

TABLE VI.—YEAR CODES FOR VIN—  
Continued

Year	Code
2005 .....	5
2006 .....	6
2007 .....	7
2008 .....	8
2009 .....	9
2010 .....	A
2011 .....	B
2012 .....	C
2013 .....	D

(2) The second character of the fourth section shall represent the plant of manufacture.

(3) The third through the eighth characters of the fourth section shall represent the number sequentially assigned by the manufacturer in the production process if the manufacturer produces 500 or more vehicles of its type annually. If the manufacturer produces less than 500 motor vehicles of its type annually, the third, fourth and fifth characters of the fourth section, combined with the three characters of the first section, shall uniquely identify the manufacturer, make and type of the motor vehicle and the sixth, seventh, and eighth characters of the fourth section shall represent the number sequentially assigned by the manufacturer in the production process.

#### § 565.7 Reporting requirements.

The information collection requirements contained in this part have been approved by the Office of Management and Budget under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2127-0510.

(a) The National Highway Traffic Safety Administration (NHTSA) has contracted with the Society of Automotive Engineers (SAE) to coordinate the assignment of manufacturer identifiers. Manufacturer identifiers will be supplied by SAE at no charge. All requests for assignments of manufacturer identifiers should be forwarded directly to: Society of Automotive Engineers, 400 Commonwealth Avenue, Warrendale, Pennsylvania 15096, Attention: WMI Coordinator. Any requests for identifiers submitted to NHTSA will be forwarded to SAE. Manufacturers may request a specific identifier or may request only assignment of an identifier(s). SAE will review requests for specific identifiers to determine that they do not conflict with an identifier already assigned or block of identifiers already reserved. SAE will confirm the assignments in writing to the requester. Once confirmed

by SAE, the identifier need not be resubmitted to NHTSA.

(b) Manufacturers of vehicles subject to this part shall submit, either directly or through an agent, the unique identifier for each make and type of vehicle it manufactures at least 60 days before affixing the first VIN using the identifier. Manufacturers whose unique identifier appears in the fourth section of the VIN shall also submit the three characters of the first section that constitutes a part of their identifier.

(c) Manufacturers of vehicles subject to the requirements of this part shall submit to NHTSA the information necessary to decipher the characters contained in its VINs. Amendments to this information shall be submitted to the agency for VINs containing an amended coding. The agency will not routinely provide written approvals of these submissions, but will contact the manufacturer should any corrections to these submissions be necessary.

(d) The information required under paragraph (c) of this section shall be submitted at least 60 days prior to offering for sale the first vehicle identified by a VIN containing that information, or if information concerning vehicle characteristics sufficient to specify the VIN code is unavailable to the manufacturer by that date, then within one week after that information first becomes available. The information shall be addressed to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590, Attention: VIN Coordinator.

#### PART 567—[AMENDED]

4. The authority citation for part 567 is revised to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166, 32502, 32504, 33101–33014, and 33109; delegation of authority at 49 CFR 1.50.

5. In § 567.4, paragraphs (k) introductory text and (l) are revised to read as follows:

#### § 567.4 Requirements for manufacturers of motor vehicles.

\* \* \* \* \*

(k) In the case of passenger cars admitted to the United States under 49 CFR part 592 to which the label required by this section has not been affixed by the original producer or assembler of the passenger car, a label meeting the requirements of this paragraph shall be affixed by the importer before the vehicle is imported into the United States, if the car is from a line listed in Appendix A of 49 CFR Part 541. This label shall be in addition

to, and not in place of, the label required by paragraphs (a) through (j), inclusive, of this section.

\* \* \* \* \*

(l)(1) In the case of a passenger car imported into the United States under 49 CFR 591.5(f) which does not have an identification number that complies with 49 CFR 565.4 (b), (c), and (g) at the time of importation, the Registered Importer shall permanently affix a label to the vehicle in such a manner that, unless the label is riveted, it cannot be removed without being destroyed or defaced. The label shall be in addition to the label required by paragraph (a) of this section, and shall be affixed to the vehicle in a location specified in paragraph (c) of this section.

(2) The label shall contain the following statement, in the English language, lettered in block capitals and numerals not less than 4 mm high, with the location on the vehicle of the original manufacturer's identification number provided in the blank: ORIGINAL MANUFACTURER'S IDENTIFICATION NUMBER SUBSTITUTING FOR U.S. VIN IS LOCATED \_\_\_\_\_.

#### PART 571—[AMENDED]

6. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

#### § 571.115 [Removed and Reserved]

7. Section 571.115 is removed, and reserved.

Issued on: May 31, 1996.

Ricardo Martinez,

Administrator.

[FR Doc. 96-14241 Filed 6-6-96; 8:45 am]

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#### Surface Transportation Board

#### 49 CFR Part 1039

[STB Ex Parte No. 550]

#### Removal of Obsolete Regulations Concerning Railroad Contracts

AGENCY: Surface Transportation Board.  
ACTION: Final rule.

SUMMARY: The Surface Transportation Board (the Board) is removing from the Code of Federal Regulations obsolete regulations exempting non-agricultural railroad transportation contracts from the contract filing requirement that previously applied to railroad contracts.  
EFFECTIVE DATE: January 1, 1996.

**FOR FURTHER INFORMATION CONTACT:** Beryl Gordon, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

**SUPPLEMENTARY INFORMATION:** Effective January 1, 1996, the ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (ICCTA) abolished the Interstate Commerce Commission (ICC) and established the Board within the Department of Transportation. Section 204(a) of the ICCTA provides that "[t]he Board shall promptly rescind all regulations established by the [ICC] that are based on provisions of law repealed and not substantively reenacted by this Act."

Prior to the ICCTA, the ICC had issued regulations governing rail contracts in 49 CFR part 1313, which included provisions for filing all such contracts pursuant to former 49 U.S.C. 10713(b)(1). The ICC had later exempted rail carriers from the contract filing requirement, except where the contract was for the transportation of agricultural commodities.<sup>1</sup> *Railroad Transportation Contracts*, 8 I.C.C.2d 730 (1992). The regulations codifying this exemption were placed at 49 CFR 1039.23.<sup>2</sup>

The ICCTA changed the underlying law governing railroad transportation contracts, which is now located at 49 U.S.C. 10709, in several important respects. As pertinent here, it eliminates

any regulation of non-agricultural contracts. Moreover, for agricultural contracts, new 49 U.S.C. 10709(d)(1) only requires a contract summary to be filed with the Board, and not the full contract.

In *Railroad Contracts*, STB Ex Parte No. 541 (STB served Mar. 26, 1996) (ANPR), published at 61 FR 13147, the Board issued an advance notice of proposed rulemaking soliciting comments from the transportation community as to appropriate regulations for administering new § 10709.<sup>3</sup> We noted that the regulations set forth at 49 CFR Part 1313 that implemented former § 10713 are not suitable for carrying out new § 10709. While we will soon be issuing proposed rules in response to comments responding to the ANPR, we see no need in the interim to continue the obsolete regulations in § 1039.23. Because there is no longer a statutory requirement for any contract filing, the exemption from filing contracts and contract amendments for non-agricultural commodities is unnecessary. Moreover, the statement in § 1039.23 that contracts must be filed for agricultural commodities is no longer true. We are therefore removing the now obsolete § 1039.23 regulations.

Because this action merely reflects, and is required by, the enactment of the ICCTA and will not have an adverse

effect on the interests of any person, this action will be deemed to be effective as of January 1, 1996.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

List of Subjects in 49 CFR Part 1039

Agricultural commodities, Intermodal transportation, Manufactured commodities, Railroads.

Decided: May 24, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,  
*Secretary.*

For the reasons set forth in the preamble and under the authority of 49 U.S.C. 721(a), title 49, chapter X, Part 1039 of the Code of Federal Regulations is amended as set forth below:

#### **PART 1039—EXEMPTIONS**

1. The authority citation for part 1039 continues to read as follows:

Authority: 5 U.S.C. 553 and 49 U.S.C. 721 and 10502.

##### **§ 1039.23 [Removed]**

2. Section 1039.23 is removed.

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**BILLING CODE 4915-00-P**

<sup>1</sup> Rail carriers were still required to file contract summaries for all their transportation contracts.

<sup>2</sup> Minor changes were also made to part 1313.

<sup>3</sup> The comment date was extended to May 28, 1996.