

2026, through May 24, 2026. The special local regulation will cover all navigable waters of the Red River near Shreveport, LA, from surface to bottom, between mile markers 227.8 and 229. No vessel or person will be permitted to enter the regulated area without obtaining permission from the COTP or their designated representative.

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.

A. Impact on Small Entities

The regulatory flexibility analysis provisions of the Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, do not apply to rules that are not subject to notice and comment. Because the Coast Guard has, for good cause, waived the notice and comment requirement that would otherwise apply to this rulemaking, the Regulatory Flexibility Act's flexibility analysis provisions do not apply here.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), if this rule will affect your small business, organization, or governmental jurisdiction and you have questions, contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Small businesses may send comments to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards by calling 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.

B. 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).

C. Federalism and Indian Tribal Governments

We have analyzed this rule under Executive Order 13132, Federalism, and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in that Order.

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.

D. Unfunded Mandates Reform Act

As required by The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538), the Coast Guard certifies that this rule will not result in an annual expenditure of \$100,000,000 or more (adjusted for inflation) by a State, local, or tribal government, in the aggregate, or by the private sector.

E. 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 *et seq.*), 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 is a special local regulation. It is categorically excluded from further review under paragraph L61 of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1.

List of Subjects in 33 CFR Part 100

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 100 as follows:

PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

- 1. The authority citation for part 100 continues to read as follows:

Authority: 46 U.S.C. 70041; 33 CFR 1.05–1.

- 2. Add § 100.T899–1129 to read as follows:

§ 100.T899–1129 Special Local Regulation; Red River Rumble F1 Powerboat Showdown, Shreveport, LA.

(a) *Location.* This special local regulation applies to the following regulated area: All waters of the Red River near Shreveport, LA, from surface to bottom, between mile markers 227.8 and 229.

(b) *Definitions.* As used in this section:

Designated representative means a Coast Guard Patrol Commander,

including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard vessel and a Federal, State, and local officer designated by or assisting the Captain of the Port Sector Lower Mississippi River (COTP) in the enforcement of the regulated area.

Participant means all persons and vessels registered with the event sponsor as a participant in the race.

Support personnel means all persons and vessels assisting with the facilitation of the race, including, but not limited to, safety observers, law enforcement personnel, medical personnel, administrators, and technicians.

(c) *Regulations.* (1) Only participants and support personnel are permitted to enter, transit through, or remain within the location described in paragraph (a) of this section unless authorized by the COTP or their designated representative.

(2) To seek permission to enter, contact the COTP or the COTP's representative on VHF–FM channel 16 or by telephone at (866) 360–3386. Those in the special regulated area must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative.

(3) The COTP will provide notice of the regulated area through local notice to mariners and broadcast notice to mariners.

(d) *Enforcement periods.* This section will be enforced from 8 a.m. to 5 p.m. daily from May 22, 2026, through May 24, 2026.

Kristi L. Bernstein,

Capt, U.S. Coast Guard, Captain of the Port Sector Lower Mississippi River.

[FR Doc. 2026–10061 Filed 5–19–26; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–0431]

RIN 1625–AA00

Safety Zone; Straits of Mackinac, Lake Michigan, MI

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters on the Straits of Mackinac, in particular within a 500-yard radius of the vessels Ugle Duckling and Streak while they are conducting

underwater survey operations. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created by underwater survey work on Line 5 Pipeline. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector Northern Great Lakes, or their designated representative.

DATES: This rule is effective from June 1, 2026, through July 31, 2026. It will be subject to enforcement each day from 6:00 a.m. until 6:00 p.m.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG–2026–0431.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact LT Rebecca Simpson, Sector Northern Great Lakes Waterways Management Division, U.S. Coast Guard; telephone 906–635–3223, or email ssmprevention@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
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background and Authority

The Coast Guard is establishing a temporary safety zone for navigable waters within a 500-yard radius of the vessels Ugle Duckling and Streak while they are conducting underwater survey operations. The safety zone is necessary to protect vessels while a Hovering Autonomous Underwater Vehicle (HAUV)/Remotely Operated Vehicle (ROV) is conducting underwater surveys on Lake Michigan in the vicinity of the Straits of Mackinac, MI. Hazards from HAUV/ROV operations include submerged navigation obstruction from the HAUV/ROV as well as limited maneuverability of the control vessels. The Captain of the Port Sector Northern Great Lakes (COTP) has determined that potential hazards associated with HAUV/ROV operations are a safety concern for anyone within 500 yards of the operation. Therefore, the COTP is proposing this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone. The regulatory text we are proposing appears at the end of this document.

Because of these potential hazards, the Coast Guard is issuing this rule

without prior notice and comment. As is authorized by 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 it is impracticable. It is impracticable to publish an NPRM because we must establish this safety zone by June 1, 2026, and we lack sufficient time to provide a reasonable comment period and consider those comments before issuing the rule.

For the same reason, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this rule is impracticable because prompt action is needed to address the potential safety hazards associated with the HAUV/ROV survey of subsurface lakebed and surrounding areas of interest and the potential hazard from other vessels transiting the Straits of Mackinac at the same time this project is being conducted.

III. Discussion of the Rule

This rule establishes a safety zone from 6 a.m. until 6 p.m. each day from June 1, 2026 through July 31, 2026. The safety zone would cover all navigable waters within 500 yards of the survey vessels. No vessel or person would be permitted to enter the safety zone without obtaining permission from the COTP or their designated representative. The regulatory text we are proposing appears at the end of this document.

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.

A. Impact on Small Entities

The regulatory flexibility analysis provisions of the Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, do not apply to rules that are not subject to notice and comment. Because the Coast Guard has, for good cause, waived the notice and comment requirement that would otherwise apply to this rulemaking, the Regulatory Flexibility Act's flexibility analysis provisions do not apply here.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), if this rule will affect your small business, organization, or governmental jurisdiction and you have questions, contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards by calling 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.

B. 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).

C. Federalism and Indian Tribal Governments

We have analyzed this rule under Executive Order 13132, Federalism, and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in that Order.

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.

D. Unfunded Mandates Reform Act

As required by The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538), the Coast Guard certifies that this rule will not result in an annual expenditure of \$100,000,000 or more (adjusted for inflation) by a State, local, or tribal government, in the aggregate, or by the private sector.

E. 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 *et seq.*), 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 is a safety zone. It is categorically excluded from further review under paragraph L60(a) 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.

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. 01.4.

■ 2. Add § 165.T09–0431 to read as follows:

§ 165.T09–0431 Safety Zone; Straits of Mackinac, Lake Michigan, MI.

(a) *Location.* The following area is a safety zone: All waters of the Straits of Mackinac, from surface to bottom, within 500 yards of the survey vessels Ugle Duckling and Streak while conducting a HAUV/ROV survey of the subsurface lakebed and surrounding areas of interest.

(b) *Definitions.* As used in this section, *designated representative* means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard vessel and a Federal, State, and local officer designated by or assisting the Captain of the Port Sector Northern Great Lakes (COTP) in the enforcement of the safety zone.

(c) *Regulations.* (1) Under the general safety zone regulations in subpart C of this part, you may not enter the safety zone described in paragraph (a) of this section unless authorized by the COTP or the COTP's designated representative.

(2) To seek permission to enter, contact the COTP or the COTP's representative on VHF–FM channel 16 or by telephone at (906) 635–3233. Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative.

(d) *Enforcement periods.* This section will be enforced from 6 a.m. to 6 p.m. each day from June 1, 2026 through July 31, 2026.

D.M. Parker,

Commander, U.S. Coast Guard, Acting Captain of the Port Sector Northern Great Lakes.

[FR Doc. 2026–10060 Filed 5–19–26; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–0592]

RIN 1625–AA87

Security Zones; New Orleans Sail 250, Lower Mississippi River, New Orleans, LA

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing temporary moving and fixed security zones on the Lower Mississippi River to provide security for visiting personnel and vessels during the New Orleans Sail 250 events. The fixed security zone will cover all waters of the Lower Mississippi River between mile markers 92.7 to 98. The moving security zone will apply to certain designated vessels as they transit between the Southwest Pass entrance and mile marker 98. Entry of vessels or persons into these zones is prohibited unless specifically authorized by the Captain of the Port.

DATES: This rule is effective from 12:01 a.m. on May 24, 2026, through 11:59 p.m. on June 1, 2026.

ADDRESSES: To view available documents, go to <https://www.regulations.gov> and search for USCG–2026–0592.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Lieutenant Commander Jacob Gamble, Sector New Orleans, U.S. Coast Guard; 504–269–7251, email Jacob.S.Gamble@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
LMR Lower Mississippi River
MM Mile Marker
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background and Authority

Sail 250 New Orleans is a major public event that involves visiting tall ships and other vessels that will be moored along the Lower Mississippi River riverfront in New Orleans. A large gathering of attendees is anticipated over the duration of this event, which begins with the first vessel arrivals around May 24, 2026, and ends June 1,

2026. While planning for this event, the Coast Guard determined that existing permanent security zones on the Lower Mississippi River, at 33 CFR 165.812 and 33 CFR 165.846, are inadequate to provide the necessary security for visiting vessels and attendees. The Captain of the Port (COTP) New Orleans determined that it is necessary to create a new temporary regulation to provide for a larger fixed security zone area, and to apply a moving security zone to participating vessels that are not cruise ships or United States naval vessels. Therefore, the COTP is proposing this rule under the authority of 46 U.S.C. 70051 and 70124, which is needed to protect personnel, vessels, and the marine environment in the navigable waters of the Lower Mississippi River in the vicinity of New Orleans.

Because of the risks associated with this event, the Coast Guard is issuing this rule without prior notice and opportunity to comment. As authorized by 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 it is impracticable and contrary to public interest. Planners for the Sail 250 New Orleans project continue to develop and refine the timeline for vessel arrivals and other events, and the Coast Guard has not had sufficient time to publish an NPRM, consider public comments, and issue a final rule. The Coast Guard must establish these temporary security zones by May 24, 2026, to provide security to waterway users, visiting vessel crews, other personnel associated with the project, and the public.

For the same reasons, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

III. Discussion of the Rule

This rule temporarily establishes fixed and moving security zones for vessels involved in the New Orleans Sail 250 event from 12:01 a.m. on May 24, 2026, through 11:59 p.m. on June 1, 2026. First, it establishes a moving security zone for certain protected vessels designated by the COTP, as they transit the Lower Mississippi River between the Southwest Pass Entrance Lighted Buoy “SW”, at approximate position 28°52'42" N, 89°25'54" W [NAD 83] and Lower Mississippi River mile marker 98 in New Orleans, Louisiana. No person or vessel will be allowed to approach within 100 feet of a protected vessel, and vessels within 500 yards of the protected vessel must transit at the minimum safe speed necessary to