

**Douglas W. O'Donnell,**  
Acting Deputy Commissioner for Services and  
Enforcement.

Approved: June 23, 2020.

**David J. Kautter,**  
Assistant Secretary of the Treasury (Tax  
Policy).

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

### 33 CFR Part 165

[Docket Number USCG–2020–0199]

RIN 1625–AA00

### Safety Zone; Amelia River, Fernandina, FL

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary moving safety zone for navigable waters within a 500-yard radius of the VB–10,000 work barge while transiting the Sector Jacksonville Captain of the Port Zone. Once the VB–10,000 work barge is moored at the Nassau Terminal in Fernandina Beach, FL, the safety zone will be reduced to a 100-yard radius. This safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with a barge of this size and with restricted maneuverability. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port Jacksonville.

**DATES:** This rule is effective without actual notice from July 8, 2020 through July 31, 2020. For the purposes of enforcement, actual notice will be used from July 3, 2020 through July 8, 2020.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2020–0199 in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this rule.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email LT Emily Sysko, Sector Jacksonville, Waterways Management, U.S. Coast Guard; telephone 904–714–7616, email [Emily.T.Sysko@uscg.mil](mailto:Emily.T.Sysko@uscg.mil).

#### SUPPLEMENTARY INFORMATION:

#### I. Table of Abbreviations

CFR Code of Federal Regulations

DHS Department of Homeland Security  
FR Federal Register  
NPRM Notice of proposed rulemaking  
§ Section  
U.S.C. United States Code

## II. Background Information and Regulatory History

The Coast Guard is issuing this temporary rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impracticable. Due to shifting dates and delays resulting from the COVID–19 pandemic, the Coast Guard did not receive a specific date and time for the transit of the VB–10,000 work barge. The barge is expected to arrive at Nassau Terminal in Fernandina Beach, FL on July 3, 2020. It is impracticable to publish an NPRM because we must establish this safety zone prior to the barge getting underway and entering the COTP Jacksonville zone.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this rule would be impracticable because action is needed to respond to the potential safety and navigational hazards associated with a large work barge transiting the channel.

## III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70034. The Captain of the Port (COTP) Jacksonville has determined that potential hazards associated with the VB–10,000 work barge will be a safety concern for anyone within a 500-yard radius of the barge while in transit and within a 100-yard radius of the barge while moored at the Nassau Terminal in Fernandina Beach, FL. This rule is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone while the barge is transiting through the COTP Jacksonville Zone and moored at Nassau Terminal.

## IV. Discussion of the Rule

This rule establishes a safety zone around the VB–10,000 work barge. The

safety zone will cover all navigable waters within 500 yards of the barge while in transit and all navigable waters within 100 yards of the barge while moored at the Nassau Terminal in Fernandina Beach, FL. The duration of the zone is intended to protect personnel, vessels, and the marine environment in these navigable waters while the barge is present. No vessel or person will be permitted to enter the safety zone without obtaining permission from the COTP or a designated representative.

## V. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive orders, and we discuss First Amendment rights of protestors.

### A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. Executive Order 13771 directs agencies to control regulatory costs through a budgeting process. This rule has not been designated a “significant regulatory action,” under Executive Order 12866. Accordingly, this rule has not been reviewed by the Office of Management and Budget (OMB), and pursuant to OMB guidance it is exempt from the requirements of Executive Order 13771.

This regulatory action determination is based on the time and duration the VB–10,000 work barge will be in the Sector Jacksonville Captain of the Port Zone. Vessel traffic will be able to safely transit around the 500 yard radius safety zone which will be reduced to a 100-yard radius while the barge is moored at the Nassau Terminal in Fernandina Beach, FL. Moreover, the Coast Guard will issue a Broadcast Notice to Mariners via VHF–FM marine channel 16 about the zone, and the rule would allow vessels unable to pass safely to seek permission to enter the zone.

### B. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions

with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

While some owners or operators of vessels intending to transit the safety zone may be small entities, for the reasons stated in section V.A above, this rule will not have a significant economic impact on any vessel owner or operator.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), we want to assist small entities in understanding this rule. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

#### C. Collection of Information

This rule will not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

#### D. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial

direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

#### E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

#### F. Environment

We have analyzed this rule under Department of Homeland Security Directive 023-01, Rev. 1, associated implementing instructions, and Environmental Planning COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321-4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule involves a safety zone that will prohibit entry within navigable waters outlined in the Discussion of the Rule above. It is categorically excluded from further review under paragraph L60(a) of Appendix A, Table 1 of DHS Instruction Manual 023-01-001-01, Rev. 1. A Record of Environmental Consideration supporting this determination is available in the docket. For instructions on locating the docket, see the **ADDRESSES** section of this preamble.

#### G. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

#### List of Subjects in 33 CFR Part 165 Regulated Navigation Areas and Limited Access Areas

Harbors, Marine Safety, Navigation (water), Reporting and record keeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

### PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

- 1. The authority citation for part 165 continues to read as follows:

**Authority:** 46 U.S.C. 70034, 70051; 33 CFR 1.05-1, 6.04-1, 6.04-6 and 160.5; Department of Homeland Security Delegation No. 0170.1.

- 2. Add § 165.T07-0199 to read as follows:

#### § 165.T07-0199 Safety Zone; VB-10,000 work barge, Sector Jacksonville Captain of the Port Zone, Fernandina Beach, FL.

(a) *Location.* The following is a safety zone: All navigable waters within a 500 yard radius around the VB-10,000 work barge during the vessel's transit within the Sector Jacksonville Captain of the Port Zone. While it is moored at Nassau Terminal, Fernandina Beach, FL, the safety zone will encompass navigable waters within a 100 yard radius.

(b) *Definitions.* As used in this section, designated representative means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard vessel and Federal, State, and local officers designated by or assisting the Captain of the Port Jacksonville (COTP) in the enforcement of the safety zone.

(c) *Regulations.* (1) All persons and vessels are prohibited from entering, transiting through, anchoring in, or remaining within the regulated area unless authorized by the Captain of the Port Jacksonville or a designated representative.

(2) Persons and vessels desiring to enter, transit through, anchor in, or remain within the regulated area may contact the Captain of the Port Jacksonville by telephone at (904) 714-7557, or a designated representative via VHF-FM radio on channel 16, to request authorization. If authorization is granted, all persons and vessels receiving such authorization must comply with the instructions of the COTP Jacksonville or a designated representative.

(3) The Coast Guard will provide notice of the regulated area through Broadcast Notice to Mariners via VHF-FM channel 16.

(d) *Enforcement period.* This section will be enforced from July 3, 2020 through July 31, 2020, unless terminated sooner by the Sector Jacksonville Captain of the Port Zone.

Dated: June 30, 2020.

**M.C. Reed,**

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

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## **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](mailto:lieske.christopher@epa.gov), or contact the Assessment and Standards Division, email address: [otaq@epa.gov](mailto: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**