

**PART 1308—SCHEDULES OF CONTROLLED SUBSTANCES**

■ 1. The authority citation for part 1308 continues to read as follows:

**Authority:** 21 U.S.C. 811, 812, 871(b), 956(b), unless otherwise noted.

■ 2. In § 1308.11, paragraphs (h)(23) and (29) are revised to read as follows:

**§ 1308.11 Schedule I.**

\* \* \* \* \*

(h) \* \* \*

(23) *N*-(1-phenethylpiperidin-4-yl)-*N*-phenylpentanamide, its isomers, esters, ethers, salts and salts of isomers, esters and ethers (Other name: Valeryl fentanyl) ... (9840)

\* \* \* \* \*

(29) *N*-(2-fluorophenyl)-2-methoxy-*N*-(1-phenethylpiperidin-4-yl)acetamide, its isomers, esters, ethers, salts and salts of isomers, esters and ethers (Other name: Ocfentanil) ..... (9838)

\* \* \* \* \*

Dated: February 28, 2018.

**Robert W. Patterson,**  
*Acting Administrator.*

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**BILLING CODE 4410-09-P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 165**

[Docket Number USCG-2018-0037]

RIN 1625-AA00

**Safety Zone; Firestone Grand Prix of St. Petersburg, St. Petersburg, Florida**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone on the navigable waters of Tampa Bay, in the vicinity of the St. Petersburg Municipal Yacht Basin, St. Petersburg, Florida during the Firestone Grand Prix of St. Petersburg. The temporary safety zone is necessary to protect the safety of the race participants, spectators, and vessels on the surrounding waterway during grand prix racing on a course abutting the St. Petersburg Municipal Yacht Basin. Persons and vessels are prohibited from entering, transiting through, anchoring in, or remaining within the regulated area unless authorized by the Captain of the Port St. Petersburg or a designated representative.

**DATES:** This rule is effective without actual notice from March 9, 2018 until 10 p.m. on March 11, 2018. For the purposes of enforcement, actual notice will be used from 6 a.m. on March 7, 2018 until March 9, 2018.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type USCG-2018-0037 in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rule.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email Marine Science Technician First Class Michael Shackelford, Sector St. Petersburg Prevention Department, Coast Guard; telephone (813) 228-2191, email [Michael.D.Shackelford@uscg.mil](mailto:Michael.D.Shackelford@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

**I. Table of Abbreviations**

CFR Code of Federal Regulations  
DHS Department of Homeland Security  
FR Federal Register  
NPRM Notice of proposed rulemaking  
§ Section  
U.S.C. United States Code

**II. Background, Purpose, and Regulatory History**

The Coast Guard is issuing this temporary 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)(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 Coast Guard was not notified of the event with sufficient time to publish a NPRM prior to the event. The Coast Guard received information regarding the need for a safety zone for the event on January 10, 2018. The event would occur before the rulemaking process would be completed. Because of the dangers posed by the race involved in this event, the safety zone is necessary to provide for the safety of race participants, spectators, and other vessels navigating the surrounding waterways. Delaying the effective date by first publishing an NPRM and holding a comment period would be contrary to the rule's objectives of ensuring safety of life on the navigable waters and protection of race participants, spectators, and vessels in

the surrounding waterways. For those reasons, it would be impracticable to publish an NPRM.

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** for the same reasons discussed above.

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

The legal basis for this rule is the Coast Guard's authority to establish regulated navigation areas: 33 U.S.C. 1231. The Captain of the Port St. Petersburg has determined that a safety zone is necessary to protect race participants, spectators, and vessels from the hazards associated with race events. The rule is necessary to ensure the safety of life vessels and persons in the navigable waters within the safety zone during the Firestone Grand Prix of St. Petersburg, Florida.

**IV. Discussion of the Rule**

This rule establishes a safety zone from March 7, 2018 through March 11, 2018, which will be enforced daily from 6 a.m. to 10 p.m. The safety zone will cover all navigable waters within a specified area of Tampa Bay, St. Petersburg. The duration of the zone is intended to ensure the safety of the public and these navigable waters during the race event. No vessel or person will be permitted to enter, transit through, anchor in, or remain within the safety zone without obtaining permission from the Captain of the Port St. Petersburg or a designated representative.

Persons and vessels may request authorization to enter, transit through, anchor in, or remain within the regulated area by contacting the Captain of the Port St. Petersburg by telephone at (727) 824-7506, or a designated representative via VHF radio on channel 16. If authorization to enter, transit through, anchor in, or remain within the regulated area is granted by the Captain of the Port St. Petersburg or a designated representative, all persons and vessels receiving such authorization must comply with the instructions of the Captain of the Port St. Petersburg or a designated representative. The Coast Guard will provide notice of the safety zone by Local Notice to Mariners, Broadcast Notice to Mariners, and/or on-scene designated representatives.

**IV. 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 protestors.

#### 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. Executive Order 13771 directs agencies to control regulatory costs through a budgeting process. This rule has not been designated a “significant regulatory action,” under Executive Order 12866. Accordingly, this rule has not been reviewed by the Office of Management and Budget (OMB), and pursuant to OMB guidance it is exempt from the requirements of Executive Order 13771.

This regulatory action determination is based on: (1) The safety zone will be enforced for a limited period of time over the course of four days during the Firestone Grand Prix of St. Petersburg, Florida race events; (2) although persons and vessels are prohibited to enter, transit through, anchor in, or remain within the regulated area without authorization from the Captain of the Port St. Petersburg or a designated representative, they may operate in the surrounding area during the enforcement period; (3) the Coast Guard will provide advance notification of the safety zone to the local maritime community by Local Notice to Mariners and/or Broadcast Notice to Mariners.

#### B. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 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 would not have a significant economic impact on a substantial number of small entities.

While some owners or operators of vessels intending to transit the safety zone may be small entities, for the reasons stated in section V.A above, this rule will 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 will not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

#### D. Federalism and Indian Tribal Governments

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. If you believe this rule has implications for federalism or Indian tribes, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section above.

#### 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 would 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, which guides 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 safety zone that will prohibit persons and vessels from entering, transiting through, anchoring in, or remaining within the regulated area during a four day high speed grand prix race event. It is categorically excluded from further review under paragraph L60 of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 01. A Record of Environmental Consideration supporting this determination is available in the docket where indicated under **ADDRESSES**.

#### G. Protest Activities

The Coast Guard respects the First Amendment rights of protestors. 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 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:** 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 0170.1.

■ 2. Add § 165.T07–0037 to read as follows:

**§ 165.T07–0037 Safety Zone; Firestone Grand Prix of St. Petersburg, St. Petersburg, FL.**

(a) *Regulated area.* The following area is established as a safety zone. All waters of the Gulf of Mexico encompassed within the following points: 27°46'18" N, 082°37'55.2" W, thence to position 27°46'18" N, 082°37'54.6" W, thence to position 27°46'9.6" N, 082°37'54.6" W, thence to position 27°46'9.6" N, 082°37'33" W, thence to position 27°46'4.2" N, 082°37'33" W, thence to position 27°45'59.4" N, 082°37'50.4" W, thence to position 27°46'6.6" N, 082°37'56.4" W, thence to position 27°46'13.8" N, 082°37'55.8" W, thence back to the original position 27°46'18" N, 082°37'55.2" W. All coordinates are North American Datum 1983.

(b) *Definition.* The term “designated representative” means Coast Guard Patrol Commanders, including Coast Guard coxswains, petty officers, and other officers operating Coast Guard vessels, and Federal, state, and local officers designated by or assisting the Captain of the Port St. Petersburg in the enforcement of the regulated areas.

(c) *Regulations.* (1) All persons and vessels are prohibited from entering, transiting through, anchoring in, or remaining within the Regulated Area unless authorized by the Captain of the Port St. Petersburg or a designated representative.

(2) Designated representatives may control vessel traffic throughout the enforcement area as determined by the prevailing conditions.

(3) Persons and vessels may request authorization to enter, transit through, anchor in, or remain within the regulated areas by contacting the Captain of the Port St. Petersburg by telephone at (727) 824–7506, or a designated representative via VHF radio on channel 16. If authorization is granted by the Captain of the Port St. Petersburg or a designated representative, all persons and vessels receiving such authorization must comply with the instructions of the Captain of the Port St. Petersburg or a designated representative.

(d) *Enforcement period.* This rule will be enforced from 6 a.m. until 10 p.m. daily from March 7, 2018 through March 11, 2018.

**Holly L. Najarian,**

*Captain, U.S. Coast Guard, Captain of the Port Saint Petersburg.*

[FR Doc. 2018–04744 Filed 3–8–18; 8:45 am]

**BILLING CODE 9110–04–P**

**POSTAL REGULATORY COMMISSION**

**39 CFR Part 3020**

**[Docket Nos. MC2010–21 and CP2010–36]**

**Update to Product Lists**

**AGENCY:** Postal Regulatory Commission.  
**ACTION:** Final rule.

**SUMMARY:** The Commission is updating the competitive product list. This action reflects a publication policy adopted by Commission order. The referenced policy assumes periodic updates. The updates are identified in the body of this document. The competitive product list, which is re-published in its entirety, includes these updates.

**DATES:** *Effective:* March 9, 2018. For applicability dates, see **SUPPLEMENTARY INFORMATION.**

**FOR FURTHER INFORMATION CONTACT:**

David A. Trissell, General Counsel, at 202–789–6800.

**SUPPLEMENTARY INFORMATION:**

**Applicability Dates**

October 3, 2017, Priority Mail Contract 358 (MC2017–204 and CP2017–312); October 3, 2017, Priority Mail Contract 359 (MC2017–205 and CP2017–313); October 3, 2017, Priority Mail Contract 360 (MC2017–206 and CP2017–314); October 5, 2017, Alternative Delivery Provider Reseller 1 (MC2017–170 and CP2017–268); October 5, 2017, Priority Mail Contract 361 (MC2017–207 and CP2017–315); October 5, 2017, Priority Mail Contract 362 (MC2017–208 and CP2017–316); October 5, 2017, Priority Mail Contract 363 (MC2017–209 and CP2017–317); October 5, 2017, Priority Mail Contract 364 (MC2017–210 and CP2017–318); October 6, 2017, Parcel Select Contract 23 (MC2017–211 and CP2017–319); October 6, 2017, First-Class Package Service Contract 82 (MC2017–212 and CP2017–320); October 11, 2017, Priority Mail Contract 365 (MC2017–213 and CP2017–321); October 11, 2017, Priority Mail & First-Class Package Service Contract 58 (MC2017–214 and CP2017–322); October 12, 2017, First-Class Package Service Contract 83 (MC2018–1 and CP2018–1); October 12, 2017, First-Class Package Service Contract 84 (MC2018–2 and CP2018–2); October 18, 2017, Priority Mail Contract 367 (MC2018–4 and CP2018–6); October 19, 2017, Priority Mail Contract 368 (MC2018–5 and CP2018–7); October 25, 2017, Priority Mail Contract 370 (MC2018–9 and CP2018–16); October 25, 2017, Priority Mail Express Contract 51 (MC2018–10 and CP2018–17); October 25, 2017, Priority Mail & First-

Class Package Service Contract 59 (MC2018–11 and CP2018–18); October 25, 2017, Priority Mail & First-Class Package Service Contract 60 (MC2018–12 and CP2018–19); October 31, 2017, Global Plus 1E (MC2018–7 and CP2018–12); October 31, 2017, Parcel Select Contract 24 (MC2018–13 and CP2018–26); November 1, 2017, Global Expedited Package Services 9 (MC2018–6 and CP2018–11); November 2, 2017, Priority Mail Contract 369 (MC2018–8 and CP2018–15); November 3, 2017, Priority Mail & First-Class Package Service Contract 61 (MC2018–14 and CP2018–30); November 3, 2017, Priority Mail Contract 371 (MC2018–15 and CP2018–31); November 3, 2017, Priority Mail Express Contract 52 (MC2018–16 and CP2018–32); November 3, 2017, Priority Mail Express, Priority Mail & First-Class Package Service Contract 23 (MC2018–17 and CP2018–33); November 9, 2017, Priority Mail Express & Priority Mail Contract 52 (MC2018–18 and CP2018–40); November 9, 2017, Priority Mail Express, Priority Mail & First-Class Package Service Contract 24 (MC2018–19 and CP2018–41); November 15, 2017, Priority Mail Express, Priority Mail & First-Class Package Service Contract 25 (MC2018–20 and CP2018–42); November 15, 2017, Priority Mail Contract 372 (MC2018–21 and CP2018–43); November 21, 2017, Priority Mail Contract 373 (MC2018–22 and CP2018–44); November 21, 2017, Priority Mail Contract 374 (MC2018–23 and CP2018–45); November 21, 2017, Priority Mail Express, Priority Mail & First-Class Package Service Contract 26 (MC2018–24 and CP2018–46); November 29, 2017, Priority Mail Express Contract 53 (MC2018–25 and CP2018–51); November 29, 2017, Priority Mail Contract 375 (MC2018–26 and CP2018–52); November 29, 2017, Priority Mail Contract 376 (MC2018–27 and CP2018–53); November 29, 2017, Priority Mail & First-Class Package Service Contract 62 (MC2018–28 and CP2018–54); November 30, 2017, Priority Mail Express, Priority Mail & First-Class Package Service Contract 27 (MC2018–29 and CP2018–58); December 1, 2017, Priority Mail Express, Priority Mail & First-Class Package Service Contract 28 (MC2018–30 and CP2018–60); December 1, 2017, First-Class Package Service Contract 85 (MC2018–31 and CP2018–61); December 5, 2017, Priority Mail Express & Priority Mail Contract 53 (MC2018–33 and CP2018–63); December 5, 2017, Priority Mail Contract 377 (MC2018–32 and CP2018–62); December 7, 2017, Priority Mail Contract 378 (MC2018–34 and CP2018–64); December 8, 2017,