

significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4).

This rule also does not have tribal implications because it will not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes, as specified by Executive Order 13175 (65 FR 67249, November 9, 2000). This action also does not have Federalism implications because it does not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 13132 (64 FR 43255, August 10, 1999). This action merely approves a state rule implementing a Federal standard, and does not alter the relationship or the distribution of power and responsibilities established in the Clean Air Act. This rule also is not subject to Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks" (62 FR 19885, April 23, 1997), because it is not economically significant.

In reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the Clean Air Act. In this context, in the absence of a prior existing requirement for the State to use voluntary consensus standards (VCS), EPA has no authority to disapprove a SIP submission for failure to use VCS. It would thus be inconsistent with applicable law for EPA, when it reviews a SIP submission, to use VCS in place of a SIP submission that otherwise satisfies the provisions of the Clean Air Act. Thus, the requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) do not apply. This rule does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.).

The Congressional Review Act, 5 U.S.C. section 801 et seq., as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this rule and other required

information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the Federal Register. A major rule cannot take effect until 60 days after it is published in the Federal Register. This action is not a "major rule" as defined by 5 U.S.C. section 804(2).

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by October 11, 2005. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Nitrogen oxides, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur dioxide.

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

Dated: July 1, 2005.

Wayne Nastri, Regional Administrator, Region IX.

■ Part 52, chapter I, title 40 of the Code of Federal Regulations is amended as follows:

PART 52—[AMENDED]

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

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

Subpart F—California

■ 2. Section 52.220 is amended by adding paragraphs (c)(6)(xxiv)(B), (21)(xiii)(B), (177)(i)(A)(3), (332)(i)(B)(2) and (3), and (335)(i)(C) to read as follows:

§ 52.220 Identification of plan.

* * * * *

(c) * * *

(6) * * *

(xxiv) * * *

(B) Previously approved on September 22, 1972 in paragraph (c)(6) of this section and now deleted without replacement, Rule 100.

* * * * *

(21) * * *

(xiii) * * *

(B) Previously approved on August 15, 1977 in paragraph (c)(21)(xiii)(A) of

this section and now deleted without replacement, Rule 60.

* * * * *

(177) * * *

(i) * * *

(A) * * *

(3) Previously approved on August 6, 1990 in paragraph (c)(177)(i)(A) of this section and now deleted without replacement, Rule 55.

* * * * *

(332) * * *

(i) * * *

(B) * * *

(2) Rules 50, 52, and 53, adopted on July 2, 1968 and revised on April 13, 2004.

(3) Rules 68 and 102, adopted on May 23, 1972 and revised on April 13, 2004.

* * * * *

(335) * * *

(i) * * *

(C) Ventura County Air Pollution Control District.

(1) Rule 74.25, adopted on October 12, 2004.

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[FR Doc. 05-15741 Filed 8-8-05; 8:45 am]

BILLING CODE 6560-50-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 541

[Docket No. NHTSA-2005-20278]

RIN 2127-AJ53

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) 2003 passenger motor vehicles that occurred in calendar year (CY) 2003. The final 2003 theft data indicate a decrease in the vehicle theft rate experienced in CY/MY 2003. The final theft rate for MY 2003 passenger vehicles stolen in calendar year 2003 (1.84 thefts per thousand vehicles) decreased by 26.1 percent from the theft rate for CY/MY 2002 (2.49 thefts per thousand vehicles) when compared to the theft rate experienced in CY/MY 2002. 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 2003, the most recent calendar year for which data are available.

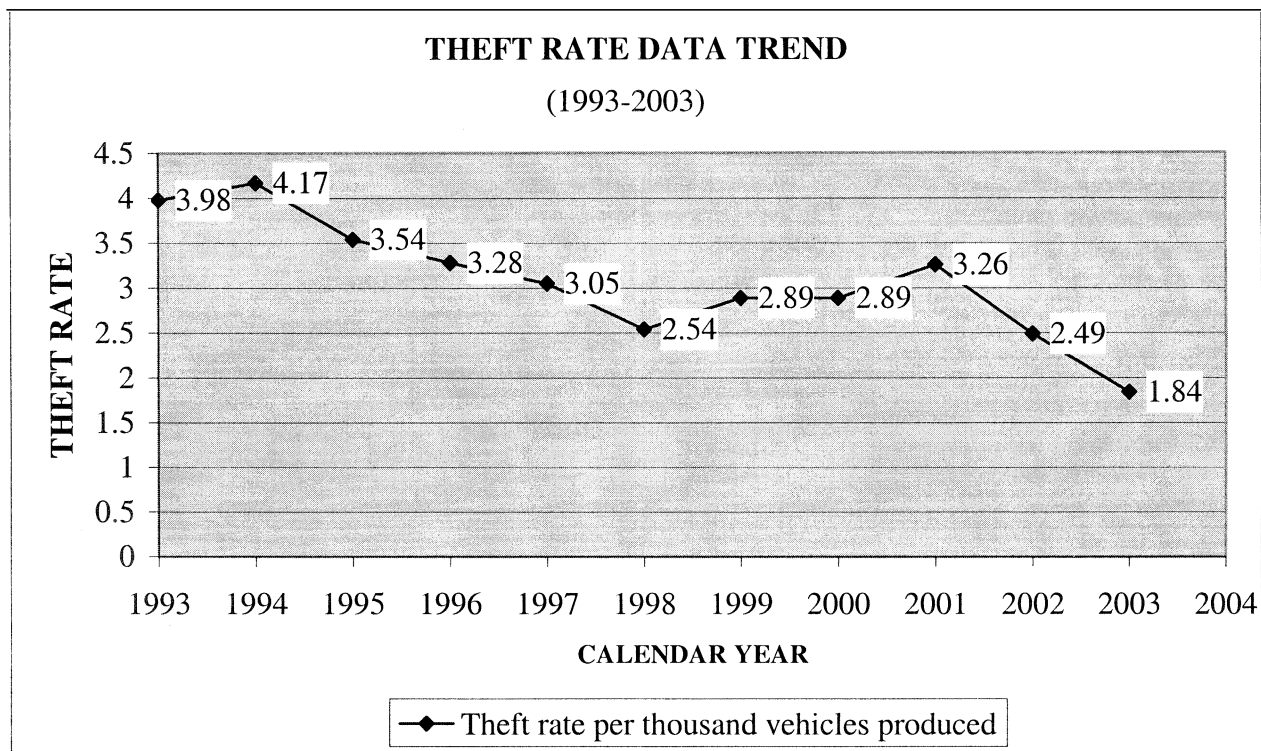
In calculating the 2003 theft rates, NHTSA followed the same procedures it used in calculating the MY 2002 theft rates. (For 2002 theft data calculations, see 69 FR 53354, September 1, 2004.) As in all previous reports, NHTSA's data were based on information provided to NHTSA by the National Crime Information 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 2003 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 2003 vehicles of that line stolen during calendar year 2003 by the total number of vehicles in that line manufactured for

MY 2003, as reported to the Environmental Protection Agency (EPA).

The final 2003 theft data show a decrease in the vehicle theft rate when compared to the theft rate experienced in CY/MY 2002. The final theft rate for MY 2003 passenger vehicles stolen in calendar year 2003 decreased to 1.84 thefts per thousand vehicles produced, a decrease of 26.1 percent from the rate of 2.49 thefts per thousand vehicles experienced by MY 2002 vehicles in CY 2002. For MY 2003 vehicles, out of a total of 217 vehicle lines, 21 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 21 vehicle lines with a theft rate higher than 3.5826, 18 are passenger car lines, two are multipurpose passenger vehicle lines, and one is a light-duty truck line.

The MY 2003 theft rate reduction is consistent with the general decreasing trend of theft rates over the past ten years as indicated by Figure 1.



The agency believes that the decrease could be the result of several factors including the increased use of standard anti-theft devices (*i.e.*, immobilizers), vehicle partsmarking, increased and improved prosecution efforts by law enforcement organizations and,

increased public awareness measures have contributed to the overall reduction in vehicle thefts.

On Wednesday, May 2, 2005, NHTSA published the preliminary theft rates for CY 2003 passenger motor vehicles in the **Federal Register** (70 FR 10066). The

agency tentatively ranked each of the MY 2003 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.

The agency received a written comment from American Honda (Honda). In its comments, Honda informed the agency that there was an error in the published production volume for the Honda S2000 vehicle

line. However, upon further review by Honda, it was confirmed that the reported production volume was correct. Therefore, the published production volume as reported to the agency will remain unchanged.

The following list represents NHTSA's final calculation of theft rates

for all 2003 passenger motor vehicle lines. This list is intended to inform the public of calendar year 2003 motor vehicle thefts of model year 2003 vehicles and does not have any effect on the obligations of regulated parties under 49 U.S.C. Chapter 331, Theft Prevention.

FINAL REPORT OF THEFT RATES FOR MODEL YEAR 2003 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2003

	Manufacturer	Make/model (line)	Thefts 2003	Production (Mfr's) 2003	2003 Theft rate (per 1,000 vehicles produced)
1	DAIMLERCHRYSLER	DODGE STRATUS	682	62,496	10.9127
2	DAIMLERCHRYSLER	DODGE INTREPID	392	40,366	9.7111
3	MITSUBISHI	MONTERO	94	13,604	6.9097
4	MITSUBISHI	DIAMANTE	57	9,981	5.7109
5	TOYOTA	TUNDRA PICKUP	162	28,981	5.5899
6	DAIMLERCHRYSLER	SEBRING	180	35,599	5.0563
7	MITSUBISHI	MONTERO SPORT	174	35,508	4.9003
8	MITSUBISHI	GALANT	468	97,418	4.8040
9	JAGUAR	XJR	4	845	4.7337
10	DAIMLERCHRYSLER	DODGE NEON	590	127,902	4.6129
11	DAIMLERCHRYSLER	CHRYSLER SEBRING CONVERTIBLE	61	13,337	4.5737
12	DAIMLERCHRYSLER	CHRYSLER CONCORDE	61	13,690	4.4558
13	DAIMLERCHRYSLER	CHRYSLER 300M	61	13,719	4.4464
14	SUZUKI	AERIO	150	33,931	4.4207
15	FORD MOTOR CO.	FORD MUSTANG	598	143,823	4.1579
16	NISSAN	SENTRA	293	71,734	4.0845
17	GENERAL MOTORS	OLDSMOBILE ALERO	333	86,229	3.8618
18	MITSUBISHI	LANCER	283	75,585	3.7441
19	JAGUAR	XK8	8	2,151	3.7192
20	VOLVO	S40	11	3,014	3.6496
21	MITSUBISHI	ECLIPSE	333	92,062	3.6171
22	GENERAL MOTORS	PONTIAC GRAND PRIX	249	70,395	3.5372
23	DAIMLERCHRYSLER	CHRYSLER VOYAGER VAN	72	20,642	3.4880
24	NISSAN	MAXIMA	211	62,537	3.3740
25	GENERAL MOTORS	CHEVROLET MONTE CARLO	228	67,610	3.3723
26	BMW	M3	30	8,964	3.3467
27	GENERAL MOTORS	PONTIAC GRAND AM	450	145,150	3.1002
28	FORD MOTOR CO.	LINCOLN LS	72	23,472	3.0675
29	HONDA	S2000	24	7,862	3.0527
30	SUZUKI	VITARA/GRAND	108	35,437	3.0477
31	KIA MOTORS	OPTIMA	70	23,340	2.9991
32	DAIMLERCHRYSLER	DODGE CARAVAN/GRAND CARAVAN	725	248,733	2.9148
33	GENERAL MOTORS	CHEVROLET CAVALIER	633	218,340	2.8991
34	SUBARU	IMPREZA	67	23,333	2.8715
35	TOYOTA	ECHO	101	35,276	2.8631
36	GENERAL MOTORS	CHEVROLET MALIBU	507	179,565	2.8235
37	GENERAL MOTORS	CHEVROLET BLAZER S10/T10	152	54,165	2.8062
38	MERCEDES-BENZ	215 (CL-CLASS)	9	3,214	2.8002
39	BMW	M5	5	1,902	2.6288
40	NISSAN	ALTIMA	591	225,388	2.6221
41	JAGUAR	XJ8	10	3,816	2.6205
42	VOLVO	C70	4	1,540	2.5974
43	GENERAL MOTORS	BUICK REGAL	89	35,374	2.5160
44	KIA MOTORS	SPECTRA	176	71,249	2.4702
45	GENERAL MOTORS	BUICK CENTURY	363	148,506	2.4443
46	JAGUAR	S-TYPE	55	22,608	2.4328
47	TOYOTA	LEXUS SC	26	10,800	2.4074
48	FORD MOTOR CO.	LINCOLN TOWN CAR	180	75,624	2.3802
49	TOYOTA	COROLLA	786	330,244	2.3801
50	FORD MOTOR CO.	FORD FOCUS	610	257,453	2.3694
51	HYUNDAI	ACCENT	120	51,425	2.3335
52	NISSAN	350Z	92	39,448	2.3322
53	TOYOTA	CELICA	42	18,062	2.3253
54	GENERAL MOTORS	SATURN LS	164	71,082	2.3072
55	DAIMLERCHRYSLER	CHRYSLER PT CRUISER	272	118,798	2.2896
56	HONDA	ACURA 3.2 CL	37	16,327	2.2662
57	FORD MOTOR CO.	FORD TAURUS	757	334,329	2.2642
58	GENERAL MOTORS	PONTIAC SUNFIRE	85	37,813	2.2479
59	BMW	7	46	21,387	2.1508

FINAL REPORT OF THEFT RATES FOR MODEL YEAR 2003 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2003—Continued

	Manufacturer	Make/model (line)	Thefts 2003	Production (Mfr's) 2003	2003 Theft rate (per 1,000 vehicles produced)
60	HYUNDAI	TIBURON	87	40,830	2.1308
61	TOYOTA	LEXUS IS	30	14,445	2.0768
62	FORD MOTOR CO.	MERCURY MOUNTAINEER	95	45,950	2.0675
63	GENERAL MOTORS	CHEVROLET CORVETTE	68	33,118	2.0533
64	GENERAL MOTORS	CADILLAC DEVILLE	157	77,703	2.0205
65	HYUNDAI	XG	18	8,942	2.0130
66	HONDA	ACURA RSX	51	26,035	1.9589
67	KIA MOTORS	RIO	86	44,120	1.9492
68	MAZDA	PROTÉGE	164	84,404	1.9430
69	GENERAL MOTORS	CADILLAC SEVILLE	36	18,627	1.9327
70	GENERAL MOTORS	PONTIAC BONNEVILLE	67	34,675	1.9322
71	MINISUBISHI	OUTLANDER	93	48,273	1.9265
72	FORD MOTOR CO.	MERCURY SABLE	123	64,477	1.9077
73	DAIMLERCHRYSLER	JEEP LIBERTY	331	177,461	1.8652
74	NISSAN	INFINITI QX4	14	7,766	1.8027
75	MERCEDES-BENZ	220 (S-CLASS)	37	20,679	1.7893
76	TOYOTA	MATRIX	153	87,440	1.7498
77	DAIMLERCHRYSLER	CHRYSLER TOWN & COUNTRY	216	123,575	1.7479
78	GENERAL MOTORS	GMC SONOMA PICKUP	71	41,164	1.7248
79	HYUNDAI	SONATA	129	77,468	1.6652
80	DAIMLERCHRYSLER	JEEP GRAND CHEROKEE	190	114,736	1.6560
81	MERCEDES-BENZ	129 (SL-CLASS)	34	20,685	1.6437
82	GENERAL MOTORS	CHEVROLET IMPALA	404	248,078	1.6285
83	FORD MOTOR CO.	FORD EXPLORER	537	332,158	1.6167
84	HYUNDAI	ELANTRA	210	130,031	1.6150
85	VOLVO	S60	31	19,532	1.5871
86	FORD MOTOR CO.	FORD ESCAPE	240	151,770	1.5813
87	AUDI	A8	1	643	1.5552
88	NISSAN	FRONTIER PICKUP	105	68,372	1.5357
89	VOLVO	S80	12	7,927	1.5138
90	TOYOTA	CAMRY/SOLARA	617	408,093	1.5119
91	GENERAL MOTORS	PONTIAC AZTEK	44	29,564	1.4883
92	KIA MOTORS	SORENTO	63	42,837	1.4707
93	FORD MOTOR CO.	FORD RANGER PICKUP	331	226,132	1.4637
94	DAIMLERCHRYSLER	JEEP WRANGLER	94	64,343	1.4609
95	DAIMLERCHRYSLER	DODGE DAKOTA PICKUP	31	21,582	1.4364
96	FORD MOTOR CO.	FORD CROWN VICTORIA	58	41,637	1.3930
97	NISSAN	INFINITI I35	24	17,334	1.3846
98	HONDA	ACURA 3.5 RL	4	2,903	1.3779
99	TOYOTA	LEXUS GS	20	14,555	1.3741
100	GENERAL MOTORS	CHEVROLET S10/T10 PICKUP	218	159,920	1.3632
101	NISSAN	INFINITI G35	111	81,505	1.3619
102	TOYOTA	TACOMA PICKUP	209	157,182	1.3297
103	FORD MOTOR CO.	FORD ESCORT	28	21,162	1.3231
104	TOYOTA	4RUNNER	133	101,254	1.3135
105	MAZDA	6	72	54,829	1.3132
106	GENERAL MOTORS	CHEVROLET TRACKER	54	41,730	1.2940
107	TOYOTA	RAV4	100	77,319	1.2933
108	GENERAL MOTORS	OLDSMOBILE BRAVADA	11	8,642	1.2729
109	PORSCHE	BOXSTER	10	7,880	1.2690
110	GENERAL MOTORS	GMC SAFARI VAN	11	8,738	1.2589
111	GENERAL MOTORS	PONTIAC VIBE	88	69,941	1.2582
112	HONDA	CIVIC	369	300,485	1.2280
113	VOLKSWAGEN	GOLF/GTI	41	34,049	1.2041
114	FORD MOTOR CO.	MERCURY GRAND MARQUIS	127	105,615	1.2025
115	HONDA	ACCORD	499	427,660	1.1668
116	GENERAL MOTORS	CHEVROLET ASTRO VAN	38	32,687	1.1625
117	TOYOTA	PRIUS	16	13,826	1.1572
118	NISSAN	XTERRA	87	75,351	1.1546
119	TOYOTA	MR2 SPYDER	6	5,209	1.1519
120	ISUZU	ASCENDER	4	3,476	1.1507
121	VOLKSWAGEN	JETTA	171	148,729	1.1497
122	NISSAN	PATHFINDER	56	48,772	1.1482
123	JAGUAR	XKR	1	880	1.1364
124	HONDA	ACURA 3.2 TL	105	93,899	1.1182
125	GENERAL MOTORS	CHEVROLET TRAILBLAZER	205	194,427	1.0544
126	AUDI	A6/A6 QUATTRO/S6/AVANT	18	17,116	1.0516
127	ISUZU	AXIOM	4	3,848	1.0395
128	MERCEDES-BENZ	203 (C-CLASS)	65	63,327	1.0264

FINAL REPORT OF THEFT RATES FOR MODEL YEAR 2003 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR
2003—Continued

	Manufacturer	Make/model (line)	Thefts 2003	Production (Mfr's) 2003	2003 Theft rate (per 1,000 vehicles produced)
129	GENERAL MOTORS	CADILLAC CTS	69	68,264	1.0108
130	LAND ROVER	FREELANDER	10	9,985	1.0015
131	NISSAN	INFINITI Q45	3	3,034	0.9888
132	MAZDA	B SERIES PICKUP	19	19,342	0.9823
133	AUDI	TT	6	6,138	0.9775
134	TOYOTA	LEXUS ES	60	61,512	0.9754
135	MERCEDES-BENZ	210 (E-CLASS)	61	62,547	0.9753
136	NISSAN	INFINITI M45	6	6,402	0.9372
137	FORD MOTOR CO.	FORD EXPLORER SPORT TRAC	58	62,059	0.9346
138	TOYOTA	LEXUS LS	20	21,592	0.9263
139	TOYOTA	LEXUS GX	21	22,932	0.9158
140	NISSAN	MURANO	50	54,632	0.9152
141	BMW	5	36	39,342	0.9151
142	FORD MOTOR CO.	FORD WINDSTAR VAN	134	148,016	0.9053
143	PORSCHE	911	9	10,027	0.8976
144	BMW	3	90	100,589	0.8947
145	JAGUAR	X-TYPE	27	30,483	0.8857
146	VOLVO	XC70	8	9,175	0.8719
147	TOYOTA	AVALON	59	68,872	0.8567
148	GENERAL MOTORS	GMC ENVOY	71	83,069	0.8547
149	KIA MOTORS	SEDONA VAN	44	51,515	0.8541
150	VOLKSWAGEN	PASSAT	89	105,230	0.8458
151	GENERAL MOTORS	OLDSMOBILE AURORA	3	3,550	0.8451
152	AUDI	A4/A4 QUATTRO	40	47,520	0.8418
153	GENERAL MOTORS	CHEVROLET VENTURE VAN	80	96,022	0.8331
154	ISUZU	RODEO	11	13,625	0.8073
155	MAZDA	MX-5 MIATA	10	12,458	0.8027
156	HYUNDAI	SANTA FE	79	98,515	0.8019
157	MERCEDES-BENZ	208 (CLK-CLASS)	25	31,560	0.7921
158	JAGUAR	VANDEN PLAS/SUPER V8	1	1,265	0.7905
159	GENERAL MOTORS	BUICK LESABRE	97	124,342	0.7801
160	TOYOTA	SIENNA VAN	33	42,688	0.7731
161	GENERAL MOTORS	SATURN ION	73	96,382	0.7574
162	FORD MOTOR CO.	FORD THUNDERBIRD	10	13,948	0.7169
163	MAZDA	TRIBUTE	33	47,099	0.7007
164	GENERAL MOTORS	PONTIAC MONTANA VAN	32	45,936	0.6966
165	HONDA	ELEMENT	51	75,457	0.6759
166	HONDA	ACURA MDX	36	55,826	0.6449
167	TOYOTA	LEXUS RX	22	34,745	0.6332
168	GENERAL MOTORS	BUICK RENDEZVOUS	42	67,239	0.6246
169	TOYOTA	HIGHLANDER	77	128,157	0.6008
170	GENERAL MOTORS	OLDSMOBILE SILHOUETTE VAN	11	18,330	0.6001
171	VOLKSWAGEN	NEW BEETLE	35	58,891	0.5943
172	HONDA	PILOT	71	123,095	0.5768
173	GENERAL MOTORS	SATURN VUE	58	109,455	0.5299
174	BMW	Z4	12	24,198	0.4959
175	VOLVO	XC90	6	12,404	0.4837
176	VOLVO	V70	3	6,242	0.4806
177	GENERAL MOTORS	BUICK PARK AVENUE	14	29,309	0.4777
178	SUBARU	BAJA	7	14,966	0.4677
179	SAAB	9-5	7	15,159	0.4618
180	NISSAN	INFINITI FX35	8	17,691	0.4522
181	BMW	MINI COOPER	15	33,255	0.4511
182	HONDA	CR-V	61	140,449	0.4343
183	SAAB	9-3	13	33,653	0.3863
184	SUBARU	LEGACY/OUTBACK	30	84,858	0.3535
185	VOLVO	V40	3	9,155	0.3277
186	SUBARU	FORESTER	21	65,691	0.3197
187	MERCEDES-BENZ	170 (SLK-CLASS)	2	6,526	0.3065
188	MAZDA	MPV VAN	10	33,563	0.2979
189	HONDA	ODYSSEY VAN	48	165,197	0.2906
190	GENERAL MOTORS	SATURN LW	2	7,251	0.2758
191	NISSAN	INFINITI FX45	2	7,743	0.2583
192	ASTON MARTIN	VANQUISH	0	286	0.0000
193	ASTON MARTIN	VANTAGE	0	399	0.0000
194	AUDI	ALLROAD QUATTRO	0	5,256	0.0000
195	AUDI	RS6	0	1,436	0.0000
196	AUDI	S8	0	301	0.0000
197	BMW	Z8	0	539	0.0000

FINAL REPORT OF THEFT RATES FOR MODEL YEAR 2003 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2003—Continued

	Manufacturer	Make/model (line)	Thefts 2003	Production (Mfr's) 2003	2003 Theft rate (per 1,000 vehicles produced)
198	DAIMLERCHRYSLER	DODGE VIPER	0	1,707	0.0000
199	FERRARI	360	0	885	0.0000
200	FERRARI	456	0	32	0.0000
201	FERRARI	575M	0	167	0.0000
202	FERRARI	ENZO	0	102	0.0000
203	GENERAL MOTORS	CADILLAC FUNERAL COACH/HEARSE	0	988	0.0000
204	GENERAL MOTORS	CADILLAC LIMOUSINE	0	692	0.0000
205	HONDA	ACURA NSX	0	176	0.0000
206	HONDA	INSIGHT	0	1,011	0.0000
207	JAGUAR	XJS	0	594	0.0000
208	LAMBORGHINI	MURCIELAGO	0	75	0.0000
209	LOTUS	ESPRIT	0	96	0.0000
210	MASERATI	COUPE/SPYDER	0	408	0.0000
211	MINI	NATIVA ¹	0	470	0.0000
212	QUANTUM TECH.	CHEVROLET CAVALIER	0	313	0.0000
213	ROLLS ROYCE	BENTLEY	0	2	0.0000
214	ROLLS ROYCE	BENTLEY ARNAGE	0	107	0.0000
215	ROLLS ROYCE	BENTLEY AZURE	0	35	0.0000
216	ROLLS ROYCE	CONTINENTAL R	0	1	0.0000
217	VOLKSWAGEN	EUROVAN/CAMPER	0	4,662	0.0000

¹ This vehicle was manufactured for sale only in Puerto Rico and represents the U.S. version of Mitsubishi's Montero Sport line.

Issued on: August 3, 2005.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 05-15689 Filed 8-8-05; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 679

[Docket No. 041126333-5040-02; I.D. 080305B]

Fisheries of the Exclusive Economic Zone Off Alaska; Pacific Ocean Perch in the West Yakutat District of the Gulf of Alaska

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

ACTION: Temporary rule; prohibition of retention.

SUMMARY: NMFS is prohibiting retention of Pacific Ocean perch in the West Yakutat District of the Gulf of Alaska (GOA). NMFS is requiring that catch of Pacific Ocean perch in this area be treated in the same manner as prohibited species and discarded at sea with a minimum of injury. This action is necessary because the Pacific Ocean perch 2005 total allowable catch (TAC) in this area has been reached.

DATES: Effective 1200 hrs, Alaska local time (A.l.t.), August 4, 2005, until 2400 hrs, A.l.t., December 31, 2005.

FOR FURTHER INFORMATION CONTACT: Josh Keaton, 907-586-7228.

SUPPLEMENTARY INFORMATION: NMFS manages the groundfish fishery in the GOA exclusive economic zone according to the Fishery Management Plan for the Groundfish Fishery of the Gulf of Alaska (FMP) prepared by the North Pacific Fishery Management Council under authority of the Magnuson-Stevens Fishery Conservation and Management Act. Regulations governing fishing by U.S. vessels in accordance with the FMP appear at subpart H of 50 CFR part 600 and CFR part 679.

The 2005 TAC of Pacific Ocean perch in the West Yakutat District of the GOA is 841 metric tons as established by the 2005 and 2006 harvest specifications for groundfish of the GOA (70 FR 8958, February 24, 2005).

In accordance with § 679.20(d)(2), the Administrator, Alaska Region, NMFS, has determined that the Pacific Ocean perch TAC in the West Yakutat District of the GOA has been reached. Therefore, NMFS is requiring that further catches of Pacific Ocean perch in the West Yakutat District of the GOA be treated as prohibited species in accordance with § 679.21(b).

Classification

This action responds to the best available information recently obtained from the fishery. The Assistant

Administrator for Fisheries, NOAA (AA), finds good cause to waive the requirement to provide prior notice and opportunity for public comment pursuant to the authority set forth at 5 U.S.C. 553(b)(B) as such requirement is impracticable and contrary to the public interest. This requirement is impracticable and contrary to the public interest as it would prevent NMFS from responding to the most recent fisheries data in a timely fashion and would delay the prohibition of retention of Pacific Ocean perch in the West Yakutat District of the GOA.

The AA also finds good cause to waive the 30-day delay in the effective date of this action under 5 U.S.C. 553(d)(3). This finding is based upon the reasons provided above for waiver of prior notice and opportunity for public comment.

This action is required by § 679.20 and is exempt from review under Executive Order 12866.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: August 3, 2005.

Alan D. Risenhoover,

Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service.

[FR Doc. 05-15734 Filed 8-4-05; 2:53 pm]

BILLING CODE 3510-22-S