

interests in property of persons who meet the definitions of the terms *Government of Iran* or *Iranian financial institution* are blocked pursuant to this section regardless of whether the names of such persons are published in the **Federal Register** or incorporated into the SDN List.

**Note 2 to paragraphs (a) through (c) of § 560.211:** The International Emergency Economic Powers Act (50 U.S.C. 1701–1706), in section 203 (50 U.S.C. 1702), authorizes the blocking of property and interests in property of a person during the pendency of an investigation. The names of persons whose property and interests in property are blocked pending investigation pursuant to this section also are published in the **Federal Register** and incorporated into the SDN List with the identifier “[BPI-IRAN].”

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**Subpart C—General Definitions**

■ 3. Revise Note 1 to § 560.304 to read as follows:

**§ 560.304 Government of Iran.**

\* \* \* \* \*

**Note 1 to § 560.304:** The names of persons that the Office of Foreign Assets Control (OFAC) has identified as meeting this definition are published in the **Federal Register** and incorporated into OFAC’s Specially Designated Nationals and Blocked Persons List (SDN List) with the identifier “[IRAN].” The SDN List is accessible through the following page on OFAC’s website: [www.treasury.gov/sdn](http://www.treasury.gov/sdn). However, the property and interests in property of any persons meeting the definition of the term *Government of Iran* are blocked pursuant to § 560.211 regardless of whether the names of such persons are published in the **Federal Register** or incorporated into the SDN List.

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■ 4. Revise Note 1 to § 560.324 to read as follows:

**§ 560.324 Iranian financial institution.**

\* \* \* \* \*

**Note 1 to § 560.324:** The names of persons that the Office of Foreign Assets Control (OFAC) has identified as meeting this definition are published in the **Federal Register** and incorporated into OFAC’s Specially Designated Nationals and Blocked Persons List (SDN List) with the identifier “[IRAN].” The SDN List is accessible through the following page on OFAC’s website: [www.treasury.gov/sdn](http://www.treasury.gov/sdn). However, the property and interests in property of any persons meeting the definition of the term *Iranian financial institution* are blocked pursuant to § 560.211 regardless of whether the names of such persons are published in the **Federal Register** or incorporated into the SDN List.

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**Subpart E—Licenses, Authorizations, and Statements of Licensing Policy**

■ 5. Add a Note to § 560.518 to read as follows:

**§ 560.518 Transactions in Iranian-origin and Iranian government property.**

\* \* \* \* \*

**Note to § 560.518:** See § 560.543 for an authorization to engage in all transactions necessary and ordinarily incident to the sale of certain real and personal property located in Iran.

■ 6. Amend § 560.543 by revising the section heading, paragraph (a), and paragraph (b)(2) to read as follows:

**§ 560.543 Sale of certain real and personal property in Iran and transfer of related funds to the United States.**

(a) Individuals who are U.S. persons are authorized to engage in transactions necessary and ordinarily incident to the sale of real and personal property in Iran and to transfer the proceeds to the United States, provided that such real and personal property was acquired before the individual became a U.S. person or inherited from persons in Iran. Authorized transactions include engaging the services of any persons in Iran necessary for the sale, such as an attorney, funds agent, or broker.

(b) \* \* \*

(1) \* \* \*

(2) The re-investment in Iran of the proceeds from the real or personal property sales authorized in paragraph (a) of this section; or

\* \* \* \* \*

**Appendix A to Chapter V—[Amended]**

■ 7. Revise the authority citation for appendix A to chapter V to read as follows:

**Authority:** 3 U.S.C. 301; 8 U.S.C. 1182, 1189; 18 U.S.C. 2339B; 21 U.S.C. 1901–1908; 22 U.S.C. 287c; 31 U.S.C. 321(b); 50 U.S.C. App. 1–44; Public Law 110–286, 122 Stat. 2632 (50 U.S.C. 1701 note); Public Law 111–195, 124 Stat. 1312 (22 U.S.C. 8501–8551); Public Law 112–81, 125 Stat. 1298 (22 U.S.C. 8513a); Public Law 112–158, 126 Stat. 1214 (22 U.S.C. 8701–8795); Public Law 112–208, 126 Stat. 1502; Public Law 113–278, 128 Stat. 3011 (50 U.S.C. 1701 note); Public Law 114–102, 129 Stat. 2205; Public Law 114–122, 130 Stat. 93; Public Law 114–194, 130 Stat. 674 (50 U.S.C. 1701 note); Public Law 114–328, 130 Stat. 2000 (22 U.S.C. 2656 note); Public Law 115–44, 131 Stat. 886.

■ 8. Revise note 8 to appendix A to chapter V to read as follows:

**Appendix A to Chapter V—Information Pertaining to the Specially Designated Nationals and Blocked Persons List**

\* \* \* \* \*

Notes: \* \* \*

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8. The SDN List includes the names of persons identified as the *Government of Iran* or an *Iranian financial institution* and other persons whose property and interests in property are blocked pursuant to § 560.211 of the Iranian Transactions and Sanctions Regulations, 31 CFR part 560 (ITSR). The SDN List entries for such persons include the identifier “[IRAN].” U.S. persons are advised to review 31 CFR part 560 prior to engaging in transactions involving the persons included on the SDN List with the identifier “[IRAN].” U.S. persons are further cautioned that persons identified as the *Government of Iran* or an *Iranian financial institution* and any other person whose property and interests in property are blocked pursuant to 31 CFR 560.211 also may be designated or blocked pursuant to other sanctions programs administered by OFAC. The SDN List entry for such a person may include—in addition to the identifier “[IRAN]”—identifier(s) for the other sanctions program(s) pursuant to which the person is listed on the SDN List. Moreover, the prohibitions set forth in the ITSR, and the compliance obligations, with respect to persons who meet the definition of the *Government of Iran* in § 560.304 of the ITSR or the definition of *Iranian financial institution* in § 560.324 of the ITSR apply regardless of whether such persons are identified on the SDN List.

Dated: October 30, 2018.

**Andrea Gacki,**

*Director, Office of Foreign Assets Control.*

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**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 100**

[Docket No. USCG–2018–0539]

**Special Local Regulation: Fort Lauderdale Grand Prix of the Seas, Fort Lauderdale, FL**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of enforcement of regulation.

**SUMMARY:** The Coast Guard will enforce a special local regulation daily from 8:30 a.m. to 4:00 p.m. November 17 through November 18, 2018 to provide for the safety and security of navigable waterways during the Fort Lauderdale Grand Prix of the Seas. During the enforcement periods, all non-participant persons and vessels are prohibited from entering, transiting, anchoring in, or remaining within the regulated area unless authorized by the Captain of the Port Miami or a designated representative. The operator of any

vessel in the regulated area must comply with instructions from the Coast Guard or designated representative.

**DATES:** The regulation in 33 CFR 100.723 will be enforced daily from 8:30 a.m. until 4:00 p.m. November 17 through November 18, 2018.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notice of enforcement, call or email Petty Officer Mara J. Brown, Sector Miami Waterways Management Division, U.S. Coast Guard; Telephone: 305-535-4317, Email: [Mara.J.Brown@uscg.mil](mailto:Mara.J.Brown@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Coast Guard will enforce a special local regulation for the Fort Lauderdale Grand Prix of the Seas in 33 CFR 100.723 daily from 8:30 a.m. to 4:00 p.m. November 17 through November 18, 2018. This action is being taken to provide for the safety and security of navigable waterways during this two-day event. Our regulation for marine events within the Seventh Coast Guard District, § 100.723, specifies the location of the special local regulation for the Fort Lauderdale Grand Prix of the Seas, which encompasses certain navigable waters of the Atlantic Ocean off South Beach Park in Fort Lauderdale. Only event sponsor designated participants and official patrol vessels are allowed to enter the regulated area. Spectators may contact the Coast Guard Patrol Commander or designated representative to request permission to pass through the regulated area. If permission is granted, spectators must pass directly through the regulated area at safe speed and without loitering.

In addition to this notice of enforcement in the **Federal Register**, the Coast Guard will inform the public through Local Notice to Mariners and marine information broadcasts at least 24 hours in advance of the enforcement of the special local regulation.

Dated: October 30, 2018.

**M.M. Dean,**

*Captain, U.S. Coast Guard, Captain of the Port Miami.*

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 164

#### 46 CFR Part 35

[Docket No. USCG-2015-0926]

RIN 1625-AC27

### Tankers—Automatic Pilot Systems

**AGENCY:** Coast Guard, DHS.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard will permit tankers with automatic pilot systems that meet certain international standards to operate using those systems in shipping safety fairways and traffic separation schemes specified in 33 CFR parts 166 and 167, respectively. This final rule removes the previous regulatory restriction, updates the technical requirements for automatic pilot systems, and promotes the Coast Guard's maritime safety and stewardship (environmental protection) missions by enhancing maritime safety.

**DATES:** This final rule is effective December 5, 2018. The incorporation by reference of certain publications listed in the rule is approved by the Director of the Federal Register on December 5, 2018.

**ADDRESSES:** You may view comments and related material identified by docket number USCG-2015-0926 using the Federal eRulemaking Portal at <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** For information about this document or to view material incorporated by reference call or email LCDR Matthew J. Walter, CG-NAV-2, U.S. Coast Guard; telephone 202-372-1565, email [cgnav@uscg.mil](mailto:cgnav@uscg.mil).

#### SUPPLEMENTARY INFORMATION:

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### I. Abbreviations

BLS Bureau of Labor Statistics  
 COTP Captain of the Port  
 ECDIS Electronic Chart Display and Information System  
 FR **Federal Register**  
 IEC International Electrotechnical Commission  
 IMO International Maritime Organization  
 INS Integrated navigation system  
 LOD Letter of Deviation  
 OMB Office of Management and Budget  
 PWSA Ports and Waterways Safety Act  
 SBA Small Business Administration  
 § Section symbol  
 TSS Traffic separation scheme  
 U.S.C. United States Code

### II. Basis and Purpose, and Regulatory History

Sections 2103 and 3703 of Title 46 U.S.C. provide the legal basis for this rulemaking. Section 2103 gives the Secretary of the department in which the Coast Guard is operating discretionary authority to prescribe regulations to carry out the provisions for tanker carriage of liquid bulk dangerous cargoes. Section 3703 requires the Secretary to prescribe regulations for the operation and equipping of liquid bulk dangerous cargoes and other issues related to these cargoes. Section 4114 of the Oil Pollution Act of 1990 requires the Coast Guard to define the conditions under which a tank vessel may operate in the navigable waters with an autopilot engaged. In Department of Homeland Security Delegation Nos. 0170.1 (II)(70), (92.a), and (92.b) and 5110, Revision 01, the Secretary delegated authority under these statutes to the Commandant of the Coast Guard.

The purpose of this rule is to permit tankers equipped with automatic pilot systems—also generically known as “autopilots”—that meet certain international standards to operate using those systems in shipping safety fairways or traffic separation schemes (TSS) specified in 33 CFR parts 166 and 167, respectively. In 1993, the Coast Guard promulgated 33 CFR 164.13, permitting the use of autopilots. However, that same year, the Coast Guard suspended the final rule provision allowing tankers to use autopilots in concert with an integrated navigation system (INS) in TSS and shipping safety fairways because there was no performance standard for the accuracy, integrity, or reliability of INS (58 FR 36141, July 6, 1993). The suspension had the effect of prohibiting the use of any autopilot in fairway or TSS waters.