's telephone number is (202) 366–5222. Her fax number is (202) 493–2990.

**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 or affixing vehicle identification numbers (VINs) onto certain major original equipment and replacement parts of high-theft lines of passenger motor vehicles.

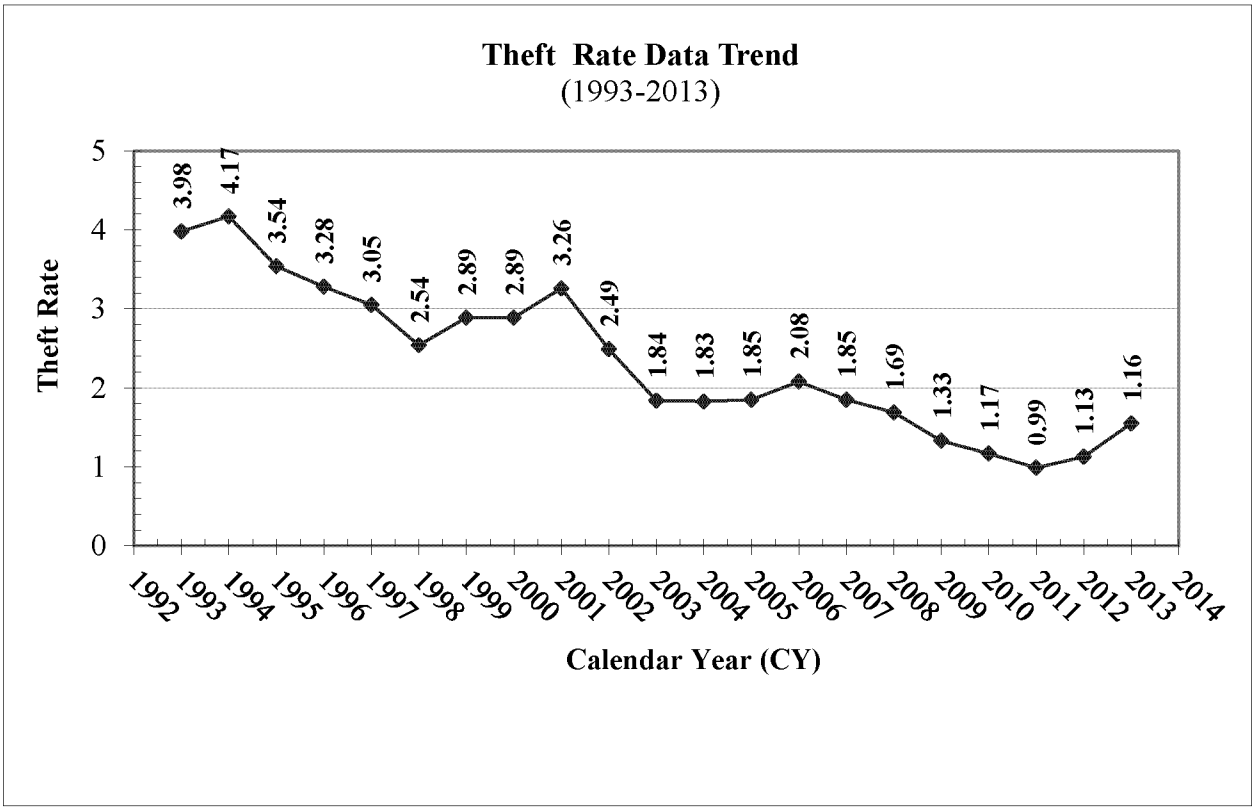
NHTSA obtains, from the most reliable source, accurate and timely theft data, and publishes the data for review and comment in accordance with 49 U.S.C. 33104(b)(4). This document reports the preliminary theft data for CY 2013 the most recent calendar year for which data are available.

In calculating the 2013 theft rates, NHTSA followed the same procedures it has used since publication of the 1983/1984 theft rate data (50 FR 46669, November 12, 1985). The 2013 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 2013 vehicles of that line stolen during calendar year 2013 by the total number of vehicles in that line manufactured for MY 2013, as reported to the Environmental Protection Agency (EPA). 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 approximately 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 preliminary 2013 theft data show an increase in the vehicle theft rate when compared to the theft rate experienced in CY/MY 2012 (For 2012 theft data, see 79 FR 70115, November 25, 2014). The preliminary theft rate for MY 2013 passenger vehicles stolen in calendar year 2013 increased to 1.1562 thefts per thousand vehicles produced, an increase of 2.37 percent from the rate of 1.1294 thefts per thousand vehicles experienced by MY 2012 vehicles in CY 2012. For MY 2013 vehicles, out of a total of 211 vehicle lines, ten 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 ten vehicle lines with a theft rate higher than 3.5826, nine are passenger car lines, one is a multipurpose passenger vehicle line, and none are light-duty truck lines.

The data presented in this publication reflect an increase in the overall vehicle theft rate for CY/MY 2013, which is slightly inconsistent with the general theft rate trend over the past several years. Historically, the data have shown an overall decreasing trend, with periods of increase from one year to the next (Figure 1). While the theft rate data show only a slight increase in the overall theft rate for CY/MY 2013, the agency welcomes any comments on the increase in the overall theft rate for this period.

Figure 1. Theft Rate Data Trend (1993-2013)




Theft rate per thousand vehicles produced

In Table 1, NHTSA has tentatively ranked each of the MY 2013 vehicle lines in descending order of theft rate. Public comment is sought on the accuracy of the data, including the data for the production volumes of individual vehicle lines.

Comments must not exceed 15 pages in length (49 CFR 553.21). Attachments may be appended to these submissions without regard to the 15 page limit. This limitation is intended to encourage commenters to detail their primary arguments in a concise fashion.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given in the **FOR FURTHER INFORMATION CONTACT** section, and two copies from which the purportedly confidential information has been deleted should be submitted to the docket. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation. 49 CFR part 512.

All comments received before the close of business on the comment closing date indicated above for this document will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Comments on this document will be available for inspection in the docket. NHTSA will continue to file relevant information as it becomes available for inspection in the docket after the closing date, and it is recommended that interested persons continue to examine the docket for new material.

Those persons desiring to be notified upon receipt of their comments in the rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

*Privacy Act:* Anyone is able to search the electronic form of all comments received into any of our dockets 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 (65 FR 19477–78) or you may visit *http://DocketsInfo.dot.gov.*

Table 1. Preliminary Report of Theft Rates for Model Year 2013 Passenger Motor Vehicles Stolen in Calendar Year 2013

| | Manufacturer | Make/Model (line) | Thefts 2013 | Production (Mfr's) 2013 | 2013 Theft Rate (per 1,000 Vehicles produced) |
|---|---|---|---|---|---|
| 1 | MERCEDES-BENZ | CL-CLASS | 3 | 583 | 5.1458 |
| 2 | CHRYSLER | DODGE CHARGER | 399 | 78,134 | 5.1066 |
| 3 | TOYOTA | YARIS | 97 | 20,951 | 4.6299 |
| 4 | GENERAL MOTORS | CHEVROLET IMPALA | 577 | 127,237 | 4.5348 |
| 5 | CHRYSLER | DODGE CHALLENGER | 224 | 50,824 | 4.4074 |
| 6 | MASERATI | QUATTROPORTE | 1 | 227 | 4.4053 |
| 7 | BMW | M6 | 5 | 1,290 | 3.8760 |
| 8 | GENERAL MOTORS | CHEVROLET CAPTIVA | 134 | 35,894 | 3.7332 |
| 9 | NISSAN | MAXIMA | 166 | 44,854 | 3.7009 |
| 10 | BMW | M5 | 12 | 3,261 | 3.6799 |
| 11 | CHRYSLER | DODGE AVENGER | 396 | 112,843 | 3.5093 |
| 12 | CHRYSLER | 300 | 210 | 62,182 | 3.3772 |
| 13 | PORSCHE | PANAMERA | 20 | 5,957 | 3.3574 |
| 14 | MERCEDES-BENZ | S-CLASS | 42 | 12,782 | 3.2859 |
| 15 | GENERAL MOTORS | CHEVROLET CAMARO | 258 | 85,584 | 3.0146 |
| 16 | NISSAN | INFINITI FX37/FX50 | 41 | 13,669 | 2.9995 |
| 17 | AUDI | AUDI S8 | 3 | 1,015 | 2.9557 |
| 18 | HONDA | ACURA ZDX | 1 | 354 | 2.8249 |
| 19 | FORD MOTOR CO | MUSTANG | 214 | 75,914 | 2.8190 |
| 20 | NISSAN | VERSA | 151 | 56,410 | 2.6768 |
| 21 | CHRYSLER | 200 | 340 | 133,344 | 2.5498 |
| 22 | AUDI | AUDI A4/A5 | 36 | 14,521 | 2.4792 |
| 23 | MAZDA | MAZDA 2 | 37 | 14,926 | 2.4789 |
| 24 | MERCEDES-BENZ | CLS-CLASS | 14 | 5,821 | 2.4051 |
| 25 | BMW | 6 | 16 | 7,196 | 2.2235 |
| 26 | NISSAN | GT-R | 3 | 1,410 | 2.1277 |
| 27 | GENERAL MOTORS | CHEVROLET CRUZE | 433 | 207,657 | 2.0852 |
| 28 | KIA | FORTE | 108 | 53,267 | 2.0275 |
| 29 | BMW | Z4 | 4 | 1,982 | 2.0182 |
| 30 | KIA | OPTIMA | 346 | 172,977 | 2.0003 |
| 31 | MAZDA | MAZDA 6 | 23 | 11,568 | 1.9882 |
| 32 | AUDI | AUDI A7 | 13 | 6,626 | 1.9620 |
| 33 | HYUNDAI | ACCENT | 174 | 90,149 | 1.9301 |
| 34 | MAZDA | MAZDA 5 | 27 | 14,196 | 1.9019 |

| | Manufacturer | Make/Model (line) | Thefts 2013 | Production (Mfr's) 2013 | 2013 Theft Rate (per 1,000 Vehicles produced) |
|---|---|---|---|---|---|
| 35 | NISSAN | INFINITI G37 | 109 | 57,330 | 1.9013 |
| 36 | MAZDA | MAZDA 3 | 196 | 103,558 | 1.8927 |
| 37 | MITSUBISHI | LANCER | 32 | 16,958 | 1.8870 |
| 38 | AUDI | AUDI S7 | 2 | 1,106 | 1.8083 |
| 39 | TOYOTA | COROLLA | 566 | 313,314 | 1.8065 |
| 40 | GENERAL MOTORS | CHEVROLET MALIBU | 373 | 211,357 | 1.7648 |
| 41 | NISSAN | ALTIMA | 693 | 393,800 | 1.7598 |
| 42 | FORD MOTOR CO | TAURUS | 159 | 90,753 | 1.7520 |
| 43 | KIA | RIO | 117 | 68,364 | 1.7114 |
| 44 | GENERAL MOTORS | CHEVROLET SPARK | 65 | 38,612 | 1.6834 |
| 45 | VOLKSWAGEN | CC | 54 | 32,257 | 1.6741 |
| 46 | BMW | 7 | 20 | 12,059 | 1.6585 |
| 47 | AUDI | AUDI S6 | 3 | 1,809 | 1.6584 |
| 48 | AUDI | AUDI A8 | 9 | 5,635 | 1.5972 |
| 49 | FORD MOTOR CO | LINCOLN MKS | 26 | 17,203 | 1.5114 |
| 50 | GENERAL MOTORS | BUICK LACROSSE | 82 | 54,416 | 1.5069 |
| 51 | GENERAL MOTORS | CHEVROLET SONIC | 141 | 94,250 | 1.4960 |
| 52 | HYUNDAI | GENESIS | 70 | 49,177 | 1.4234 |
| 53 | FORD MOTOR CO | FOCUS | 332 | 234,537 | 1.4156 |
| 54 | MERCEDES-BENZ | E-CLASS | 70 | 50,159 | 1.3956 |
| 55 | GENERAL MOTORS | CHEVROLET CORVETTE | 18 | 12,917 | 1.3935 |
| 56 | VOLKSWAGEN | PASSAT | 176 | 128,931 | 1.3651 |
| 57 | FORD MOTOR CO | FUSION | 342 | 256,170 | 1.3351 |
| 58 | VOLKSWAGEN | JETTA | 222 | 176,130 | 1.2604 |
| 59 | TOYOTA | CAMRY | 353 | 280,399 | 1.2589 |
| 60 | GENERAL MOTORS | CADILLAC ATS | 49 | 39,386 | 1.2441 |
| 61 | HYUNDAI | SONATA | 388 | 313,346 | 1.2382 |
| 62 | NISSAN | 370 Z | 8 | 6,485 | 1.2336 |
| 63 | GENERAL MOTORS | CADILLAC CTS | 41 | 33,340 | 1.2298 |
| 64 | HONDA | PILOT | 53 | 43,762 | 1.2111 |
| 65 | CHRYSLER | JEEP PATRIOT | 43 | 35,620 | 1.2072 |
| 66 | TOYOTA | SCION TC | 24 | 19,927 | 1.2044 |
| 67 | MERCEDES-BENZ | SL-CLASS | 12 | 10,053 | 1.1937 |
| 68 | MITSUBISHI | OUTLANDER | 35 | 29,764 | 1.1759 |
| 69 | MERCEDES-BENZ | C-CLASS | 113 | 96,191 | 1.1747 |

| | Manufacturer | Make/Model (line) | Thefts 2013 | Production (Mfr's) 2013 | 2013 Theft Rate (per 1,000 Vehicles produced) |
|---|---|---|---|---|---|
| 70 | SUZUKI | SX4 | 8 | 6,897 | 1.1599 |
| 71 | HYUNDAI | ELANTRA | 469 | 411,249 | 1.1404 |
| 72 | CHRYSLER | DODGE JOURNEY | 96 | 84,725 | 1.1331 |
| 73 | BMW | 5 | 65 | 58,063 | 1.1195 |
| 74 | FORD MOTOR CO | FIESTA | 73 | 67,095 | 1.0880 |
| 75 | GENERAL MOTORS | BUICK REGAL | 21 | 19,437 | 1.0804 |
| 76 | NISSAN | NV 200 VAN | 6 | 5,650 | 1.0619 |
| 77 | SUZUKI | GRAND VITARA | 3 | 2,841 | 1.0560 |
| 78 | NISSAN | SENTRA | 160 | 155,196 | 1.0310 |
| 79 | KIA | SOUL | 153 | 150,943 | 1.0136 |
| 80 | AUDI | AUDI S4/S5 | 12 | 12,087 | 0.9928 |
| 81 | MERCEDES-BENZ | GLK-CLASS | 30 | 32,138 | 0.9335 |
| 82 | VOLKSWAGEN | TIGUAN | 31 | 33,475 | 0.9261 |
| 83 | GENERAL MOTORS | CADILLAC XTS | 38 | 41,913 | 0.9066 |
| 84 | FORD MOTOR CO | LINCOLN MKZ | 24 | 26,677 | 0.8997 |
| 85 | TOYOTA | SCION IQ | 3 | 3,397 | 0.8831 |
| 86 | FORD MOTOR CO | ESCAPE | 265 | 310,054 | 0.8547 |
| 87 | TOYOTA | VENZA | 44 | 51,487 | 0.8546 |
| 88 | KIA | SPORTAGE | 37 | 43,754 | 0.8456 |
| 89 | HONDA | ACURA TSX | 13 | 15,474 | 0.8401 |
| 90 | NISSAN | XTERRA | 11 | 13,167 | 0.8354 |
| 91 | KIA | SORENTO | 84 | 101,314 | 0.8291 |
| 92 | SUBARU | LEGACY | 37 | 45,052 | 0.8213 |
| 93 | HONDA | ILX | 21 | 25,790 | 0.8143 |
| 94 | TOYOTA | AVALON | 63 | 77,779 | 0.8100 |
| 95 | PORSCHE | BOXSTER | 5 | 6,259 | 0.7988 |
| 96 | NISSAN | FRONTIER PICKUP TRUCK | 42 | 53,113 | 0.7908 |
| 97 | CHRYSLER | DODGE DART | 95 | 120,478 | 0.7885 |
| 98 | JAGUAR LAND ROVER | XF | 7 | 8,983 | 0.7792 |
| 99 | TOYOTA | LEXUS IS | 10 | 13,082 | 0.7644 |
| 100 | FIAT | 500 | 38 | 51,721 | 0.7347 |
| 101 | MAZDA | CX-9 | 16 | 21,923 | 0.7298 |
| 102 | PORSCHE | 911 | 7 | 9,805 | 0.7139 |
| 103 | CHRYSLER | JEEP COMPASS | 15 | 21,037 | 0.7130 |
| 104 | FORD MOTOR CO | EDGE | 162 | 230,853 | 0.7017 |

| | Manufacturer | Make/Model (line) | Thefts 2013 | Production (Mfr's) 2013 | 2013 Theft Rate (per 1,000 Vehicles produced) |
|---|---|---|---|---|---|
| 105 | BMW | 3 | 81 | 115,498 | 0.7013 |
| 106 | VOLKSWAGEN | GOLF | 15 | 21,455 | 0.6991 |
| 107 | GENERAL MOTORS | CADILLAC SRX | 35 | 50,569 | 0.6921 |
| 108 | NISSAN | PATHFINDER | 56 | 81,205 | 0.6896 |
| 109 | FORD MOTOR CO | FLEX | 22 | 32,053 | 0.6864 |
| 110 | NISSAN | ROGUE | 131 | 192,204 | 0.6816 |
| 111 | JAGUAR LAND ROVER | XJ | 4 | 5,880 | 0.6803 |
| 112 | BMW | X3 | 24 | 35,324 | 0.6794 |
| 113 | GENERAL MOTORS | GMC TERRAIN | 73 | 108,263 | 0.6743 |
| 114 | HONDA | CROSSTOUR | 11 | 16,818 | 0.6541 |
| 115 | NISSAN | CUBE | 4 | 6,181 | 0.6471 |
| 116 | VOLVO | XC60 | 13 | 20,618 | 0.6305 |
| 117 | TOYOTA | TACOMA PICKUP TRUCK | 108 | 172,009 | 0.6279 |
| 118 | HYUNDAI | EQUUS | 2 | 3,187 | 0.6275 |
| 119 | HONDA | ACCORD | 231 | 372,134 | 0.6207 |
| 120 | MERCEDES-BENZ | SLK-CLASS | 3 | 4,842 | 0.6196 |
| 121 | VOLKSWAGEN | BEETLE | 29 | 47,776 | 0.6070 |
| 122 | CHRYSLER | JEEP WRANGLER | 93 | 154,513 | 0.6019 |
| 123 | HONDA | ACURA MDX | 15 | 25,269 | 0.5936 |
| 124 | VOLVO | S60 | 15 | 25,583 | 0.5863 |
| 125 | TOYOTA | SIENNA | 77 | 131,431 | 0.5859 |
| 126 | VOLKSWAGEN | GTI | 10 | 17,173 | 0.5823 |
| 127 | AUDI | AUDI ALLROAD | 4 | 6,966 | 0.5742 |
| 128 | GENERAL MOTORS | BUICK VERANO | 29 | 50,556 | 0.5736 |
| 129 | FORD MOTOR CO | LINCOLN MKX | 23 | 40,203 | 0.5721 |
| 130 | SUBARU | BRZ | 7 | 12,358 | 0.5664 |
| 131 | SUBARU | IMPREZA | 50 | 88,295 | 0.5663 |
| 132 | AUDI | AUDI Q5 | 16 | 28,566 | 0.5601 |
| 133 | SUZUKI | KIZASHI | 1 | 1,805 | 0.5540 |
| 134 | SUBARU | XV CROSSTREK | 26 | 48,547 | 0.5356 |
| 135 | HYUNDAI | TUCSON | 30 | 56,509 | 0.5309 |
| 136 | HONDA | CIVIC | 189 | 361,723 | 0.5225 |
| 137 | MAZDA | CX-5 | 28 | 54,087 | 0.5177 |
| 138 | SUBARU | OUTBACK | 60 | 118,349 | 0.5070 |
| 139 | NISSAN | MURANO | 18 | 35,506 | 0.5070 |

| | Manufacturer | Make/Model (line) | Thefts 2013 | Production (Mfr's) 2013 | 2013 Theft Rate (per 1,000 Vehicles produced) |
|---|---|---|---|---|---|
| 140 | HONDA | CR-Z | 2 | 4,032 | 0.4960 |
| 141 | SUBARU | FORESTER | 21 | 42,779 | 0.4909 |
| 142 | HYUNDAI | VELOSTER | 25 | 51,682 | 0.4837 |
| 143 | HONDA | ACURA TL | 11 | 24,361 | 0.4515 |
| 144 | FORD MOTOR CO | C-MAX | 25 | 55,763 | 0.4483 |
| 145 | GENERAL MOTORS | CHEVROLET EQUINOX | 115 | 259,361 | 0.4434 |
| 146 | TOYOTA | HIGHLANDER | 74 | 170,215 | 0.4347 |
| 147 | VOLVO | C30 | 1 | 2,331 | 0.4290 |
| 148 | MERCEDES-BENZ | SMART FORTWO | 6 | 14,179 | 0.4232 |
| 149 | AUDI | AUDI A6 | 8 | 19,268 | 0.4152 |
| 150 | TOYOTA | LEXUS RX | 56 | 136,263 | 0.4110 |
| 151 | HYUNDAI | SANTA FE | 45 | 110,159 | 0.4085 |
| 152 | MASERATI | GRANTURISMO | 1 | 2,553 | 0.3917 |
| 153 | BENTLEY MOTORS | CONTINENTAL | 1 | 2,713 | 0.3686 |
| 154 | HONDA | CR-V | 102 | 278,583 | 0.3661 |
| 155 | JAGUAR LAND ROVER | LAND ROVER EVOQUE | 5 | 14,367 | 0.3480 |
| 156 | BMW | 1 | 3 | 8,704 | 0.3447 |
| 157 | TOYOTA | FJ CRUISER | 4 | 12,066 | 0.3315 |
| 158 | GENERAL MOTORS | CHEVROLET VOLT | 9 | 27,484 | 0.3275 |
| 159 | BMW | MINI COOPER | 24 | 73,871 | 0.3249 |
| 160 | TOYOTA | RAV4 | 71 | 224,601 | 0.3161 |
| 161 | HONDA | FIT | 25 | 80,291 | 0.3114 |
| 162 | TOYOTA | SCION XD | 3 | 10,112 | 0.2967 |
| 163 | TOYOTA | SCION XB | 5 | 17,136 | 0.2918 |
| 164 | HONDA | INSIGHT | 2 | 6,882 | 0.2906 |
| 165 | BMW | M3 | 1 | 3,560 | 0.2809 |
| 166 | TOYOTA | LEXUS LS | 3 | 10,967 | 0.2735 |
| 167 | TOYOTA | PRIUS | 64 | 236,411 | 0.2707 |
| 168 | NISSAN | JUKE | 13 | 49,105 | 0.2647 |
| 169 | NISSAN | QUEST VAN | 3 | 11,559 | 0.2595 |
| 170 | BMW | X1 | 4 | 16,976 | 0.2356 |
| 171 | TOYOTA | LEXUS ES | 21 | 90,063 | 0.2332 |
| 172 | TOYOTA | LEXUS CT | 4 | 17,423 | 0.2296 |
| 173 | VOLVO | C70 | 1 | 4,380 | 0.2283 |
| 174 | VOLKSWAGEN | EOS | 1 | 4,775 | 0.2094 |

| | Manufacturer | Make/Model (line) | Thefts 2013 | Production (Mfr's) 2013 | 2013 Theft Rate (per 1,000 Vehicles produced) |
|---|---|---|---|---|---|
| 175 | HONDA | ACURA RDX | 8 | 44,480 | 0.1799 |
| 176 | GENERAL MOTORS | BUICK ENCORE | 5 | 28,615 | 0.1747 |
| 177 | FORD MOTOR CO | TRANSIT CONNECT | 7 | 49,064 | 0.1427 |
| 178 | AUDI | AUDI A3 | 5 | 37,137 | 0.1346 |
| 179 | TESLA | MODEL S | 2 | 17,813 | 0.1123 |
| 180 | HYUNDAI | AZERA | 1 | 13,556 | 0.0738 |
| 181 | NISSAN | LEAF | 1 | 26,167 | 0.0382 |
| 182 | ASTON MARTIN | DB9 | 0 | 128 | 0.0000 |
| 183 | ASTON MARTIN | VANTAGE | 0 | 236 | 0.0000 |
| 184 | AUDI | AUDI RS5 | 0 | 1,545 | 0.0000 |
| 185 | AUDI | AUDI TT | 0 | 2,192 | 0.0000 |
| 186 | BENTLEY MOTORS | MULSANNE | 0 | 234 | 0.0000 |
| 187 | BUGATTI | VEYRON | 0 | 6 | 0.0000 |
| 188 | BYD MOTORS | E6 | 0 | 32 | 0.0000 |
| 189 | CHRYSLER | DODGE VIPER | 0 | 852 | 0.0000 |
| 190 | CODA AUTOMOTIVE | CODA | 0 | 37 | 0.0000 |
| 191 | FERRARI | 458 | 0 | 1,239 | 0.0000 |
| 192 | FERRARI | CALIFORNIA | 0 | 504 | 0.0000 |
| 193 | FERRARI | FF | 0 | 103 | 0.0000 |
| 194 | FERRARI | F12BERLINETTA | 0 | 56 | 0.0000 |
| 195 | JAGUAR LAND ROVER | LAND ROVER LR2 | 0 | 3,689 | 0.0000 |
| 196 | JAGUAR LAND ROVER | XK | 0 | 1,461 | 0.0000 |
| 197 | LAMBORGHINI | AVENTADOR | 0 | 155 | 0.0000 |
| 198 | LAMBORGHINI | GALLARDO | 0 | 449 | 0.0000 |
| 199 | LOTUS | EVORA | 0 | 170 | 0.0000 |
| 200 | MAZDA | MX-5 MIATA | 0 | 5,697 | 0.0000 |
| 201 | MCLAREN | MP4-12C | 0 | 412 | 0.0000 |
| 202 | MERCEDES-BENZ | SLS-CLASS | 0 | 228 | 0.0000 |
| 203 | MITSUBISHI | I-MIEV | 0 | 1,435 | 0.0000 |
| 204 | NISSAN | INFINITI EX37 | 0 | 1,894 | 0.0000 |
| 205 | NISSAN | INFINITI M35H/M37/M56 | 0 | 9,494 | 0.0000 |
| 206 | ROLLS ROYCE | GHOST | 0 | 605 | 0.0000 |
| 207 | ROLLS ROYCE | PHANTOM | 0 | 254 | 0.0000 |
| 208 | SUBARU | TRIBECA | 0 | 1,651 | 0.0000 |
| 209 | TOYOTA | SCION FR-S | 0 | 31,458 | 0.0000 |

| | Manufacturer | Make/Model (line) | Thefts 2013 | Production (Mfr's) 2013 | 2013 Theft Rate (per 1,000 Vehicles produced) |
|---|---|---|---|---|---|
| 210 | VOLVO | S80 | 0 | 2,300 | 0.0000 |
| 211 | VOLVO | XC70 | 0 | 4,962 | 0.0000 |
| | **Theft rate per 1,000 vehicles produced =** | $\left(\frac{\textbf{Total theft}}{\textbf{Total production}}\right)\textbf{x1000}$ | **14,009** | **12,116,328** | **1.1562** |

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**Raymond R. Posten,**

*Associate Administrator for Rulemaking.*

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## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

### 50 CFR Part 219

**[Docket No. 150413360–5636–02]**

**RIN 0648–BF02**

### Taking and Importing Marine Mammals; Taking Marine Mammals Incidental to Northeast Fisheries Science Center Fisheries Research; Correction

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

**ACTION:** Proposed rule; correction; extension of public comment period.

**SUMMARY:** This document contains corrections to the preamble to the proposed regulations published on July 9, 2015, that would establish a framework for authorizing the take of marine mammals incidental to the NEFSC's fisheries research activities in the Atlantic coast region for a five-year period, 2015–2020. This action is necessary to correct errors in the estimates presented for Level B harassment of northern bottlenose whales (*Hyperoodon ampullatus*), dwarf sperm/pygmy sperm whales (*Kogia spp.*), bottlenose dolphins (*Tursiops truncatus*), and harbor seals (*Phoca vitulina*). This action also corrects errors in the mortality estimates presented for gray seals (*Haliochoerus grypus*) and harbor seals.

The **Federal Register** proposed rule indicated that written comments were due by August 10, 2015, which allowed 30 calendar days for public input. NMFS has decided to extend the public comment period by 7 calendar days, to August 17, 2015, which allows a total of 37 days for public input.

**DATES:** NMFS has extended the public comment period for this action from August 10, 2015, to August 17, 2015. NMFS must receive written comments and information no later than August 17, 2015.

**ADDRESSES:** You may submit comments on this document, identified by NOAA–NMFS–2015–0078, by any of the following methods:

- *Electronic submission:* Submit all electronic public comments via the federal e-Rulemaking Portal. Go to *www.regulations.gov,* enter 0648–BF02 in the ''Search'' box, click the ''Comment Now!'' icon, complete the required fields, and enter or attach your comments.
- *Mail:* Comments should be addressed to Jolie Harrison, Chief, Permits and Conservation Division, Office of Protected Resources, National Marine Fisheries Service, 1315 East West Highway, Silver Spring, MD 20910.

*Instructions:* NMFS is not responsible for comments sent by any other method, to any other address or individual, or received after the end of the comment period. Attachments to electronic comments will be accepted in Microsoft Word or Excel or Adobe PDF file formats only. To help NMFS process and review comments more efficiently, please use only one method to submit comments. All comments received are a part of the public record. NMFS will generally post the comments on *www.regulations.gov* without change. All personal identifying information (*e.g.,* name, address) voluntarily submitted by the commenter may be publicly accessible. Do not submit confidential business information or otherwise sensitive or protected information. NMFS will accept anonymous comments (enter N/A in the required fields if you wish to remain anonymous).

**FOR FURTHER INFORMATION CONTACT:** Jeannine Cody, Office of Protected Resources, NMFS, (301) 427–8401.

**SUPPLEMENTARY INFORMATION:**

#### Background

NMFS published a proposed rule on July 9, 2015 (80 FR 39542) to establish a framework for authorizing the take of marine mammals incidental to the NEFSC's fisheries research activities in the Atlantic coast region for a five-year period, 2015–2020. NMFS refers the reader to the July 9, 2015, **Federal Register** notice (80 FR 39542) for background information concerning the proposed regulations. The information in the notice of proposed rulemaking is not repeated here.

This correction revises the description contained in the preamble of the estimates of five species of marine mammals to be taken by Level B harassment and the estimates of gray and harbor seals to be taken by mortality.

#### Need for Correction

As published, the preamble to the final regulations contains errors or typos which may prove to be misleading and need to be clarified. These errors and omissions were also incorrectly recorded within the regulatory text and should be clarified there as well.

1. On page 39588, in Table 11, the entries for harbor seal, gray seal, and unidentified pinniped are corrected to read as follows: