

adversely the settlement of the strike or lockout or the employment of any person who is involved in the strike or lockout.

**Kevin E. Bryant,**

*Acting Director, Office of Directives Management, Department of State.*

[FR Doc. 2021-24045 Filed 11-4-21; 8:45 am]

**BILLING CODE 4710-06-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 100

[Docket No. USCG-2021-0671]

#### Special Local Regulations; Savannah Harbor Boat Parade of Lights and Fireworks, Savannah River, Savannah, GA

**AGENCY:** Coast Guard, Department of Homeland Security (DHS).

**ACTION:** Notification of enforcement of regulation.

**SUMMARY:** The Captain of the Port Savannah will enforce the special local regulation for the Savannah Harbor Boat Parade of Lights and Fireworks from 5:00 p.m. until 10:00 p.m. on November 27, 2021. This action is necessary to ensure safety of life on navigable waters of the Savannah River during the Savannah Harbor Boat Parade of Lights and Fireworks displays. During the enforcement period, no person or vessel may enter, transit through, anchor in, or remain within the designated area unless authorized by the Captain of the Port Savannah or a designated representative.

**DATES:** The regulations in 33 CFR 100.701, table 1 to § 100.701, paragraph (d), Item 4, will be enforced from 5 p.m. until 10 p.m., on November 27, 2021.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notification of enforcement, call or email LT Alex McConnell, Marine Safety Unit Savannah Office of Waterways Management, Coast Guard; telephone 912-652-4353, extension 240, or email [Alexander.W.McConnell@uscg.mil](mailto:Alexander.W.McConnell@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Coast Guard will enforce the special local regulation for the Savannah Harbor Parade of Lights and Fireworks in 33 CFR 100.701 Table 1 to § 100.701, paragraph (d), Item 4, from 5 p.m. until 10 p.m., on November 27, 2021. Under the provisions of 33 CFR 100.701, all persons and vessels are prohibited from

entering the regulated area unless they receive permission to do so from the Captain of the Port Savannah, or designated representatives. This action is to provide notice of enforcement action of the regulated area that will encompass the Savannah River in Savannah, GA from the Talmadge Bridge near River Street, coordinates 32°05'20" N, 081°05'56.3" W, and proceeding down river to a line drawn at 146 degrees true from day board 62, approximate coordinates are: 32°04'48.7" N, 081°04'47.9" W.

Spectator vessels may safely transit outside the regulated area, but may not anchor, block, loiter in, impede the transit of festival participants or official patrol vessels or enter the regulated area without approval from the Captain of the Port Savannah or a designated representative. The Coast Guard may be assisted by other Federal, State, or local law enforcement agencies in enforcing this regulation. In addition to this notice of enforcement in the **Federal Register**, the Coast Guard will provide notice of the regulated area via Local Notice to Mariners, Broadcast Notice to Mariners, and on-scene designated representatives.

**K.A. Broyles,**

*Commander, U.S. Coast Guard, Captain of the Port, Savannah, GA.*

[FR Doc. 2021-24076 Filed 11-4-21; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG-2021-0596]

**RIN 1625-AA09**

#### Drawbridge Operation Regulation; Ogeechee River, Richmond Hill, GA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is removing the existing drawbridge operation regulation for the Ogeechee River. The District Bridge Manager has determined that the waterway at mile 30.7, is an Advance Approved Waterway per the regulation. The railroad bridge at mile, 30.7 is being converted to a fixed bridge and the highway bridge at mile, 37.8 was removed from the waterway. The drawbridge operating regulation for the Ogeechee River is no longer applicable or necessary.

**DATES:** This rule is effective November 5, 2021.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG-2021-0596. In the "SEARCH" box and click "SEARCH." In the Document Type column, select "Supporting & Related Material".

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email Ms. Jennifer Zercher, Bridge Management Specialist, Seventh Coast Guard District, telephone 305-415-6740, email [Jennifer.N.Zercher@uscg.mil](mailto:Jennifer.N.Zercher@uscg.mil).

### SUPPLEMENTARY INFORMATION:

#### I. Table of Abbreviations

CFR Code of Federal Regulations  
DHS Department of Homeland Security  
FR Federal Register  
Pub. L. Public Law  
§ Section  
GA Georgia  
U.S.C. United States Code

#### II. Background Information and Regulatory History

The Coast Guard is issuing this final rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under 5 U.S.C. 553(b), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because the waterway at mile 30.7 was designated as an Advance Approved Waterway in June 2021. The Seaboard System Railroad Bridge, mile 30.7, has not had a request to open in the past 40 years, is being rehabilitated and converted to a fixed bridge. The Highway Bridge, mile 37.8, was removed from the waterway. Therefore, regulation 33 CFR 117.367 is no longer applicable and shall be removed from publication. It is unnecessary to publish an NPRM because this regulatory action does not purport to place any restrictions on mariners but rather removes a restriction that has no further use or value.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective in less than 30 days after publication in the **Federal Register**. The waterway is designated as Advance Approved, the Highway Bridge was removed from the waterway and the Seaboard System Railroad Bridge is

being rehabilitated and converted to a fixed bridge. This rule merely requires an administrative change to the **Federal Register**, in order to omit a regulatory requirement that is no longer applicable or necessary. Therefore, a delayed effective date is unnecessary.

### III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority 33 U.S.C. 499.

The Ogeechee River at mile 30.7, was designated as an Advance Approved Waterway per 33 CFR 115.70 in June 2021. The Seaboard System Railroad Bridge, mile 30.7, is being converted to a fixed bridge and the Highway Bridge, mile 37.8, was removed from the waterway. The Advance Approved determination and the elimination of the removable span necessitates the removal of drawbridge operation regulation, 33 CFR 117.367, which pertains to the waterway and the former drawbridges.

The purpose of this rule is to remove 33 CFR 117.367 which refers to the Ogeechee River, from the Code of Federal Regulations since the waterway is designated as an Advance Approved Waterway at mile 30.7, the railroad bridge it governs is no longer able to be opened and the highway bridge was removed from the waterway.

### IV. Discussion of Final Rule

The Coast Guard is removing regulation 33 CFR 117.367 and the regulatory burden related to the draw operations for a bridge that is no longer in existence and a bridge that is no longer a drawbridge. This Final Rule seeks to update the Code of Federal Regulations by removing language that governs the Ogeechee River. This change does not affect waterway or land traffic.

### V. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive Orders, and we discuss First Amendment rights of protesters.

#### A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. This rule has not been designated a “significant regulatory action,” under Executive Order 12866. Accordingly, it has not been reviewed by the Office of Management and Budget (OMB).

This regulatory action determination is based on the fact that the waterway is designated as Advance Approved, the railroad bridge is being converted to a fixed bridge and the highway bridge was removed from the waterway. The removal of the operating schedule from 33 CFR 117 Subpart B will have no effect on the movement of waterway or land traffic.

#### B. Impact on Small Entities

The Regulatory Flexibility Act of 1980 (RFA), 5 U.S.C. 601–612, as amended, requires federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

While some owners or operators of vessels intending to transit the bridge may be small entities, for the reasons stated in section V.A above this final rule would not have a significant economic impact on any vessel owner or operator.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this rule. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1–888–REG–FAIR (1–888–734–3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

#### C. Collection of Information

This rule calls for no new collection of information under the Paperwork

Reduction Act of 1995 (44 U.S.C. 3501–3520).

#### D. Federalism and Indian Tribal Government

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

#### E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

#### F. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01, Rev.1, associated implementing instructions, and Environmental Planning Policy COMDTINST 5090.1 (series) which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f). The Coast Guard has determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule promulgates the operating regulations or procedures for drawbridges and is categorically excluded from further review, under paragraph L49, of Chapter 3, Table 3–1, of the U.S. Coast Guard Environmental Planning Implementation Procedures.

Neither a Record of Environmental Consideration nor a Memorandum for the Record are required for this rule.

### G. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

### List of Subjects in 33 CFR Part 117

Bridges.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 117 as follows:

## PART 117—DRAWBRIDGE OPERATION REGULATIONS

■ 1. The authority citation for part 117 continues to read as follows:

**Authority:** 33 U.S.C. 499; 33 CFR 1.05–1; Department of Homeland Security Delegation No. 0170.1.

### § 117.367 [Removed]

■ 2. Remove § 117.367.

Dated: October 29, 2021.

**Brendan C. McPherson,**

*Rear Admiral, U.S. Coast Guard, Commander, Coast Guard Seventh District.*

[FR Doc. 2021–24087 Filed 11–4–21; 8:45 am]

**BILLING CODE 9110–04–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

### 33 CFR Part 165

[Docket Number USCG–2021–0745]

RIN 1625–AA00

### Safety Zone; Potomac River, Between Charles County, MD and King George County, VA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is revising a temporary safety zone that was established for certain waters of the Potomac River. This action is necessary to provide for the safety of persons, and the marine environment from the potential safety hazards associated with construction operations at the new Governor Harry W. Nice/Senator Thomas “Mac” Middleton Memorial (US–301) Bridge, which will occur from 7 a.m. on November 2, 2021, through 8

p.m. on December 31, 2021. This rule will prohibit persons and vessels from being in the safety zone unless authorized by the Captain of the Port, Sector Maryland-National Capital Region or a designated representative.

**DATES:** This rule is effective without actual notice from November 5, 2021 through December 31, 2021. For the purposes of enforcement, actual notice will be issued from November 2, 2021, until November 5, 2021.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2021–0745 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email LCDR Samuel Danus, Sector Maryland-NCR, Waterways Management Division, U.S. Coast Guard: telephone 410–576–2519, email [Samuel.M.Danus@uscg.mil](mailto:Samuel.M.Danus@uscg.mil).

### SUPPLEMENTARY INFORMATION:

#### I. Table of Abbreviations

CFR Code of Federal Regulations  
COTP Captain of the Port  
DHS Department of Homeland Security  
FR Federal Register  
§ Section  
TFR Temporary Final Rule  
U.S.C. United States Code

#### II. Background Information and Regulatory History

On September 10, 2021, Skanska-Corman-McLean, Joint Venture, notified the Coast Guard that the company will continue to set 200-ton pre-cast fender ring elements at the new Governor Harry W. Nice/Senator Thomas “Mac” Middleton Memorial (US–301) Bridge at Piers 43 and 44, which are adjacent on either side of the federal navigation channel from September 13, 2021 through December 31, 2021. In response, on September 17, 2021, the Coast Guard issued a TFR; request for comments, Safety Zone; Potomac River, Between Charles County, MD and King George County, VA (86 FR 52826). There, we stated why we issued the TFR, and invited comments on our regulatory action related to this bridge construction activity due to the duration of the rule. During the comment period that ended October 25, 2021, we received 5 comments. The Coast Guard has amended this rule based on these comments.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this amended rule effective less

than 30 days after publication in the **Federal Register**. Delaying the effective date of this rule would be contrary to the public interest because immediate action is needed to respond to the potential safety hazards associated with construction operations at the new Governor Harry W. Nice/Senator Thomas “Mac” Middleton Memorial (US–301) Bridge conducted within the federal navigation channel.

### III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70034 (previously 33 U.S.C. 1231). The COTP has determined that potential hazards associated with bridge construction starting November 2, 2021, will be a safety concern for anyone within the federal navigation channel at the new Governor Harry W. Nice/Senator Thomas “Mac” Middleton Memorial (US–301) Bridge construction site. This rule is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone while the bridge is being constructed.

### IV. Discussion of Comments, Changes, and the Rule

As noted above, we received 5 comments to the rule. Two commenters expressed their support of the zone, including the temporary safety zone’s importance to protecting the marine environment. We concur, as stated in Section III, the rule is needed to protect personnel, vessels, and the marine environmental in the navigable waters within the safety zone.

The remaining 3 comments were provided by the bridge contractor, Skanska-Corman-McLean, Joint Venture, who provided revised dates for work requiring the continuous 24/7 enforcement of the zone for certain periods. One comment stated that the construction of protective fender rings around Piers 43 and 44, on either side of the federal channel, was scheduled to occur October 25, 2021, through October 29, 2021. However, the contractor provided a subsequent comment, eight days later that revised the dates for this activity to 7 a.m. on November 4, 2021, through 8 p.m. on November 6, 2021, and 7 a.m. November 8, 2021, through 8 p.m. November 10, 2021. In addition, the final comment provided by the bridge contractor stated work required to set structural steel across the federal channel, originally scheduled to occur in November 2021, is now scheduled to occur 7 a.m. on December 6, 2021 through 8 p.m. on December 18, 2021.

Based on the comments provided by the contractor, the Coast Guard is