

to Zonal Resource Credits. Please be advised that the questions listed in the Appendix to this notice, as well as possible follow-up questions, will be discussed during the conference call. Additional questions may also be discussed.

The conference call will not be webcasted or transcribed. However, for any person interested in these proceedings, an audio listen-only line will be provided. Those wishing to access the listen-only line must email Corey Cox at [Corey.Cox@ferc.gov](mailto:Corey.Cox@ferc.gov) by 5:00 p.m. (Eastern Time) on Thursday, July 2, 2020, with your name, email, and phone number, in order to receive the call-in information before the conference call. Please use the following text for the subject line, "ER20-1942-000 listen-only line registration."

Commission conferences are accessible under section 508 of the Rehabilitation Act of 1973. For accessibility accommodations, please send an email to [accessibility@ferc.gov](mailto:accessibility@ferc.gov) or call toll free 1 (866) 208-3372 (voice) or (202) 208-1659 (TTY), or send a FAX to (202) 208-2106 with the required accommodations.

For additional information, please contact Corey Cox by phone at (202) 502-6848 or by email at [Corey.Cox@ferc.gov](mailto:Corey.Cox@ferc.gov).

**Kimberly D. Bose,**  
Secretary.

[FR Doc. 2020-14186 Filed 6-30-20; 8:45 am]

BILLING CODE 6717-01-P

## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

[Project No. 2413-127]

#### Georgia Power Company; Notice of Application Accepted for Filing and Soliciting Comments, Motions To Intervene, and Protests

Take notice that the following hydroelectric application has been filed with the Commission and is available for public inspection:

- a. *Application Type:* Non-project use of project lands and waters.
- b. *Project No:* 2413-127.
- c. *Date Filed:* June 12, 2020.
- d. *Applicant:* Georgia Power Company.
- e. *Name of Project:* Wallace Dam Pumped Storage Project.
- f. *Location:* Lake Oconee in Putnam County, Georgia.
- g. *Filed Pursuant to:* Federal Power Act, 16 U.S.C. 791a-825r.
- h. *Applicant Contact:* Joseph Charles, Hydro Compliance Coordinator, Georgia

Power, 241 Ralph McGill Blvd. NE, BIN 10151, Atlanta, Georgia 30308, (404) 506-2337, [jcharles@southernco.com](mailto:jcharles@southernco.com).

i. *FERC Contact:* Mark Carter, (678) 245-3083, [mark.carter@ferc.gov](mailto:mark.carter@ferc.gov).

j. *Deadline for filing comments, motions to intervene, and protests:* July 27, 2020.

The Commission strongly encourages electronic filing. Please file comments, motions to intervene, and protests using the Commission's eFiling system at <http://www.ferc.gov/docs-filing/efiling.asp>. Commenters can submit brief comments up to 6,000 characters, without prior registration, using the eComment system at <http://www.ferc.gov/docs-filing/ecomment.asp>. You must include your name and contact information at the end of your comments. For assistance, please contact FERC Online Support at [FERCOnlineSupport@ferc.gov](mailto:FERCOnlineSupport@ferc.gov), (866) 208-3676 (toll free), or (202) 502-8659 (TTY). The first page of any filing should include docket number P-2413-127. Comments emailed to Commission staff are not considered part of the Commission record.

The Commission's Rules of Practice and Procedure require all intervenors filing documents with the Commission to serve a copy of that document on each person whose name appears on the official service list for the project. Further, if an intervenor files comments or documents with the Commission relating to the merits of an issue that may affect the responsibilities of a particular resource agency, they must also serve a copy of the document on that resource agency.

k. *Description of Request:* Georgia Power Company is requesting Commission approval to permit 1054 Lake Oconee Parkway, LLC (applicant) to construct a commercial marina on the site of an existing commercial development (*i.e.*, Jerry's Bait and Tackle) that has closed. The applicant proposes to construct a commercial marina and dry boat storage facility that would include a stationary, wooden dock that could accommodate 18 watercraft, a concrete walkway, and two concrete ramps (one of which would be used as the launch serving the dry storage operation). The dock would not extend farther than 50 feet into the water, would include a fuel pump platform (with two pumps and four dispensers), and would follow the licensee's shoreline management guidelines. Since filing its marina application, on June 18, 2020, the licensee received a new license to continue operating the Wallace Dam project.

l. *Locations of the Application:* In addition to publishing the full text of this document in the **Federal Register**, the Commission provides all interested persons an opportunity to view and/or print the contents of this document via the internet through the Commission's Home Page (<http://www.ferc.gov>) using the "elibrary" link. Enter the docket number excluding the last three digits in the document field to access the document. At this time, the Commission has suspended access to the Commission's Public Reference Room, due to the proclamation declaring a National Emergency concerning the Novel Coronavirus Disease (COVID-19), issued by the President on March 13, 2020. For assistance, contact FERC at [FERCOnlineSupport@ferc.gov](mailto:FERCOnlineSupport@ferc.gov) or call toll-free, (866) 208-3673 or TYY, (202) 502-8659. Agencies may obtain copies of the application directly from the applicant.

m. Individuals desiring to be included on the Commission's mailing list should so indicate by writing to the Secretary of the Commission.

n. *Comments, Protests, or Motions to Intervene:* Anyone may submit comments, a protest, or a motion to intervene in accordance with the requirements of Rules of Practice and Procedure, 18 CFR 385.210, .211, .214, respectively. In determining the appropriate action to take, the Commission will consider all protests or other comments filed, but only those who file a motion to intervene in accordance with the Commission's Rules may become a party to the proceeding. Any comments, protests, or motions to intervene must be received on or before the specified comment date for the particular application.

o. *Filing and Service of Documents:* Any filing must (1) bear in all capital letters the title "COMMENTS", "PROTEST", or "MOTION TO INTERVENE" as applicable; (2) set forth in the heading the name of the applicant and the project number of the application to which the filing responds; (3) furnish the name, address, and telephone number of the person commenting, protesting or intervening; and (4) otherwise comply with the requirements of 18 CFR 385.2001 through 385.2005. All comments, motions to intervene, or protests must set forth their evidentiary basis. Any filing made by an intervenor must be accompanied by proof of service on all persons listed in the service list prepared by the Commission in this proceeding, in accordance with 18 CFR 385.2010.

Dated: June 25, 2020.

**Kimberly D. Bose,**  
*Secretary.*

[FR Doc. 2020–14187 Filed 6–30–20; 8:45 am]

BILLING CODE 6717–01–P

## ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OAR–2019–0210; FRL 10010–87–OAR]

### Determinations of Light-Duty Vehicle Alternative Greenhouse Gas Emissions Standards for Small Volume Manufacturers

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice.

**SUMMARY:** The Environmental Protection Agency (EPA) is finalizing determinations of light-duty vehicle greenhouse gas emissions alternative standards for four small volume manufacturers: Aston Martin, Ferrari, Lotus and McLaren. The alternative standards in these determinations cover model years 2017–2021 and are established pursuant to small volume manufacturer provisions in EPA’s light-duty vehicle greenhouse gas regulations.

**ADDRESSES:** The EPA has established a docket for this action under Docket ID No. EPA–HQ–OAR–2019–0210. All documents in the docket are listed on the <https://www.regulations.gov> website. 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, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available electronically through <https://www.regulations.gov>.

#### FOR FURTHER INFORMATION CONTACT:

Christopher Lieske, Office of Transportation and Air Quality, Assessment and Standards Division, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105. Telephone: (734) 214–4584. Fax: (734) 214–4816. Email address: [lieske.christopher@epa.gov](mailto:lieske.christopher@epa.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. General Information

*A. How can I get copies of this document and other related information?*

EPA has established a docket for this action under Docket ID No. EPA–HQ–OAR–2019–0210. Publicly available

docket materials are available either electronically through [www.regulations.gov](http://www.regulations.gov). Out of an abundance of caution for members of the public and our staff, the EPA Docket Center and Reading Room was closed to public visitors on March 31, 2020, to reduce the risk of transmitting COVID–19. Our Docket Center staff will continue to provide remote customer service via email, phone, and webform. For further information on EPA Docket Center services and the current status, please visit us online at <https://www.epa.gov/dockets>.

##### B. Electronic Access

You may access this **Federal Register** document electronically from the Government Printing Office under the “**Federal Register**” listings at FDSys. (<http://www.gpo.gov/fdsys/browse/collection.action?collectionCode=FR>).

## II. Background

The EPA’s light-duty vehicle greenhouse gas (GHG) program for model years (MYs) 2012–2016 provided a conditional exemption for small volume manufacturers (SVMs) with annual U.S. sales of less than 5,000 vehicles due to unique feasibility issues faced by these SVMs.<sup>1</sup> The exemption was conditioned on the manufacturer making a good faith effort to obtain credits from larger volume manufacturers. For the MY 2017–2025 light-duty vehicle GHG program, EPA proposed, took public comment on, and in 2012 finalized specific regulations allowing SVMs to petition EPA for alternative standards, again recognizing that the primary program standards may not be feasible for SVMs and could drive these manufacturers from the U.S. market.<sup>2</sup> EPA acknowledged in the 2012 final rule that SVMs may face a greater challenge in meeting CO<sub>2</sub> standards compared to large manufacturers because they only produce a few vehicle models, mostly focused on high performance sports cars and luxury vehicles. SVMs have limited product lines across which to average emissions, and the few vehicles they produce often have very high CO<sub>2</sub> levels on a per vehicle basis. EPA also noted that the total U.S. annual vehicle sales of SVMs are much less than 1 percent of total sales of all manufacturers and contribute minimally to total vehicular GHG emissions, and foregone GHG reductions from SVMs likewise are a small percentage of total industry-wide reductions. EPA received only supportive public comments on

allowing alternative standards for SVMs, including from SVMs, their trade associations, and dealers.<sup>3</sup> EPA adopted a regulatory pathway for SVMs to apply for alternative GHG emissions standards for MYs 2017 and later, based on information provided by each SVM on factors such as technical feasibility, cost, and lead time.<sup>4</sup>

The regulations established in the 2012 rule outline eligibility criteria and a framework for establishing SVM alternative standards. Manufacturer average annual U.S. sales must remain below 5,000 vehicles to be eligible for SVM alternative standards.<sup>5</sup> The regulations specify the requirements for supporting technical data and information that a manufacturer must submit to EPA as part of its application.<sup>6</sup> The regulations specify that an SVM applying for an alternative standard provide the following technical information:

- The CO<sub>2</sub> reduction technologies employed by the manufacturer on each vehicle model, or projected to be employed, including information regarding the cost and CO<sub>2</sub>-reducing effectiveness. Include technologies that improve air conditioning efficiency and reduce air conditioning system leakage, and any “off-cycle” technologies that potentially provide benefits outside the operation represented by the Federal Test Procedure (FTP) and the Highway Fuel Economy Test (HFET).
- An evaluation of comparable models from other manufacturers, including CO<sub>2</sub> results and air conditioning credits generated by the models.
- A discussion of the CO<sub>2</sub>-reducing technologies employed on vehicles offered outside of the U.S. market but not available in the U.S., including a discussion as to why those vehicles and/or technologies are not being used to achieve CO<sub>2</sub> reductions for vehicles in the U.S. market.
- An evaluation, at a minimum, of the technologies projected by the EPA in a final rulemaking as those technologies likely to be used to meet greenhouse gas emission standards and the extent to which those technologies are employed or projected to be employed by the manufacturer.
- The most stringent CO<sub>2</sub> level estimated to be feasible for each model, in each model year, and the technological basis for this estimate.
- For each model year, a projection of the lowest feasible sales-weighted fleet

<sup>3</sup> Docket No. EPA–HQ–OAR–2010–0799

<sup>4</sup> 40 CFR 86.1818–12(g).

<sup>5</sup> 40 CFR 86.1818–12(g)(1).

<sup>6</sup> 40 CFR 86.1818–12(g)(4).

<sup>1</sup> 75 FR 25419–25421, May 7, 2010.

<sup>2</sup> 77 FR 62789–62795, October 15, 2012.