carry out any necessary testing and analysis required to support that methodology.

- A manufacturer requesting off-cycle credits must conduct testing and/or prepare engineering analyses that demonstrate the in-use durability of the technology for the full useful life of the vehicle.
- The application must contain a detailed description of the off-cycle technology and how it functions to reduce CO_2 emissions under conditions not represented on the compliance tests.
- The application must contain a list of the vehicle model(s) which will be equipped with the technology.
- The application must contain a detailed description of the test vehicles selected and an engineering analysis that supports the selection of those vehicles for testing.
- The application must contain all testing and/or simulation data required under the regulations, plus any other data the manufacturer has considered in the analysis.

Finally, the alternative methodology must be approved by EPA prior to the manufacturer using it to generate credits. As part of the review process defined by regulation, the alternative methodology submitted to EPA for consideration must be made available for public comment.[4] EPA will consider public comments as part of its final decision to approve or deny the request for off-cycle credits.

II. Off-Cycle Credit Applications

A. Denso Electric Scroll Air Conditioning Compressor

Toyota is applying for off-cycle GHG credits for the use of the Denso Electric Scroll Air Conditioning Compressor Variation B (ESB) with pressure adjusting valve technology. This technology improves the efficiency of the electric scroll compressor using a pressure adjusting valve to optimize back pressure on the fixed scroll and reduce mechanical losses. This is similar to the off cycle alternative method technology for the belt driven Denso SES/SAS compressor, for which credits were granted to Toyota in June 2018.[5] The requested credit amount was confirmed by Toyota through bench testing, following the method in the Society of Automotive Engineers (SAE) procedure J2765, to confirm air conditioning system power reduction of the technology resulting from the reduced mechanical losses in the compressor. The SAE J2766 standard (using the GREEN MAC Life Cycle Climate Performance Model) was used to calculate the normalized grams CO_2 per mile improvement of the technology for the U.S. market. The CO_2 grams per mile improvement was derived from the bench test results.

Toyota is applying for a credit of 1.9 grams/mile for 2016 and later model years for vehicles sold in the U.S. and equipped with the Denso ESB air conditioning compressor. EPA considers this compressor technology to be a technology that, if approved, will be subject to the maximum limits for an A/C system of 5.0 g/mi for passenger automobiles and 7.2 g/mi for light trucks specified in the regulations.[6] Details of the testing and analysis can be found in the manufacturer's applications.

B. Dual Layer HVAC Technology

Toyota is applying for off-cycle GHG credits for the use of a dual layer (or 2-layer) HVAC technology. Ventilation and heat transfer losses between the cabin and outside ambient are the key HVAC thermal losses during warmup. Ventilation losses can be reduced by recirculating the cabin air, but this has the adverse effect of building up cabin humidity, which can then become a safety hazard due to increased windshield fogging. Dual layer HVAC uses two separate ''layers'' of airflow within the vehicle and a two-stage fan that can recirculate air through the lower outlets while flowing fresh, low humidity air through the upper ducts (includes the windshield defroster). The module has a door that selects full fresh, full recirculate, or dual layer mode based on logic parameters. Low humidity air is needed to better defog the windshield and recirculated air improves warm up performance. With the use of recirculated air less engine heat is needed to warm the cabin, and both the cabin and the engine warm up faster. Faster engine warmup improves vehicle efficiency.

Toyota is applying for a credit of 0.6 grams/mile for 2016 and later model years for vehicles sold in the U.S. and equipped with the dual layer HVAC technology. Details of the testing and analysis can be found in the manufacturer's applications.

III. EPA Decision Process

EPA has reviewed the applications for completeness and is now making the applications available for public review and comment as required by the regulations. The off-cycle credit applications submitted by the manufacturers (with confidential business information redacted) have been placed in the public docket (see **ADDRESSES** section above) and on EPA's website at *https://www.epa.gov/vehicle-and-engine-certification/compliance-information-light-duty-greenhouse-gas-ghg-standards.*

EPA is providing a 30-day comment period on the applications for off-cycle credits described in this document, as specified by the regulations. The manufacturers may submit a written rebuttal of comments for EPA's consideration, or may revise an application in response to comments. After reviewing any public comments and any rebuttal of comments submitted by manufacturers, EPA will make a final decision regarding the credit requests. EPA will make its decision available to the public by placing a decision document (or multiple decision documents) in the docket and on EPA's website at the same manufacturer-specific pages shown above. While the broad methodologies used by these manufacturers could potentially be used for other vehicles and by other manufacturers, the vehicle specific data needed to demonstrate the off-cycle emissions reductions would likely be different. In such cases, a new application would be required, including an opportunity for public comment.

Dated: March 25, 2020.

Byron J. Bunker,

Director, Compliance Division, Office of Transportation and Air Quality, Office of Air and Radiation.

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[4] See 40 CFR 86.1869–12(d)(2).

[5] ''EPA Decision Document: Off-cycle Credits for General Motors and Toyota Motor Corporation.'' Compliance Division, Office of Transportation and Air Quality, U.S. Environmental Protection Agency. EPA–420–R–18–014, June 2018.

[6] See 40 CFR 86.1868–12 (b).

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OAR–2007–0478; FRL–10007–18–OAR]

Proposed Information Collection Request; Comment Request; Regulation of Fuels and Fuel Additives: Gasoline Volatility

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Environmental Protection Agency (EPA) is planning to submit an information collection request (ICR), Regulation of Fuels and Fuel Additives: Gasoline Volatility (EPA ICR No. 1367.13, OMB control No. 2060–0178), to the Office of Management and Budget

(OMB) for review and approval in accordance with the Paperwork Reduction Act (PRA). Before doing so, EPA is soliciting public comments on specific aspects of the proposed information collection as described below. This is a proposed extension of the ICR, which is currently approved through December 31, 2020. An Agency may not conduct or sponsor and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number.

DATES: Comments must be submitted on or before June 1, 2020.

ADDRESSES: Submit your comments, referencing Docket ID No. EPA–HQ–OAR–2007–0478, online using *www.regulations.gov* (our preferred method), by email to *a-and-r-docket@epa.gov,* or by mail to: EPA Docket Center, Environmental Protection Agency, Mail Code 28221T, 1200 Pennsylvania Ave. NW, Washington, DC 20460.

The EPA's policy is that all comments received will be included in the public docket without change including any personal information provided, unless the comment includes profanity, threats, information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute.

FOR FURTHER INFORMATION CONTACT: James W. Caldwell, Compliance Division, Office of Transportation and Air Quality, Mail Code 6405A, Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460; telephone number: (202) 343–9303; fax number: (202) 343–2802; email address: *caldwell.jim@epa.gov.*

SUPPLEMENTARY INFORMATION: Supporting documents which explain in detail the information that the EPA will be collecting are available in the public docket for this ICR. The docket can be viewed online at *www.regulations.gov* or in person at the EPA Docket Center, WJC West Building, Room 3334, 1301 Constitution Ave. NW, Washington, DC. The telephone number for the Docket Center is 202–566–1744. For additional information about EPA's public docket, visit *http://www.epa.gov/dockets.*

Pursuant to section 3506(c)(2)(A) of the PRA, EPA specifically solicits comments and information to enable it to: (i) Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the Agency, including whether the information will have practical utility; (ii) evaluate the accuracy of the Agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (iii) enhance the quality, utility, and clarity of the information to be collected; and (iv) minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.,* permitting electronic submission of responses. EPA will consider the comments received and amend the ICR as appropriate. The final ICR package will then be submitted to OMB for review and approval. At that time, EPA will issue another **Federal Register** document to announce the submission of the ICR to OMB and the opportunity to submit additional comments to OMB.

Abstract: Gasoline volatility, as measured by Reid Vapor Pressure (RVP) in pounds per square inch (psi), is controlled during the summer ozone season (June 1 to September 15) in order to minimize evaporative hydrocarbon emissions from motor vehicles. RVP is subject to a federal standard of 7.8 psi or 9.0 psi, depending on location. The addition of ethanol to gasoline increases the RVP by about 1 psi. Gasoline that contains between nine and 15 volume percent ethanol is provided a 1.0 psi waiver such that the RVP may be up to 8.8 psi or 10.0 psi for a federal standard of 7.8 psi or 9.0 psi respectively. As an aid to industry compliance and EPA enforcement, the product transfer document (PTD), which is prepared by the gasoline producer or importer and which accompanies a shipment of gasoline containing ethanol, is required by regulation to contain a legible and conspicuous statement that the gasoline contains ethanol and the percentage concentration of ethanol. This is intended to deter the mixing within the distribution system, particularly in retail storage tanks, of gasoline containing between nine and 15 volume percent ethanol with gasoline which does not contain ethanol in that range. Such mixing would likely result in a gasoline which is in violation of its RVP standard. Also, a party seeking a testing exemption for research on gasoline that is not in compliance with the applicable volatility standard must submit certain information to EPA. EPA has additional PTD requirements for gasoline containing ethanol at 40 CFR 80.1503. Those requirements are covered in a separate ICR.

Form Numbers: None.

Respondents/affected entities: Entities potentially affected by this action are those who produce or import gasoline containing ethanol, or who wish to obtain a testing exemption.

Respondent's obligation to respond: Mandatory per 40 CFR 80.27(d) and (e).

Estimated number of respondents: 2,200.

Frequency of response: On occasion.

Total estimated burden: 1,410 hours per year. Burden is defined at 5 CFR 1320.03(b).

Total estimated cost: $154,030, includes $10 annualized capital or operation & maintenance costs.

Changes in Estimates: With just about all PTDs now computer-generated, the average time to include the regulatory language on each PTD has decreased from one second to 0.1 second. The total annual burden has decreased from 12.330 hours per year to 1,410 hours per year.

Dated: March 25, 2020.

Byron J. Bunker,

Director, Compliance Division, Office of Transportation and Air Quality, Office of Air and Radiation.

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FEDERAL COMMUNICATIONS COMMISSION

[IB Docket No. 16–185; DA 20–300]

Announcement of Re-Chartering for the Advisory Committee for the World Radio Conference

AGENCY: Federal Communications Commission.

ACTION: Notice.

SUMMARY: In accordance with the Federal Advisory Committee Act, the Federal Communications Commission announces that the charter for the Advisory Committee for the World Radio Conference (WRC Advisory Committee) has been renewed by the General Services Administration (GSA) for a two-year period. The WRC Advisory Committee is a federal advisory committee under the Federal Advisory Committee Act.

DATES: Renewed for two years, starting April 2, 2020.

ADDRESSES: Federal Communications Commission, 445 12th Street SW, Room TW–C305, Washington, DC 20554.

FOR FURTHER INFORMATION CONTACT: Dante Ibarra, Designated Federal Officer (DFO), WRC Advisory Committee, FCC International Bureau, Global Strategy and Negotiations Division, at (202) 418–0610. Email: *dante.ibarra@fcc.gov.*

SUPPLEMENTARY INFORMATION: In accordance with the Federal Advisory