

**PART 230—COST ACCOUNTING STANDARDS ADMINISTRATION**

**230.201–5 [Amended]**

- 26. Amend section 230.201–5—
- a. In paragraph (a)(1)(A) introductory text by removing “Defense Pricing and Contracting (DPC)” and adding “Defense Pricing, Contracting, and Acquisition Policy (DPCAP)” in its place; and
- b. In paragraphs (a)(1)(B) and (e) by removing “DPC” and adding “DPCAP” in its place wherever it appears.

**PART 232—CONTRACT FINANCING**

**232.006–5 [Amended]**

- 27. Amend section 232.006–5 by removing “Defense Pricing and Contracting” and adding “Defense Pricing, Contracting, and Acquisition Policy” in its place.
- 28. Amend section 232.070—
- a. By revising paragraph (a); and
- b. In paragraph (b) by removing “OUSD(A&S)DPC” and adding “OUSD(A&S)DPCAP” in its place.  
The revision reads as follows:

**232.070 Responsibilities.**

(a) The Principal Director, Defense Pricing, Contracting, and Acquisition Policy (DPCAP), Office of the Under Secretary of Defense (Acquisition and Sustainment) (OUSD(A&S)DPCAP) is responsible for ensuring uniform administration of DoD contract financing, including DoD contract financing policies and important related procedures. Agency discretion under FAR part 32 is at the DoD level and is not delegated to the departments and agencies. Proposals by the departments and agencies, to exercise agency discretion, shall be submitted to OUSD(A&S)DPCAP.

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**232.611 [Amended]**

- 29. Amend section 232.611 in paragraph (a) introductory text by removing “Defense Pricing and Contracting” and adding “Defense Pricing, Contracting, and Acquisition Policy” in its place.

**232.1004 [Amended]**

- 30. Amend section 232.1004 in paragraph (b)(ii) introductory text by removing “DPC” and adding “Defense Pricing, Contracting, and Acquisition Policy” in its place.

**232.7101 [Amended]**

- 31. Amend section 232.7101—
- a. In paragraph (b) by removing “Defense Pricing and Contracting (DPC)” and adding “Defense Pricing,

Contracting, and Acquisition Policy (DPCAP)” in its place; and

- b. In paragraph (c) by removing “DPC” and adding “DPCAP” in its place.

**PART 242—CONTRACT ADMINISTRATION AND AUDIT SERVICES**

**242.602 [Amended]**

- 32. Amend section 242.602 in paragraph (c)(2) by removing “Defense Pricing and Contracting” and adding “Defense Pricing, Contracting, and Acquisition Policy” in its place.

**242.771–3 [Amended]**

- 33. Amend section 242.771–3 in paragraph (b)(1) by removing “Defense Pricing and Contracting” and adding “Defense Pricing, Contracting, and Acquisition Policy” in its place.

**PART 243—CONTRACT MODIFICATIONS**

**243.204–70–1 [Amended]**

- 34. Amend section 243.204–70–1 in paragraph (b) by removing “Defense Pricing and Contracting” and adding “Defense Pricing, Contracting, and Acquisition Policy” in its place.

**PART 245—GOVERNMENT PROPERTY**

**245.102 [Amended]**

- 35. Amend section 245.102 in paragraph (4)(ii)(C)(2) by removing “Defense Pricing and Contracting (DPC)” and adding “Defense Pricing, Contracting, and Acquisition Policy” in its place.

**PART 249—TERMINATION OF CONTRACTS**

**249.7000 [Amended]**

- 36. Amend section 249.7000 in paragraph (a)(1) by removing “Defense Pricing and Contracting” and adding “Defense Pricing, Contracting, and Acquisition Policy” in its place.

**PART 252—SOLICITATION PROVISIONS AND CONTRACT CLAUSES**

- 37. Amend section 252.225–7004 by revising the clause date and paragraph (c)(5) to read as follows:

**252.225–7004 Report of Intended Performance Outside the United States and Canada—Submission after Award.**

**Report of Intended Performance Outside the United States and Canada—Submission After Award (Jul 2024)**

(c) \* \* \*

(5) Shall submit a copy of each report to: Principal Director, Defense Pricing, Contracting, and Acquisition Policy (Contract Policy), OUSD(A&S) DPCAP/ CP, Washington, DC 20301–3060.

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[FR Doc. 2024–16336 Filed 7–26–24; 8:45 am]  
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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

**49 CFR Parts 523, 531, 533, 535, 536, and 537**

[NHTSA–2023–0022]

RIN 2127–AM55

**Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030–2035; Correction**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA).

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects technical errors in the final rule that appeared in the **Federal Register** on June 24, 2024, entitled “Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030–2035.” That document finalized new Corporate Average Fuel Economy (CAFE) standards for passenger cars and light trucks to be manufactured in model years (MYs) 2027–2031, and new fuel efficiency standards for heavy-duty pickup trucks and vans (HDPUVs) to be manufactured in MYs 2030–2035.

**DATES:** This rule is effective August 23, 2024.

**FOR FURTHER INFORMATION CONTACT:** Joseph Bayer, CAFE Program Division Chief, Office of Rulemaking, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; email: [joseph.bayer@dot.gov](mailto:joseph.bayer@dot.gov).

**SUPPLEMENTARY INFORMATION:** NHTSA has identified a few minor errors in the final rule establishing new CAFE standards for passenger cars and light trucks and new fuel efficiency standards for HDPUVs. Specifically, NHTSA has identified three errors in the final rule related to the minimum domestic passenger car standards (MDPCS) as

well as one incorrect statutory citation. The final rule will continue to be effective on August 23, 2024.

Regarding the MDPCS, in the preamble to the final rule, NHTSA explained that, to account for recent projection errors as a part of estimating the total passenger car fleet fuel economy, NHTSA was retaining the 1.9 percent adjustment that was first used for the MDPCS in the 2020 final rule.<sup>1</sup> However, the MDPCS included in the June 24, 2024 final rule were not calculated using an adjusted projected total passenger car fleet fuel economy. Instead, the MDPCS included in the final rule were calculated at 92 percent

of the unadjusted projected fuel economy. To correct this oversight, NHTSA is issuing this notice to correct the inconsistency in the MDPCS listed in two tables in the preamble of the final rule as well as in the regulatory text. These changes properly reflect the agency’s original intent as described in the final rule, and do not change the agency’s intent regarding manufacturers’ compliance obligations.

NHTSA was also made aware of an error on page 52834 in the issue of June 24, 2024. Specifically, there is a sentence that explains that the prohibition on considering the fuel economy of battery electric vehicles

“applies only when NHTSA is making decisions about whether CAFE standards are maximum feasible under 32902(c).” However, the correct statutory provision that should be referenced is 32902(f) because the rule issues new CAFE standards and does not amend existing standards.

**I. Preamble Corrections**

In final rule FR Doc. 2024–12864, beginning on page 52540 in the issue of June 24, 2024, make the following corrections, in the **SUPPLEMENTARY INFORMATION** section.

1. On page 52548, the existing Table I–3 is corrected as follows:

**TABLE I–3—MINIMUM DOMESTIC PASSENGER CAR STANDARD WITH OFFSET (mpg)**

2027	2028	2029	2030	2031	2032 (augural)
54.2	55.2	56.4	57.5	58.7	59.9

2. On page 52568, the existing Table II–1 is corrected as follows:

**TABLE II–1—FINAL MINIMUM DOMESTIC PASSENGER CAR STANDARD (MPG)**

2027	2028	2029	2030	2031	2032 (augural)
54.2	55.2	56.4	57.5	58.7	59.9

3. On page 52834, in the first and second columns, the sentence “Which is to say, for purposes of this rulemaking, the prohibition applies only when NHTSA is making decisions about whether the CAFE standards are maximum feasible under 32902(c).” is corrected to read “Which is to say, for purposes of this rulemaking, the prohibition applies only when NHTSA is making decisions about whether the CAFE standards are maximum feasible under 32902(f).”

**II. Regulatory Language Corrections**

In final rule FR Doc. 2024–12864, beginning on page 52540 in the issue of June 24, 2024, make the following corrections, in the Regulatory Text section.

**§ 531.5 [Corrected]**

■ 1. On page 52948, in the first column, Table 4 to Paragraph (d) is corrected as follows:

**TABLE 4 TO PARAGRAPH (d)—MINIMUM FUEL ECONOMY STANDARDS FOR DOMESTICALLY MANUFACTURED PASSENGER AUTOMOBILES, MY 2011–2031**

Model year	Minimum standard
2011	27.8
2012	30.7
2013	31.4
2014	32.1
2015	33.3
2016	34.7
2017	36.7
2018	38.0
2019	39.4
2020	40.9
2021	39.9
2022	40.6
2023	41.1
2024	44.3
2025	48.1
2026	53.5
2027	54.2
2028	55.2
2029	56.4
2030	57.5
2031	58.7

Issued in Washington, DC, under authority delegated in 49 CFR 1.95 and 501.5.

**Sophie Shulman,**

*Deputy Administrator.*

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**DEPARTMENT OF COMMERCE**

**National Oceanic and Atmospheric Administration**

**50 CFR Part 300**

[Docket No. 240506–0128; RTID 0648–XE093]

**Pacific Halibut Fisheries of the West Coast; Inseason Action for the 2024 Area 2A Pacific Halibut Directed Commercial Fishery**

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Temporary rule; inseason adjustment.

**SUMMARY:** NMFS announces inseason action for the 2024 Pacific halibut non-

<sup>1</sup> 89 FR 52540 at 52782.