Transmit (receive) (MHz)				Receive (transmit) (MHz)
*	*	*	*	*
22225				23425
22275				23475
*	*	*	*	*

[2] These frequencies may be assigned to low power systems, as defined in paragraph (8) of this section.

[FR Doc. 2017–12826 Filed 6–20–17; 8:45 am]

BILLING CODE 6712–01–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 541

[Docket No. NHTSA–2016–0073]

Final Theft Data; Motor Vehicle Theft Prevention Standard

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

ACTION: Publication of 2014 final theft data.

SUMMARY: This document publishes the final data on thefts of model year (MY) 2014 passenger motor vehicles that occurred in calendar year (CY) 2014, including theft rates for existing passenger motor vehicle lines manufactured in model year (MY) 2014.

DATES: *Effective date:* June 21, 2017.

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 2014, the most recent calendar year for which data are available.

In calculating the 2014 theft rates, NHTSA followed the same procedures it used in calculating the MY 2013 theft rates. (For 2013 theft data calculations, see 80 FR 72929, November 23, 2015). 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.

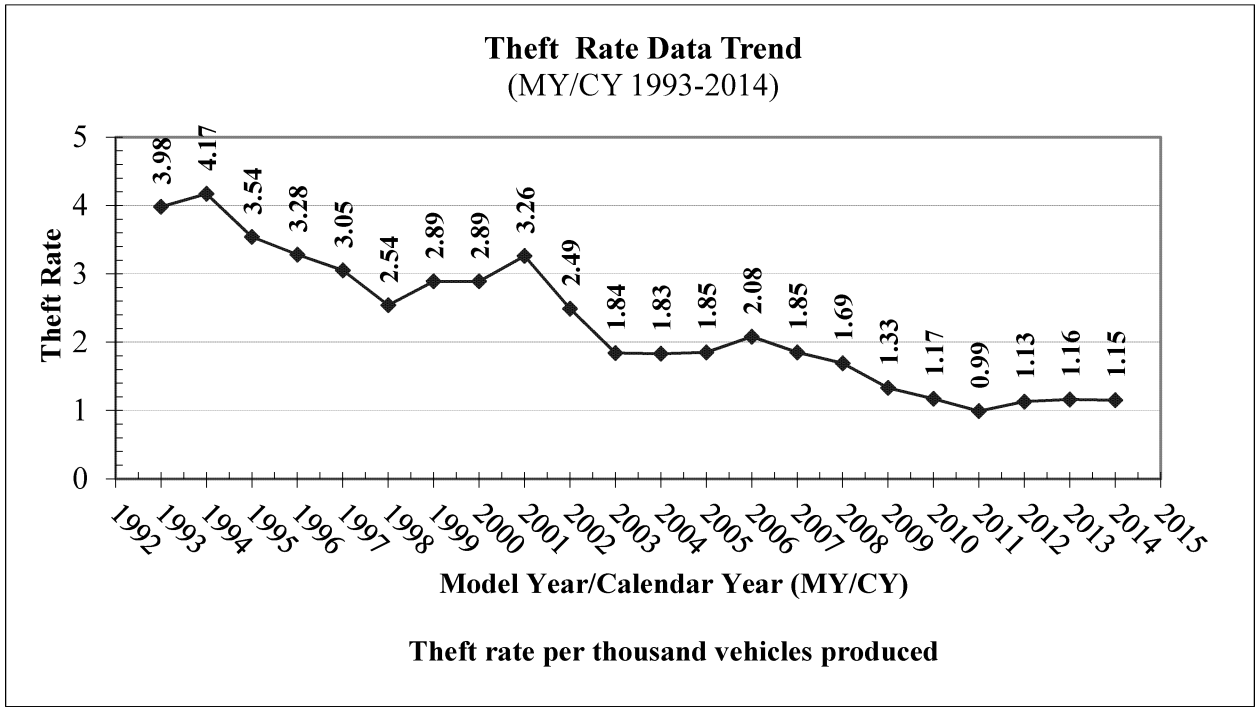
The 2014 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 2014 vehicles of that line stolen during calendar year 2014 by the total number of vehicles in that line manufactured for MY 2014, as reported to the Environmental Protection Agency (EPA).

The final 2014 theft data show a slight decrease in the vehicle theft rate when compared to the theft rate experienced in MY/CY 2013. The final theft rate for MY 2014 passenger vehicles stolen in calendar year 2014 decreased to 1.1512 thefts per thousand vehicles produced, a decrease of 0.43 percent from the rate of 1.1562 thefts per thousand vehicles experienced by MY 2013 vehicles in CY 2013.

For MY 2014 vehicles, out of a total of 235 vehicle lines, five 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 five vehicle lines with a theft rate higher than 3.5826, four are passenger car lines, one is a multipurpose passenger vehicle line, and none are light-duty truck lines.

The MY 2014 theft rate reduction is consistent with the general decreasing trend of theft rates over the past several years as indicated by Figure 1. A statistical compilation of stolen vehicle data from various vehicle theft monitoring agencies show that passenger motor vehicle theft is trending downward. A similar decreasing trend in vehicle thefts was reported in the FBI 2014 Uniform Crime Report showing a 1.5% reduction in motor vehicle thefts (automobiles, trucks, buses and other vehicles) from 2013 to 2014. Overall, as indicated by Figure 1, theft rates have continued to show a downward trend since MY/CY 1993, with periods of very moderate increases from one year to the next.

Figure 1: Theft Rate Data Trend (MY/CY 1993-2014)



On Tuesday, September 20, 2016, NHTSA published the preliminary theft rates for CY 2014 passenger motor vehicles in the **Federal Register** (80 FR 46930). The agency tentatively ranked each of the MY 2014 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. As a result of the adjustments, some of the final theft rates and rankings of vehicle lines changed from those published in the September 2015 notice. The agency received a written comment from Volkswagen Group of America, Inc. (Volkswagen).

In its comment, Volkswagen informed the agency that the production volume listed for the Volkswagen Tiguan was incorrect. In response to this comment, the production volume for the Volkswagen has been corrected and the final theft data has been revised accordingly. As a result of the correction, the Volkswagen Tiguan previously ranked No. 38 with a theft rate of 1.7563 is now ranked No. 99 with a theft rate of 0.8068.

Further review of the preliminary theft list revealed that the numbering sequence of the vehicle lines was incorrect. Specifically, the listing erroneously omitted the sequence row for vehicle No. 234. The final theft data has been revised to reflect the correct numbering sequence. As a result of the changes in the numbering sequence, the theft data reflects 235 vehicles instead of 236 vehicles for MY 2014.

The following list represents NHTSA's final calculation of theft rates for all 2014 passenger motor vehicle lines. This list is intended to inform the public of calendar year 2014 motor vehicle thefts of model year 2014 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 2014 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2014

	Manufacturer	Make/Model (line)	Thefts MY/CY 2014	Production (Mfr's) MY 2014	MY/CY 2014 Theft Rate (per 1,000 vehicles produced)
1	NISSAN	INFINITI Q70	8	1233	6.4882
2	CHRYSLER	DODGE CHARGER	509	106664	4.7720
3	MERCEDES-BENZ	SLS-CLASS	1	223	4.4843
4	NISSAN	INFINITI QX70	16	3776	4.2373
5	CHRYSLER	200	241	59627	4.0418
6	GENERAL MOTORS	CHEVROLET CAPTIVA	175	49045	3.5682
7	TOYOTA	YARIS	86	24524	3.5068
8	GENERAL MOTORS	CHEVROLET IMPALA	623	186586	3.3389
9	GENERAL MOTORS	CHEVROLET CAMARO	295	89358	3.3013
10	CHRYSLER	DODGE CHALLENGER	167	50811	3.2867
11	CHRYSLER	DODGE AVENGER	220	68355	3.2185
12	VOLVO	S80	2	677	2.9542
13	MAZDA	MAZDA2	46	15952	2.8837
14	BMW	7	28	9818	2.8519
15	PORSCHE	PANAMERA	19	6895	2.7556
16	AUDI	AUDI S8	2	744	2.6882
17	KIA	RIO	77	30113	2.5570
18	FORD MOTOR CO	MUSTANG	307	120845	2.5404
19	GENERAL MOTORS	CHEVROLET SS	7	2826	2.4770
20	CHRYSLER	300	167	69884	2.3897
21	NISSAN	VERSA	354	149584	2.3666
22	NISSAN	MAXIMA	176	75620	2.3274
23	NISSAN	ALTIMA	597	281443	2.1212
24	MERCEDES-BENZ	S-CLASS	30	14442	2.0773
25	HYUNDAI	ACCENT	136	66013	2.0602
26	GENERAL MOTORS	CHEVROLET SONIC	171	83217	2.0549
27	BMW	6	15	7346	2.0419
28	NISSAN	INFINITI Q50/Q60	117	57334	2.0407
29	MAZDA	MAZDA5	23	11289	2.0374
30	NISSAN	CUBE	7	3436	2.0373
31	GENERAL MOTORS	CHEVROLET MALIBU	317	156086	2.0309
32	KIA	OPTIMA	222	109954	2.0190

	Manufacturer	Make/Model (line)	Thefts MY/CY 2014	Production (Mfr's) MY 2014	MY/CY 2014 Theft Rate (per 1,000 vehicles produced)
33	KIA	FORTE	174	87825	1.9812
34	VOLVO	XC90	4	2076	1.9268
35	GENERAL MOTORS	BUICK REGAL	37	19340	1.9131
36	MITSUBISHI	LANCER	39	21571	1.8080
37	GENERAL MOTORS	BUICK LACROSSE	83	46951	1.7678
38	FERRARI	458	2	1150	1.7391
39	NISSAN	XTERRA	21	12525	1.6766
40	TOYOTA	SCION FR-S	15	9019	1.6632
41	AUDI	AUDI TT	2	1221	1.6380
42	HYUNDAI	SONATA	230	143998	1.5972
43	TOYOTA	CAMRY	741	466187	1.5895
44	AUDI	AUDI S7	2	1281	1.5613
45	BENTLEY MOTORS	FLYING SPUR	2	1329	1.5049
46	FORD MOTOR CO	FIESTA	113	75291	1.5008
47	AUDI	AUDI A8	7	4830	1.4493
48	VOLKSWAGEN	GOLF	10	6914	1.4463
49	HYUNDAI	ELANTRA	218	151185	1.4419
50	GENERAL MOTORS	CHEVROLET SPARK	73	50921	1.4336
51	FORD MOTOR CO	FUSION	446	313391	1.4231
52	GENERAL MOTORS	CADILLAC XTS	43	30282	1.4200
53	AUDI	AUDI A7	10	7046	1.4192
54	VOLKSWAGEN	JETTA	259	182896	1.4161
55	FORD MOTOR CO	TAURUS	82	58103	1.4113
56	TOYOTA	SCION TC	29	20680	1.4023
57	TOYOTA	COROLLA	466	335224	1.3901
58	GENERAL MOTORS	CHEVROLET CRUZE	476	345204	1.3789
59	MITSUBISHI	MIRAGE	29	21149	1.3712
60	FORD MOTOR CO	LINCOLN MKS	15	11132	1.3475
61	CHRYSLER	DODGE JOURNEY	122	91151	1.3384
62	NISSAN	SENTRA	273	211339	1.2918
63	NISSAN	FRONTIER PICKUP TRUCK	78	62847	1.2411
64	KIA	SORENTO	138	112099	1.2311
65	CHRYSLER	JEEP COMPASS	109	89264	1.2211

	Manufacturer	Make/Model (line)	Thefts MY/CY 2014	Production (Mfr's) MY 2014	MY/CY 2014 Theft Rate (per 1,000 vehicles produced)
66	BMW	M6	3	2466	1.2165
67	FORD MOTOR CO	LINCOLN MKZ	39	32303	1.2073
68	NISSAN	INFINITI QX60	47	39331	1.1950
69	SUBARU	TRIBECA	1	843	1.1862
70	KIA	SOUL	153	129110	1.1850
71	CHRYSLER	JEEP PATRIOT	155	130916	1.1840
72	MERCEDES-BENZ	C- CLASS	81	69728	1.1617
73	VOLKSWAGEN	BEETLE	31	27710	1.1187
74	GENERAL MOTORS	CADILLAC ATS	40	36424	1.0982
75	BMW	M5	2	1834	1.0905
76	MERCEDES-BENZ	SL-CLASS	5	4599	1.0872
77	FORD MOTOR CO	FOCUS	351	329577	1.0650
78	TOYOTA	LEXUS IS	48	45439	1.0564
79	KIA	CADENZA	18	18234	0.9872
80	VOLKSWAGEN	PASSAT	100	102115	0.9793
81	AUDI	AUDI RS7	1	1029	0.9718
82	GENERAL MOTORS	BUICK VERANO	44	45394	0.9693
83	KIA	SPORTAGE	33	34501	0.9565
84	NISSAN	INFINITI QX50	1	1097	0.9116
85	BMW	3	93	102723	0.9053
86	FIAT	500	35	38990	0.8977
87	AUDI	AUDI R8	1	1115	0.8969
88	BMW	5	48	53784	0.8925
89	HYUNDAI	VELOSTER	17	19203	0.8853
90	MASERATI	QUATTROPORTE	4	4523	0.8844
91	TOYOTA	LEXUS GS	18	20420	0.8815
92	VOLKSWAGEN	EOS	3	3409	0.8800
93	HYUNDAI	GENESIS	10	11605	0.8617
94	CHRYSLER	DODGE DART	45	52715	0.8536
95	SUBARU	BRZ	5	5893	0.8485
96	GENERAL MOTORS	CADILLAC SRX	44	51882	0.8481
97	VOLVO	XC60	8	9777	0.8182
98	HYUNDAI	AZERA	6	7406	0.8102

	Manufacturer	Make/Model (line)	Thefts MY/CY 2014	Production (Mfr's) MY 2014	MY/CY 2014 Theft Rate (per 1,000 vehicles produced)
99	VOLKSWAGEN	TIGUAN	21	26030	0.8068
100	BMW	4	23	28602	0.8041
101	FORD MOTOR CO	FLEX	21	26116	0.8041
102	VOLKSWAGEN	GTI	4	5082	0.7871
103	TOYOTA	SCION IQ	2	2581	0.7749
104	MERCEDES-BENZ	E-CLASS	81	105191	0.7700
105	BMW	2	2	2697	0.7416
106	JAGUAR LAND ROVER	F-TYPE	3	4053	0.7402
107	HONDA	ACURA TSX	5	6789	0.7365
108	VOLKSWAGEN	CC	8	10893	0.7344
109	TOYOTA	VENZA	20	27339	0.7316
110	HONDA	CIVIC	193	264382	0.7300
111	HYUNDAI	TUCSON	29	39796	0.7287
112	JAGUAR LAND ROVER	LAND ROVER EVOQUE	5	6882	0.7265
113	GENERAL MOTORS	CHEVROLET CORVETTE	25	34585	0.7229
114	MERCEDES-BENZ	CLS-CLASS	8	11125	0.7191
115	NISSAN	MURANO	39	54422	0.7166
116	FORD MOTOR CO	EDGE	87	121453	0.7163
117	MERCEDES-BENZ	CLA-CLASS	31	43391	0.7144
118	GENERAL MOTORS	GMC TERRAIN	65	91199	0.7127
119	NISSAN	370Z	6	8427	0.7120
120	AUDI	AUDI A4/A5	28	39681	0.7056
121	VOLVO	S60	9	12833	0.7013
122	NISSAN	PATHFINDER	67	96879	0.6916
123	PORSCHE	CAYMAN	4	5914	0.6764
124	HONDA	ACCORD	263	389696	0.6749
125	TOYOTA	SCION XD	5	7535	0.6636
126	HONDA	ACURA RLX	5	7946	0.6292
127	MAZDA	MAZDA6	34	54740	0.6211
128	HONDA	ACURA ILX	10	16349	0.6117
129	MITSUBISHI	OUTLANDER	49	47568	1.0301
130	BMW	X3	24	39732	0.6040
131	AUDI	AUDI S4/S5	9	15058	0.5977

	Manufacturer	Make/Model (line)	Thefts MY/CY 2014	Production (Mfr's) MY 2014	MY/CY 2014 Theft Rate (per 1,000 vehicles produced)
132	HONDA	INSIGHT	2	3349	0.5972
133	MERCEDES-BENZ	GLK-CLASS	21	35296	0.5950
134	AUDI	AUDI SQ5	2	3395	0.5891
135	NISSAN	QUEST VAN	5	8561	0.5840
136	HONDA	CR-Z	2	3473	0.5759
137	HONDA	ACURA TL	7	12320	0.5682
138	HYUNDAI	SANTA FE	57	103747	0.5494
139	HONDA	PILOT	15	27550	0.5445
140	AUDI	AUDI Q5	21	38610	0.5439
141	TOYOTA	TACOMA PICKUP TRUCK	76	139852	0.5434
142	MERCEDES-BENZ	SMART FORTWO	4	7428	0.5385
143	CHRYSLER	JEEP CHEROKEE	84	158441	0.5302
144	FORD MOTOR CO	LINCOLN MKX	9	17058	0.5276
145	NISSAN	ROGUE	81	158256	0.5118
146	FORD MOTOR CO	ESCAPE	187	370239	0.5051
147	TOYOTA	LEXUS RX	28	55586	0.5037
148	MAZDA	CX-5	49	98354	0.4982
149	SUBARU	IMPREZA	34	68503	0.4963
150	NISSAN	JUKE	16	32415	0.4936
151	PORSCHE	911	5	10575	0.4728
152	TOYOTA	HIGHLANDER	38	81277	0.4675
153	TOYOTA	SIENNA	59	126353	0.4669
154	GENERAL MOTORS	CHEVROLET EQUINOX	98	214114	0.4577
155	TOYOTA	AVALON	29	65552	0.4424
156	KIA	SEDONA	6	13917	0.4311
157	BMW	Z4	1	2327	0.4297
158	TOYOTA	LEXUS CT	5	11749	0.4256
159	TOYOTA	LEXUS LS	4	9512	0.4205
160	MAZDA	MAZDA3	38	93224	0.4076
161	BMW	MINI COOPER	19	46626	0.4075
162	SUBARU	LEGACY	14	34682	0.4037
163	HONDA	ACURA RDX	17	43179	0.3937
164	MASERATI	GHIBLI	3	7720	0.3886

	Manufacturer	Make/Model (line)	Thefts MY/CY 2014	Production (Mfr's) MY 2014	MY/CY 2014 Theft Rate (per 1,000 vehicles produced)
165	FORD MOTOR CO	C-MAX	8	20667	0.3871
166	NISSAN	LEAF	4	10339	0.3869
167	TOYOTA	LEXUS ES	27	71126	0.3796
168	TOYOTA	PRIUS	69	184189	0.3746
169	SUBARU	OUTBACK	46	122958	0.3741
170	MAZDA	CX-9	7	19109	0.3663
171	SUBARU	FORESTER	53	145636	0.3639
172	TOYOTA	RAV4	71	199173	0.3565
173	GENERAL MOTORS	CADILLAC CTS	14	39484	0.3546
174	NISSAN	NV 200 TAXI	4	11577	0.3455
175	SUBARU	XV CROSSTREK	30	87381	0.3433
176	GENERAL MOTORS	BUICK ENCORE	18	53672	0.3354
177	HONDA	ACURA MDX	22	68547	0.3209
178	GENERAL MOTORS	CHEVROLET VOLT	7	21840	0.3205
179	AUDI	AUDI A6	7	22620	0.3095
180	JAGUAR LAND ROVER	XF	1	3239	0.3087
181	HONDA	CR-V	115	383890	0.2996
182	BMW	X1	8	26766	0.2989
183	TOYOTA	SCION XB	5	16975	0.2946
184	MAZDA	MX-5 MIATA	1	3491	0.2865
185	TOYOTA	FJ CRUISER	5	17726	0.2821
186	HONDA	CROSSTOUR	2	9411	0.2125
187	MERCEDES-BENZ	SLK-CLASS	1	4942	0.2023
188	AUDI	AUDI ALLROAD	1	4960	0.2016
189	FORD MOTOR CO	TRANSIT CONNECT	6	36239	0.1656
190	CHRYSLER	JEEP WRANGLER	24	172362	0.1392
191	TESLA	MODEL S	2	17791	0.1124
192	ALFA ROMEO	4C	0	19	0.0000
193	ASTON MARTIN	VANTAGE	0	222	0.0000
194	ASTON MARTIN	RAPIDE	0	235	0.0000
195	ASTON MARTIN	DB9	0	335	0.0000
196	ASTON MARTIN	VANQUISH	0	480	0.0000
197	AUDI	AUDI S6	0	1309	0.0000

	Manufacturer	Make/Model (line)	Thefts MY/CY 2014	Production (Mfr's) MY 2014	MY/CY 2014 Theft Rate (per 1,000 vehicles produced)
198	AUDI	AUDI RS5	0	1703	0.0000
199	BENTLEY MOTORS	MULSANNE	0	151	0.0000
200	BENTLEY MOTORS	CONTINENTAL	0	1734	0.0000
201	BMW	I8	0	768	0.0000
202	BMW	M235	0	1520	0.0000
203	BMW	I3	0	9127	0.0000
204	BMW	X5	0	35853	0.0000
205	BUGATTI	VEYRON	0	7	0.0000
206	BYD MOTORS	E6	0	50	0.0000
207	CHRYSLER	DODGE VIPER	0	798	0.0000
208	FERRARI	LAFERRARI	0	50	0.0000
209	FERRARI	FF	0	183	0.0000
210	FERRARI	F12BERLINETTA	0	344	0.0000
211	FERRARI	CALIFORNIA	0	574	0.0000
212	FORD MOTOR CO	EXPLORER	0	4331	0.0000
213	GENERAL MOTORS	CADILAC ELR	0	2318	0.0000
214	HONDA	FCX CLARITY	0	1	0.0000
215	HONDA	FIT	0	599	0.0000
216	HYUNDAI	EQUUS	0	4638	0.0000
217	JAGUAR LAND ROVER	XK	0	1294	0.0000
218	JAGUAR LAND ROVER	LAND ROVER LR2	0	2383	0.0000
219	JAGUAR LAND ROVER	XJ	0	3737	0.0000
220	LAMBORGHINI	GALLARDO	0	159	0.0000
221	LAMBORGHINI	AVENTADOR	0	317	0.0000
222	LOTUS	EVORA	0	280	0.0000
223	MASERATI	GRANTURISMO	0	2252	0.0000
224	MCLAREN	P1	0	43	0.0000
225	MCLAREN	MP4-12C	0	236	0.0000
226	MERCEDES-BENZ	CL-CLASS	0	298	0.0000
227	MERCEDES-BENZ	B- CLASS	0	1585	0.0000
228	MITSUBISHI	I-MIEV	0	219	0.0000
229	NISSAN	GT-R	0	1547	0.0000
230	PAGANI	HUAYRA	0	24	0.0000

	Manufacturer	Make/Model (line)	Thefts MY/CY 2014	Production (Mfr's) MY 2014	MY/CY 2014 Theft Rate (per 1,000 vehicles produced)
231	PORSCHE	BOXSTER	0	4316	0.0000
232	ROLLS ROYCE	PHANTOM	0	162	0.0000
233	ROLLS ROYCE	GHOST	0	390	0.0000
234	ROLLS ROYCE	WRAITH	0	432	0.0000
235	VOLVO	XC70	0	2267	0.0000
	Theft rate per 1,000 vehicles produced =	$\left(\frac{\text{Total theft}}{\text{Total production}}\right) \text{x} 1000$	**13,778**	**11,968,842**	**1.1512**

Issued in Washington, DC, under authority delegated in 49 CFR 1.95.

Raymond R. Posten,

Associate Administrator for Rulemaking.

[FR Doc. 2017–12883 Filed 6–20–17; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 622

[Docket No. 0907271173–0629–03]

RIN 0648–XF492

Fisheries of the Caribbean, Gulf of Mexico, and South Atlantic; 2017 Commercial Accountability Measure and Closure for South Atlantic Snowy Grouper

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

ACTION: Temporary rule; closure.

SUMMARY: NMFS implements accountability measures (AMs) for commercial snowy grouper in the exclusive economic zone (EEZ) of the South Atlantic. NMFS projects commercial landings for snowy grouper will reach the commercial annual catch limit (ACL) by June 22, 2017. Therefore, NMFS closes the commercial sector for snowy grouper in the South Atlantic EEZ on June 22, 2017, and it will remain closed until the start of the next fishing season on January 1, 2018. This closure is necessary to protect the snowy grouper resource.

DATES: This rule is effective 12:01 a.m., local time, June 22, 2017, until 12:01 a.m., local time, January 1, 2018.

FOR FURTHER INFORMATION CONTACT: Mary Vara, NMFS Southeast Regional Office, telephone: 727–824–5305, email: *mary.vara@noaa.gov*.

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

The commercial ACL (commercial quota) for snowy grouper in the South Atlantic is 135,380 lb (61,407 kg), gutted weight, 159,749 lb (72,461 kg), round weight, for the current fishing year, January 1 through December 31, 2017, as specified in 50 CFR 622.190(a)(1)(iii).

Under 50 CFR 622.193(b)(1)(i), NMFS is required to close the commercial sector for snowy grouper for the remainder of the fishing year when the commercial quota is reached, or is projected to be reached, by filing a notification to that effect with the Office of the Federal Register. NMFS projects that commercial landings of South Atlantic snowy grouper, as estimated by the Science and Research Director, will reach the commercial quota by June 22, 2017. Accordingly, the commercial sector for South Atlantic snowy grouper is closed effective 12:01 a.m., local time, June 22, 2017, until 12:01 a.m., local time, January 1, 2018.

The operator of a vessel with a valid commercial vessel permit for South Atlantic snapper-grouper having snowy grouper on board must have landed and bartered, traded, or sold such snowy grouper prior to 12:01 a.m., local time, June 22, 2017. During the commercial closure, harvest and possession of snowy grouper in or from the South Atlantic EEZ is limited to the bag and possession limits, which are specified in § 622.187(b)(2)(ii) and (c)(1). Also during the commercial closure, the sale or purchase of snowy grouper taken from the EEZ is prohibited. The prohibition on sale or purchase does not apply to the sale or purchase of snowy grouper that were harvested, landed ashore, and sold prior to 12:01 a.m., local time, June 22, 2017, and were held in cold storage by a dealer or processor, as specified in § 622.190(c)(1)(i).

For a person on board a vessel for which a Federal commercial or charter vessel/headboat permit for the South Atlantic snapper-grouper fishery has been issued, the bag and possession limits and the sale and purchase provisions of the commercial closure for snowy grouper would apply regardless of whether the fish are harvested in state or Federal waters, as specified in 50 CFR 622.190(c)(1)(ii).

Classification

The Regional Administrator, Southeast Region, NMFS, has determined this temporary rule is necessary for the conservation and management of snowy grouper and 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(b)(1)(i) 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. The Assistant Administrator for NOAA Fisheries (AA), finds that the need to