

2. Congressional Review Act

11. The Commission will not submit this Report and Order pursuant to the Congressional Review Act, 5 U.S.C. 801(a)(1)(A) because the Commission has not yet defined the specific requirements associated with the standard adopted in this Report and Order. The Commission anticipates that when it does adopt the specific requirements applying the standard in this Report and Order, it will make all submissions required by the Congressional Review Act, 5 U.S.C. 801(a)(1)(A).

IV. Ordering Clause

12. Accordingly, *it is ordered* that, pursuant to sections 1, 4(i), 5(c), 201(b), 214, and 254 of the Communications Act of 1934, as amended, and section 706 of the Telecommunications Act of 1996, 47 U.S.C. 151, 154(i), 155(c), 201(b), 214, 254, 1302, sections 0.91 and 0.291 of the Commission's rules, 47 CFR 0.91, 0.291, and the delegations of authority in paragraph 113 of the *USF/ICC Transformation Order*, FCC 11-161, this Report and Order *is adopted*, effective thirty (30) days after publication of the text or summary thereof in the **Federal Register**.

Federal Communications Commission.

Alexander A. Minard,

Deputy Chief, Telecommunications Access Policy Division Wireline Competition Bureau.

[FR Doc. 2014-27883 Filed 11-24-14; 8:45 am]

BILLING CODE 6712-01-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 541

[Docket No. NHTSA-2014-0082]

Final Theft Data; Motor Vehicle Theft Prevention Standard

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

ACTION: Publication of 2012 final theft data.

SUMMARY: This document publishes the final data on thefts of model year (MY) 2012 passenger motor vehicles that occurred in calendar year (CY) 2012. The final 2012 theft data indicated an increase in the vehicle theft rate experienced in CY/MY 2012. The final theft rate for MY 2012 passenger vehicles stolen in calendar year 2012 is 1.1294 thefts per thousand vehicles, an increase of 14.21 percent from the rate of 0.9889 thefts per thousand in 2011. 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:* November 25, 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 2012, the most recent calendar year for which data are available.

In calculating the 2012 theft rates, NHTSA followed the same procedures it used in calculating the MY 2011 theft rates. (For 2011 theft data calculations, see 79 FR 7090.) As in all previous reports, NHTSA's data were based on

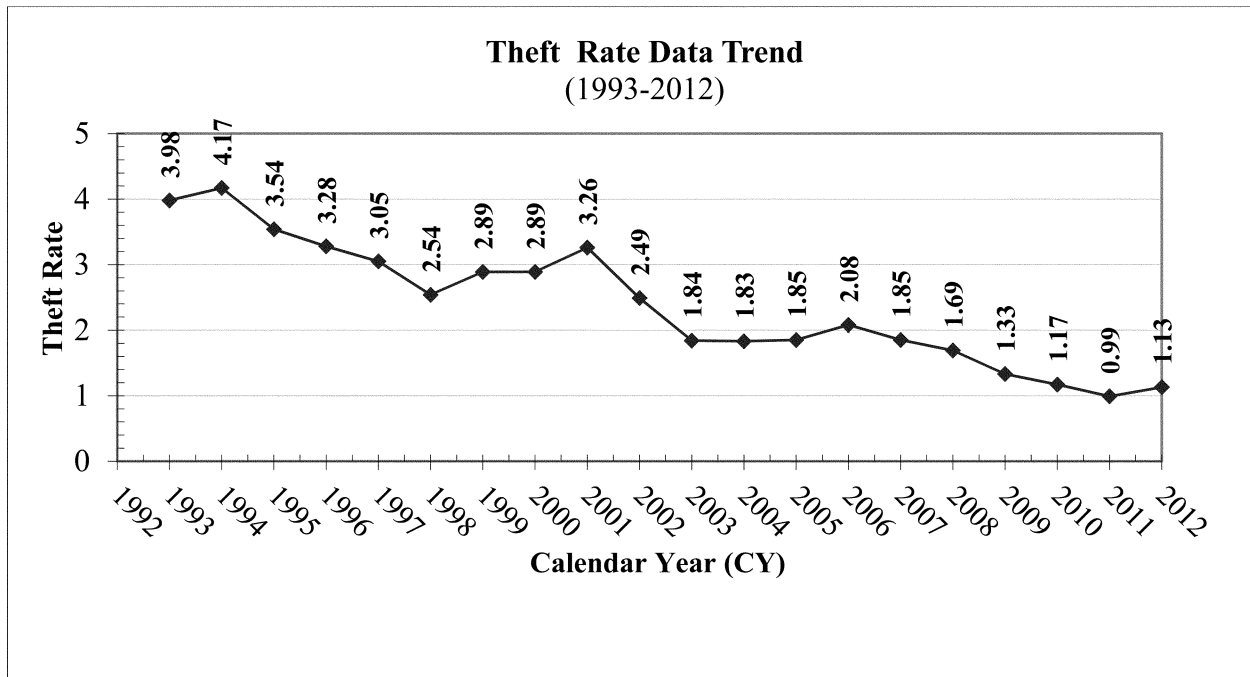
information provided to NHTSA by the National Crime Information Center (NCIC) of the Federal Bureau of Investigation. The NCIC is a government system that receives vehicle theft information from nearly 23,000 criminal justice agencies and other law enforcement authorities throughout the United States. The NCIC data also include reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.

The 2012 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 2012 vehicles of that line stolen during calendar year 2012 by the total number of vehicles in that line manufactured for MY 2012, as reported to the Environmental Protection Agency (EPA).

The final 2012 theft data show a slight increase in the vehicle theft rate when compared to the theft rate experienced in CY/MY 2011. The final theft rate for MY 2012 passenger vehicles stolen in calendar year 2012 increased to 1.1294 thefts per thousand vehicles produced, an increase of 14.21 percent from the rate of 0.9889 thefts per thousand vehicles experienced by MY 2011 vehicles in CY 2011. A similar increasing trend in vehicle thefts was reported in the Federal Bureau of Investigation's (FBI) 2012 Uniform Crime Report showing a 0.6% increase in motor vehicle thefts (automobiles, trucks, buses and other vehicles) from 2011 to 2012. Historically, the data has shown an overall decreasing trend in theft rates since CY 1993, with periods of increase from one year to the next. The agency welcomed public comment on the cause for the slight increase, but none were received.

For MY 2012 vehicles, out of a total of 211 vehicle lines, nine 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 nine vehicle lines with a theft rate higher than 3.5826, eight are passenger car lines, one is a multipurpose passenger vehicle line, and none are light-duty truck lines.

Figure 1: Theft Rate Data Trend (1993-2012)



Theft rate per thousand vehicles produced

On Tuesday, August 5, 2014, NHTSA published the preliminary theft rates for CY 2012 passenger motor vehicles in the **Federal Register** (79 FR 45412). The agency tentatively ranked each of the MY 2012 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 did not receive any comments from the public that would make adjustments to its data.

As a result, the final theft rates and rankings of vehicle lines did not change from those published in the August 2014 notice.

Subsequent to the August 5, 2014, publication of preliminary theft data, BYD Motors, Inc. (BYD) submitted its EPA production data for the e6 vehicle line. NHTSA has corrected the final theft data to include an entry for the BYD e6 vehicle line. As a result of this correction, the final theft list has been revised accordingly. The BYD e6,

previously omitted, is ranked No. 211 with a theft rate of 0.0000.

The following list represents NHTSA's final calculation of theft rates for all 2012 passenger motor vehicle lines. This list is intended to inform the public of calendar year 2012 motor vehicle thefts of model year 2012 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 2012 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2012

| Manufacturer | Make/model (line) | Thefts 2012 | Production (Mfr's) 2012 | 2012 Theft rate (per 1,000 vehicles produced) |
|--------------|--|-------------|-------------------------|---|
| 1 | MERCEDES-BENZ CL-CLASS | 17 | 827 | 20.5562 |
| 2 | MITSUBISHI ECLIPSE | 34 | 6,186 | 5.4963 |
| 3 | MAZDA 6 | 202 | 40,004 | 5.0495 |
| 4 | CHRYSLER DODGE CHARGER | 316 | 66,432 | 4.7567 |
| 5 | NISSAN INFINITI FX35/FX50 | 35 | 8,902 | 3.9317 |
| 6 | CHRYSLER DODGE AVENGER | 329 | 85,365 | 3.8540 |
| 7 | CHRYSLER 300 | 232 | 60,287 | 3.8483 |
| 8 | GENERAL MOTORS CHEVROLET IMPALA | 604 | 165,986 | 3.6389 |
| 9 | MITSUBISHI GALANT | 67 | 18,600 | 3.6022 |
| 10 | GENERAL MOTORS CHEVROLET CAPTIVA | 112 | 31,797 | 3.5223 |
| 11 | BMW 6 | 19 | 5,609 | 3.3874 |
| 12 | CHRYSLER DODGE CHALLENGER | 143 | 43,080 | 3.3194 |
| 13 | GENERAL MOTORS CHEVROLET CAMARO | 249 | 80,707 | 3.0852 |
| 14 | TOYOTA YARIS | 166 | 54,886 | 3.0245 |
| 15 | NISSAN PATHFINDER | 47 | 15,765 | 2.9813 |
| 16 | CHRYSLER 200 | 352 | 121,175 | 2.9049 |

FINAL REPORT OF THEFT RATES FOR MODEL YEAR 2012 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2012—Continued

| Manufacturer | Make/model (line) | Thefts 2012 | Production (Mfr's) 2012 | 2012 Theft rate (per 1,000 vehicles produced) |
|--------------|---|-------------|-------------------------|---|
| 17 | MERCEDES-BENZ S-CLASS | 29 | 11,443 | 2.5343 |
| 18 | NISSAN ALTIMA | 760 | 313,956 | 2.4207 |
| 19 | GENERAL MOTORS CHEVROLET MALIBU | 509 | 225,791 | 2.2543 |
| 20 | FORD MOTOR CO MUSTANG | 178 | 80,487 | 2.2115 |
| 21 | AUDI AUDI A8 | 10 | 4,538 | 2.2036 |
| 22 | VOLVO XC90 | 3 | 1,377 | 2.1786 |
| 23 | NISSAN INFINITI M35H/M37/M56 | 28 | 13,731 | 2.0392 |
| 24 | BMW B7 | 1 | 492 | 2.0325 |
| 25 | NISSAN MAXIMA | 129 | 65,150 | 1.9800 |
| 26 | MAZDA 2 | 32 | 16,169 | 1.9791 |
| 27 | PORSCHE PANAMERA | 13 | 7,056 | 1.8424 |
| 28 | NISSAN VERSA | 272 | 149,418 | 1.8204 |
| 29 | HONDA ACURA ZDX | 2 | 1,122 | 1.7825 |
| 30 | FORD MOTOR CO TAURUS | 69 | 39,314 | 1.7551 |
| 31 | MERCEDES-BENZ GLK-CLASS | 45 | 26,554 | 1.6947 |
| 32 | BMW 7 | 23 | 13,696 | 1.6793 |
| 33 | NISSAN SENTRA | 229 | 139,585 | 1.6406 |
| 34 | GENERAL MOTORS GMC CANYON PICKUP | 22 | 13,690 | 1.6070 |
| 35 | MASERATI GRANTURISMO | 3 | 1,953 | 1.5361 |
| 36 | GENERAL MOTORS CHEVROLET CORVETTE | 17 | 11,144 | 1.5255 |
| 37 | JAGUAR LAND ROVER XK/XKR | 2 | 1,323 | 1.5117 |
| 38 | NISSAN INFINITI G25/G37 | 85 | 56,585 | 1.5022 |
| 39 | KIA FORTE | 106 | 72,284 | 1.4664 |
| 40 | VOLVO C70 | 7 | 4,787 | 1.4623 |
| 41 | TOYOTA COROLLA | 304 | 197,973 | 1.4257 |
| 42 | MAZDA CX-7 | 11 | 7,945 | 1.3845 |
| 43 | CHRYSLER DODGE CALIBER | 15 | 10,953 | 1.3695 |
| 44 | JAGUAR LAND ROVER XJ | 7 | 5,158 | 1.3571 |
| 45 | KIA RIO | 34 | 25,441 | 1.3364 |
| 46 | FORD MOTOR CO FOCUS | 413 | 318,556 | 1.2965 |
| 47 | SUZUKI SX4 | 20 | 15,617 | 1.2807 |
| 48 | AUDI AUDI A7 | 15 | 11,768 | 1.2746 |
| 49 | KIA OPTIMA | 132 | 106,747 | 1.2366 |
| 50 | AUDI AUDI A3 | 9 | 7,287 | 1.2351 |
| 51 | BMW 5 | 53 | 43,103 | 1.2296 |
| 52 | FORD MOTOR CO FUSION | 371 | 308,520 | 1.2025 |
| 53 | CHRYSLER JEEP LIBERTY | 124 | 104,184 | 1.1902 |
| 54 | SUZUKI GRAND VITARA | 8 | 6,923 | 1.1556 |
| 55 | HYUNDAI SONATA | 264 | 230,381 | 1.1459 |
| 56 | TOYOTA SCION TC | 24 | 21,188 | 1.1327 |
| 57 | VOLKSWAGEN PASSAT | 107 | 95,583 | 1.1194 |
| 58 | GENERAL MOTORS CHEVROLET CRUZE | 297 | 270,622 | 1.0975 |
| 59 | MERCEDES-BENZ C-CLASS | 84 | 76,638 | 1.0961 |
| 60 | HYUNDAI ACCENT | 80 | 73,458 | 1.0891 |
| 61 | HYUNDAI GENESIS | 41 | 37,741 | 1.0864 |
| 62 | VOLVO S80 | 4 | 3,748 | 1.0672 |
| 63 | VOLVO C30 | 3 | 2,841 | 1.0560 |
| 64 | TOYOTA CAMRY | 547 | 523,846 | 1.0442 |
| 65 | GENERAL MOTORS BUICK REGAL | 26 | 26,003 | 0.9999 |
| 66 | VOLKSWAGEN JETTA | 176 | 178,153 | 0.9879 |
| 67 | TOYOTA LEXUS LS | 8 | 8,102 | 0.9874 |
| 68 | FIAT 500 | 60 | 60,935 | 0.9847 |
| 69 | HONDA PILOT | 42 | 42,657 | 0.9846 |
| 70 | BENTLEY MOTORS CONTINENTAL | 2 | 2,060 | 0.9709 |
| 71 | GENERAL MOTORS CADILLAC CTS | 51 | 52,531 | 0.9709 |
| 72 | MAZDA 5 | 31 | 32,530 | 0.9530 |
| 73 | NISSAN QUEST VAN | 20 | 21,388 | 0.9351 |
| 74 | KIA SOUL | 94 | 100,672 | 0.9337 |
| 75 | MAZDA 3 | 129 | 142,875 | 0.9029 |
| 76 | VOLKSWAGEN CC | 26 | 29,350 | 0.8859 |
| 77 | TOYOTA AVALON | 18 | 20,938 | 0.8597 |
| 78 | HONDA ACCORD | 275 | 325,034 | 0.8461 |
| 79 | FORD MOTOR CO FIESTA | 50 | 59,978 | 0.8336 |
| 80 | FORD MOTOR CO ESCAPE | 199 | 238,713 | 0.8336 |
| 81 | HYUNDAI SANTA FE | 49 | 59,411 | 0.8248 |
| 82 | GENERAL MOTORS CHEVROLET SONIC | 69 | 83,979 | 0.8216 |
| 83 | GENERAL MOTORS BUICK LACROSSE | 50 | 60,891 | 0.8211 |
| 84 | CHRYSLER DODGE JOURNEY | 62 | 77,471 | 0.8003 |

FINAL REPORT OF THEFT RATES FOR MODEL YEAR 2012 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2012—Continued

| Manufacturer | Make/model (line) | Thefts 2012 | Production (Mfr's) 2012 | 2012 Theft rate (per 1,000 vehicles produced) | |
|--------------|-------------------|---------------------------|-------------------------|---|--------|
| 85 | NISSAN | 370Z | 5 | 6,271 | 0.7973 |
| 86 | JAGUAR LAND ROVER | XF | 5 | 6,288 | 0.7952 |
| 87 | KIA | SPORTAGE | 33 | 41,590 | 0.7935 |
| 88 | VOLKSWAGEN | GTI | 14 | 18,586 | 0.7533 |
| 89 | MERCEDES-BENZ | E-CLASS | 38 | 50,591 | 0.7511 |
| 90 | FORD MOTOR CO | LINCOLN MKZ | 28 | 37,676 | 0.7432 |
| 91 | HYUNDAI | ELANTRA | 125 | 169,256 | 0.7385 |
| 92 | FORD MOTOR CO | EDGE | 56 | 75,972 | 0.7371 |
| 93 | TOYOTA | VENZA | 17 | 23,128 | 0.7350 |
| 94 | HONDA | CIVIC | 333 | 455,627 | 0.7309 |
| 95 | FORD MOTOR CO | LINCOLN MKS | 5 | 6,890 | 0.7257 |
| 96 | KIA | SEDONA VAN | 24 | 33,319 | 0.7203 |
| 97 | HONDA | CR-Z | 4 | 5,609 | 0.7131 |
| 98 | GENERAL MOTORS | CHEVROLET COLORADO PICKUP | 36 | 50,765 | 0.7092 |
| 99 | HONDA | CROSSTOUR | 19 | 26,934 | 0.7054 |
| 100 | MITSUBISHI | I-MIEV | 1 | 1,435 | 0.6969 |
| 101 | CHRYSLER | JEEP COMPASS | 30 | 43,360 | 0.6919 |
| 102 | AUDI | AUDI Q7 | 6 | 8,951 | 0.6703 |
| 103 | BMW | 3 | 29 | 43,714 | 0.6634 |
| 104 | MITSUBISHI | OUTLANDER | 14 | 21,288 | 0.6576 |
| 105 | HONDA | ACURA TSX | 24 | 36,921 | 0.6500 |
| 106 | MITSUBISHI | LANCER | 11 | 16,958 | 0.6487 |
| 107 | HYUNDAI | VELOSTER | 20 | 30,980 | 0.6456 |
| 108 | VOLVO | S60 | 22 | 34,378 | 0.6399 |
| 109 | PORSCHE | 911 | 5 | 8,114 | 0.6162 |
| 110 | MAZDA | CX-9 | 20 | 32,980 | 0.6064 |
| 111 | TOYOTA | SCION XB | 27 | 44,722 | 0.6037 |
| 112 | SUBARU | LEGACY | 23 | 39,094 | 0.5883 |
| 113 | FORD MOTOR CO | LINCOLN MKX | 10 | 17,121 | 0.5841 |
| 114 | HONDA | ACURA RDX | 5 | 8,786 | 0.5691 |
| 115 | CHRYSLER | JEEP PATRIOT | 34 | 59,849 | 0.5681 |
| 116 | KIA | SORENTO | 60 | 107,269 | 0.5593 |
| 117 | JAGUAR LAND ROVER | LAND ROVER EVOQUE | 5 | 9,075 | 0.5510 |
| 118 | BMW | X3 | 8 | 14,543 | 0.5501 |
| 119 | NISSAN | FRONTIER PICKUP | 39 | 71,502 | 0.5454 |
| 120 | VOLVO | XC70 | 3 | 5,507 | 0.5448 |
| 121 | NISSAN | ROGUE | 76 | 140,561 | 0.5407 |
| 122 | TOYOTA | LEXUS IS | 17 | 31,725 | 0.5359 |
| 123 | VOLKSWAGEN | TIGUAN | 16 | 29,862 | 0.5358 |
| 124 | SUBARU | IMPREZA | 35 | 67,058 | 0.5219 |
| 125 | AUDI | AUDI S4/S5 | 4 | 7,710 | 0.5188 |
| 126 | TOYOTA | HIGHLANDER | 68 | 132,822 | 0.5120 |
| 127 | TOYOTA | TACOMA PICKUP | 65 | 127,812 | 0.5086 |
| 128 | NISSAN | XTERRA | 11 | 22,343 | 0.4923 |
| 129 | TOYOTA | SIENNA VAN | 55 | 112,906 | 0.4871 |
| 130 | SUBARU | TRIBECA | 1 | 2,085 | 0.4796 |
| 131 | AUDI | AUDI A4/A5 | 18 | 37,744 | 0.4769 |
| 132 | HONDA | ACURA MDX | 24 | 50,568 | 0.4746 |
| 133 | HYUNDAI | TUCSON | 27 | 57,218 | 0.4719 |
| 134 | MAZDA | MX-5 MIATA | 3 | 6,501 | 0.4615 |
| 135 | BMW | M3 | 1 | 2,170 | 0.4608 |
| 136 | TOYOTA | LEXUS RX | 30 | 65,554 | 0.4576 |
| 137 | BMW | 1 | 4 | 8,770 | 0.4561 |
| 138 | CHRYSLER | JEEP WRANGLER | 64 | 141,387 | 0.4527 |
| 139 | HONDA | ACURA TL | 24 | 53,260 | 0.4506 |
| 140 | HONDA | INSIGHT | 3 | 6,723 | 0.4462 |
| 141 | FORD MOTOR CO | FLEX | 9 | 20,181 | 0.4460 |
| 142 | GENERAL MOTORS | GMC TERRAIN | 44 | 100,103 | 0.4395 |
| 143 | SUBARU | FORESTER | 27 | 64,142 | 0.4209 |
| 144 | TOYOTA | FJ CRUISER | 6 | 14,852 | 0.4040 |
| 145 | MERCEDES-BENZ | SLK-CLASS | 2 | 4,953 | 0.4038 |
| 146 | MERCEDES-BENZ | SMART FORTWO | 2 | 5,035 | 0.3972 |
| 147 | VOLKSWAGEN | GOLF | 10 | 25,207 | 0.3967 |
| 148 | NISSAN | MURANO | 23 | 58,188 | 0.3953 |
| 149 | GENERAL MOTORS | CHEVROLET EQUINOX | 87 | 220,965 | 0.3937 |
| 150 | VOLKSWAGEN | BEETLE | 12 | 30,622 | 0.3919 |
| 151 | TOYOTA | RAV4 | 62 | 170,414 | 0.3638 |
| 152 | AUDI | AUDI Q5 | 12 | 33,880 | 0.3542 |

FINAL REPORT OF THEFT RATES FOR MODEL YEAR 2012 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2012—Continued

| Manufacturer | Make/model (line) | Thefts 2012 | Production (Mfr's) 2012 | 2012 Theft rate (per 1,000 vehicles produced) |
|--|---|-------------|-------------------------|---|
| 153 | HYUNDAI EQUUS | 1 | 2,848 | 0.3511 |
| 154 | NISSAN JUKE | 13 | 37,933 | 0.3427 |
| 155 | JAGUAR LAND ROVER LAND ROVER LR2 | 1 | 2,921 | 0.3423 |
| 156 | BMW MINI COOPER | 24 | 70,328 | 0.3413 |
| 157 | TOYOTA LEXUS ES | 11 | 32,739 | 0.3360 |
| 158 | NISSAN CUBE | 2 | 6,021 | 0.3322 |
| 159 | AUDI AUDI A6 | 6 | 18,374 | 0.3265 |
| 160 | SUZUKI KIZASHI | 2 | 6,331 | 0.3159 |
| 161 | VOLVO XC60 | 5 | 16,144 | 0.3097 |
| 162 | TOYOTA SCION IQ | 3 | 9,744 | 0.3079 |
| 163 | TOYOTA PRIUS | 67 | 220,571 | 0.3038 |
| 164 | SUBARU OUTBACK WAGON | 29 | 97,633 | 0.2970 |
| 165 | HONDA CR-V | 68 | 230,293 | 0.2953 |
| 166 | TOYOTA LEXUS CT | 6 | 21,668 | 0.2769 |
| 167 | NISSAN INFINITI EX35 | 1 | 3,734 | 0.2678 |
| 168 | GENERAL MOTORS CADILLAC SRX | 18 | 67,705 | 0.2659 |
| 169 | GENERAL MOTORS BUICK VERANO | 8 | 32,639 | 0.2451 |
| 170 | HYUNDAI VERACRUZ | 2 | 8,560 | 0.2336 |
| 171 | HONDA FIT | 11 | 50,757 | 0.2167 |
| 172 | VOLKSWAGEN EOS | 2 | 11,140 | 0.1795 |
| 173 | FORD MOTOR CO TRANSIT CONNECT VAN | 7 | 43,125 | 0.1623 |
| 174 | HYUNDAI AZERA | 1 | 7,745 | 0.1291 |
| 175 | GENERAL MOTORS CHEVROLET VOLT | 2 | 18,355 | 0.1090 |
| 176 | ASTON MARTIN DB9 | 0 | 47 | 0.0000 |
| 177 | ASTON MARTIN DBS | 0 | 106 | 0.0000 |
| 178 | ASTON MARTIN RAPIDE | 0 | 210 | 0.0000 |
| 179 | ASTON MARTIN V12 VANTAGE | 0 | 85 | 0.0000 |
| 180 | ASTON MARTIN V8 VANTAGE | 0 | 306 | 0.0000 |
| 181 | ASTON MARTIN VIRAGE | 0 | 302 | 0.0000 |
| 182 | BMW M6 | 0 | 252 | 0.0000 |
| 183 | BMW Z4 | 0 | 2,203 | 0.0000 |
| 184 | ROLLS ROYCE GHOST | 0 | 764 | 0.0000 |
| 185 | ROLLS ROYCE PHANTOM | 0 | 53 | 0.0000 |
| 186 | FERRARI 458 | 0 | 685 | 0.0000 |
| 187 | FERRARI CALIFORNIA | 0 | 566 | 0.0000 |
| 188 | FERRARI FF | 0 | 259 | 0.0000 |
| 189 | MASERATI QUATTROPORTE | 0 | 519 | 0.0000 |
| 190 | CODA AUTOMOTIVE CODA | 0 | 115 | 0.0000 |
| 191 | SAAB 9-4X | 0 | 26 | 0.0000 |
| 192 | HONDA ACURA RL | 0 | 398 | 0.0000 |
| 193 | LOTUS EVORA | 0 | 146 | 0.0000 |
| 194 | MCLAREN MP4-12C | 0 | 697 | 0.0000 |
| 195 | MERCEDES-BENZ B-CLASS | 0 | 25 | 0.0000 |
| 196 | MERCEDES-BENZ SL-CLASS | 0 | 928 | 0.0000 |
| 197 | MERCEDES-BENZ SLS-CLASS | 0 | 1,275 | 0.0000 |
| 198 | NISSAN GT-R | 0 | 1,228 | 0.0000 |
| 199 | NISSAN LEAF | 0 | 11,460 | 0.0000 |
| 200 | PORSCHE BOXSTER | 0 | 754 | 0.0000 |
| 201 | PORSCHE CAYMAN | 0 | 1,022 | 0.0000 |
| 202 | SUZUKI EQUATOR PICKUP | 0 | 2,392 | 0.0000 |
| 203 | TESLA MODEL S | 0 | 2,952 | 0.0000 |
| 204 | TOYOTA LEXUS HS | 0 | 503 | 0.0000 |
| 205 | AUDI AUDI R8 | 0 | 1,272 | 0.0000 |
| 206 | AUDI AUDI TT | 0 | 2,259 | 0.0000 |
| 207 | BENTLEY MOTORS MULSANNE | 0 | 233 | 0.0000 |
| 208 | BUGATTI VEYRON | 0 | 5 | 0.0000 |
| 209 | LAMBORGHINI AVENTADOR COUPE | 0 | 252 | 0.0000 |
| 210 | LAMBORGHINI GALLARDO | 0 | 285 | 0.0000 |
| 211 | BYD E6 | 0 | 11 | 0.0000 |
| Theft rate per 1,000 vehicles produced = Total theft ÷ Total production × 1000 | | 12,172 | 10,777,418 | 1.1294 |

Under authority delegated in 49 CFR part 1.95.

R. Ryan Posten

Associate Administrator for Rulemaking.

[FR Doc. 2014-27885 Filed 11-24-14; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 622

[Docket No. 120815345-3525-02]

RIN 0648-XD628

Snapper-Grouper Fishery of the South Atlantic; 2014 Recreational Accountability Measure and Closure for Gray Triggerfish in the South Atlantic

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

ACTION: Temporary rule; closure.

SUMMARY: NMFS implements accountability measures (AMs) for recreational gray triggerfish in the exclusive economic zone (EEZ) of the South Atlantic. Because recreational landings for gray triggerfish in the 2013 fishing year exceeded the recreational annual catch limit (ACL) for the stock, NMFS monitored recreational landings in 2014 for a persistence in increased landings. Through this temporary rule, NMFS now closes the recreational sector for gray triggerfish in the South Atlantic EEZ on November 26, 2014, as NMFS has projected the recreational ACL to have been met for the 2014 fishing year. This closure is necessary to protect the gray triggerfish resource.

DATES: This rule is effective 12:01 a.m., local time, November 26, 2014, until 12:01 a.m., local time, January 1, 2015.

FOR FURTHER INFORMATION CONTACT: Catherine Hayslip, telephone: 727-824-5305, or email: catherine.hayslip@noaa.gov.

SUPPLEMENTARY INFORMATION: The snapper-grouper fishery of the South Atlantic, which includes gray triggerfish, is managed under the Fishery Management Plan for Snapper-Grouper Fishery of the South Atlantic Region (FMP). The FMP was prepared by the South Atlantic Fishery Management Council and is implemented under the authority of the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) by regulations at 50 CFR part 622.

The recreational ACL for gray triggerfish is 353,638 lb (160,407 kg), round weight. In accordance with regulations at 50 CFR 622.193(q)(2), if the recreational ACL is exceeded, the Assistant Administrator, NMFS (AA), will file a notification with the Office of the Federal Register to reduce the length of the following fishing season by the amount necessary to ensure landings do not exceed the recreational ACL in the following fishing year. In the 2013 fishing year, recreational landings were 373,983 lb (169,636 kg), round weight, and therefore, exceeded the recreational ACL by 20,345 lb (9,228 kg), round weight. NMFS received landings projections on November 12, 2014, that indicated the fishery has likely met the recreational ACL. Therefore, this temporary rule closes the recreational sector for gray triggerfish within the snapper-grouper fishery in 2014, effective 12:01 a.m., local time, November 26, 2014.

During the closure, the bag and possession limit for gray triggerfish in or from the South Atlantic EEZ is zero. The recreational sector for gray triggerfish will reopen on January 1, 2015, the beginning of the 2015 recreational fishing season. Upon reaching the commercial ACL, NMFS closed the commercial sector for gray triggerfish effective May 12, 2014 (79 FR 26375, May 8, 2014). Therefore, on November 26, 2014, no commercial or recreational harvest of gray triggerfish from the South Atlantic EEZ is permitted until January 1, 2015.

Classification

The Assistant Administrator (AA), Southeast Region, NMFS, has determined this temporary rule is necessary for the conservation and management of South Atlantic gray triggerfish within the South Atlantic snapper-grouper fishery and is consistent with the Magnuson-Stevens Act and other applicable laws.

This action is taken under 50 CFR 622.193(q)(2) and is exempt from review under Executive Order 12866.

These measures are exempt from the procedures of the Regulatory Flexibility Act because the temporary rule is issued without opportunity for prior notice and comment.

This action responds to the best scientific information available recently obtained from the fishery. The AA finds that the need to immediately implement this action to close the recreational sector for gray triggerfish constitutes good cause to waive the requirements to provide prior notice and opportunity for public comment pursuant to the authority set forth in 5 U.S.C. 553(b)(B), as such procedures are unnecessary and contrary to the public interest. Such procedures are unnecessary because the rule itself has been subject to notice and comment, and all that remains is to notify the public of the closure. Additionally, such procedures are contrary to the public interest because there is a need to immediately notify the public of the recreational closure for gray triggerfish for the 2014 fishing year, to prevent recreational harvest of gray triggerfish from further exceeding the ACL, which will help protect this resource in the South Atlantic.

For the aforementioned reasons, the AA also finds good cause to waive the 30-day delay in the effectiveness of this action under 5 U.S.C. 553(d)(3).

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

Dated: November 20, 2014.

Alan D. Risenhoover,

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

[FR Doc. 2014-27943 Filed 11-21-14; 11:15 am]

BILLING CODE 3510-22-P