

for which the partially complete engine may properly be used for replacement purposes.

(2) Where equipment-based standards apply, you may introduce into U.S. commerce engines that are identical to engines covered by a current certificate of conformity by demonstrating

compliance with currently applicable standards where the engines will be installed as replacement engines. These engines might be fully assembled, but we would consider them to be partially complete engines because they are not yet installed in the equipment.

(f) *Emission credits.* Replacement engines exempted under this section may not generate or use emission credits under the standard-setting part nor be part of any associated credit calculations.

TABLE 1 TO § 1068.240—ENGINE CATEGORIES AND SUBCATEGORIES FOR NEW REPLACEMENT ENGINES EXEMPTED WITHOUT TRACKING

Engine category	Standard-setting part <sup>1</sup>	Engine subcategories
Highway CI .....	40 CFR part 86 .....	disp. < 0.6 L/cyl. 0.6 ≤ disp. < 1.2 L/cyl. disp. ≥ 1.2 L/cyl.
Nonroad CI, Stationary CI, and Marine CI .....	40 CFR part 1039, or 40 CFR part 1042 .....	disp. < 0.6 L/cyl. 0.6 ≤ disp. < 1.2 L/cyl. 1.2 ≤ disp. < 2.5 L/cyl. 2.5 ≤ disp. < 7.0 L/cyl.
Marine SI .....	40 CFR part 1045 .....	outboard. personal watercraft. all engines.
Large SI, Stationary SI, and Marine SI (sterndrive/inboard only).	40 CFR part 1048 or 40 CFR part 1045 .....	
Recreational vehicles .....	40 CFR part 1051 .....	off-highway motorcycle. all-terrain vehicle. snowmobile.
Small SI and Stationary SI .....	40 CFR part 1054 .....	handheld. Class I. Class II.

<sup>1</sup> Include an engine as being subject to the identified standard-setting part if it will eventually be subject to emission standards under that part. For example, if you certify marine compression-ignition engines under part 94, count those as if they were already subject to part 1042.

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## DEPARTMENT OF HOMELAND SECURITY

### Federal Emergency Management Agency

#### 44 CFR Part 64

[Docket ID FEMA-2013-0002; Internal Agency Docket No. FEMA-8319]

#### Suspension of Community Eligibility

**AGENCY:** Federal Emergency Management Agency, DHS.

**ACTION:** Final rule.

**SUMMARY:** This rule identifies communities where the sale of flood insurance has been authorized under the National Flood Insurance Program (NFIP) that are scheduled for suspension on the effective dates listed within this rule because of noncompliance with the floodplain management requirements of the program. If the Federal Emergency Management Agency (FEMA) receives documentation that the community has adopted the required floodplain management measures prior to the effective suspension date given in this rule, the suspension will not occur and

a notice of this will be provided by publication in the **Federal Register** on a subsequent date. Also, information identifying the current participation status of a community can be obtained from FEMA's Community Status Book (CSB). The CSB is available at <http://www.fema.gov/fema/csb.shtm>.

**DATES:** *Effective Dates:* The effective date of each community's scheduled suspension is the third date ("Susp.") listed in the third column of the following tables.

**FOR FURTHER INFORMATION CONTACT:** If you want to determine whether a particular community was suspended on the suspension date or for further information, contact David Stearrett, Federal Insurance and Mitigation Administration, Federal Emergency Management Agency, 500 C Street SW., Washington, DC 20472, (202) 646-2953.

**SUPPLEMENTARY INFORMATION:** The NFIP enables property owners to purchase Federal flood insurance that is not otherwise generally available from private insurers. In return, communities agree to adopt and administer local floodplain management measures aimed at protecting lives and new construction from future flooding. Section 1315 of the National Flood Insurance Act of 1968, as amended, 42 U.S.C. 4022, prohibits the sale of NFIP flood insurance unless an appropriate public

body adopts adequate floodplain management measures with effective enforcement measures. The communities listed in this document no longer meet that statutory requirement for compliance with program regulations, 44 CFR Part 59. Accordingly, the communities will be suspended on the effective date in the third column. As of that date, flood insurance will no longer be available in the community. We recognize that some of these communities may adopt and submit the required documentation of legally enforceable floodplain management measures after this rule is published but prior to the actual suspension date. These communities will not be suspended and will continue to be eligible for the sale of NFIP flood insurance. A notice withdrawing the suspension of such communities will be published in the **Federal Register**.

In addition, FEMA publishes a Flood Insurance Rate Map (FIRM) that identifies the Special Flood Hazard Areas (SFHAs) in these communities. The date of the FIRM, if one has been published, is indicated in the fourth column of the table. No direct Federal financial assistance (except assistance pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act not in connection with a flood) may be provided for construction

or acquisition of buildings in identified SFHAs for communities not participating in the NFIP and identified for more than a year on FEMA's initial FIRM for the community as having flood-prone areas (section 202(a) of the Flood Disaster Protection Act of 1973, 42 U.S.C. 4106(a), as amended). This prohibition against certain types of Federal assistance becomes effective for the communities listed on the date shown in the last column. The Administrator finds that notice and public comment procedures under 5 U.S.C. 553(b), are impracticable and unnecessary because communities listed in this final rule have been adequately notified.

Each community receives 6-month, 90-day, and 30-day notification letters addressed to the Chief Executive Officer stating that the community will be suspended unless the required floodplain management measures are met prior to the effective suspension date. Since these notifications were made, this final rule may take effect within less than 30 days.

*National Environmental Policy Act.* This rule is categorically excluded from

the requirements of 44 CFR Part 10, Environmental Considerations. No environmental impact assessment has been prepared.

*Regulatory Flexibility Act.* The Administrator has determined that this rule is exempt from the requirements of the Regulatory Flexibility Act because the National Flood Insurance Act of 1968, as amended, Section 1315, 42 U.S.C. 4022, prohibits flood insurance coverage unless an appropriate public body adopts adequate floodplain management measures with effective enforcement measures. The communities listed no longer comply with the statutory requirements, and after the effective date, flood insurance will no longer be available in the communities unless remedial action takes place.

*Regulatory Classification.* This final rule is not a significant regulatory action under the criteria of section 3(f) of Executive Order 12866 of September 30, 1993, Regulatory Planning and Review, 58 FR 51735.

*Executive Order 13132, Federalism.* This rule involves no policies that have

federalism implications under Executive Order 13132.

*Executive Order 12988, Civil Justice Reform.* This rule meets the applicable standards of Executive Order 12988.

*Paperwork Reduction Act.* This rule does not involve any collection of information for purposes of the Paperwork Reduction Act, 44 U.S.C. 3501 *et seq.*

**List of Subjects in 44 CFR Part 64**

Flood insurance, Floodplains.

Accordingly, 44 CFR Part 64 is amended as follows:

**PART 64—[AMENDED]**

■ 1. The authority citation for Part 64 continues to read as follows:

**Authority:** 42 U.S.C. 4001 *et seq.*; Reorganization Plan No. 3 of 1978, 3 CFR, 1978 Comp.; p. 329; E.O. 12127, 44 FR 19367, 3 CFR, 1979 Comp.; p. 376.

**§ 64.6 [Amended]**

■ 2. The tables published under the authority of § 64.6 are amended as follows:

State and location	Community No.	Effective date authorization/cancellation of sale of flood insurance in community	Current effective map date	Date certain Federal assist-ance no longer available in SFHAs
<b>Region II</b>				
New York:				
Chestnut Ridge, Village of, Rockland County.	361615	November 30, 1987, Emerg; September 16, 1988, Reg; March 3, 2014, Susp.	March 3, 2014 ..	March 3, 2014.
Clarkstown, Town of, Rockland County	360679	October 24, 1974, Emerg; March 2, 1983, Reg; March 3, 2014, Susp.	.....do * .....	Do.
Grand View-On-Hudson, Village of, Rockland County.	360680	July 7, 1975, Emerg; October 15, 1981, Reg; March 3, 2014, Susp.	.....do .....	Do.
Haverstraw, Town of, Rockland County	360681	December 13, 1974, Emerg; January 6, 1982, Reg; March 3, 2014, Susp.	.....do .....	Do.
Haverstraw, Village of, Rockland County.	360682	November 28, 1975, Emerg; September 2, 1981, Reg; March 3, 2014, Susp.	.....do .....	Do.
Hillburn, Village of, Rockland County ....	360683	June 18, 1975, Emerg; January 6, 1982, Reg; March 3, 2014, Susp.	.....do .....	Do.
Kaser, Village of, Rockland County .....	365376	February 13, 2009, Emerg; N/A, Reg; March 3, 2014, Susp.	.....do .....	Do.
Montebello, Village of, Rockland County	361617	June 5, 1987, Emerg; January 18, 1989, Reg; March 3, 2014, Susp.	.....do .....	Do.
New Hempstead, Village of, Rockland County.	361618	April 23, 1987, Emerg; December 16, 1988, Reg; March 3, 2014, Susp.	.....do .....	Do.
New Square, Village of, Rockland County.	360684	March 15, 1976, Emerg; September 22, 1978, Reg; March 3, 2014, Susp.	.....do .....	Do.
Nyack, Village of, Rockland County .....	360685	May 15, 1975, Emerg; May 25, 1978, Reg; March 3, 2014, Susp.	.....do .....	Do.
Orangetown, Town of, Rockland County	360686	August 16, 1974, Emerg; August 2, 1982, Reg; March 3, 2014, Susp.	.....do .....	Do.
Piermont, Village of, Rockland County	360687	November 8, 1974, Emerg; August 3, 1981, Reg; March 3, 2014, Susp.	.....do .....	Do.
Pomona, Village of, Rockland County ..	360688	December 13, 1974, Emerg; April 15, 1982, Reg; March 3, 2014, Susp.	.....do .....	Do.
Ramapo, Town of, Rockland County ....	365340	October 29, 1971, Emerg; August 31, 1973, Reg; March 3, 2014, Susp.	.....do .....	Do.
Sloatsburg, Village of, Rockland County	360690	July 7, 1975, Emerg; January 6, 1982, Reg; March 3, 2014, Susp.	.....do .....	Do.
South Nyack, Village of, Rockland County.	360691	August 15, 1975, Emerg; November 4, 1981, Reg; March 3, 2014, Susp.	.....do .....	Do.

State and location	Community No.	Effective date authorization/cancellation of sale of flood insurance in community	Current effective map date	Date certain Federal assistance no longer available in SFHAs
Spring Valley, Village of, Rockland County.	365344	October 29, 1971, Emerg; August 31, 1973, Reg; March 3, 2014, Susp.	.....do .....	Do.
Stony Point, Town of, Rockland County	360693	May 8, 1975, Emerg; September 30, 1981, Reg; March 3, 2014, Susp.	.....do .....	Do.
Suffern, Village of, Rockland County ....	360694	July 5, 1973, Emerg; March 28, 1980, Reg; March 3, 2014, Susp.	.....do .....	Do.
Upper Nyack, Village of, Rockland County.	360695	July 3, 1975, Emerg; October 28, 1977, Reg; March 3, 2014, Susp.	.....do .....	Do.
Wesley Hills, Village of, Rockland County.	361616	April 23, 1987, Emerg; September 16, 1988, Reg; March 3, 2014, Susp.	.....do .....	Do.
West Haverstraw, Village of, Rockland County.	360696	June 10, 1975, Emerg; September 30, 1981, Reg; March 3, 2014, Susp.	.....do .....	Do.
<b>Region III</b>				
Pennsylvania:				
Cherry, Township of, Sullivan County ...	422058	January 26, 1976, Emerg; August 1, 1987, Reg; March 3, 2014, Susp.	.....do .....	Do.
Colley, Township of, Sullivan County ....	422059	May 11, 1976, Emerg; December 1, 1986, Reg; March 3, 2014, Susp.	.....do .....	Do.
Davidson, Township of, Sullivan County	422060	August 20, 1975, Emerg; February 6, 1991, Reg; March 3, 2014, Susp.	.....do .....	Do.
Dushore, Borough of, Sullivan County ..	420810	March 11, 1975, Emerg; June 18, 1987, Reg; March 3, 2014, Susp.	.....do .....	Do.
Elkland, Township of, Sullivan County ..	422061	December 29, 1975, Emerg; March 1, 1987, Reg; March 3, 2014, Susp.	.....do .....	Do.
Forks, Township of, Sullivan County .....	422062	August 25, 1975, Emerg; November 2, 1990, Reg; March 3, 2014, Susp.	.....do .....	Do.
Forksville, Borough of, Sullivan County	420811	April 21, 1975, Emerg; March 1, 1987, Reg; March 3, 2014, Susp.	.....do .....	Do.
Fox, Township of, Sullivan County .....	422063	January 22, 1976, Emerg; July 1, 1987, Reg; March 3, 2014, Susp.	.....do .....	Do.
Hillsgrove, Township of, Sullivan County.	422064	December 8, 1975, Emerg; November 2, 1990, Reg; March 3, 2014, Susp.	.....do .....	Do.
Laporte, Township of, Sullivan County	422065	August 11, 1975, Emerg; July 1, 1987, Reg; March 3, 2014, Susp.	.....do .....	Do.
Shrewsbury, Township of, Sullivan County.	422066	August 22, 1975, Emerg; August 1, 1987, Reg; March 3, 2014, Susp.	.....do .....	Do.
<b>Region IV</b>				
Kentucky:				
Alexandria, City of, Campbell County ...	210391	N/A, Emerg; December 8, 2009, Reg; March 3, 2014, Susp.	.....do .....	Do.
Bellevue, City of, Campbell County .....	210035	May 1, 1974, Emerg; April 15, 1980, Reg; March 3, 2014, Susp.	.....do .....	Do.
California, City of, Campbell County .....	210036	July 3, 1975, Emerg; April 3, 1978, Reg; March 3, 2014, Susp.	.....do .....	Do.
Campbell County, Unincorporated Areas.	210034	February 19, 1975, Emerg; September 30, 1981, Reg; March 3, 2014, Susp.	.....do .....	Do.
Cold Spring, City of, Campbell County	210395	N/A, Emerg; May 11, 2007, Reg; March 3, 2014, Susp.	.....do .....	Do.
Dayton, City of, Campbell County .....	210037	August 21, 1974, Emerg; August 15, 1980, Reg; March 3, 2014, Susp.	.....do .....	Do.
Fort Thomas, City of, Campbell County	210038	June 30, 1997, Emerg; September 1, 1998, Reg; March 3, 2014, Susp.	.....do .....	Do.
Lexington-Fayette Urban County Government, Fayette County.	210067	August 17, 1973, Emerg; September 28, 1979, Reg; March 3, 2014, Susp.	.....do .....	Do.
Melborne, City of, Campbell County .....	210250	September 12, 1974, Emerg; March 28, 1980, Reg; March 3, 2014, Susp.	.....do .....	Do.
Mentor, City of, Campbell County .....	210275	February 21, 1975, Emerg; March 4, 1980, Reg; March 3, 2014, Susp.	.....do .....	Do.
Newport, City of, Campbell County .....	210039	March 26, 1975, Emerg; November 5, 1980, Reg; March 3, 2014, Susp.	.....do .....	Do.
Silver Grove, City of, Campbell County	210040	October 15, 1974, Emerg; October 15, 1980, Reg; March 3, 2014, Susp.	.....do .....	Do.
Southgate, City of, Campbell County ....	210276	N/A, Emerg; July 8, 2008, Reg; March 3, 2014, Susp.	.....do .....	Do.
Wilder, City of, Campbell County .....	210041	October 24, 1974, Emerg; October 15, 1980, Reg; March 3, 2014, Susp.	.....do .....	Do.
Woodlawn, City of, Campbell County ...	210318	N/A, Emerg; June 27, 2013, Reg; March 3, 2014, Susp.	.....do .....	Do.

State and location	Community No.	Effective date authorization/cancellation of sale of flood insurance in community	Current effective map date	Date certain Federal assistance no longer available in SFHAs
<b>Region V</b>				
Indiana:				
Ohio County, Unincorporated Areas .....	180406	January 20, 1975, Emerg; September 4, 1987, Reg; March 3, 2014, Susp.	.....do .....	Do.
Owen County, Unincorporated Areas ...	180481	February 6, 1991, Emerg; April 1, 1993, Reg; March 3, 2014, Susp.	.....do .....	Do.
Rising Sun, City of, Ohio County .....	180407	January 20, 1975, Emerg; October 18, 1983, Reg; March 3, 2014, Susp.	.....do .....	Do.
Spencer, Town of, Owen County .....	180191	July 10, 1975, Emerg; September 1, 1989, Reg; March 3, 2014, Susp.	.....do .....	Do.

\*-do- = Ditto.

Code for reading third column: Emerg.—Emergency; Reg.—Regular; Susp.—Suspension.

Dated: January 16, 2014.

**David L. Miller,**

*Associate Administrator, Federal Insurance and Mitigation Administration, Department of Homeland Security, Federal Emergency Management Agency.*

[FR Doc. 2014-02514 Filed 2-5-14; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### 49 CFR Part 541

[Docket No. NHTSA-2012-0073]

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

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

**ACTION:** Publication of 2011 final theft data.

**SUMMARY:** This document publishes the final data on thefts of model year (MY) 2011 passenger motor vehicles that occurred in calendar year (CY) 2011. The 2011 final theft data shows a decrease in the vehicle theft rate experienced in CY/MY 2011 compared to CY/MY 2010. The final theft rate for MY 2011 passenger vehicles stolen in CY 2011 is 0.99 thefts per thousand vehicles, a decrease of 15.38 percent from the rate of 1.17 thefts per thousand in 2010. 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:** *Effective Date:* February 6, 2014.

**FOR FURTHER INFORMATION CONTACT:** Ms. Deborah Mazyck, Office of International Policy, Fuel Economy and Consumer

Programs, NHTSA, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Mazyck's telephone number is (202) 366-4139. 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 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 section 33104(b)(4) mandate, this document reports the final theft data for CY 2011, the most recent calendar year for which data are available.

In calculating the 2011 theft rates, NHTSA followed the same procedures it used in calculating the MY 2010 theft rates. (For 2010 theft data calculations, see 77 FR 58500, September 21, 2012). 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 (FBI). 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 2011 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 2011 vehicles of that line stolen during CY 2011 by the total number of vehicles in that line manufactured for MY 2011, as reported to the Environmental Protection Agency (EPA).

The 2011 final theft data show a decrease in the vehicle theft rate when compared to the theft rate experienced in CY/MY 2010. The final theft rate for MY 2011 passenger vehicles stolen in CY 2011 decreased to 0.99 thefts per thousand vehicles produced, a decrease of 15.38 percent from the rate of 1.17 thefts per thousand vehicles experienced by MY 2010 vehicles in CY 2010. A similar decreasing trend in vehicle thefts was reported in the FBI's 2011 Uniform Crime Report showing a 3.3% reduction in motor vehicle thefts (automobiles, trucks, buses and other vehicles) from 2010 to 2011.

For MY 2011 vehicles, out of a total of 225 vehicle lines, four 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). All four are passenger car lines.

NHTSA's data show that the MY 2011 theft rate reduction is consistent with the general decreasing trend of theft rates over the past 18 years as indicated by Figure 1. The agency continues to believe that the theft rate reduction is the result of several factors including the increased use of standard anti-theft devices (i.e., immobilizers) and vehicle parts marking as well as the effectiveness of combined measures used by federal agencies, law enforcement, vehicle manufacturers and the insurance industry to help combat vehicle theft.