

adopted. Commenters advocating such an exemption should propose criteria for identifying entities that should be exempt, and should explain why they believe such an exemption represents a reasonable compromise between the goals of promoting maritime safety and minimizing compliance costs for small entities. In addition, if we do determine to impose new requirements on digital selective calling equipment, we would consider whether we should grandfather some vessels from the requirement, either indefinitely or for a specified term of years, or whether there should be a phased-in schedule for compliance, with possibly different compliance timetables for vessels based, possibly, on vessel size or on whether the vessel operator is a small business. Interested parties should address these alternatives. Finally, we seek comment on whether an alternative equipment requirement, less costly to small passenger vessel operators, could provide the same or similar safety benefits as the international standards. Proponents of such an alternative requirement should compare the estimated costs of complying with the international digital selective calling equipment standards with the estimated costs of complying with the proposed alternative, and explain why they believe the proposed alternative will be adequate to address safety concerns. Commenters are also invited to suggest alternatives other than those discussed here.

17. In the Second FNPRM, we also invite comment on an NTSB recommendation to require that small passenger vessels, regardless of size, have VHF radiotelephone communications systems on board that can operate even when the vessel loses power. We tentatively conclude that the most direct way of imposing such a requirement is removing the tonnage limitation in § 80.917, which now exempts vessels of 100 gross tons or less from an otherwise applicable reserve power supply requirement. However, we also specifically ask interested parties to recommend other means of addressing the safety needs of small vessel operators, crewmembers, and passengers, either as alternatives to the NTSB recommendation or as supplementary measures.

18. We describe here, and seek comment on, possible alternatives to the NTSB recommendation that might minimize the economic impact on small entities. First, we ask commenters to consider whether the reserve power supply requirement should be expanded only to a subset of additional small passenger vessels rather than to all

small passenger vessels. For example, instead of eliminating the tonnage limitation in current § 80.917, we might simply lower the threshold. Commenters advocating a lowered tonnage threshold should recommend a specific threshold and explain why they believe it represents a reasonable compromise between the goals of promoting maritime safety and minimizing compliance costs for small entities. Alternatively, we could restrict the applicability of the reserve power supply requirement based on the size of the small passenger vessel operator, perhaps exempting only those small passenger vessel operators that meet the statutory definition of a small business. Commenters advocating such an approach should explain, *inter alia*, if it might result in exempting certain vessels exceeding 100 gross tons that are now fully subject to the reserve power supply requirement, and the ramifications of such an exemption for maritime safety. In addition, we might consider providing a continuing exemption for vessels below a certain size, or owned by a small business, that operate only in protected inland waterways. If we do determine to impose a reserve power supply requirement on all small passenger vessels, we would consider whether we should grandfather some vessels from the requirement, either indefinitely or for a specified term of years, or whether there should be a phased-in schedule for compliance, with possibly different compliance timetables for vessels based, possibly, on vessel size or on whether the vessel operator is a small business. Interested parties should address these alternatives. Finally, we seek comment on whether an alternative equipment requirement, less costly to small passenger vessel operators, could provide the same or similar safety benefits as a reserve power supply requirement. Proponents of such an alternative requirement should compare the estimated compliance costs of the reserve power supply requirement with the estimated compliance costs of the proposed alternative, and explain why they believe the proposed alternative will be adequate to address safety concerns. Commenters are also invited to suggest alternatives other than those discussed here.

F. Federal Rules that May Duplicate, Overlap, or Conflict With the Proposed Rules

None.

III. Ordering Clauses

19. The Commission's Consumer Information Bureau, Reference

Information Center, SHALL SEND a copy of this Second Further Notice of Proposed Rule Making, including the Initial Regulatory Flexibility Analyses, to the Chief Counsel for Advocacy of the Small Business Administration.

Federal Communications Commission.

Marlene H. Dortch,

Secretary.

[FR Doc. 04-7365 Filed 4-5-04; 8:45 am]

BILLING CODE 6712-01-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 541

[Docket No. NHTSA-17359]

RIN 2127-AJ27

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) 2002 including theft rates for existing passenger motor vehicle lines manufactured in model year (MY) 2002. The preliminary theft data indicate that the vehicle theft rate for CY/MY 2002 vehicles (2.49 thefts per thousand vehicles) decreased by 23.6 percent from the theft rate for CY/MY 2001 vehicles (3.26 thefts per thousand vehicles).

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.

DATES: Comments must be submitted on or before June 7, 2004.

ADDRESSES: You may submit comments [identified by DOT Docket No. NHTSA-2004-17359 and or RIN number 2127-AJ27] by any of the following methods:

- Web Site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building,

400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

• Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number or Regulatory Identification Number (RIN) for this rulemaking. 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://dms.dot.gov> including any personal information provided. Please see the Privacy Act heading under Regulatory Notices.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

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 or 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 the section 33104(b)(4) mandate, this document reports the preliminary 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 the agency by the National Crime Information Center (NCIC) of the Federal Bureau of Investigation. The NCIC is a governmental 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 by manufacturers to the Environmental Protection Agency.

The preliminary 2002 theft data show a decrease in the vehicle theft rate when compared to the theft rate experienced in CY/MY 2001. The preliminary 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 224 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, 3 are multipurpose passenger vehicle lines, and one is a light-duty truck lines.

In Table I, NHTSA has tentatively ranked each of the MY 2002 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 above, and two copies from which the purportedly confidential information has been deleted should be submitted to Dockets. 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 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

Authority: 49 U.S.C. 33101, 33102 and 33104; delegation of authority at 49 CFR 1.50.

PRELIMINARY REPORT OF THEFT RATES FOR 2002 MODEL YEAR PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2002

	Manufacturer	Make/model (line)	Thefts 2002	Production (Mfr's) 2002	2002 Theft rate (per 1000 vehicles produced)
1	DAIMLERCHRYSLER	CHRYSLER NEON ¹	1	24	41.6667
2	AUDI	24/QUATTRO	32	1612	19.8511
3	DAIMLERCHRYSLER	DODGE INTREPID	1657	111491	14.8622
4	DAIMLERCHRYSLER	DODGE STRATUS	1254	106771	11.7448
5	SUZUKI	ESTEEM	108	9670	11.1686
6	DAIMLERCHRYSLER	CHRYSLER SEBRING	611	75163	8.1290
7	DAIMLERCHRYSLER	DODGE NEON	959	119253	8.0417
8	HONDA	ACURA NSX	2	254	7.8740
9	MITSUBISHI	MONTERO	206	27266	7.5552
10	MITSUBISHI	GALANT	668	92948	7.1868
11	MITSUBISHI	MIRAGE	60	9240	6.4935
12	MITSUBISHI	MONTERO SPORT	350	57457	6.0915
13	FORD MOTOR CO	FORD F150 PICKUP	27	4473	6.0362
14	AUDI	S8/QUATTRO	2	340	5.8824
15	MITSUBISHI	ECLIPSE	239	41334	5.7822
16	NISSAN	MAXIMA	490	86036	5.6953
17	KIA MOTORS	OPTIMA	155	27593	5.6174
18	FORD MOTOR CO	FORD ESCORT	457	81672	5.5956
19	GENERAL MOTORS	PONTIAC GRANT AM	838	154306	5.4308
20	DAIMLERCHRYSLER	CHRYSLER SEBRING CONVERTIBLE	251	46637	5.3820
21	MITSUBISHI	LANCER	397	73991	5.3655
22	DAIMLERCHRYSLER	CHRYSLER CONCORDE	194	37131	5.2247
23	MITSUBISHI	DIAMANTE	96	19707	4.8714
24	DAIMLERCHRYSLER	CHRYSLER INTREPID	6	1254	4.7847
25	TOYOTA	COROLLA	690	147983	4.6627
26	DAIMLERCHRYSLER	CHRYSLER 300M	167	36663	4.5550
27	GENERAL MOTORS	OLDSMOBILE ALERO	333	79373	4.1954
28	KIA MOTORS	SPECTRA	298	71837	4.1483
29	KIA MOTORS	RIO	227	57292	3.9622
30	GENERAL MOTORS	CHEVROLET CAVALIER	1017	259230	3.9232
31	TOYOTA	LEXUS IS	93	24079	3.8623
32	GENERAL MOTORS	CADILLAC SEVILLE	97	25128	3.8602
33	SUZUKI	VITARA/GRAND	232	60318	3.8463
34	NISSAN	SENTRA	434	113962	3.8083
35	GENERAL MOTORS	PONTIAC SUNFIRE	286	76445	3.7413
36	DAIMLERCHRYSLER	CHRYSLER PROWLER	5	1348	3.7092
37	GENERAL MOTORS	CHEVROLET MONTE CARLO	252	68570	3.6751
38	FORD MOTOR CO	LINCOLN TOWN CAR	132	36635	3.6031
39	GENERAL MOTORS	CHEVROLET BLAZER S10/T10	369	103341	3.5707
40	GENERAL MOTORS	CHEVROLET MALIBU	495	144946	3.4151
41	GENERAL MOTORS	CHEVROLET PRIZM	96	28197	3.4046
42	NISSAN	ALTIMA	651	192701	3.3783
43	HYUNDAI	ACCENT	307	92157	3.3313
44	JAGUAR	XK8	8	2455	3.2587
45	MERCEDES-BENZ	129 (SL-CLASS)	9	2776	3.2421
46	NISSAN	INFINITI Q45	26	8065	3.2238
47	MAZDA	MILLENNIA	67	20800	3.2212
48	DAIMLERCHRYSLER	DODGE CARAVAN/GRAND	772	241696	3.1941
49	ISUZU	TROOPER	40	12638	3.1651
50	GENERAL MOTORS	OLDSMOBILE AURORA	34	10861	3.1305
51	JAGUAR	S-TYPE	38	12319	3.0847
52	TOYOTA	CELICA	79	25683	3.0760
53	FORD MOTOR CO	MERCURY SABLE	322	105415	3.0546
54	GENERAL MOTORS	PONTIAC GRAND PRIX	434	144654	3.0003
55	GENERAL MOTORS	CHEVROLET CAMARO	121	40383	2.9963
56	FORD MOTOR CO	FORD FOCUS	753	252987	2.9764
57	FORD MOTOR CO	LINCOLN LS	153	51704	2.9592
58	GENERAL MOTORS	CHEVROLET CORVETTE	99	33586	2.9477
59	DAEWOOD	LANOS	19	6452	2.9448
60	DAIMLER CHRYSLER	CHRYSLER VOYAGER	120	41348	2.9022
61	HYUNDAI	SONATA	225	80049	2.8108
62	BMW	7	50	18222	2.7439
63	GENERAL MOTORS	PONTIAC FIREBIRD/FORMULA	81	29687	2.7285
64	FORD MOTOR CO	FORD TAURUS	842	321556	2.6185
65	FORD MOTOR CO	MERCURY MOUNTAINEER	196	77787	2.5197
66	DAIMLER CHRYSLER	JEEP CHEROKEE/GRAND	533	211786	2.5167
67	HYUNDAI	ELANTRA	299	118962	2.5134
68	JAGUAR	XKR	4	1595	2.5078

PRELIMINARY REPORT OF THEFT RATES FOR 2002 MODEL YEAR PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2002—Continued

	Manufacturer	Make/model (line)	Thefts 2002	Production (Mfr's) 2002	2002 Theft rate (per 1000 vehicles produced)
69	HONDA	PASSPORT	15	5999	2.5004
70	TOYOTA	TUNDRA PICKUP	66	26442	2.4960
71	GENERAL MOTORS	BUICK REGAL	95	39124	2.4282
72	NISSAN	INFINITI G20	31	12788	2.4241
73	TOYOTA	4RUNNER	205	85126	2.4082
74	GENERAL MOTORS	OLDSMOBILE INTRIGUE	60	25008	2.3992
75	TOYOTA	LEXUS SC	61	25683	2.3751
76	GENERAL MOTORS	BUICK CENTURY	331	141818	2.3340
77	FORD MOTOR CO	MERCURY GRAND MARQUIS	146	62648	2.3305
78	FORD MOTOR CO	FORD EXPLORER	1419	610268	2.3252
79	NISSAN	XTERRA	231	99887	2.3126
80	MAZDA	626	113	49181	2.2976
81	GENERAL MOTORS	CADILLAC DEVILLE	209	91057	2.2953
82	SUZUKI	AERIO	31	13666	2.2684
83	HONDA	ACURA 3.2 CL	13	5749	2.2613
84	GENERAL MOTORS	SATURN LS	191	84966	2.2480
85	MAZDA	PROTEGE	219	97882	2.2374
86	DAIMLER CHRYSLER	CHRYSLER PT CRUISER	377	169559	2.2234
87	HONDA	ACURA INTEGRA	95	42809	2.2192
88	TOYOTA	RAV4	212	96489	2.1971
89	ISUZU	AXIOM	40	18280	2.1882
90	TOYOTA	CAMRY/SOLARA	1027	472030	2.1757
91	MERCEDES-BENZ	208 (CLK-CLASS)	43	20199	2.1288
92	JAGUAR	XJ8	5	2354	2.1240
93	FORD MOTOR CO.	FORD RANGER PICKUP	499	238558	2.0917
94	KIA MOTORS	SPORTAGE	97	46883	2.0690
95	DAIMLERCHRYSLER	JEEP LIBERTY	429	207991	2.0626
96	DAEWOO	NUBIRA	11	5351	2.0557
97	GENERAL MOTORS	PONTIAC BONNEVILLE	87	42664	2.0392
98	VOLVO	C70	7	3454	2.0266
99	HYUNDAI	XG	38	18842	2.0168
100	TOYOTA	ECHO	65	32495	2.0003
101	DAIMLERCHRYSLER	JEEP WRANGLER	133	66565	1.9980
102	NISSAN	FRONTIER PICKUP	181	90964	1.9898
103	GENERAL MOTORS	CADILLAC ELDORADO	14	7047	1.9867
104	MERCEDES-BENZ	215 (CL-CLASS)	10	5062	1.9755
105	MERCEDES-BENZ	220 (S-CLASS)	53	26918	1.9689
106	DAEWOO	LEGANZA	11	5593	1.9667
107	TOYOTA	TACOMA PICKUP	315	162322	1.9406
108	GENERAL MOTORS	CHEVROLET TRACKER	88	45793	1.9217
109	BMW	3	192	102574	1.8718
110	GENERAL MOTORS	CHEVROLET IMPALA	375	201467	1.8613
111	TOYOTA	LEXUS LS	50	27162	1.8408
112	FORD MOTOR CO	FORD ESCAPE	291	159322	1.8265
113	NISSAN	INFINITI QX4	29	15943	1.8190
114	SUBARU	IMPREZA	108	59391	1.8185
115	NISSAN	PATHFINDER	107	59409	1.8011
116	GENERAL MOTORS	CHEVROLET S10/T10 PICKUP	251	139521	1.7990
117	MAZDA	B-SERIES PICKUP	40	22275	1.7957
118	VOLKSWAGEN	GOLF-GTI	55	31640	1.7383
119	GENERAL MOTORS	CHEVROLET ASTRO VAN	67	39246	1.7072
120	HONDA	S2000	17	10049	1.6917
121	GENERAL MOTORS	GMC SONOMA PICKUP	66	39292	1.6797
122	HONDA	ACCORD	702	419398	1.6738
123	VOLVO	S40	23	13980	1.6452
124	MAZDA	MX-5 MIATA	22	13544	1.6243
125	VOLVO	S80	25	15851	1.5772
126	HONDA	ACURA 3.2 TL	95	60860	1.5610
127	ISUZU	RODEO	65	41996	1.5478
128	DAIMLERCHRYSLER	CHRYSLER TOWN & COUNTRY MPV	202	130937	1.5427
129	HONDA	CIVIC	500	329778	1.5162
130	JAGUAR	VANDEN PLAS/SUPER V8	3	1981	1.5144
131	MERCEDES-BENZ	170 (SLK-CLASS)	12	7954	1.5087
132	VOLKSWAGEN	JETTA	218	144790	1.5056
133	GENERAL MOTORS	SATURN SL	221	148514	1.4881
134	GENERAL MOTORS	CHEVROLET TRAILBLAZER	375	253249	1.4808
135	FORD MOTOR CO	MERCURY COUGAR	35	24485	1.4294
136	AUDI	TT/QUATTRO	14	9812	1.4268

PRELIMINARY REPORT OF THEFT RATES FOR 2002 MODEL YEAR PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2002—Continued

	Manufacturer	Make/model (line)	Thefts 2002	Production (Mfr's) 2002	2002 Theft rate (per 1000 vehicles produced)
137	FORD MOTOR CO	FORD CROWN VICTORIA	32	22564	1.4182
138	PORSCHE	911	17	12034	1.4127
139	TOYOTA	LEXUS GS	25	17863	1.3995
140	FORD MOTOR CO	FORD WINDSTAR VAN	204	146274	1.3946
141	GENERAL MOTORS	BUICK PARK AVENUE	42	31913	1.3161
142	NISSAN	INFINITI 135	40	30604	1.3070
143	PORSCHE	BOXSTER	13	9975	1.3033
144	BMW	5	51	39445	1.2929
145	MERCEDES-BENZ	203 (C-CLASS)	91	70688	1.2873
146	VOLKSWAGEN	EUROVAN/CAMPER	7	5472	1.2792
147	JAGUAR	X-TYPE	44	35659	1.2339
148	HYUNDAI	SANTA FE	99	82824	1.1953
149	VOLVO	S60	48	40884	1.1741
150	JAGUAR	XJR	1	853	1.1723
151	TOYOTA	MR2 SPYDER	6	5335	1.1246
152	VOLVO	V40	3	2680	1.1194
153	GENERAL MOTORS	PONTIAC AZTEK	20	17886	1.1182
154	AUDI	A4/QUATTRO	41	36870	1.1120
155	GENERAL MOTORS	SATURN SC	48	43213	1.1108
156	SAAB	9-3	20	18055	1.1077
157	VOLKSWAGEN	CABRIO	13	11749	1.1065
158	GENERAL MOTORS	BUICK LESABRE	148	137737	1.0745
159	KIA MOTORS	SEDONA VAN	53	49731	1.0657
160	VOLKSWAGEN	PASSAT	99	93812	1.0553
161	GENERAL MOTORS	GMC ENVOY	112	108650	1.0308
162	MERCEDES-BENZ	210 (E-CLASS)	310	30368	1.0208
163	TOYOTA	AVALON	69	67772	1.0181
164	TOYOTA	PRIUS	23	22737	1.0116
165	FORD MOTOR CO	LINCOLN CONTINENTAL	19	18804	1.0104
166	VOLKSWAGEN	NEW BEETLE	56	56045	0.9992
167	TOYOTA	SIENNA VAN	82	85417	0.9600
168	NISSAN	QUEST VAN	20	21099	0.9479
169	TOYOTA	LEXUS RX	69	73049	0.9446
170	LAND ROVER	FREELANDER	15	16268	0.9221
171	GENERAL MOTORS	GMC SAFARA VAN	9	9887	0.9103
172	FORD MOTOR CO	FORD MUSTANG	705	775153	0.9095
173	MAZDA	TRIBUTE	45	49561	0.9080
174	GENERAL MOTORS	OLDSMOBILE BRAVADA	25	28658	0.8724
175	HONDA	ACURA 3.5 RL	14	16449	0.8511
176	GENERAL MOTORS	BUICK RENDEZVOUS	66	7573	0.8508
177	GENERAL MOTORS	CHEVROLET VENTURE VAN	71	84116	0.8441
178	TOYOTA	HIGHLANDER	90	110530	0.8143
179	TOYOTA	LEXUS ES	57	70517	0.8083
180	GENERAL MOTORS	PONTIAC MONTANA VAN	35	45558	0.7683
181	VOLVO	V70	9	12144	0.7411
182	HONDA	ACURA MDX	36	48998	0.7347
183	DAIMLERCHRYSLER	DODGE DAKOTA PICKUP	106	145238	0.7298
184	SUBARU	FORESTER	39	55114	0.7076
185	QUANTUM TECH	CHEVROLET CAVALIER	1	1483	0.6743
186	AUDI	A6/QUATTRO	14	21328	0.6564
187	FORD MOTOR CO	MERCURY VILLAGER VAN	12	18364	0.6535
188	GENERAL MOTORS	SATURN VUE	21	34578	0.6073
189	SUBARU	LEGACY/OUTBACK	47	88790	0.5293
190	MAZDA	MPV VAN	13	25122	0.5175
191	HONDA	INSIGHT	1	2006	0.4985
192	FORD MOTOR CO	FORD THUNDERBIRD	14	28639	0.4888
193	BMW	MINI COOPER	8	17033	0.4697
194	GENERAL MOTORS	OLDSMOBILE SILHOUETTE VAN	11	23863	0.4610
195	HONDA	CR-V	62	138061	0.4491
196	BMW	M/Z3	8	18768	0.4263
197	SAAB	9-5	6	15339	0.3912
198	HONDA	ODYSSEY VAN	58	148857	0.3896
199	VOLVO	XC	8	20725	0.3860
200	GENERAL MOTORS	SATURN LW	4	11273	0.3548
201	FORD MOTOR CO	FORD THINK NEIGHBOR	2	6613	0.3024
202	ASTON MARTIN	VANQUISH	0	127	0.0000
203	ASTON MARTIN	VANTAGE	0	265	0.0000
204	AUDI	A8/QUATTRO/L	0	672	0.0000

PRELIMINARY REPORT OF THEFT RATES FOR 2002 MODEL YEAR PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2002—Continued

	Manufacturer	Make/model (line)	Thefts 2002	Production (Mfr's) 2002	2002 Theft rate (per 1000 vehicles produced)
205	AUDI	ALLROAD/QUATTRO	0	5085	0.0000
206	AUDI	S6/AVANT	0	884	0.0000
207	BMW	Z8	0	687	0.0000
208	DAIMLERCHRYSLER	DODGE VIPER	0	1355	0.0000
209	FERRARI	360	0	684	0.0000
210	FERRARI	456	0	20	0.0000
211	FERRARI	575	0	208	0.0000
212	GENERAL MOTORS	FUNERAL COACH/HEARSE	0	1907	0.0000
213	JAGUAR	XJS	0	1000	0.0000
214	LAMBORGHINI	MURCIELAGO	0	98	0.0000
215	LOTUS	ESPRIT	0	100	0.0000
216	MASERATI	COUPE/SPIDER	0	492	0.0000
217	MITSUBISHI	NATIVA ²	0	1513	0.0000
218	ROLLS ROYCE	PARK WARD	0	12	0.0000
219	ROLLS ROYCE	SILVER SERAPH	0	63	0.0000
220	ROLLS-ROYCE	BENTLEY ARNAGE	0	139	0.0000
221	ROLLS-ROYCE	BENTLEY AZURE	0	101	0.0000
222	ROLLS-ROYCE	BENTLEY CONTINENTAL R	0	31	0.0000
223	ROLLS-ROYCE	BENTLEY CONTINENTAL T	0	2	0.0000
224	ROLLS-ROYCE	BENTLEY CORNICHE	0	37	0.0000

¹ This vehicle was manufactured under the Chrysler nameplate for sale in a U.S. Territory 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: April 1, 2004.

Stephen R. Fratzke,

Associate Administrator for Rulemaking.

[FR Doc. 04-7793 Filed 4-5-04; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA-2003-15715; Notice 2]

RIN 2127-AH73

Federal Motor Vehicle Safety Standards; Occupant Crash Protection

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

ACTION: Extension of comment period.

SUMMARY: NHTSA received a letter asking us to extend the comment period for our request for comments notice regarding frontal offset testing. The notice intended to inform the public about recent testing the agency has conducted in consideration of whether to propose a high speed frontal offset crash test requirement. To provide interested persons additional time to prepare comments, we are extending the end of the comment period from April 5, 2004 to July 5, 2004.

DATES: Comments must be received by July 5, 2004.

ADDRESSES: You may submit comments (identified by the docket number set forth above) by any of the following methods:

- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments.

- Web Site: <http://dms.dot.gov>. Follow the instructions for submitting comments on the DOT electronic docket site. Please note, if you are submitting petitions electronically as a PDF (Adobe) file, we ask that the documents submitted be scanned using Optical Character Recognition (OCR) process, thus allowing the agency to search and copy certain portions of your submissions.¹

- Fax: 1-202-493-2251.
- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

Instructions: All submissions must include the agency name and docket number or Regulatory Identification

¹ Optical character recognition (OCR) is the process of converting an image of text, such as a scanned paper document or electronic fax file, into computer-editable text.

Number (RIN) for this rulemaking. All comments received will be posted without change to <http://dms.dot.gov>, including any personal information provided. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Privacy Act heading of the **SUPPLEMENTARY INFORMATION** section of this document.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

The following persons at the National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590 can be contacted.

For non-legal issues: Mr. John Lee, Office of Crashworthiness Standards, NVS-112. Telephone: (202) 366-2264. Fax: (202) 493-2739. Electronic mail: jlee@nhtsa.dot.gov.

For legal issues: Rebecca MacPherson, Office of the Chief Counsel, NCC-112. Telephone: (202) 366-2992. Fax: (202) 366-3820.

SUPPLEMENTARY INFORMATION: On February 3, 2004, NHTSA published in the **Federal Register** (69 FR 5108) a request for comments notice regarding frontal offset testing. The notice