

TABLE 1 TO PARAGRAPH (b)(2)—Continued

U.S. Code citation	Civil monetary penalty description	Date of violation and corresponding penalty			
		10/23/2004 through 05/21/2008	05/22/2008 through 08/14/2011	08/15/2011 through 11/01/2015	11/02/2015 to present
<b>Civil Monetary Penalty Imposed by a Federal District Court In a Civil Injunctive Action</b>					
7 U.S.C. 13a-1 (Section 6c of the Commodity Exchange Act).	Any Person .....	130,000	1,000,000	1,025,000	1,162,183

<sup>1</sup> The term “registered entity” is defined in 7 U.S.C. 1a (Section 1a of the Commodity Exchange Act).

Issued in Washington, DC, on February 28, 2018, by the Commission.

**Robert N. Sidman,**  
*Deputy Secretary of the Commission.*

**Note:** The following appendix will not appear in the Code of Federal Regulations.

**Appendix to Adjustment of Civil Monetary Penalties for Inflation—2018—Commission Voting Summary**

On this matter, Chairman Giancarlo and Commissioners Quintenz and Behnam voted in the affirmative. No Commissioner voted in the negative.

[FR Doc. 2018-04480 Filed 3-5-18; 8:45 am]

**BILLING CODE 6351-01-P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 117**

[Docket No. USCG-2018-0126]

**Drawbridge Operation Regulation; Columbia River, Vancouver, WA**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of deviation from drawbridge regulations.

**SUMMARY:** The Coast Guard has issued a temporary deviation from the operating schedule that governs the Burlington Northern Santa Fe (BNSF) Railway Bridge across the Columbia River, mile 105.6, at Vancouver, WA. The deviation is necessary to accommodate maintenance and replacement of various bridge components. This deviation allows the bridge to remain in the closed-to-navigation position during maintenance activities.

**DATES:** This deviation is effective from 8 a.m. on March 5, 2018 to 4 p.m. on March 14, 2018.

**ADDRESSES:** The docket for this deviation, USCG-2018-0126 is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this temporary deviation, call or email Mr. Steven Fischer, Bridge Administrator, Thirteenth Coast Guard District; telephone 206-220-7282, email [d13-pf-d13bridges@uscg.mil](mailto:d13-pf-d13bridges@uscg.mil).

**SUPPLEMENTARY INFORMATION:** BNSF, bridge owner, requested that the BNSF Swing Bridge across the Columbia River, mile 105.6, remain in the closed-to-navigation position to marine vessel traffic for maintenance and component replacement activities. The BNSF Swing Bridge provides 39 feet of vertical clearance above Columbia River Datum 0.0 while in the closed-to-navigation position. This deviation allows the BNSF Swing Bridge to remain in the closed-to-navigation position, and need not open for maritime traffic as listed in the table below:

Time/date start	Time/date end	Action
8 a.m. Mar 5, 2018 .....	4 p.m. Mar 5, 2018 .....	span in the closed-to-navigation position.
8 a.m. Mar 6, 2018 .....	4 p.m. Mar 6, 2018 .....	span in the closed-to-navigation position.
8 a.m. Mar 7, 2018 .....	4 p.m. Mar 7, 2018 .....	span in the closed-to-navigation position.
8 a.m. Mar 8, 2018 .....	4 p.m. Mar 8, 2018 .....	span in the closed-to-navigation position.
8 a.m. Mar 9, 2018 .....	4 p.m. Mar 9, 2018 .....	span in the closed-to-navigation position.
8 a.m. Mar 12, 2018 .....	4 p.m. Mar 12, 2018 .....	span in the closed-to-navigation position.
8 a.m. Mar 13, 2018 .....	4 p.m. Mar 13, 2018 .....	span in the closed-to-navigation position.
8 a.m. Mar 14, 2018 .....	4 p.m. Mar 14, 2018 .....	span in the closed-to-navigation position.

The subject bridge operates in accordance with 33 CFR 117.5. The bridge shall operate in accordance to 33 CFR 117.5 at all other times.

Waterway usage on this part of the Columbia River includes vessels ranging from large ships to commercial tug and tow vessels to recreational pleasure craft including cabin cruisers and sailing vessels. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. The

bridge will be able to open for emergencies during this closure period if a one hour notice is given except on March 6, 2018 and March 8, 2018, and there is no immediate alternate route for vessels to pass. We contacted known river users, and requested objections to reschedule BNSF’s maintenance period. We have not received any objections to this deviation. The Coast Guard will also inform the users of the waterways through our Local and Broadcast

Notices to Mariners of the change in operating schedule for the bridge so that vessels can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: February 8, 2018.

**Steven M. Fischer,**

*Bridge Administrator, Thirteenth Coast Guard District.*

[FR Doc. 2018-04434 Filed 3-5-18; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG-2018-0131]

#### Drawbridge Operation Regulation; Youngs Bay and Lewis and Clark River, Astoria, OR

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of temporary deviation from regulations; request for comments.

**SUMMARY:** The Coast Guard has issued a temporary deviation from the operating schedule that governs three bridges at Astoria, OR, including the US101 (Youngs Bay) highway bridge, across Youngs Bay, the Oregon State (Old Youngs Bay) highway bridge, across Youngs Bay foot of Fifth Street, and the Oregon State (Lewis and Clark River) highway bridge, across Lewis and Clark River. This deviation will test a change to the drawbridge operation schedule to determine whether a permanent change to the schedule is appropriate. This deviation will allow the bridge to open during weekends and nighttime hours after receiving a 2 hour advance notice.

**DATES:** This deviation is effective from 5 p.m. on March 16, 2018 to 7 a.m. on August 10, 2018.

Comments and related material must reach the Coast Guard on or before August 23, 2018.

**ADDRESSES:** You may submit comments identified by docket number USCG-2018-0131 using Federal eRulemaking Portal at <http://www.regulations.gov>.

See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this temporary deviation, call or email Mr. Steven Fischer, Bridge Chief Administrator, Thirteenth Coast Guard District; telephone 206-220-7282, email [d13-pf-d13bridges@uscg.mil](mailto:d13-pf-d13bridges@uscg.mil).

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Background, Purpose and Legal Basis**

Due to infrequent drawbridge opening requests between Friday evenings

through Monday early mornings, Oregon Department of Transportation (ODOT) (bridge owner), has requested to open the three highway bridges within Youngs Bay and Lewis and Clark River with 2 hours advance notice. The Youngs Bay highway bridge, Old Youngs Bay highway bridge and the Lewis and Clark River highway bridge are within one mile of each other, and currently open on signal for the passage of vessels with one half-hour notice by marine radio, telephone, or other suitable means. These three bridges are operated by the Lewis and Clark River highway bridge operator. The subject bridges operate per 33 CFR 117.899.

Vessels operating on Youngs Bay and the Lewis and Clark River range from small recreational vessels, sailboats, tribal fishing boats and small commercial fishing vessels. No navigational impacts are expected due to few vessels operating on these waterways at the stated hours. Also during roadway maintenance in 2016 and 2017, we approved deviations for the three subject bridges allowing these bridges to open on a three hour notice. No complaints or opening issues were identified at all hours of the day. Vessels able to pass through the subject bridges with the draw in the closed-to-navigation position may do so at any time.

This deviation authorizes ODOT to open the Youngs Bay highway bridge, the Old Youngs Bay highway bridge and the Lewis and Clark River highway bridge, with a two hour advance notice on weekends from 5 p.m. on Friday to 7 a.m. on Monday, including all Federal holidays but Columbus Day, starting 5 p.m. on March 16, 2018 through 7 a.m. on August 10, 2018. The Youngs Bay highway bridge provides a vertical clearance approximately 37 feet above mean high water when in the closed-to-navigation position. The Old Youngs Bay highway bridge provides a vertical clearance approximately 19 feet above mean high water when in the closed-to-navigation position. The Lewis and Clark River highway bridge provides a vertical clearance of 17 feet above mean high water when in the closed-to-navigation position.

The Coast Guard will also inform the users of the waterway through our Local and Broadcast Notices to Mariners of the change in operating schedule for the subject bridge so that vessel operators can arrange their transits to minimize any impact caused by the temporary test deviation. Youngs Bay and the Lewis and Clark River do not have an immediate alternate route for vessels to pass through the subject bridges. The

subject bridges will be not be able to open for emergencies.

In accordance with 33 CFR 117.35(e), the drawbridges must return to their regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

##### **II. Public Participation and Request for Comments**

We view public participation as essential to effective rulemaking, and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

We encourage you to submit comments through the Federal eRulemaking Portal at <http://www.regulations.gov>. If your material cannot be submitted using <http://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

We accept anonymous comments. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided. For more about privacy and the docket, visit <http://www.regulations.gov/privacynotice>.

Documents mentioned in this notice as being available in the docket and all public comments, will be in our online docket at <http://www.regulations.gov>, and can be viewed by following that website's instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted or a final rule is published.

Dated: February 27, 2018.

**Steven M. Fischer,**

*Bridge Administrator, Thirteenth Coast Guard District.*

[FR Doc. 2018-04436 Filed 3-5-18; 8:45 am]

**BILLING CODE 9110-04-P**