

Dated: June 30, 2020.

M.C. Reed,

Commander, U.S. Coast Guard, Captain of the Port Jacksonville, Acting.

[FR Doc. 2020-14788 Filed 7-7-20; 8:45 am]

BILLING CODE 9110-04-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 86 and 600

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Parts 523, 531, 533, 536, and 537

[NHTSA-2018-0067; EPA-HQ-OAR-2018-0283; FRL 10000-45-OAR]

RIN 2127-AL76; 2060-AU09

The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks; Correction

AGENCY: Environmental Protection Agency and National Highway Traffic

Safety Administration, Department of Transportation.

ACTION: Final rule; correction.

SUMMARY: This document corrects technical errors in the final rule that appeared in the **Federal Register** on April 30, 2020, entitled “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks.” That document promulgated final standards for Corporate Average Fuel Economy (CAFE) and carbon dioxide emissions for passenger cars and light trucks (collectively, light-duty vehicles) to be manufactured in model years 2021–2026.

DATES: This correcting document is effective July 8, 2020.

FOR FURTHER INFORMATION CONTACT:

EPA: Christopher Lieske, Office of Transportation and Air Quality, Assessment and Standards Division, Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105; telephone number (734) 214-4584; fax number (734) 214-4816; email address: lieske.christopher@epa.gov, or contact the Assessment and Standards Division, email address: otaq@epa.gov.

NHTSA: James Tamm, Office of Rulemaking, Fuel Economy Division, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; telephone number (202) 493-0515.

SUPPLEMENTARY INFORMATION: In FR Doc. 2020-06967 published April 30, 2020, make the following corrections:

1. On pages 25091–25098, tables VII-144 through VII-147 are corrected to read as follows:

BILLING CODE 4910-59-P

Table VII-144 – Discounted (at 3%) Benefits and Costs through 2050 under CAFE

Standards

Present Value of Cumulative Incremental Benefits and Costs (\$b) through 2050 (3% Discount Rate)	0.00%/Y Pc And 0.00%/Y Lt During 2021-2026	0.50%/Y Pc And 0.50%/Y Lt During 2021-2026	1.50%/Y Pc And 1.50%/Y Lt During 2021-2026	1.00%/Y Pc And 2.00%/Y Lt During 2021-2026	1.00%/Y Pc And 2.00%/Y Lt During 2022-2026	2.00%/Y Pc And 3.00%/Y Lt During 2021-2026	2.00%/Y Pc And 3.00%/Y Lt During 2022-2026
Benefits							
Retail Fuel Savings	(531)	(521)	(435)	(416)	(311)	(289)	(205)
Rebound Fuel Consumer Surplus	(115)	(113)	(95)	(88)	(62)	(54)	(35)
Refueling Time Benefit	(9)	(9)	(8)	(8)	(5)	(4)	(3)
Rebound Fatality Benefit	(37)	(36)	(31)	(29)	(22)	(20)	(14)
Rebound Non-Fatal Crash Benefit	(60)	(59)	(51)	(48)	(36)	(32)	(22)
Subtotal - Private Benefits	(752)	(737)	(620)	(589)	(435)	(398)	(279)
Avoided Petroleum Market Externalities	(8)	(8)	(7)	(7)	(5)	(5)	(3)
Avoided Damages from CO2	(16)	(16)	(13)	(12)	(9)	(9)	(6)
Avoided Damages from NOx	(2)	(2)	(2)	(2)	(1)	(1)	(1)
Avoided Damages from VOC	-	-	-	-	-	-	-
Avoided Damages from SO2	16	17	15	16	13	16	10
Avoided Damages from PM	(12)	(11)	(9)	(9)	(7)	(6)	(5)
Subtotal - External Benefits	(22)	(21)	(16)	(13)	(9)	(5)	(5)
Total Benefits	(774)	(758)	(635)	(602)	(444)	(403)	(284)
Costs							
Technology Costs	(360)	(353)	(295)	(283)	(214)	(199)	(141)
Implicit Opportunity Costs	-	-	-	-	-	-	-
Lost New Vehicle Consumer Surplus	(2)	(2)	(1)	(1)	(1)	(1)	(0)
Rebound Fatality Costs	(41)	(40)	(35)	(33)	(24)	(22)	(15)
Rebound Non-Fatal Crash Costs	(67)	(65)	(57)	(54)	(40)	(36)	(25)
Reduced Fuel Tax Revenue	(90)	(88)	(74)	(71)	(53)	(50)	(36)
Subtotal - Private Costs	(560)	(548)	(461)	(441)	(332)	(307)	(217)
Congestion Costs	(141)	(138)	(120)	(114)	(84)	(75)	(53)
Noise Costs	(1)	(1)	(1)	(1)	(1)	(0)	(0)
Non-Rebound Fatality Costs	(8)	(8)	(7)	(7)	(6)	(5)	(3)
Non-Rebound Non-Fatal Crash Costs	(13)	(13)	(12)	(12)	(9)	(8)	(6)
Subtotal - External Costs	(163)	(159)	(139)	(133)	(100)	(89)	(62)
Total Costs	(723)	(708)	(601)	(575)	(432)	(396)	(279)
Benefits							
Private	(752)	(737)	(620)	(589)	(435)	(398)	(279)
External	(22)	(21)	(16)	(13)	(9)	(5)	(5)
Total Benefits	(774)	(758)	(635)	(602)	(444)	(403)	(284)
Costs							
Private	(560)	(548)	(461)	(441)	(332)	(307)	(217)
External	(163)	(159)	(139)	(133)	(100)	(89)	(62)
Total Costs	(723)	(708)	(601)	(575)	(432)	(396)	(279)
Net Benefits	(51)	(50)	(34)	(27)	(13)	(7)	(5)

Table VII-145 – Discounted (at 7%) Benefits and Costs through 2050 under CAFE

Standards

Present Value of Cumulative Incremental Benefits and Costs (\$b) through 2050 (7% Discount Rate)	0.00%/Y Pc And 0.00%/Y Lt During 2021-2026	0.50%/Y Pc And 0.50%/Y Lt During 2021-2026	1.50%/Y Pc And 1.50%/Y Lt During 2021-2026	1.00%/Y Pc And 2.00%/Y Lt During 2021-2026	1.00%/Y Pc And 2.00%/Y Lt During 2022-2026	2.00%/Y Pc And 3.00%/Y Lt During 2021-2026	2.00%/Y Pc And 3.00%/Y Lt During 2022-2026
Benefits							
Retail Fuel Savings	(267)	(261)	(221)	(211)	(156)	(147)	(103)
Rebound Fuel Consumer Surplus	(61)	(60)	(51)	(47)	(33)	(29)	(19)
Refueling Time Benefit	(6)	(6)	(6)	(5)	(4)	(3)	(2)
Rebound Fatality Benefit	(19)	(19)	(16)	(15)	(11)	(10)	(7)
Rebound Non-Fatal Crash Benefit	(31)	(31)	(27)	(25)	(18)	(17)	(12)
Subtotal - Private Benefits	(385)	(377)	(320)	(304)	(222)	(206)	(143)
Avoided Petroleum Market Externalities	(4)	(4)	(3)	(3)	(2)	(2)	(2)
Avoided Damages from CO2	(16)	(16)	(13)	(12)	(9)	(9)	(6)
Avoided Damages from NOx	(1)	(1)	(1)	(1)	(0)	(0)	(0)
Avoided Damages from VOC	-	-	-	-	-	-	-
Avoided Damages from SO2	6	6	5	6	5	7	4
Avoided Damages from PM	(5)	(5)	(4)	(4)	(3)	(3)	(2)
Subtotal - External Benefits	(20)	(20)	(15)	(14)	(10)	(7)	(6)
Total Benefits	(405)	(397)	(335)	(318)	(232)	(213)	(149)
Costs							
Technology Costs	(221)	(217)	(183)	(176)	(132)	(125)	(88)
Implicit Opportunity Costs	-	-	-	-	-	-	-
Lost New Vehicle Consumer Surplus	(1)	(1)	(1)	(1)	(1)	(0)	(0)
Rebound Fatality Costs	(21)	(21)	(18)	(17)	(12)	(11)	(8)
Rebound Non-Fatal Crash Costs	(35)	(34)	(30)	(28)	(20)	(19)	(13)
Reduced Fuel Tax Revenue	(46)	(45)	(38)	(36)	(27)	(26)	(18)
Subtotal - Private Costs	(324)	(317)	(269)	(258)	(193)	(181)	(128)
Congestion Costs	(76)	(75)	(65)	(62)	(45)	(41)	(28)
Noise Costs	(0)	(0)	(0)	(0)	(0)	(0)	(0)
Non-Rebound Fatality Costs	(6)	(5)	(5)	(5)	(4)	(4)	(2)
Non-Rebound Non-Fatal Crash Costs	(9)	(9)	(8)	(8)	(6)	(6)	(4)
Subtotal - External Costs	(91)	(90)	(78)	(75)	(55)	(50)	(35)
Total Costs	(416)	(407)	(348)	(334)	(248)	(232)	(163)
Benefits							
Private	(385)	(377)	(320)	(304)	(222)	(206)	(143)
External	(20)	(20)	(15)	(14)	(10)	(7)	(6)
Total Benefits	(405)	(397)	(335)	(318)	(232)	(213)	(149)
Costs							
Private	(324)	(317)	(269)	(258)	(193)	(181)	(128)
External	(91)	(90)	(78)	(75)	(55)	(50)	(35)
Total Costs	(416)	(407)	(348)	(334)	(248)	(232)	(163)
Net Benefits	11	10	13	16	16	18	13

Table VII-146 – Discounted (at 3%) Benefits and Costs through 2050 under CO₂ Standards

Present Value of Cumulative Incremental Benefits and Costs (\$b) through 2050 (3% Discount Rate)	0.00%/Y Pc And 0.00%/Y Lt During 2021-2026	0.50%/Y Pc And 0.50%/Y Lt During 2021-2026	1.50%/Y Pc And 1.50%/Y Lt During 2021-2026	1.00%/Y Pc And 2.00%/Y Lt During 2021-2026	1.00%/Y Pc And 2.00%/Y Lt During 2022-2026	2.00%/Y Pc And 3.00%/Y Lt During 2021-2026	2.00%/Y Pc And 3.00%/Y Lt During 2022-2026
Benefits							
Retail Fuel Savings	(506)	(491)	(406)	(388)	(285)	(255)	(159)
Rebound Fuel Consumer Surplus	(138)	(132)	(106)	(101)	(73)	(68)	(46)
Refueling Time Benefit	(7)	(7)	(7)	(6)	(5)	(6)	(3)
Rebound Fatality Benefit	(41)	(40)	(33)	(31)	(23)	(22)	(15)
<u>Rebound Non-Fatal Crash Benefit</u>	<u>(67)</u>	<u>(65)</u>	<u>(54)</u>	<u>(51)</u>	<u>(38)</u>	<u>(36)</u>	<u>(24)</u>
Subtotal - Private Benefits	(759)	(735)	(607)	(576)	(425)	(386)	(248)
Avoided Petroleum Market Externalities	(8)	(7)	(6)	(6)	(4)	(4)	(2)
Avoided Damages from CO ₂	(15)	(14)	(12)	(11)	(8)	(8)	(5)
Avoided Damages from NO _x	(2)	(2)	(1)	(1)	(1)	(1)	(0)
Avoided Damages from VOC	-	-	-	-	-	-	-
Avoided Damages from SO ₂	4	4	3	4	1	(2)	(6)
<u>Avoided Damages from PM</u>	<u>(9)</u>	<u>(9)</u>	<u>(7)</u>	<u>(7)</u>	<u>(5)</u>	<u>(4)</u>	<u>(2)</u>
Subtotal - External Benefits	(30)	(28)	(24)	(22)	(18)	(18)	(15)
Total Benefits	(789)	(763)	(631)	(598)	(443)	(404)	(263)
Costs							
Technology Costs	(322)	(313)	(265)	(253)	(189)	(172)	(112)
Implicit Opportunity Costs	-	-	-	-	-	-	-
Lost New Vehicle Consumer Surplus	(1)	(1)	(1)	(1)	(1)	(0)	(0)
Rebound Fatality Costs	(46)	(44)	(37)	(35)	(26)	(24)	(17)
Rebound Non-Fatal Crash Costs	(75)	(72)	(60)	(57)	(42)	(39)	(27)
<u>Reduced Fuel Tax Revenue</u>	<u>(82)</u>	<u>(80)</u>	<u>(66)</u>	<u>(63)</u>	<u>(46)</u>	<u>(41)</u>	<u>(24)</u>
Subtotal - Private Costs	(526)	(511)	(429)	(408)	(303)	(276)	(180)
Congestion Costs	(163)	(157)	(130)	(122)	(90)	(84)	(58)
Noise Costs	(1)	(1)	(1)	(1)	(1)	(1)	(0)
Non-Rebound Fatality Costs	(7)	(6)	(6)	(5)	(4)	(5)	(4)
<u>Non-Rebound Non-Fatal Crash Costs</u>	<u>(11)</u>	<u>(11)</u>	<u>(9)</u>	<u>(9)</u>	<u>(7)</u>	<u>(8)</u>	<u>(6)</u>
Subtotal - External Costs	(182)	(175)	(146)	(137)	(103)	(97)	(68)
Total Costs	(707)	(686)	(574)	(545)	(406)	(374)	(248)
Benefits							
Private	(759)	(735)	(607)	(576)	(425)	(386)	(248)
<u>External</u>	<u>(30)</u>	<u>(28)</u>	<u>(24)</u>	<u>(22)</u>	<u>(18)</u>	<u>(18)</u>	<u>(15)</u>
Total Benefits	(789)	(763)	(631)	(598)	(443)	(404)	(263)
Costs							
Private	(526)	(511)	(429)	(408)	(303)	(276)	(180)
<u>External</u>	<u>(182)</u>	<u>(175)</u>	<u>(146)</u>	<u>(137)</u>	<u>(103)</u>	<u>(97)</u>	<u>(68)</u>
Total Costs	(707)	(686)	(574)	(545)	(406)	(374)	(248)
Net Benefits	(81)	(78)	(56)	(53)	(37)	(31)	(15)

Table VII-147 – Discounted (at 7%) Benefits and Costs through 2050 under CO₂ Standards

Present Value of Cumulative Incremental Benefits and Costs (\$b) through 2050 (7% Discount Rate)	0.00%/Y Pc And 0.00%/Y Lt During 2021-2026	0.50%/Y Pc And 0.50%/Y Lt During 2021-2026	1.50%/Y Pc And 1.50%/Y Lt During 2021-2026	1.00%/Y Pc And 2.00%/Y Lt During 2021-2026	1.00%/Y Pc And 2.00%/Y Lt During 2022-2026	2.00%/Y Pc And 3.00%/Y Lt During 2021-2026	2.00%/Y Pc And 3.00%/Y Lt During 2022-2026
Benefits							
Retail Fuel Savings	(258)	(250)	(207)	(198)	(144)	(132)	(83)
Rebound Fuel Consumer Surplus	(71)	(69)	(56)	(53)	(38)	(36)	(25)
Refueling Time Benefit	(4)	(4)	(4)	(3)	(3)	(3)	(2)
Rebound Fatality Benefit	(21)	(20)	(17)	(16)	(12)	(11)	(8)
Rebound Non-Fatal Crash Benefit	(34)	(33)	(28)	(26)	(20)	(19)	(13)
Subtotal - Private Benefits	(388)	(376)	(311)	(296)	(217)	(202)	(131)
Avoided Petroleum Market Externalities	(4)	(4)	(3)	(3)	(2)	(2)	(1)
Avoided Damages from CO ₂	(15)	(14)	(12)	(11)	(8)	(8)	(5)
Avoided Damages from NO _x	(1)	(1)	(1)	(1)	(0)	(0)	(0)
Avoided Damages from VOC	-	-	-	-	-	-	-
Avoided Damages from SO ₂	1	1	0	1	(1)	(2)	(4)
Avoided Damages from PM	(4)	(4)	(3)	(3)	(2)	(2)	(1)
Subtotal - External Benefits	(23)	(22)	(18)	(17)	(14)	(13)	(10)
Total Benefits	(411)	(398)	(330)	(313)	(231)	(215)	(141)
Costs							
Technology Costs	(197)	(192)	(163)	(155)	(116)	(108)	(70)
Implicit Opportunity Costs	-	-	-	-	-	-	-
Lost New Vehicle Consumer Surplus	(1)	(1)	(1)	(1)	(0)	(0)	(0)
Rebound Fatality Costs	(23)	(23)	(19)	(18)	(13)	(13)	(9)
Rebound Non-Fatal Crash Costs	(38)	(37)	(31)	(29)	(22)	(21)	(14)
Reduced Fuel Tax Revenue	(42)	(41)	(34)	(32)	(23)	(21)	(13)
Subtotal - Private Costs	(301)	(293)	(247)	(235)	(174)	(163)	(106)
Congestion Costs	(86)	(83)	(69)	(65)	(48)	(45)	(32)
Noise Costs	(1)	(1)	(0)	(0)	(0)	(0)	(0)
Non-Rebound Fatality Costs	(5)	(4)	(4)	(4)	(3)	(3)	(2)
Non-Rebound Non-Fatal Crash Costs	(8)	(7)	(7)	(6)	(5)	(5)	(4)
Subtotal - External Costs	(99)	(95)	(80)	(75)	(56)	(54)	(38)
Total Costs	(400)	(388)	(327)	(310)	(230)	(217)	(144)
Benefits							
Private	(388)	(376)	(311)	(296)	(217)	(202)	(131)
External	(23)	(22)	(18)	(17)	(14)	(13)	(10)
Total Benefits	(411)	(398)	(330)	(313)	(231)	(215)	(141)
Costs							
Private	(301)	(293)	(247)	(235)	(174)	(163)	(106)
External	(99)	(95)	(80)	(75)	(56)	(54)	(38)
Total Costs	(400)	(388)	(327)	(310)	(230)	(217)	(144)
Net Benefits	(11)	(10)	(3)	(2)	(0)	2	3

BILLING CODE 4910-59-C

40 CFR Chapter I [Corrected]

2. On page 25268, in the first and second columns, the words of issuance for EPA are corrected to read as follows: “For the reasons set forth in the preamble, the Environmental Protection

Agency is amending parts 86 and 600 of title 40, chapter I of the Code of Federal Regulations as follows:”

40 CFR 86.1869-12 [Corrected]

■ 3. On page 25270, in the first column, amendatory instruction 5 is corrected to

read as follows: “Section 86.1869-12 is amended by revising paragraph (a), adding paragraphs (b)(1)(ix) and

(b)(4)(xiii), and revising paragraph (d)(2) to read as follows:”

Andrew Wheeler,
Administrator, Environmental Protection Agency.

Issued in Washington, DC, under authority delegated in 49 CFR 1.95 and 501.5

James Clayton Owens,
Deputy Administrator, National Highway Traffic Safety Administration.

[FR Doc. 2020–14642 Filed 7–6–20; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 300

[EPA–HQ–SFUND–SFUND–1990–0010;
FRL–10011–62–Region 5]

National Oil and Hazardous Substances Pollution Contingency Plan; National Priorities List: Deletion of the DuPage County Landfill/Blackwell Forest Superfund Site

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: The Environmental Protection Agency (EPA) Region 5 is publishing a direct final Notice of Deletion of the DuPage County Landfill/Blackwell Forest Superfund Site (DuPage County Landfill Site), located in Warrenville, Illinois, from the National Priorities List (NPL). The NPL, promulgated pursuant to Section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, as amended, is an appendix of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP). This direct final deletion is being published by EPA with the concurrence of the State of Illinois, through the Illinois Environmental Protection Agency (IEPA), because EPA has determined that all appropriate response actions under CERCLA, other than operation and maintenance, monitoring, and five-year reviews, have been completed. However, this deletion does not preclude future actions under Superfund.

DATES: This direct final deletion is effective September 8, 2020 unless EPA receives adverse comments by August 7, 2020. If adverse comments are received, EPA will publish a timely withdrawal of the direct final deletion in the **Federal Register** informing the public that the deletion will not take effect.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA–HQ–

SFUND–1990–0010, by one of the following methods:

https://www.regulations.gov. Follow the on-line instructions for submitting comments. Once submitted, comments cannot be edited or removed from *Regulations.gov*. EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.*, on the web, cloud, or other file sharing system). For additional submission methods, the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit *https://www.epa.gov/dockets/commenting-epa-dockets*.

Email: *Deletions@usepa.onmicrosoft.com.*

Phone: Public comment by phone may be made by calling (312) 353–6288 and following the directions provided for public comment.

Written comments submitted by mail are temporarily suspended and no hand deliveries will be accepted. We encourage the public to submit comments via email or at *https://www.regulations.gov*.

Instructions: Direct your comments to Docket ID No. EPA–HQ–SFUND–1990–0010. EPA’s policy is that all comments received will be included in the public docket without change and may be made available online at *http://www.regulations.gov*, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through *https://www.regulations.gov* or email. The *https://www.regulations.gov* website is an “anonymous access” system, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an email comment directly to EPA without going through *https://www.regulations.gov*, your email address will be automatically captured and included as part of the comment that is placed in the public docket and

made available on the internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD–ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses.

Docket: All documents in the docket are listed in the *https://www.regulations.gov* index, Docket ID No. EPA–HQ–SFUND–1990–0010. Although listed in the index, some information is not publicly available, *e.g.*, CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, will be publicly available only in hard copy. Publicly available docket materials are available electronically at *https://www.regulations.gov* and at *https://www.epa.gov/superfund/dupage-county-landfill* or you may contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section for additional availability information.

The EPA is temporarily suspending its Docket Center and Regional Records Centers for public visitors to reduce the risk of transmitting COVID–19. In addition, many site information repositories are closed and information in these repositories, including the deletion docket, has not been updated with hardcopy or electronic media. For further information and updates on EPA Docket Center services, please visit us online at *https://www.epa.gov/dockets*.

The EPA continues to carefully and continuously monitor information from the Centers for Disease Control and Prevention (CDC), local area health departments, and our Federal partners so that we can respond rapidly as conditions change regarding COVID–19.

FOR FURTHER INFORMATION CONTACT:

Karen Cibulskis, NPL Deletion Coordinator, U.S. Environmental Protection Agency Region 5, at (312) 886–1843 or via email at *cibulskis.karen@epa.gov*.

SUPPLEMENTARY INFORMATION:

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