

THEFT RATES OF MODEL YEAR 1996 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 1996—Continued

	Manufacturer	Make/model (line)	Thefts 1996	Production (Mfr's) 1996	1996 (per 1,000 vehicles produced) theft rate
156 ...	FORD MOTOR CO	MERCURY GRAND MARQUIS	136	95,020	1.4313
157 ...	SUZUKI	X-90	7	4,907	1.4265
158 ...	GENERAL MOTORS	GMC SAFARI VAN	32	22,540	1.4197
159 ...	CHRYSLER CORP	CONCORDE	71	50,123	1.4165
160 ...	GENERAL MOTORS	CADILLAC SEVILLE	46	33,641	1.3674
161 ...	VOLKSWAGEN	PASSAT	25	18,770	1.3319
162 ...	GENERAL MOTORS	SATURN SL	273	210,472	1.2971
163 ...	JAGUAR	VANDEN PLAS	6	4,688	1.2799
164 ...	FORD MOTOR CO	AEROSTAR VAN	75	59,468	1.2612
165 ...	NISSAN	QUEST	56	45,543	1.2296
166 ...	GENERAL MOTORS	BUICK RIVIERA	20	17,389	1.1502
167 ...	GENERAL MOTORS	BUICK PARK AVENUE	53	47,008	1.1275
168 ...	MAZDA	MPV	16	14,595	1.0963
169 ...	VOLVO	960	20	18,266	1.0949
170 ...	CHRYSLER CORP	TOWN & COUNTRY MPV	113	105,993	1.0661
171 ...	KIA MOTORS	SPORTAGE	9	8,638	1.0419
172 ...	SUBARU	LEGACY	82	79,809	1.0275
173 ...	ISUZU	HOMBRE PICKUP TRUCK	13	12,993	1.0005
174 ...	ISUZU	OASIS	4	4,001	0.9998
175 ...	FORD MOTOR CO	MERCURY VILLAGER MPV	53	57,403	0.9233
176 ...	GENERAL MOTORS	OLDSMOBILE AURORA	20	22,349	0.8949
177 ...	FORD MOTOR CO	CROWN VICTORIA	95	108,250	0.8776
178 ...	CHRYSLER CORP.	CARAVAN ¹	1	1,140	0.8772
179 ...	SUBARU	IMPREZA	14	16,337	0.8570
180 ...	GENERAL MOTORS	SATURN SW	14	16,539	0.8465
181 ...	SAAB	SAAB 900	19	22,516	0.8438
182 ...	GENERAL MOTORS	CADILLAC FLEETWOOD	7	8,346	0.8387
183 ...	GENERAL MOTORS	BUICK FUNERAL COACH/HEARSE	1	1,457	0.6863
184 ...	GENERAL MOTORS	BUICK LESABRE	33	52,129	0.6330
185 ...	BMW	Z3	6	11,542	0.5198
186 ...	GENERAL MOTORS	BUICK ROADMASTER	11	21,495	0.5117
187 ...	HONDA	ODYSSEY	8	19,266	0.4152
188 ...	GENERAL MOTORS	OLDSMOBILE NINETY-EIGHT	5	14,383	0.3476
189 ...	AUDI	A6	3	9,269	0.3237
190 ...	FIAT	FERRARI F355	0	286	0.0000
191 ...	GENERAL MOTORS	GMC C1500 SIERRA PICKUP	0	5,912	0.0000
192 ...	GENERAL MOTORS	GMC G1500/2500 SAVANA VAN	0	2,113	0.0000
193 ...	GENERAL MOTORS	CHEVROLET G1500/2500 CHEVY VAN	0	9,271	0.0000
194 ...	GENERAL MOTORS	CHEVROLET C1500 PICKUP	0	14,441	0.0000
195 ...	GENERAL MOTORS	CADILLAC LIMOUSINE	0	1,598	0.0000
196 ...	JAGUAR	XJR	0	506	0.0000
197 ...	LAMBORGHINI	DB132/DIABLO	0	35	00.0000
198 ...	MITSUBISHI	PICKUP TRUCK	0	725	0.0000
199 ...	ROLLS-ROYCE	BENTLEY CONTINENTAL R	0	47	0.0000
200 ...	ROLLS-ROYCE	BENTLEY BROOKLANDS	0	87	0.0000
201 ...	ROLLS-ROYCE	BENTLEY AZURE	0	84	0.0000
202 ...	ROLLS-ROYCE	BENTLEY TURBO R/TURBO RL	0	66	0.0000
203 ...	SUBARU	SVX	0	852	0.0000
204 ...	VECTOR AEROMOTIVE	AVTECH SC/M12	0	11	0.0000

¹ Special production of vehicles for sale only in Puerto Rico under the Chrysler nameplate.

Issued on: June 25, 1998.

L. Robert Shelton,

Associate Administrator for Safety
Performance Standards.

[FR Doc. 98-17778 Filed 7-2-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-31 (Sub-No. 34X)]

Grand Trunk Western Railroad Incorporated—Abandonment Exemption—in Oakland County, MI

Grand Trunk Western Railroad Incorporated (GTW) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 0.73-mile line of its railroad on the Cass

City Subdivision between milepost 0.72 and milepost 1.25 in Oakland County, Pontiac, MI. The line traverses United States Postal Service Zip Code 48342.¹

GTW has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic that previously moved over the line can

¹ On June 24, 1998, GTW informed the Board that the actual mileage for the line is 0.53 instead of 0.73 as stated in its verified notice.

be rerouted over other GTW lines;² (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.*—

Abandonment—Goshen, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on August 5, 1998, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,³ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),⁴ and trail use/rail banking requests under 49 CFR 1152.29 must be filed by July 16, 1998. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by July 27, 1998, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Robert P. vom Eigen, Esq., Hopkins & Sutter, 888 Sixteenth Street, NW, Washington, DC 20006.

²In its environmental and historic reports, GTW stated that traffic has not moved over this line segment in "excess of one year" which conflicted with the certification in the notice of exemption. On June 24, 1998, GTW informed the Board that no traffic has moved over the line segment since October 1995.

³The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

⁴Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

GTW has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by July 10, 1998. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), GTW shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by GTW's filing of a notice of consummation by July 6, 1999, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: June 29, 1998.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 98-17802 Filed 7-2-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Customs Service

Announcement of Second Test of General Aviation Telephonic Entry (Gate II)

AGENCY: Customs Service, Treasury.
ACTION: General notice.

SUMMARY: This notice announces Customs plan to conduct a second general test to evaluate further the effectiveness of new operational procedures regarding the processing of aircraft by way of telephonic entry of certain pre-registered, passenger-carrying, general aviation aircraft flights entering the United States directly from Canada. This second test will expand the scope of participation to ports with one full-time inspector and will include

approved small charter/air taxi aircraft returning with crew members only. This notice invites public comments concerning any aspect of the test, informs interested members of the public of the eligibility requirements for voluntary participation in the test, and describes the basis on which Customs will select participants for the test.

EFFECTIVE DATES: Applications will be available and accepted at the Customs office located at the Detroit Metropolitan Airport beginning July 6, 1998. The test will commence no earlier than August 5, 1998, and will be evaluated after 1 year. Comments must be received on or before August 5, 1998.

ADDRESSES: Applications to participate in the program test are available from and should be mailed to the Detroit Metropolitan Airport: U.S. Customs Service, GATE Program Center, International Terminal, Detroit Metropolitan Airport, Detroit, Michigan 48242. Written comments regarding this notice should be addressed to: U.S. Customs Service, Passenger Process Owner, Passenger Operations Division, 1300 Pennsylvania Ave., NW, Room 5.4-D, Washington, DC 20229-0001.

FOR FURTHER INFORMATION CONTACT:
Priscilla Frink (202) 927-1323.

SUPPLEMENTARY INFORMATION:

Background

On November 4, 1996, Customs implemented the General Aviation Telephonic Entry (GATE) Program on a test basis to evaluate the effectiveness of a new operations procedure regarding the telephonic entry of certain pre-registered, passenger-carrying, general aviation aircraft flights entering the United States directly from Canada (see 61 FR 46902, dated September 5, 1996). The test was to last one year and the results evaluated. Although the initial test was to be open to all eligible flights along the northern border, because of personnel constraints and other matters, many flights could not participate in the GATE test.

Accordingly, because the evaluation of the initial test yielded only partial results and an analysis of the comments received showed a willingness to participate in GATE by the traveling community if only the program were more readily available, Customs has decided to conduct a second test of GATE. This second test will expand the scope of participation to ports with one full-time inspector and will allow approved small charter/air taxi aircraft returning with crew members only. Customs will implement the second test for not less than 1 year; however, the