

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 Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321–4370f), and have 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 involves a regulated navigation area requiring vessels 50 meters or less to transit the regulated area at a slow speed that creates minimum wake. It is categorically excluded from further review under paragraph L[60a] of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. A Record of Environmental Consideration supporting this determination is available in the docket. For instructions on locating the docket, see the **ADDRESSES** section of this preamble.

#### G. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to call or email 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 165

Harbors, Marine Safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

#### PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

■ 1. The authority citation for part 165 continues to read as follows:

**Authority:** 46 U.S.C. 70034, 70051, 70124; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 00170.1, Revision No. 01.3.

■ 2. Add § 165.792 before the center heading “Eighth Coast Guard District” to read as follows:

#### § 165.792 Regulated Navigation Area; Port of Miami, Miami, Florida.

(a) *Location.* The following area is a Regulated Navigation Area (RNA): All waters of the Port of Miami, from Fisherman’s Channel Daybeacon 16 at 25°46.40’ N, 080°10.84’ W proceeding southeasterly through Fisherman’s Channel south of Dodge Island to Miami Main Channel Light 15 at 25°45.86’ N, 080°08.24’ W in Government Cut, thence northwesterly through the Main Ship Channel north of Dodge Island to Biscayne Bay Light 50 at 25°46.90’ N, 080°10.88’ W. Additionally, the Meloy Channel from Miami Main Channel Lighted Buoy 16 at 25°46.04’ N, 080°08.41’ W proceeding northwesterly to the MacArthur Causeway Bridge. The coordinates used in this paragraph are based on the World Geodetic System (WGS) 1984.

(b) *Definitions.* As used in this section, slow speed means the speed at which a vessel proceeds when it is fully off plane, completely settled in the water and not creating excessive wake. Due to the different speeds at which vessels of different sizes and configurations may travel while in compliance with this definition, no specific speed is assigned to slow speed. A vessel is not proceeding at slow speed if it is:

- (1) On plane;
  - (2) In the process of coming up on or coming off plane; or
  - (3) Creating an excessive wake.
- (c) *Regulations.* Vessels less than 50 meters entering and transiting through the regulated navigation area shall proceed at a slow speed. Nothing in this

section alleviates vessels or operators from complying with all state and local laws in the area including manatee slow speed zones. Nor should anything in this section be construed as conflicting with the requirement to operate at safe speed under the Inland Navigation Rules, (33 CFR chapter I, subchapter E).

(d) *Enforcement.* The Coast Guard may be assisted in the patrol and enforcement of the Regulated Navigation Area by other Federal, State, and local agencies.

(e) *Contact information.* If you observe violations of the regulations in this section, you may notify the COTP via the Coast Guard Sector Miami Command Center via VHF channel 16, by phone at 305–535–4472, or by email at [SectorMiamiWaterways@uscg.mil](mailto:SectorMiamiWaterways@uscg.mil).

Dated: December 20, 2024.

**Douglas M. Schofield,**

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

[FR Doc. 2024–31268 Filed 12–27–24; 8:45 am]

BILLING CODE 9110–04–P

#### DEPARTMENT OF HOMELAND SECURITY

#### Coast Guard

#### 33 CFR Part 165

[Docket No. USCG–2024–1065]

#### Safety Zone; Annual Fireworks Displays and Other Events in the Eighth Coast Guard District Requiring Safety Zones

**AGENCY:** Coast Guard, DHS.

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

**SUMMARY:** The Coast Guard will enforce a safety zone for the Crescent City Countdown Club/New Year’s Celebration fireworks display, from 11:30 p.m. on December 31, 2024, through 12:30 a.m. on January 1, 2025, to provide for the safety of life on the navigable waterways during this event. Our regulation for annual fireworks displays and other events in the Eighth Coast Guard District identifies this safety zone for this event on the Mississippi River in New Orleans, LA. During the enforcement period, entry into this zone is prohibited unless authorized by the Captain of the Port or a designated representative.

**DATES:** The regulations in 33 CFR 165.801 will be enforced for the Crescent City Countdown Club/New Year’s Celebration safety zone listed in item 10 in table 5 to § 165.801 from 11:30 p.m. on December 31, 2024, through 12:30 a.m. on January 1, 2025.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notification of enforcement, call or email Lieutenant Commander Xiaobin Tuo, Sector New Orleans, U.S. Coast Guard; 504-365-2246, email [Xiaobin.Tuo@uscg.mil](mailto:Xiaobin.Tuo@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Coast Guard will enforce a safety zone for the Crescent City Countdown Club/New Year's Celebration fireworks display from 11:30 p.m. on December 31, 2024, through 12:30 a.m. on January 1, 2025, to provide for the safety of life on the navigable waterways during this event. Our regulation for annual fireworks displays and other events in the Eighth Coast Guard District, 33 CFR 165.801 identifies this safety zone on the Lower Mississippi River MM 93.5-96.5, New Orleans, LA. During this enforcement period, as reflected in § 165.801(a) through (d), entry into this zone is prohibited unless authorized by the Captain of the Port or a designated representative.

In addition to this notification of enforcement in the **Federal Register**, the Coast Guard plans to provide notification of this enforcement period via Marine Safety Information Bulletin and Broadcast Notice to Mariners.

Dated: December 19, 2024.

**G.A. Callaghan,**

*Captain, U.S. Coast Guard, Captain of the Port Sector New Orleans.*

[FR Doc. 2024-31274 Filed 12-27-24; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[Docket Number USCG-2017-0914]

RIN 1625-AA00

#### Safety Zone; Taylor Bayou Turning Basin, Port Arthur, TX

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

**ACTION:** Temporary interim rule and request for comments.

**SUMMARY:** The Coast Guard is extending the period of a temporary safety zone on the upper reaches of Taylor Bayou Turning Basin in Port Arthur, TX. This action is necessary to provide protection to the levee protection wall located at the north end of the turning basin until permanent repairs can be affected. This rule prohibits persons and vessels from entering the safety zone unless authorized by the Captain of the Port

Marine Safety Unit Port Arthur or a designated representative.

**DATES:** The effective period of § 165.T08-0914 is extended through September 30, 2027. The amendments in this rule are effective from December 30, 2024, through September 30, 2027. Comments are due on or before February 28, 2025.

**ADDRESSES:** For instructions on submitting comments, see section VI of the **SUPPLEMENTARY INFORMATION**. To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG-2017-0914 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 Lieutenant Sean Yanez, Marine Safety Unit Port Arthur, TX, U.S. Coast Guard; telephone 571-610-0193, email [sean.p.yanez@uscg.mil](mailto:sean.p.yanez@uscg.mil).

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Table of Abbreviations**

CFR Code of Federal Regulations  
COTP Captain of the Port, Marine Safety Unit Port Arthur  
DHS Department of Homeland Security  
FR Federal Register  
NPRM Notice of proposed rulemaking § Section  
USACE U.S. Army Corps of Engineers  
U.S.C. United States Code

##### **II. Background Information and Regulatory History**

On August 14, 2017, the Coast Guard established this temporary safety zone for the upper reaches of Taylor Bayou Basin in Port Arthur, TX. That emergency action was necessary to protect the damaged flood protection levee and bulkhead during stabilization efforts. On July 18, 2018, the Coast Guard published the temporary final rule establishing the safety zone until January 31, 2023 (83 FR 33842). In August 2022, the USACE informed the Coast Guard that permanent repairs to the flood protection wall would not be completed for another two years. The Coast Guard extended the effective period of the temporary safety zone through January 31, 2025 (87 FR 73256, November 29, 2022).

In October 2024, the USACE informed the Coast Guard that permanent repairs to the flood protection wall would not be completed until 2027. The Coast Guard must extend the effective period of the temporary safety zone through September 30, 2027. It would be impracticable to publish an NPRM

because the safety zone must be extended prior to January 31, 2025.

The Coast Guard is issuing this temporary interim rule under the authority in 5 U.S.C. 553(b)(B). This statutory 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." The Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it would be impracticable. It is impracticable because this safety zone must be extended by January 31, 2025, to provide for the safety of life on the navigable waters during levee protection repair work, and we lack sufficient time to provide a reasonable comment period and then consider those comments before issuing this rule.

Also, under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this temporary interim rule would be impracticable because it is necessary to protect the damaged flood protection levee and bulkhead during stabilization efforts.

Although this regulation is published as an interim rule without prior notice, public comment is nevertheless desirable to ensure that the regulation is both workable and reasonable. Accordingly, persons wishing to comment may do so by submitting written comments to the office listed under **ADDRESSES** in this preamble. Commenters should include their names and addresses, identify the docket number for the regulation, and give reasons for their comments. If the Coast Guard determines that changes to the temporary interim rule are necessary, we will publish a temporary final rule or other appropriate document.

##### **III. Legal Authority and Need for Rule**

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70034. The Captain of the Port, MSU Port Arthur (COTP) has determined that potential damage to temporary repairs would make the surrounding community susceptible to flooding during storm surge or extreme tide events that may endanger persons and property in the surrounding community. The USACE has requested, and the Coast Guard concurs, that protection measures must be instituted until permanent repairs are completed.