



Billing Code 4910-59-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.

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 [insert date of publication in the **Federal Register**].

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: *otag@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:

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)
Rebound Non-Fatal Crash Benefit	(67)	(65)	(54)	(51)	(38)	(36)	(24)
Subtotal - Private Benefits	(759)	(735)	(607)	(576)	(425)	(386)	(248)
Avoided Petroleum Market Externalities	(8)	(7)	(6)	(6)	(4)	(4)	(2)
Avoided Damages from CO2	(15)	(14)	(12)	(11)	(8)	(8)	(5)
Avoided Damages from NOx	(2)	(2)	(1)	(1)	(1)	(1)	(0)
Avoided Damages from VOC	-	-	-	-	-	-	-
Avoided Damages from SO2	4	4	3	4	1	(2)	(6)
Avoided Damages from PM	(9)	(9)	(7)	(7)	(5)	(4)	(2)
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)
Reduced Fuel Tax Revenue	(82)	(80)	(66)	(63)	(46)	(41)	(24)
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)
Non-Rebound Non-Fatal Crash Costs	(11)	(11)	(9)	(9)	(7)	(8)	(6)
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)
External	(30)	(28)	(24)	(22)	(18)	(18)	(15)
Total Benefits	(789)	(763)	(631)	(598)	(443)	(404)	(263)
Costs							
Private	(526)	(511)	(429)	(408)	(303)	(276)	(180)
External	(182)	(175)	(146)	(137)	(103)	(97)	(68)
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 CO2	(15)	(14)	(12)	(11)	(8)	(8)	(5)
Avoided Damages from NOx	(1)	(1)	(1)	(1)	(0)	(0)	(0)
Avoided Damages from VOC	-	-	-	-	-	-	-
Avoided Damages from SO2	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

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, D.C., under authority delegated in 49 CFR 1.95 and 501.5

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

Billing Code: 4910-59-P

[FR Doc. 2020-14642 Filed: 7/6/2020 8:45 am; Publication Date: 7/8/2020]