

respondent is expected to be aware of relevant aspects of the company's charging infrastructure and program if such exists, such that the gathering of information is not expected to be very resource consuming. DOE will continue to compile and issue an annual progress update that would provide an update on the Workplace Charging Challenge program partners' activities, as well as report on metrics DOE is evaluating related to energy consumption, costs, numbers of employers in the program, and best practices that can be identified for the purpose of helping others take steps to deploy charging infrastructure. The following are reports and documents available to date:

- Workplace Charging Challenge 2014 Progress Update: Employers Take Charge
- Workplace Charging Challenge Mid-Program Review: Employees Plug In
- Plug-In Electric Vehicle Handbook for Workplace Charging Hosts
- Install and Manage Workplace Charging
- Costs Associated With Non-Residential Electric Vehicle Supply Equipment

The Challenge effort will continue to rely on data the Partners will provide via an online response tool. The data collection would continue to address the following topic areas: (1) Charging infrastructure and use; (2) Employee PEV ownership and PEV knowledge; and (3) feedback on the Challenge.

The data would continue to be compiled for the purpose of assessing and setting forth in the annual progress updates the Workplace Charging Challenge program's impact in terms of increasing both the number of employers offering workplace charging and the deployment of EVSEs and PEVs.

As is done presently, the data and subsequent analyses will allow DOE to compare historical records dynamically, and provide the opportunity for DOE to determine annual progress toward Workplace Charging Challenge goals. Calculation of progress and impacts will continue to be undertaken on an annual basis.

The Workplace Charging Challenge program is targeted at U.S. employers. Providing initial baseline information for each participating employer, which occurs only once, is expected to take 1.5 hours. Follow-up questions and clarifications for the purpose of ensuring accurate analyses may take up to 3.5 hours; (5) Annual Estimated Number of Respondents: 400; (6) Annual Estimated Number of Total Responses: 400; (7) Annual Estimated Number of Burden Hours: 2,000; (8)

Annual Estimated Reporting and Recordkeeping Cost Burden: There is no cost associated with reporting and recordkeeping.

Statutory Authority: 42 U.S.C. 13233; 42 U.S.C. 13252(a)–(b); 42 U.S.C. 13255.

Issued in Washington, DC, on September 16, 2016.

Michael R. Berube,

Director, Vehicle Technologies Office, Energy Efficiency and Renewable Energy.

[FR Doc. 2016–22975 Filed 9–22–16; 8:45 am]

BILLING CODE 6450–01–P

DEPARTMENT OF ENERGY

Office of Energy Efficiency and Renewable Energy

Notice of Public Scoping, Request for Comment, and Announcement of Public Scoping Meeting for the U.S. Department of Energy Environmental Assessment for Project Icebreaker (DOE/EA–2045)

AGENCY: Office of Energy Efficiency and Renewable Energy, U.S. Department of Energy.

ACTION: Notice of public scoping, request for comment, and announcement of public scoping meeting.

SUMMARY: The U.S. Department of Energy (DOE) is proposing to authorize the expenditure of federal funding for the design, construction, operation, maintenance, and decommissioning of “Project Icebreaker,” a 20-megawatt offshore wind renewable energy project that would be located in Lake Erie, approximately 8 miles off Cleveland, Ohio. The proposed project would consist of up to six wind turbine generators and the necessary electrical transmission facilities (*i.e.* underwater and underground cable) to connect to the Cleveland Public Power Lake Road Substation. The Army Corps of Engineers (USACE) anticipates receiving an application pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act for the proposed project. The U.S. Coast Guard (USCG) is responsible for reviewing impacts related to navigation and the USCG mission.

Pursuant to the requirements of the National Environmental Policy Act (NEPA), DOE is preparing an Environmental Assessment (EA) to identify and analyze potential impacts to the human environment that may occur if DOE authorizes the expenditure of federal funding in support of Project Icebreaker. The USACE and the USCG are cooperating agencies in preparation

of the EA. DOE is requesting public input on the scope of the EA for Project Icebreaker.

The notice of public scoping for the EA and a description of the proposed project is available for review at: www.energy.gov/node/2001046.

DATES:

Meeting: DOE will hold a public meeting on September 28, 2016 from 4:00 p.m. to 7:00 p.m. in Lakewood, Ohio.

Comments: Comments regarding scoping must be received on or before October 21, 2016.

ADDRESSES:

Meeting: The public meeting will be held at the Lakewood Park Woman's Club Pavilion, 14532 Lake Ave, Lakewood, Ohio 44107.

Written Comments: Written comments should be sent to Roak Parker at U.S. Department of Energy, 15013 Denver West Parkway, Golden, CO 80401, or by email to ProjectIcebreaker@ee.doe.gov.

FOR FURTHER INFORMATION CONTACT:

Requests for additional information should be directed to Roak Parker at ProjectIcebreaker@ee.doe.gov. The notice is available for viewing at: www.energy.gov/node/2001046.

Statutory Authority: National Environmental Policy Act (NEPA) (42 U.S.C. 4321 *et seq.*).

Issued in Golden, CO, on September 14, 2016.

Lori A. Gray,

NEPA Division Director, Office of Energy Efficiency and Renewable Energy.

[FR Doc. 2016–22973 Filed 9–22–16; 8:45 am]

BILLING CODE 6450–01–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OAR–2013–0246; FRL–9952–98–OAR]

Proposed Information Collection Request; Comment Request; Information Requirements for New Marine Compression Ignition Engines at or Above 30 Liters per Cylinder

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Environmental Protection Agency is planning to submit an information collection request (ICR), “Information Requirements for New Marine Compression Ignition Engines at or Above 30 Liters per Cylinder” (EPA ICR No. 2345.04, OMB Control No. 2060–0641) to the Office of Management and Budget (OMB) for review and

approval in accordance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*). 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 November 30, 2016. 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 November 22, 2016.

ADDRESSES: Submit your comments, referencing the Docket ID No. EPA-HQ-OAR-2013-0246, 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.

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: Nydia Yanira Reyes-Morales, Environmental Protection Agency, 1200 Pennsylvania Avenue NW., Mail Code 6405A, Washington, DC 20460; telephone number: 202-343-9264; fax number: 202-343-2804; email address: reyes-morales.nydia@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, EPA West, 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 Paperwork Reduction Act, EPA is soliciting 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** notice to announce the submission of the ICR to OMB and the opportunity to submit additional comments to OMB.

Abstract: For this ICR, EPA is seeking a revision to an existing package with a three year extension. Title II of the Clean Air Act, (42 U.S.C. 7521 *et seq.*; CAA), charges the Environmental Protection Agency (EPA) with issuing certificates of conformity for those engines that comply with applicable emission standards. Such a certificate must be issued before engines may be legally introduced into commerce. Under this ICR, EPA collects information necessary to (1) issue certificates of compliance with emission statements, and (2) verify compliance with various programs and regulatory provisions pertaining to marine compression-ignition engines with a specific engine displacement at or above 30 liters per cylinder, also referred to as Category 3 engines. To apply for a certificate of conformity, manufacturers are required to submit descriptions of their planned production engines, including detailed descriptions of emission control systems and test data. This information is organized by "engine family" groups expected to have similar emission characteristics. There are recordkeeping requirements of up to eight years. The Act also mandates EPA to verify that manufacturers have successfully translated their certified prototypes into mass produced engines, and that these engines comply with emission standards throughout their useful lives.

Under the Production Line Testing Program ("PLT Program"), manufacturers of Category 3 engines are required to test each engine at the sea trial of the vessel in which the engine is installed or within the first 300 hours of operation, whichever comes first. This self-audit program allows manufacturers to monitor compliance and minimize the cost of correcting errors through early detection. In addition, owners and operators of

marine vessels with Category 3 engines must record certain information and send minimal annual notifications to EPA to show that engine maintenance and adjustments have not caused engines to be noncompliant. From time to time, EPA may test in-use engines to verify compliance with emission standards throughout the marine engine's useful life and may ask for information about the engine family to be tested.

The information requested is collected by the Diesel Engine Compliance Center (DECC), Compliance Division (CD), Office of Transportation and Air Quality, Office of Air and Radiation, EPA. Besides DECC and CD, this information could be used by the Office of Enforcement and Compliance Assurance and the Department of Justice for enforcement purposes.

Proprietary information is kept confidential in accordance with the Freedom of Information Act (FOIA), EPA regulations at 40 CFR parts 2 and 1042.915, and class determinations issued by EPA's Office of General Counsel. Non-confidential business information may be disclosed as requested under FOIA. That information may be used by trade associations, environmental groups, and the public. Most of the information is collected in electronic format and stored in CD's databases.

Form Numbers: 5900-90 (Annual Production Report); 5900-297 (PLT CumSum Report); 5900-298 (PLT Non-CumSum Report); 5900-124 (Application for Certification).

Respondents/Affected Entities: Respondents are manufacturers of marine compression-ignition engines above 30 liters per cylinder and the owners or operators of the vessels in which those engines are installed, within the following North American Industry Classification System (NAICS) codes: 333618 (Other Engine Equipment Manufacturing), 336611 (Manufacturers of Marine Vessels); 811310 (Engine Repair and Maintenance); 483 (Water transportation, freight and passenger).

Respondent's Obligation to Respond: Required to obtain or retain a benefit. Manufacturers must respond to this collection if they wish to sell and/or operate their Category 3 engines in the U.S., as prescribed by Section 206(a) of the CAA (42 U.S.C. 7521) and 40 CFR part 1042. Certification reporting is mandatory (Section 206(a) of CAA (42 U.S.C. 7521) and 40 CFR part 1042, subpart C). PLT reporting is mandatory (Section 206(b)(1) of CAA and 40 CFR part 1042, subpart D).

Estimated Number of Respondents: 201 (total, including engine manufacturers, owners and operators).

Frequency of Response: Quarterly, Annually, On Occasion, depending on the type of response.

Total Estimated Burden: 24,813 hours per year. Burden is defined at 5 CFR 1320.03(b).

Total Estimated Cost: \$1,931,765 (per year), includes an estimated \$734,588 annualized capital or maintenance and operational costs.

Changes in Estimates: To date, there are no changes in the total estimated respondent burden compared with the ICR currently approved by OMB. However, EPA is evaluating information that may lead to a change in the estimates. After EPA has evaluated this information, burden estimates may slightly decrease due to the fact that EPA has received fewer applications for certification of Category 3 engine families than previously estimated. Cost estimates may increase due to inflation and labor rate changes.

Dated: September 19, 2016.

Byron J. Bunker,

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

[FR Doc. 2016-23149 Filed 9-22-16; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OPPT-2016-0511; FRL-9952-95]

Certain New Chemicals or Significant New Uses; Statements of Findings for September 2016

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: Section 5(g) of the Toxic Substances Control Act (TSCA) requires EPA to publish in the **Federal Register** a statement of its findings after its review of TSCA section 5(a) notices when EPA makes a finding that a new chemical substance or significant new use is not likely to present an unreasonable risk of injury to health or the environment. Such statements apply to premanufacture notices (PMNs), microbial commercial activity notices (MCANs), and significant new use notices (SNUNs) submitted to EPA under TSCA section 5. This document presents statements of findings made by EPA on TSCA section 5(a) notices during the period from June 22, 2016 to September 19, 2016.

FOR FURTHER INFORMATION CONTACT:

For technical information contact: Greg Schweer, Chemical Control Division (7405M), Office of Pollution Prevention and Toxics, Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460-0001; telephone number: 202-564-8469; email address: Schweer.Greg@epa.gov.

For general information contact: The TSCA-Hotline, ABVI-Goodwill, 422 South Clinton Ave., Rochester, NY 14620; telephone number: (202) 554-1404; email address: TSCA-Hotline@epa.gov.

SUPPLEMENTARY INFORMATION:

I. General Information

A. Does this action apply to me?

This action is directed to the public in general. As such, the Agency has not attempted to describe the specific entities that this action may apply to. Although others may be affected, this action applies directly to the submitters of the PMNs addressed in this action.

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

The docket for this action, identified by docket identification (ID) number EPA-HQ-OPPT-2016-0511 is available at <http://www.regulations.gov> or at the Office of Pollution Prevention and Toxics Docket (OPPT Docket), Environmental Protection Agency Docket Center (EPA/DC), West William Jefferson Clinton Bldg., Rm. 3334, 1301 Constitution Ave. NW., Washington, DC. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566-1744, and the telephone number for the OPPT Docket is (202) 566-0280. Please review the visitor instructions and additional information about the docket available at <http://www.epa.gov/dockets>.

II. What action is the Agency taking?

This document lists the statements of findings made by EPA after review of notices submitted under TSCA section 5(a) that certain new chemical substances or significant new uses are not likely to present an unreasonable risk of injury to health or the environment. This document presents statements of findings made by EPA during the period from June 22, 2016 to September 19, 2016.

III. What is the Agency's authority for taking this action?

TSCA section 5(a)(3) requires EPA to review a TSCA section 5(a) notice and make one of the following specific findings:

- The chemical substance or significant new use presents an unreasonable risk of injury to health or the environment;
- The information available to EPA is insufficient to permit a reasoned evaluation of the health and environmental effects of the chemical substance or significant new use;
- The information available to EPA is insufficient to permit a reasoned evaluation of the health and environmental effects and the chemical substance or significant new use may present an unreasonable risk of injury to health or the environment;
- The chemical substance is or will be produced in substantial quantities, and such substance either enters or may reasonably be anticipated to enter the environment in substantial quantities or there is or may be significant or substantial human exposure to the substance; or
- The chemical substance or significant new use is not likely to present an unreasonable risk of injury to health or the environment.

Unreasonable risk findings must be made without consideration of costs or other non-risk factors, including an unreasonable risk to a potentially exposed or susceptible subpopulation identified as relevant under the conditions of use. The term "conditions of use" is defined in TSCA section 3 to mean "the circumstances, as determined by the Administrator, under which a chemical substance is intended, known, or reasonably foreseen to be manufactured, processed, distributed in commerce, used, or disposed of."

EPA is required under TSCA section 5(g) to publish in the **Federal Register** a statement of its findings after its review of a TSCA section 5(a) notice when EPA makes a finding that a new chemical substance or significant new use is not likely to present an unreasonable risk of injury to health or the environment. Such statements apply to premanufacture notices (PMNs), microbial commercial activity notices (MCANs), and significant new use notices (SNUNs) submitted to EPA under TSCA section 5.

Anyone who plans to manufacture (which includes import) a new chemical substance for a non-exempt commercial purpose, and any manufacturer or processor wishing to engage in a use of a chemical substance designated by EPA as a significant new use, must submit a notice to EPA at least 90 days before commencing manufacture of the new chemical substance, or before manufacture or processing, for the significant new use.