

Flooding source(s)	Location of referenced elevation	*Elevation in feet (NGVD) +Elevation in feet (NAVD) # Depth in feet above ground Modified	Communities affected
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ADDRESSES

City of Brighton:

Maps are available for inspection at 22 South 4th Avenue, Brighton, Colorado 80601.

Send comments to the Honorable Jan Pawlowski, Mayor, City of Brighton, 22 South 4th Avenue, Brighton, Colorado 80601.

City of Commerce City:

Maps are available for inspection at 5291 East 60th Avenue, Commerce City, Colorado 80022.

Send comments to the Honorable Sean Ford, Mayor, City of Commerce City, 5291 East 60th Avenue, Commerce City, Colorado 80022.

City of Thornton:

Maps are available for inspection at Infrastructure Maintenance Center, 12450 Washington Street, Thornton, Colorado 80229.

Send comments to the Honorable Noel Busck, Mayor, City of Thornton, 9500 Civic Center Drive, Thornton, Colorado 80229.

Unincorporated Areas of Adams County:

Maps are available for inspection at 12200 North Pecos Street, Third Floor, Westminster, Colorado 80234.

Send comments to Commissioner Larry W. Pace, Chairman, Board of County Commissioners, 450 South 4th Avenue, Brighton, Colorado 80601.

(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance.")

Dated: September 26, 2006.

David I. Maurstad,

Director, Mitigation Division, Federal Emergency Management Agency, Department of Homeland Security.

[FR Doc. E6-16660 Filed 10-6-06; 8:45 am]

BILLING CODE 9110-12-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 541

[Docket No. NHTSA-2005-20278]

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) 2004 passenger motor vehicles that occurred in calendar year (CY) 2004. The final 2004 theft data indicate a decrease in the vehicle theft rate experienced in CY/MY 2004. The final theft rate for MY 2004 passenger vehicles stolen in calendar year 2004 (1.83 thefts per thousand vehicles) decreased by 0.54 percent from the theft rate for CY/MY 2003 (1.84 thefts per thousand vehicles) when compared to the theft rate experienced in CY/MY 2003. 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 2004, the most recent calendar year for which data are available.

In calculating the 2004 theft rates, NHTSA followed the same procedures it used in calculating the MY 2003 theft rates. (For 2003 theft data calculations, see 70 FR 46092, August 9, 2005). 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

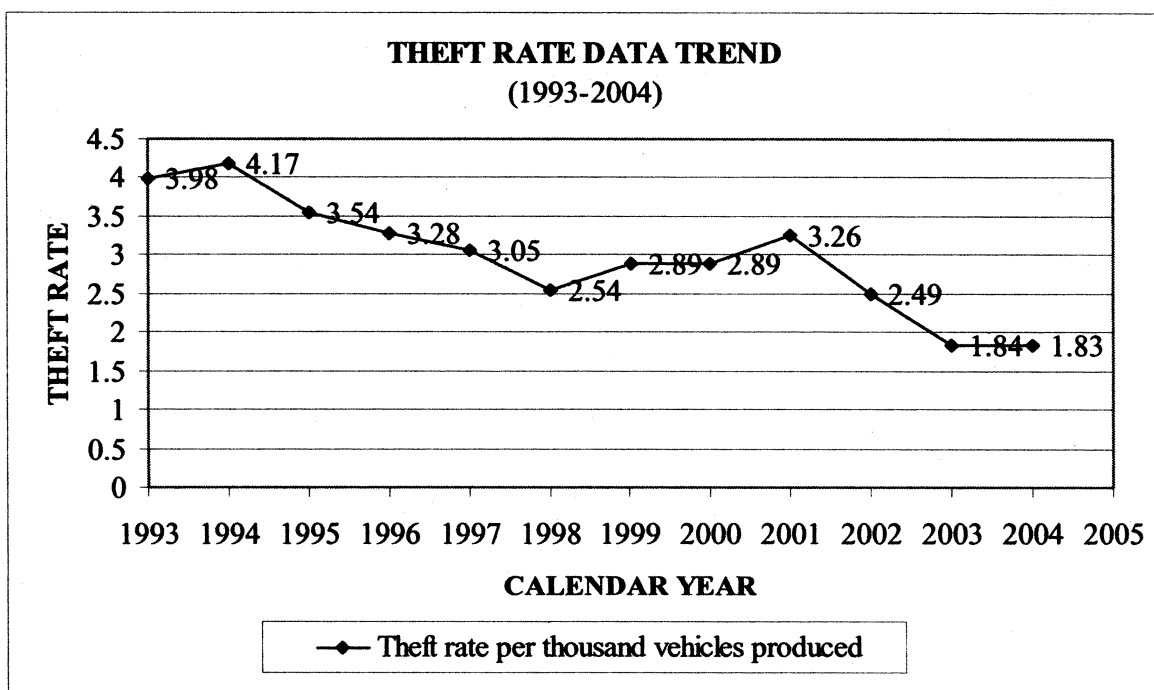
receives vehicle theft information from nearly 23,000 criminal justice agencies and other law enforcement authorities throughout the United States. The NCIC data also include reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.

The 2004 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 2004 vehicles of that line stolen during calendar year 2004 by the total number of vehicles in that line manufactured for MY 2004, as reported to the Environmental Protection Agency (EPA).

The final 2004 theft data show a decrease in the vehicle theft rate when compared to the theft rate experienced in CY/MY 2003. The final theft rate for MY 2004 passenger vehicles stolen in calendar year 2004 decreased to 1.83 thefts per thousand vehicles produced, a decrease of 0.54 percent from the rate of 1.84 thefts per thousand vehicles experienced by MY 2003 vehicles in CY 2003. For MY 2004 vehicles, out of a total of 230 vehicle lines, 22 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 22 vehicle lines with a theft rate higher than 3.5826, 20 are passenger car lines, one is a multipurpose passenger vehicle line, and one is a light-duty truck line.

The MY 2004 theft rate reduction is consistent with the general decreasing trend of theft rates over the past eleven years as indicated by Figure 1.

Figure 1.



The agency believes that the theft rate reduction could be the result of several factors including the increased use of standard antitheft devices (*i.e.*, immobilizers), vehicle partsmarking, increased and improved prosecution efforts by law enforcement organizations and, increased public awareness measures.

On Tuesday, May 2, 2006, NHTSA published the preliminary theft rates for CY 2004 passenger motor vehicles in the **Federal Register** (71 FR 25803). The agency tentatively ranked each of the MY 2004 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 Volkswagen of America, Inc. (VW). In its comments, VW informed the agency that the Lamborghini Gallardo and the Lamborghini L-140/141 are the same vehicle. The vehicles had been erroneously listed as two entries. The correct production volume and number of thefts were correctly reported under the Gallardo entry. Therefore, the L-140/141 entry has been deleted. Additionally, VW commented that the Lamborghini L-147/148 entry should be correctly listed as the Lamborghini Murcielago. The final theft data have

been revised to reflect these changes. Volkswagen also informed the agency that Rolls Royce was incorrectly listed as the manufacturer for the Arnage and Continental entries. The final theft data have been revised to reflect that Bentley is the manufacturer for the Arnage and the Continental vehicles.

The following list represents NHTSA's final calculation of theft rates for all 2004 passenger motor vehicle lines. This list is intended to inform the public of calendar year 2004 motor vehicle thefts of model year 2004 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 2004 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2004

Manufacturer	Make/model (line)	Thefts 2004	Production (Mfr's) 2004	2004 Theft rate (per 1,000 vehicles produced)
1. DAIMLERCHRYSLER	DODGE INTREPID	662	67,289	9.8382
2. TOYOTA	TUNDRA PICKUP	135	14,660	9.2087
3. DAIMLERCHRYSLER	DODGE STRATUS	1,047	140,248	7.4653
4. DAIMLERCHRYSLER	CHRYSLER SEBRING	525	90,897	5.7758
5. HONDA	ACURA NSX	1	198	5.0505
6. GENERAL MOTORS	OLDSMOBILE ALERO	346	69,534	4.9760
7. GENERAL MOTORS	CHEVROLET MALIBU CLASSIC	464	98,025	4.7335
8. DAIMLERCHRYSLER	CHRYSLER CONCORDE	108	2,879	4.7205
9. MITSUBISHI	DIAMANTE	19	4,135	4.5949
10. SUBARU	IMPREZA	177	8,806	4.5612
11. MITSUBISHI	MONTERO SPORT	24	5,414	4.4330
12. GENERAL MOTORS	CHEVROLET MONTE CARLO	268	62,391	4.2955

FINAL REPORT OF THEFT RATES FOR MODEL YEAR 2004 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR
2004—Continued

Manufacturer	Make/model (line)	Thefts 2004	Production (Mfr's) 2004	2004 Theft rate (per 1,000 vehicles produced)
13. DAIMLERCHRYSLER	DODGE NEON	498	117,601	4.2347
14. MITSUBISHI	ECLIPSE	74	17,682	4.1850
15. NISSAN	SENTRA	504	122,208	4.1241
16. FORD MOTOR CO.	FORD MUSTANG	541	135,734	3.9857
17. NISSAN	INFINITI Q45	4	1,006	3.9761
18. KIA	RIO	145	37,599	3.8565
19. DAIMLERCHRYSLER	CHRYSLER SEBRING CONVERTIBLE	248	64,442	3.8484
20. MITSUBISHI	GALANT	165	42,902	3.8460
21. GENERAL MOTORS	PONTIAC GRAND AM	639	171,925	3.7167
22. HYUNDAI	ACCENT	155	2,863	3.6162
23. MITSUBISHI	LANCER	140	42,776	3.2729
24. MITSUBISHI	ENDEAVOR	177	56,030	3.1590
25. GENERAL MOTORS	PONTIAC SUNFIRE	114	36,176	3.1513
26. NISSAN	ALTIMA	273	88,348	3.0901
27. GENERAL MOTORS	CHEVROLET CAVALIER	658	215,275	3.0566
28. TOYOTA	SCION XB	73	25,098	2.9086
29. KIA	OPTIMA	186	66,397	2.8013
30. FORD MOTOR CO.	FORD FOCUS	302	109,050	2.7694
31. GENERAL MOTORS	CHEVROLET IMPALA	743	269,733	2.7546
32. SUZUKI	VERONA	44	16,478	2.6702
33. BMW	7	43	16,245	2.6470
34. GENERAL MOTORS	CADILLAC SEVILLE	16	6,222	2.5715
35. ISUZU	RODEO	43	16,863	2.5500
36. NISSAN	MAXIMA	301	119,146	2.5263
37. TOYOTA	CELICA	21	8,483	2.4755
38. DAIMLERCHRYSLER	CHRYSLER PT CRUISER	255	104,558	2.4388
39. BMW	M3	21	8,632	2.4328
40. KIA	AMANTI	46	9,363	2.3757
41. GENERAL MOTORS	PONTIAC AZTEK	49	20,854	2.3497
42. FORD MOTOR CO.	FORD TAURUS	477	203,126	2.3483
43. MAZDA	6	176	75,843	2.3206
44. GENERAL MOTORS	CHEVROLET BLAZER S10/T10	116	50,855	2.2810
45. SUZUKI	FORENZA	57	25,032	2.2771
46. GENERAL MOTORS	PONTIAC GRAND PRIX	408	179,556	2.2723
47. FORD MOTOR CO.	LINCOLN TOWN CAR	125	55,227	2.2634
48. FORD MOTOR CO.	LINCOLN LS	66	29,344	2.2492
49. SUZUKI	AERIO	37	16,459	2.2480
50. MITSUBISHI	OUTLANDER	50	22,336	2.2385
51. TOYOTA	COROLLA	602	272,301	2.2108
52. GENERAL MOTORS	CHEVROLET CORVETTE	74	33,501	2.2089
53. KIA	SPECTRA	96	44,322	2.1660
54. NISSAN	350Z	87	40,255	2.1612
55. TOYOTA	LEXUS GS	21	9,756	2.1525
56. FORD MOTOR CO.	MERCURY SABLE	90	42,236	2.1309
57. TOYOTA	LEXUS IS	24	11,308	2.1224
58. FERRARI	360	2	950	2.1053
59. MERCEDES-BENZ	170 (SLK-CLASS)	8	3,836	2.0855
60. DAIMLERCHRYSLER	CHRYSLER PACIFICA	192	98,340	1.9524
61. DAIMLERCHRYSLER	JEEP GRAND CHEROKEE	617	317,381	1.9440
62. HONDA	ACURA RSX	39	20,280	1.9231
63. DAIMLERCHRYSLER	DODGE DAKOTA PICKUP	62	32,355	1.9162
64. FORD MOTOR CO.	FORD CROWN VICTORIA	63	32,977	1.9104
65. DAIMLERCHRYSLER	DODGE CARAVAN/GRAND CARAVAN	162	84,965	1.9067
66. GENERAL MOTORS	PONTIAC BONNEVILLE	40	21,163	1.8901
67. HYUNDAI	ELANTRA	196	103,787	1.8885
68. BMW	6	11	5,870	1.8739
69. JAGUAR	XJR	4	2,179	1.8357
70. GENERAL MOTORS	GMC CANYON PICKUP	39	21,402	1.8223
71. MAZDA	RX-8	64	35,147	1.8209
72. GENERAL MOTORS	BUICK RENDEZVOUS	123	68,043	1.8077
73. JAGUAR	XKR	1	557	1.7953
74. DAIMLERCHRYSLER	JEEP LIBERTY	305	173,128	1.7617
75. FORD MOTOR CO.	FORD EXPLORER	515	294,622	1.7480
76. VOLKSWAGEN	PHAETON	4	2,326	1.7197
77. MERCEDES-BENZ	129 (SL-CLASS)	20	11,928	1.6767
78. NISSAN	INFINITI FX35	44	26,531	1.6584
79. DAIMLERCHRYSLER	CHRYSLER 300M	34	20,836	1.6318
80. TOYOTA	TACOMA PICKUP	259	159,348	1.6254

FINAL REPORT OF THEFT RATES FOR MODEL YEAR 2004 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2004—Continued

Manufacturer	Make/model (line)	Thefts 2004	Production (Mfr's) 2004	2004 Theft rate (per 1,000 vehicles produced)
81. VOLKSWAGEN	R32	8	5,017	1.5946
82. NISSAN	INFINITI G35	139	87,780	1.5835
83. HYUNDAI	TIBURON	33	20,977	1.5732
84. GENERAL MOTORS	CHEVROLET TRACKER	24	15,276	1.5711
85. HYUNDAI	SONATA	158	101,774	1.5525
86. MERCEDES-BENZ	208 (CLK-CLASS)	31	20,013	1.5490
87. GENERAL MOTORS	BUICK CENTURY	84	54,706	1.5355
88. GENERAL MOTORS	CADILLAC DEVILLE	111	73,274	1.5149
89. FORD MOTOR CO.	FORD THUNDERBIRD	19	12,577	1.5107
90. TOYOTA	MATRIX	91	60,311	1.5088
91. VOLVO	S40	34	22,616	1.5034
92. GENERAL MOTORS	CHEVROLET TRAILBLAZER	308	209,348	1.4712
93. HONDA	S2000	11	7,511	1.4645
94. DAIMLERCHRYSLER	DODGE VIPER	3	2,065	1.4528
95. DAIMLERCHRYSLER	JEEP WRANGLER	132	91,631	1.4406
96. LAMBORGHINI	GALLARDO	1	697	1.4347
97. TOYOTA	CAMRY/SOLARA	532	373,268	1.4252
98. TOYOTA	LEXUS SC	14	9,905	1.4134
99. MAZDA	MX-5 MIATA	12	8,620	1.3921
100. GENERAL MOTORS	GMC ENVOY	114	83,013	1.3733
101. MAZDA	3	104	75,915	1.3700
102. JAGUAR	XJ8	15	11,048	1.3577
103. GENERAL MOTORS	GMC SAFARI VAN	6	4,428	1.3550
104. VOLVO	V40	4	2,963	1.3500
105. HONDA	CIVIC	390	289,347	1.3479
106. GENERAL MOTORS	CHEVROLET ASTRO VAN	28	20,892	1.3402
107. JAGUAR	S-TYPE	10	7,469	1.3389
108. GENERAL MOTORS	CHEVROLET AVEO	92	68,741	1.3384
109. KIA	SORENTO	63	47,404	1.3290
110. GENERAL MOTORS	CHEVROLET MALIBU	127	96,605	1.3146
111. FORD MOTOR CO.	FORD EXPLORER SPORT TRAC	79	60,166	1.3130
112. NISSAN	FRONTIER PICKUP	100	77,079	1.2974
113. GENERAL MOTORS	BUICK PARK AVENUE	22	16,985	1.2953
114. SUZUKI	VITARA/GRAND VITARA	44	34,227	1.2855
115. DAIMLERCHRYSLER	CHRYSLER CROSSFIRE	22	17,345	1.2684
116. AUDI	A4/A4 QUATTRO/S4/S4 AVANT	59	46,660	1.2645
117. GENERAL MOTORS	BUICK REGAL	24	18,983	1.2643
118. FORD MOTOR CO.	FORD ESCAPE	133	106,309	1.2511
119. MERCEDES-BENZ	203 (C-CLASS)	64	51,630	1.2396
120. TOYOTA	SCION XA	18	14,753	1.2201
121. NISSAN	INFINITI QX56	15	12,296	1.2199
122. JAGUAR	X-TYPE	30	24,693	1.2149
123. VOLVO	S60	50	41,804	1.1961
124. ISUZU	AXIOM	4	3,347	1.1951
125. HONDA	ACCORD	448	376,680	1.1893
126. NISSAN	INFINITI M45	2	1,687	1.1855
127. VOLKSWAGEN	JETTA	109	92,979	1.1723
128. GENERAL MOTORS	CHEVROLET COLORADO	109	93,411	1.1669
129. FORD MOTOR CO.	MERCURY GRAND MARQUIS	104	89,130	1.1668
130. GENERAL MOTORS	SATURN ION	141	121,109	1.1642
131. MAZDA	MPV VAN	26	22,346	1.1635
132. VOLVO	S80	23	19,802	1.1615
133. GENERAL MOTORS	PONTIAC MONTANA VAN	35	30,277	1.1560
134. HYUNDAI	XG300	27	24,262	1.1129
135. TOYOTA	4RUNNER	135	122,034	1.1062
136. MERCEDES-BENZ	220 (S-CLASS)	18	16,416	1.0965
137. GENERAL MOTORS	PONTIAC GTO	13	12,044	1.0794
138. HONDA	ACURA TSX	50	46,494	1.0754
139. ISUZU	ASCENDER	8	7,455	1.0731
140. NISSAN	XTERRA	90	84,478	1.0654
141. PORSCHE	911	10	9,546	1.0476
142. AUDI	A8	8	7,654	1.0452
143. LAND ROVER	FREELANDER	5	4,795	1.0428
144. GENERAL MOTORS	PONTIAC VIBE	65	62,365	1.0423
145. BMW	3	106	103,092	1.0282
146. FORD MOTOR CO.	MERCURY MOUNTAINEER	52	50,580	1.0281
147. VOLKSWAGEN	GOLF/GTI	20	20,043	0.9979
148. FORD MOTOR CO.	FORD FREESTAR	104	105,280	0.9878

FINAL REPORT OF THEFT RATES FOR MODEL YEAR 2004 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR
2004—Continued

Manufacturer	Make/model (line)	Thefts 2004	Production (Mfr's) 2004	2004 Theft rate (per 1,000 vehicles produced)
149. TOYOTA	MR2 SPYDER	1	1,023	0.9775
150. GENERAL MOTORS	BUICK LESABRE	117	119,742	0.9771
151. MERCEDES-BENZ	215 (CL-CLASS)	2	2,125	0.9412
152. KIA	SEDONA VAN	50	53,140	0.9409
153. BMW	5	45	48,009	0.9373
154. PORSCHE	BOXSTER	4	4,417	0.9056
155. HONDA	ACURA 3.2 TL	67	75,026	0.8930
156. TOYOTA	LEXUS LS	28	31,881	0.8783
157. DAIMLERCHRYSLER	CHRYSLER TOWN & COUNTRY (MPV)	49	56,361	0.8694
158. GENERAL MOTORS	CHEVROLET VENTURE VAN	66	76,777	0.8596
159. NISSAN	MURANO	55	64,280	0.8556
160. MERCEDES-BENZ	210 (E-CLASS)	39	45,602	0.8552
161. HONDA	ACURA 3.5 RL	7	8,341	0.8392
162. BMW	Z4	11	13,171	0.8352
163. MAZDA	TRIBUTE	25	30,524	0.8190
164. NISSAN	PATHFINDER	23	28,387	0.8102
165. TOYOTA	RAV4	62	77,643	0.7985
166. FORD MOTOR CO.	FORD RANGER PICKUP	136	172,566	0.7881
167. GENERAL MOTORS	CADILLAC SRX	24	30,811	0.7789
168. GENERAL MOTORS	CADILLAC XLR	3	3,857	0.7778
169. GENERAL MOTORS	CADILLAC CTS	43	55,984	0.7681
170. GENERAL MOTORS	CHEVROLET S10/T10 PICKUP	9	12,111	0.7431
171. GENERAL MOTORS	OLDSMOBILE SILHOUETTE VAN	7	9,420	0.7431
172. HONDA	ACURA MDX	45	62,397	0.7212
173. GENERAL MOTORS	SATURN LS	13	18,185	0.7149
174. AUDI	ALLROAD QUATTRO	4	5,675	0.7048
175. TOYOTA	ECHO	4	5,697	0.7021
176. TOYOTA	LEXUS RX	101	146,431	0.6897
177. VOLKSWAGEN	PASSAT	48	70,878	0.6772
178. VOLKSWAGEN	NEW BEETLE	30	44,896	0.6682
179. TOYOTA	HIGHLANDER	82	123,726	0.6628
180. HYUNDAI	SANTA FE	86	130,385	0.6596
181. VOLVO	C70	5	7,731	0.6467
182. TOYOTA	LEXUS ES	45	70,774	0.6358
183. AUDI	A6/A6 QUATTRO/S6/S6 AVANT	10	15,885	0.6295
184. GENERAL MOTORS	GMC SONOMA PICKUP	2	3,190	0.6270
185. NISSAN	QUEST VAN	40	63,930	0.6257
186. MAZDA	B SERIES PICKUP	6	9,766	0.6144
187. HONDA	ELEMENT	34	56,002	0.6071
188. BMW	X3	20	33,586	0.5955
189. VOLVO	XC90	31	53,323	0.5814
190. TOYOTA	LEXUS GX	25	43,789	0.5709
191. JAGUAR	VANDEN PLAS/SUPER V8	2	3,712	0.5388
192. NISSAN	INFINITI FX45	2	3,762	0.5316
193. HONDA	ODYSSEY VAN	66	132,919	0.4965
194. TOYOTA	AVALON	25	50,663	0.4935
195. TOYOTA	SIENNA VAN	106	220,314	0.4811
196. NISSAN	INFINITI I35	6	12,840	0.4673
197. SUBARU	LEGACY/OUTBACK	28	61,160	0.4578
198. VOLVO	V70	7	15,335	0.4565
199. GENERAL MOTORS	SATURN VUE	42	92,536	0.4539
200. SUBARU	BAJA	1	2,208	0.4529
201. GENERAL MOTORS	SATURN LW	1	2,226	0.4492
202. GENERAL MOTORS	CHEVROLET MALIBU MAXX	16	35,760	0.4474
203. HONDA	CR-V	65	153,562	0.4233
204. TOYOTA	PRIUS	20	47,970	0.4169
205. HONDA	PILOT	50	135,591	0.3688
206. VOLVO	XC70	9	24,528	0.3669
207. BMW	MINI COOPER	11	31,126	0.3534
208. SUBARU	FORESTER	22	62,733	0.3507
209. AUDI	TT	2	5,889	0.3396
210. SAAB	9-3	10	29,534	0.3386
211. GENERAL MOTORS	OLDSMOBILE BRAVADA	1	3,475	0.2878
212. SAAB	9-5	2	10,101	0.1980
213. GENERAL MOTORS	BUICK RAINIER	4	28,987	0.1380
214. FORD MOTOR CO.	MERCURY MONTEREY	2	20,632	0.0969
215. ASTON MARTIN	VANQUISH	0	79	0.0000
216. FERRARI	575M	0	127	0.0000

FINAL REPORT OF THEFT RATES FOR MODEL YEAR 2004 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2004—Continued

Manufacturer	Make/model (line)	Thefts 2004	Production (Mfr's) 2004	2004 Theft rate (per 1,000 vehicles produced)
217. FERRARI	CHALLENGE	0	328	0.0000
218. FORD MOTOR CO.	MERCURY MARAUDER	0	3,177	0.0000
219. GENERAL MOTORS	CADILLAC FUNERAL COACH/HEARSE	0	973	0.0000
220. GENERAL MOTORS	CADILLAC LIMOUSINE	0	778	0.0000
221. HONDA	INSIGHT	0	543	0.0000
222. JAGUAR	XK8	0	981	0.0000
223. LAMBORGHINI	MURCIELAGO	0	121	0.0000
224. LOTUS	ESPRIT	0	39	0.0000
225. MASERATI	COUPE/SPYDER	0	793	0.0000
226. QUANTUM TECH.	CHEVROLET CAVALIER	0	391	0.0000
227. BENTLEY	ARNAGE	0	165	0.0000
228. BENTLEY	CONTINENTAL	0	737	0.0000
229. ROLLS ROYCE	PHANTOM	0	489	0.0000
230. SAAB	9-7X	0	1,998	0.0000

Issued on: September 29, 2006.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. E6-16687 Filed 10-6-06; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 660

[Docket No. 051014263-6028-03; I.D. 100206A]

Fisheries off West Coast States; Pacific Coast Groundfish Pacific Coast Groundfish Fishery; End of the Pacific Whiting Primary Season for the Mothership Sector

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

ACTION: Fishing restrictions; request for comments.

SUMMARY: NMFS announces the end of the 2006 Pacific Whiting (whiting) Primary Season for the mothership sector at 9 p.m. local time (l.t.) September 29, 2006, because the allocation for the mothership sector is projected to be reached by that time. This action is intended to keep the harvest of whiting within the 2006 allocation levels.

DATES: Effective from 9 p.m. l.t. September 29, 2006, until the start of the 2007 primary season for the mothership sector, unless modified, superseded or rescinded. Comments will be accepted through October 25, 2006.

ADDRESSES: You may submit comments, identified by 051014263-6028-03, by any of the following methods:

- E-mail:

WhitingMPclosure06.nwr@noaa.gov

Include 051014263-6028-03 in the subject line of the message.

- Federal eRulemaking Portal: *http://www.regulations.gov*. Follow the instructions for submitting comments.

- Fax: 206-526-6736, Attn: Becky Renko.

- Mail: D. Robert Lohn, Administrator, Northwest Region, NMFS, 7600 Sand Point Way NE, Seattle, WA 98115-0070, Attn: Becky Renko.

FOR FURTHER INFORMATION CONTACT: Becky Renko at 206-526-6110.

SUPPLEMENTARY INFORMATION: This action is authorized by regulations implementing the Pacific Coast Groundfish Fishery Management Plan (FMP), which governs the groundfish fishery off Washington, Oregon, and California.

The regulations at 50 CFR 660.323(a) establish separate allocations for the catcher/processor, mothership, and shore-based sectors of the whiting fishery. For 2006, the 232,069-mt commercial harvest guideline for whiting is divided with the catcher/processor sector receiving 78,903 mt (34 percent); the mothership sector receiving 55,696 mt (24 percent); and the shore-based sector receiving 97,469 mt (42 percent).

Regulations at 50 CFR 660.373(b) describe the primary season for each sector. For mothership processors, the primary season is the period when at-sea processing is allowed and the fishery is open for catcher vessels that harvest whiting for the mothership sector. When each sector's allocation is

reached, the primary season for that sector is ended.

NMFS Action

This action announces achievement of the allocation for the mothership sector only. The best available information on September 29, 2006, indicated that the mothership allocation would be reached by 9 p.m. l.t. September 29, 2006, at which time the primary season for the mothership sector ends.

For the reasons stated here and in accordance with the regulations at 50 CFR 660.323(b), NMFS herein announces that, effective 9 p.m. l.t. September 29, 2006, further receiving or at-sea processing of whiting by a mothership is prohibited. No additional unprocessed whiting may be brought on board after at-sea processing is prohibited, but a mothership may continue to process whiting that was on board before at-sea processing was prohibited, and whiting may not be taken and retained, possessed, or landed by a catcher vessel participating in the mothership sector.

Classification

This action is authorized by the regulations implementing the FMP. The determination to take this action is based on the most recent data available. The Assistant Administrator for Fisheries, NMFS, finds good cause to waive the requirement to provide prior notice and opportunity for comment on this action pursuant to 5 U.S.C. 553 (3)(b)(B), because providing prior notice and comment opportunity would be impracticable. It would be impracticable because if this closure were delayed in order to provide notice and comment, the fishery would be expected to greatly exceed the mothership sector allocation.