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Dated: November 9, 2010.

L. Renee Orr,

Acting Associate Director for Offshore Energy and Minerals Management.

[FR Doc. 2010–32674 Filed 12–28–10; 8:45 am]

BILLING CODE 4310–MR–P

LIBRARY OF CONGRESS

Copyright Office

37 CFR Part 201

[Docket No. RM 2010–5]

Gap in Termination Provisions

AGENCY: Copyright Office, Library of Congress.

ACTION: Notice of inquiry: Extension of comment period

SUMMARY: The Copyright Office of the Library of Congress is extending the time in which comments can be filed in response to its Notice of Proposed Rulemaking to amend its regulations governing notices of termination of certain grants of transfers and licenses of copyright under section 203 of the Copyright Act of 1976.

DATES: Comments must be received on or before January 24, 2011.

ADDRESSES: The Copyright Office strongly prefers that comments be submitted electronically. A comment page containing a comment form is posted on the Copyright Office Web site at *http://www.copyright.gov/docs/termination.* The Web site interface requires submitters to complete a form specifying name and organization, as applicable, and to upload comments as an attachment via a browse button. To meet accessibility standards, all comments must be uploaded in a single file in either the Adobe Portable Document File (PDF) format that contains searchable, accessible text (not an image); Microsoft Word; WordPerfect; Rich Text Format (RTF); or ASCII text file format (not a scanned document). The maximum file size is 6 megabytes (MB). The name of the submitter and organization should appear on both the form and the face of the comments. All comments will be posted publicly on the Copyright Office Web site exactly as they are received, along with names and organizations. If electronic submission of comments is not feasible, please contact the Copyright Office at 202–707–0796 for special instructions.

FOR FURTHER INFORMATION CONTACT: David O. Carson, General Counsel, Copyright GC/I&R, P.O. Box 70400, Washington, DC 20024. Telephone: (202) 707–8380. Telefax: (202) 707–8366.

SUPPLEMENTARY INFORMATION: On November 26, 2010, the Copyright Office published a notice of proposed rulemaking and request for comments relating to recordation of notices of termination of transfers of copyright under Section 203 of the Copyright Act in circumstances where a grant was agreed to prior to January 1, 1978, but the work in question was created on or after January 1, 1978. The notice stated that comments would be due on December 27, 2010.

The Office has been contacted by representatives of interested parties who have stated that in light of the complexity of the issues raised in the notice and in light of the holidays, they request an extension of time to submit comments in order to more thoroughly analyze the issues.

Although the Register of Copyrights had hoped to issue a final rule by the end of this year, the Office wants to ensure that interested parties are given sufficient time to formulate and submit their views. Accordingly, the deadline for submission of comments is being extended to Monday, January 24, 2011.

Dated: December 22, 2010.

David O. Carson,

General Counsel.

[FR Doc. 2010–32864 Filed 12–28–10; 8:45 am]

BILLING CODE 1410–30–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 85, 86, 1036, 1037, 1065, 1066, and 1068

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Parts 523, 534, and 535

[EPA–HQ–OAR–2010–0162; FRL–9219–4; NHTSA 2010–0079]

RIN 2060–AP61; RIN 2127–AK74

Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles

AGENCIES: Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Proposed rules; correction.

SUMMARY: NHTSA and EPA published in the **Federal Register** of November 30, 2010, proposed rules to establish a comprehensive Heavy-Duty National Program that will increase fuel efficiency and reduce greenhouse gas emissions for on-road heavy-duty vehicles, responding to the President's directive on May 21, 2010, to take coordinated steps to produce a new generation of clean vehicles. That document inadvertently contained some incorrect fuel consumption values in NHTSA-specific tables in the preamble that resulted from using an incorrect conversion factor for determining CO_2 emissions to equivalent fuel consumption for gasoline fuel. That document also contained some rounding errors in NHTSA-specific tables in the preamble. This document corrects the rounding errors by adopting a uniform rounding approach for all fuel consumption equivalents for those NHTSA-specific tables and makes the appropriate corrections to the conversions.

FOR FURTHER INFORMATION CONTACT: Rebecca Yoon, Office of Chief Counsel, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590. Telephone: (202) 366–2992.

SUPPLEMENTARY INFORMATION: NHTSA and EPA published in the **Federal Register** of November 30, 2010, proposed rules to establish a comprehensive Heavy-Duty National Program that will increase fuel efficiency and reduce greenhouse gas emissions for on-road heavy-duty vehicles, responding to the President's directive on May 21, 2010, to take coordinated steps to produce a new generation of clean vehicles. That document inadvertently contained some incorrect fuel consumption values in NHTSA-specific tables in the preamble that resulted from using an incorrect conversion factor for determining CO_2 emissions to equivalent fuel consumption for gasoline fuel. The correct values that should have been used in the document are a factor of 1,018 grams of CO_2 per gallon of diesel for conversion of diesel fuel, and a factor of 8,887 grams of CO_2 per gallon of gasoline for gasoline.

That document also contained some rounding errors in NHTSA-specific tables in the preamble. This document corrects the rounding errors by adopting a uniform rounding approach for all fuel consumption equivalents and makes the

appropriate corrections to the conversions. These changes are made to several NHTSA-specific tables and in several places in the NHTSA-specific text of the preamble. The proposed regulatory text for both NHTSA and EPA is not affected.

In FR Doc. 2010–28120, appearing on page 74152 in the **Federal Register** of Tuesday, November 30, 2010, the following corrections are made:

1. On page 74176, correct Table II–1 and accompanying footnote 39 by revising them to read as follows:

TABLE II–1—HEAVY-DUTY COMBINATION TRACTOR EMISSIONS AND FUEL CONSUMPTION STANDARDS

	Day cab		Sleeper cab
	Class 7	Class 8	Class 8
2014 Model Year CO_2 Grams per Ton-Mile			
Low Roof	104	79	65
Mid Roof	104	79	70
High Roof	118	87	73
2014–2016 Model Year Gallons of Fuel per 1,000 Ton-Mile [39]			
Low Roof	10.2	7.8	6.4
Mid Roof	10.2	7.8	6.9
High Roof	11.6	8.5	7.2
2017 Model Year CO_2 Grams per Ton-Mile			
Low Roof	103	78	64
Mid Roof	103	78	69
High Roof	116	86	71
2017 Model Year Gallons of Fuel per 1,000 Ton-Mile			
Low Roof	10.1	7.7	6.3
Mid Roof	10.1	7.7	6.8
High Roof	11.4	8.4	7.0

2. On page 74194, correct Tables II–7 and II–8 by revising them to read as follows:

TABLE II–2—COEFFICIENTS FOR PROPOSED HD PICKUP AND VAN TARGET STANDARDS [74]

Model year	a	b	c	d
Diesel Vehicles:				
2014	0.0478	368	0.000470	3.61
2015	0.0474	366	0.000466	3.60
2016	0.0460	354	0.000452	3.48
2017	0.0445	343	0.000437	3.37
2018 and later	0.0416	320	0.000409	3.14
Gasoline Vehicles:				
2014	0.0482	371	0.000542	4.17
2015	0.0479	369	0.000539	4.15
2016	0.0469	362	0.000528	4.07
2017	0.0460	354	0.000518	3.98
2018 and later	0.0440	339	0.000495	3.81

TABLE II–3—COEFFICIENTS PROPOSED FOR NHTSA'S FIRST ALTERNATIVE AND EPA'S ALTERNATIVE HD PICKUP AND VAN TARGET STANDARDS

Model year	a	b	c	d
Diesel Vehicles:				
2014 [a]	0.0478	368	0.000470	3.61
2015 [a]	0.0474	366	0.000466	3.60
2016–2018	0.0440	339	0.000432	3.33
2019 and later	0.0416	320	0.000409	3.14
Gasoline Vehicles:				
2014 [a]	0.0482	371	0.000542	4.17
2015 [a]	0.0479	369	0.000539	4.15

[39] Manufacturers may voluntarily opt-in to the NHTSA fuel consumption program in 2014 or 2015. If a manufacturer opts-in, the program becomes mandatory. See Section I.B.5 for more information about NHTSA's voluntary opt-in program for MYs 2014 and 2015.

TABLE II–3—COEFFICIENTS PROPOSED FOR NHTSA'S FIRST ALTERNATIVE AND EPA'S ALTERNATIVE HD PICKUP AND VAN TARGET STANDARDS—Continued

Model year	a	b	c	d
2016–2018	0.0456	352	0.000513	3.96
2019 and later	0.0440	339	0.000495	3.81

3. On page 74202, correct Table II–11 by revising it to read as follows:

TABLE II–4—PROPOSED VOCATIONAL DIESEL ENGINE STANDARDS OVER THE HEAVY-DUTY FTP CYCLE

Model year	Standard	Light heavy-duty diesel	Medium heavy-duty diesel	Heavy heavy-duty diesel
2014–2016	CO_2 Standard (g/bhp-hr)	600	600	567
	Voluntary Fuel Consumption Standard (gallon/100 bhp-hr)	5.89	5.89	5.57
2017 and Later	CO_2 Standard (g/bhp-hr)	576	576	555
	Fuel Consumption (gallon/100 bhp-hr)	5.66	5.66	5.45

4. On page 74202, in the third column, correct the first sentence of the first complete paragraph by revising it to read as follows: "The baseline 2010 model year CO_2 performance of these heavy-duty gasoline engines over the Heavy-duty FTP cycle is 660 g CO_2/bhp-hr (7.43 gal/100 bhp-hr) in 2010 based on non-GHG certification data provided to EPA by the manufacturers."

5. On page 74202, in the third column, correct the first sentence of the second complete paragraph by revising it to read as follows: "NHTSA is proposing a 7.06 gallon/100 bhp-hr standard for fuel consumption while EPA is proposing a 627 g CO_2/bhp-hr standard tested over the Heavy-duty FTP, effective in the 2016 model year."

6. On page 74220, correct Table III–2 by revising it to read as follows:

TABLE III–5—CLASS 7 AND 8 TRACTOR BASELINE CO_2 EMISSIONS AND FUEL CONSUMPTION

	Class 7		Class 8				
	Day cab		Day cab		Sleeper cab		
	Low/mid roof	High roof	Low/mid roof	High roof	Low roof	Mid roof	High roof
CO_2 (grams CO_2/ton-mile)	111	130	84	96	76	81	89
Fuel Consumption (gal/1,000 ton-mile)	10.9	12.8	8.3	9.4	7.5	8.0	8.6

7. On page 74225, correct Table III–6 by revising it to read as follows:

TABLE III–6—PROPOSED 2014 AND 2017 MODEL YEAR TRACTOR REDUCTIONS

	Class 7		Class 8				
	Day cab		Day cab		Sleeper cab		
	Low/mid roof	High roof	Low/mid roof	High roof	Low roof	Mid roof	High roof
2014 Model Year							
2014 MY Voluntary Fuel Consumption Standard (gallon/1,000 ton-mile)	10.2	11.6	7.8	8.5	6.4	6.9	7.2

[74] The NHTSA proposal provides voluntary standards for model years 2014 and 2015. Target line functions for 2016–2018 are for the second NHTSA alternative described in Section II.C(d)(ii).

TABLE III–6—PROPOSED 2014 AND 2017 MODEL YEAR TRACTOR REDUCTIONS—Continued

	Class 7		Class 8				
	Day cab		Day cab		Sleeper cab		
	Low/mid roof	High roof	Low/mid roof	High roof	Low roof	Mid roof	High roof
2014 MY CO_2 Standard (grams CO_2/ton-mile)	104	118	79	87	65	70	73
Percent Reduction	6%	9%	6%	9%	15%	14%	18%
2017 Model Year							
2017 MY Fuel Consumption Standard (gallon/1,000 ton-mile)	10.1	11.4	7.7	8.4	6.3	6.8	7.0
2017 MY CO_2 Standard (grams CO_2/ton-mile)	103	116	78	86	64	69	71
Percent Reduction	7%	11%	7%	10%	16%	15%	20%

8. On page 74244, correct Table III–12 by revising it to read as follows:

TABLE III–7—BASELINE VOCATIONAL VEHICLE PERFORMANCE

	Vocational vehicle		
	Light heavy-duty	Medium heavy-duty	Heavy heavy-duty
Fuel Consumption Baseline (gallon/1,000 ton-mile)	37.5	22.3	11.3
CO_2 Baseline (grams CO_2/ton-mile)	382	227	115

9. On page 74245, correct Table III–14 by revising it to read as follows:

TABLE III–8—PROPOSED VOCATIONAL VEHICLE STANDARDS AND PERCENT REDUCTIONS

	Vocational vehicle		
	Light heavy-duty	Medium heavy-duty	Heavy heavy-duty
2016 MY Fuel Consumption Standard (gallon/1,000 ton-mile)	35.2	20.8	10.7
2017 MY Fuel Consumption Standard (gallon/1,000 ton-mile)	33.8	20.0	10.5
2014 MY CO_2 Standard (grams CO_2/ton-mile)	358	212	109
2017 MY CO_2 Standard (grams CO_2/ton-mile)	344	204	107
Percent Reduction from 2010 baseline in 2014 MY	6%	7%	5%
Percent Reduction from 2010 baseline in 2017 MY	10%	10%	7%

10. On page 74245, in the third column, correct the second sentence of the third paragraph by revising it to read as follows: "The agencies are projecting a 100% application rate of this technology package to the heavy-duty gasoline engines, which results in a CO_2 standard of 627 g/bhp-hr and a fuel consumption standard of 7.06 gallon/100 bhp-hr."

11. On page 74440, correct Table 1 by revising it to read as follows:

TABLE 1—EQUATION COEFFICIENTS FOR VEHICLE CONFIGURATION TARGET STANDARDS

Model year	c	d
Alternative 1—Fixed Target Standards		
Compression-Ignition Vehicle Coefficients for Model Years 2016 and Later		
2016 through 2018	0.000432	3.33
2019 and later	0.000409	3.14

TABLE 1—EQUATION COEFFICIENTS FOR VEHICLE CONFIGURATION TARGET STANDARDS—Continued

Model year	c	d
Spark-Ignition Vehicle Coefficients for Model Years 2016 and Later		
2016 through 2018	0.000513	3.96
2019 and later	0.000495	3.81
Alternative 2—Phased-in Target Standards Compression-Ignition Vehicle Coefficients for Model Years 2016 and Later		
2016	0.000452	3.48
2017	0.000437	3.37
2018 and later	0.000409	3.14
Spark-Ignition Vehicle Coefficients for Model Years 2016 and Later		
2016	0.000528	4.07
2017	0.000518	3.98
2018 and later	0.000495	3.81

12. On page 74442, correct Table 2 by revising it to read as follows:

TABLE 2—VOLUNTARY COMPLIANCE EQUATION COEFFICIENTS FOR VEHICLE FUEL CONSUMPTION STANDARDS

Model year	c	d
Compression-Ignition Vehicle Coefficients for Voluntary Compliance in Model Years 2013 Through 2015		
2013 and 14	0.000470	3.61
2015	0.000466	3.60
Spark-Ignition Vehicle Coefficients for Voluntary Compliance in Model Years 2013 Through 2015		
2013 and 14	0.000542	4.17
2015	0.000539	4.15

13. On page 74444, correct Table 4 by revising it to read as follows:

TABLE 4—TRUCK TRACTOR FUEL CONSUMPTION STANDARDS

Regulatory subcategories	Day cab		Sleeper cab
	Class 7	Class 8	Class 8
Fuel Consumption Standards (gallons per 1000 ton-miles) Effective for Model Years 2017 and Later			
Low Roof	10.1	7.7	6.3
Mid Roof	10.1	7.7	6.8
High Roof	11.4	8.4	7.0
Fuel Consumption Standards (gallons per 1000 ton-miles) Effective for Model Years 2013 to 2016			
Low Roof	10.2	7.8	6.4
Mid Roof	10.2	7.8	6.9
High Roof	11.6	8.5	7.2

14. On page 74445, correct Table 5 by revising it to read as follows:

TABLE 5—HEAVY-DUTY ENGINE STANDARDS

Fuel Consumption Standards (gallons per 100 bhp-hr)

Regulatory subcategory	Light heavy-duty compression-ignition engine	Medium heavy-duty compression-ignition engine		Heavy heavy-duty compression-ignition engine		Spark-ignition engines
Truck Application	Vocational	Vocational	Tractor	Vocational	Tractor	All.
Effective Model Years	2017 and later					2016 and later.
Fuel Consumption Standard.	5.66	5.66	4.78	5.45	4.52	7.06.

Fuel Consumption Standards for Voluntary Compliance (gallons per 100 bhp-hr)

Regulatory subcategory	Light heavy-duty diesel engine	Medium heavy-duty diesel engine		Heavy heavy-duty diesel engine		Spark-ignition engine
Truck Application	Vocational	Vocational	Tractor	Vocational	Tractor	All.
Effective Model Years	2013 through 2016					2013 through 2015.

TABLE 5—HEAVY-DUTY ENGINE STANDARDS—Continued

Regulatory subcategory						
Voluntary Fuel Consumption Standard.	5.89	5.89	4.93	5.57	4.67	7.06.

Issued: December 20, 2010.

Joseph S. Carra,

Acting Associate Administrator for Rulemaking, National Highway Traffic Safety Administration, Department of Transportation.

Issued: December 20, 2010.

Margo Tsirigotis Oge,

Director, Office of Transportation Air Quality, Environmental Protection Agency.

[FR Doc. 2010–32726 Filed 12–28–10; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

44 CFR Part 67

[Docket ID FEMA–2010–0003; Internal Agency Docket No. FEMA–B–1166]

Proposed Flood Elevation Determinations

AGENCY: Federal Emergency Management Agency, DHS.

ACTION: Proposed rule.

SUMMARY: Comments are requested on the proposed Base (1% annual-chance) Flood Elevations (BFEs) and proposed BFE modifications for the communities listed in the table below. The purpose of this notice is to seek general information and comment regarding the proposed regulatory flood elevations for the reach described by the downstream and upstream locations in the table below. The BFEs and modified BFEs are a part of the floodplain management measures that the community is required either to adopt or to show evidence of having in effect in order to qualify or remain qualified for participation in the National Flood Insurance Program (NFIP). In addition, these elevations, once finalized, will be used by insurance agents and others to calculate appropriate flood insurance premium rates for new buildings and the contents in those buildings.

DATES: Comments are to be submitted on or before March 29, 2011.

ADDRESSES: The corresponding preliminary Flood Insurance Rate Map (FIRM) for the proposed BFEs for each community is available for inspection at the community's map repository. The respective addresses are listed in the table below.

You may submit comments, identified by Docket No. FEMA–B–1166, to Luis Rodriguez, Chief, Engineering Management Branch, Federal Insurance and Mitigation Administration, Federal Emergency Management Agency, 500 C Street, SW., Washington, DC 20472, (202) 646–4064, or (e-mail) *luis.rodriguez1@dhs.gov.*

FOR FURTHER INFORMATION CONTACT: Luis Rodriguez, Chief, Engineering Management Branch, Federal Insurance and Mitigation Administration, Federal Emergency Management Agency, 500 C Street, SW., Washington, DC 20472, (202) 646–4064, or (e-mail) *luis.rodriguez1@dhs.gov.*

SUPPLEMENTARY INFORMATION: The Federal Emergency Management Agency (FEMA) proposes to make determinations of BFEs and modified BFEs for each community listed below, in accordance with section 110 of the Flood Disaster Protection Act of 1973, 42 U.S.C. 4104, and 44 CFR 67.4(a).

These proposed BFEs and modified BFEs, together with the floodplain management criteria required by 44 CFR 60.3, are the minimum that are required. They should not be construed to mean that the community must change any existing ordinances that are more stringent in their floodplain management requirements. The community may at any time enact stricter requirements of its own or pursuant to policies established by other Federal, State, or regional entities. These proposed elevations are used to meet the floodplain management requirements of the NFIP and also are used to calculate the appropriate flood insurance premium rates for new buildings built after these elevations are made final, and for the contents in those buildings.

Comments on any aspect of the Flood Insurance Study and FIRM, other than the proposed BFEs, will be considered. A letter acknowledging receipt of any comments will not be sent.

National Environmental Policy Act. This proposed rule is categorically excluded from the requirements of 44 CFR part 10, Environmental Consideration. An environmental impact assessment has not been prepared.

Regulatory Flexibility Act. As flood elevation determinations are not within the scope of the Regulatory Flexibility Act, 5 U.S.C. 601–612, a regulatory flexibility analysis is not required.

Executive Order 12866, Regulatory Planning and Review. This proposed rule is not a significant regulatory action under the criteria of section 3(f) of Executive Order 12866, as amended.

Executive Order 13132, Federalism. This proposed rule involves no policies that have federalism implications under Executive Order 13132.

Executive Order 12988, Civil Justice Reform. This proposed rule meets the applicable standards of Executive Order 12988.

List of Subjects in 44 CFR Part 67

Administrative practice and procedure, Flood insurance, Reporting and recordkeeping requirements.

Accordingly, 44 CFR part 67 is proposed to be amended as follows:

PART 67—[AMENDED]

1. The authority citation for part 67 continues to read as follows:

Authority: 42 U.S.C. 4001 *et seq.;* Reorganization Plan No. 3 of 1978, 3 CFR, 1978 Comp., p. 329; E.O. 12127, 44 FR 19367, 3 CFR, 1979 Comp., p. 376.

§ 67.4 [Amended]

2. The tables published under the authority of § 67.4 are proposed to be amended as follows: