

DEPARTMENT OF LABOR**Employment and Training Administration****20 CFR Part 655****Office of Workers' Compensation Programs****20 CFR Parts 702, 725, and 726****Office of the Secretary****29 CFR Part 5****41 CFR Part 50–201****Wage and Hour Division****29 CFR Parts 500, 501, 503, 530, 570, 578, 579, 801, 810, and 825****Occupational Safety and Health Administration****29 CFR Part 1903****Mine Safety and Health Administration****30 CFR Part 100**

RIN 1290-AA46

Department of Labor Federal Civil Penalties Inflation Adjustment Act Annual Adjustments for 2026

AGENCY: Employment and Training Administration, Office of Workers' Compensation Programs, Office of the Secretary, Wage and Hour Division, Occupational Safety and Health Administration, Employee Benefits Security Administration, and Mine Safety and Health Administration, Department of Labor.

ACTION: Notification of no inflation adjustment to U.S. Department of Labor civil monetary penalties for 2026.

SUMMARY: As required by statute, the Department of Labor annually publishes a final rule updating the civil monetary penalties it assesses. The Bureau of Labor Statistics (BLS) did not publish its October 2025 Consumer Price Index for All Urban Consumers (CPI-U) data due to a lapse in funding. Because the relevant law requires that annual penalty adjustments be based specifically on October CPI-U data—with no alternative calculation allowed—the 2026 adjustment is cancelled entirely.

DATES: Effective May 27, 2026.

FOR FURTHER INFORMATION CONTACT: Amy Hunter, Senior Policy Advisor, U.S. Department of Labor, Room S–

2312, 200 Constitution Avenue NW, Washington, DC 20210; telephone: (202) 693–5076 (this is not a toll-free number). Copies of this final rule may be obtained in alternative formats (large print, Braille, audio tape or disc), upon request, by calling (202) 693–5959 (this is not a toll-free number). TTY/TDD callers may dial toll-free 1–877–889–5627 to obtain information or request materials in alternative formats.

SUPPLEMENTARY INFORMATION:**I. Background**

On November 2, 2015, Congress enacted the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015, Public Law 114–74, sec. 701 (Inflation Adjustment Act), which further amended the Federal Civil Penalties Inflation Adjustment Act of 1990 as previously amended by the 1996 Debt Collection Improvement Act, to improve the effectiveness of civil monetary penalties and to maintain their deterrent effect. The Inflation Adjustment Act required agencies to (1) adjust the level of civil monetary penalties with an initial “catch-up” adjustment through an interim final rule (IFR); and (2) make subsequent annual adjustments for inflation no later than January 15 of each year.

On July 1, 2016, the Department published an IFR that established the initial catch-up adjustment for most civil penalties that the Department administers and requested comments. See 81 FR 43430 (DOL IFR). Every year thereafter, the Department has published a final rule establishing the annual adjustment for civil monetary penalties based on the October CPI-U from the prior year.

II. No Adjustment for 2026

According to the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015, the annual inflation adjustment to civil penalties is based on BLS CPI-U data from the month of October of the prior year. Due to the October–November 2025 lapse in appropriations, BLS was unable to produce the October 2025 data. The statute does not allow for an alternative method of calculating civil penalty amounts. On April 17, 2026, Office of Management and Budget (OMB) Director Russell T. Vought issued OMB memorandum M–26–11, which informed agencies of the cancellation of the penalty inflation adjustment for 2026 based on the lack of October 2025 CPI-U data. OMB instructed agencies to continue using the 2025 civil monetary penalties as applicable.

Consistent with the guidance provided in M–26–11, the Department

of Labor is not making any adjustments to civil money penalties under the Inflation Adjustment Act in 2026.

In 2027, the Department will undertake a thorough review of civil penalties administered by its various components pursuant to the Inflation Adjustment Act and in accordance with guidance issued by the Office of Management and Budget.

Dated: May 20, 2026.

Keith Sonderling,

Acting Secretary of Labor.

[FR Doc. 2026–10456 Filed 5–26–26; 8:45 am]

BILLING CODE 4510–HL–P

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 165**

[Docket Number USCG–2026–0302]

RIN 1625-AA00

Safety Zone; Humboldt Bay, Humboldt Bay, CA

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters of Humboldt Bay. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with exposure of hazardous material from Pacific Gas & Electrical Company shoreside terminal while conducting maintenance. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector San Francisco, or their designated representative.

DATES: This rule is effective from 8 a.m. through 5 p.m. on June 3, 2026.

ADDRESSES: To view available documents, go to <https://www.regulations.gov> and search for USCG–2026–0302.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact Sector San Francisco Waterways Management Division, U.S. Coast Guard; email SF WATERWAYS@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 received notification that Pacific Gas and Electrical Company (PG&E) will be conducting maintenance on a PG&E facility near Humboldt Bay, CA on June 3, 2026. While maintenance is conducted at the PG&E shoreside terminal there will be potential hazards from the exposure of hazardous material. The Captain of the Port (COTP) Sector San Francisco has determined that hazards associated with the maintenance being conducted are a safety concern for anyone within a 100-meter radius of this PG&E facility (40°44'31" N, 124°12'39" W). Therefore, the COTP is issuing 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.

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 and contrary to the public interest. Additionally, the Coast Guard was not notified of this of this event with sufficient time to solicit notice and comments prior to when this safety zone must be established on June 3, 2026, to protect personnel, vessels, and the marine environment. Therefore, we do not have enough time to solicit and respond to comments.

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 establishes a safety zone on June 3, 2026, from 8. a.m. through 5 p.m. The safety zone will cover all navigable waters within a 100-meter radius of the PG&E facility, located at 1000 King Salmon Ave, Eureka, CA 95503 (40°44'31" N, 124°12'39" W). Vessels and persons will not be allowed to enter the zone during this time, unless authorized by the Captain of the Port.

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; DHS Delegation No. 00170.1, Revision No. 01.4.

■ 2. Add § 165.T11–230 to read as follows:

§ 165.T11165.T11–230 Safety Zone; Humboldt Bay, Humboldt Bay, CA

(a) *Location.* The following area is a safety zone: All navigable waters of the Humboldt Bay, from surface to bottom, within a circle formed 100-meters out from the Pacific Gas & Electric Company facility in approximate position 40°44'31" N, 124°12'39" W. These coordinates are based on the North American Datum 83 (NAD 83).

(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 (COTP) San Francisco 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 (415) 399-7440. 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 period.* This section will be enforced from 8 a.m. to 5 p.m. on June 3, 2026.

Jordan M. Baldueza,

Captain, U.S. Coast Guard, Captain of the Port Sector San Francisco.

[FR Doc. 2026-10463 Filed 5-26-26; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG-2026-0560]

Safety Zones; Annual Events in the Captain of the Port Eastern Great Lakes Zone

AGENCY: Coast Guard, DHS.

ACTION: Notification of enforcement of regulation.

SUMMARY: The Coast Guard will enforce multiple safety zones located in federal regulations for recurring marine events taking place in June and July 2026 to provide for the safety of life on navigable waterways during these events. Our regulation for marine events within the Coast Guard Great Lakes District identifies the regulated areas for these events. During the enforcement periods, the operator of any vessel in the regulated area must comply with directions from the Captain of the Port Eastern Great Lakes or a designated representative.

DATES: The regulations listed in Table 1 to 33 CFR 165.939 will be enforced for the following regulated areas, at the indicated dates and times:

- Event (F)(1): Festival of the Fish Fireworks—from 9:00 p.m. to 11:30 p.m. on June 19, 2026.
- Event (G)(4): City of Cleveland July 4th Fireworks—from 9:30 p.m. through 11:00 p.m. on July 4, 2026.
- Event (G)(5): Mentor Harbor Yacht Club Fireworks—from 8:45 p.m. through 10:30 p.m. on July 3, 2026.
- Event (G)(6): Whiskey Island Boat Parade of Lights—from 9:00 p.m. through 11:30 p.m. on July 25, 2026.

- Event (G)(11): Bay Village Independence Day Celebration—from 9:30 p.m. through 11:00 p.m. on July 4, 2026.

- Event (G)(12): Brogan Open Water Classic—from 6:30 a.m. through 11:30 a.m. on July 11, 2026.

- Event (G)(29): Wine and Walleye Festival Fireworks—from 8:30 p.m. through 11:30 p.m. on July 25, 2026.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notification of enforcement, call or email Petty Officer Andrew Nevenner at Marine Safety Unit Cleveland's Waterways Management Division; telephone 216-937-0111, email *D09-SMB-MSUCLEVELAND-WWM@uscg.mil*.

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce multiple safety zones for annual events in the Captain of the Port Eastern Great Lakes Zone listed in Table 1 to 33 CFR 165.939, for events occurring in the months of June and July as listed in the **DATES** section above. Pursuant to 33 CFR 165.23, entry into, transiting, or anchoring within these safety zones during an enforcement period is prohibited unless authorized by the Captain of the Port (COTP) Eastern Great Lakes or his designated representative. Those seeking permission to enter the safety zone may request permission from the COTP Eastern Great Lakes via channel 16, VHF-FM. Vessels and persons granted permission to enter the safety zone shall obey the directions of COTP Eastern Great Lakes or his designated representative. While within a safety zone, all vessels shall operate at the minimum speed necessary to maintain a safe course.

In addition to this notice of enforcement in the **Federal Register**, the Coast Guard will provide the maritime community with advance notification of this enforcement period via Broadcast Notice to Mariners or Local Notice to Mariners. If the COTP Eastern Great Lakes determines that the safety zone need not be enforced for the full duration stated in this notice, he may use a Broadcast Notice to Mariners to grant general permission to enter the respective safety zone.

Dated: May 20, 2026.

M.J. Walter,

Captain, U.S. Coast Guard, Captain of the Port Sector Eastern Great Lakes.

[FR Doc. 2026-10480 Filed 5-26-26; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2025-0703]

RIN 1625-AA87

Security Zones; Vessels Carrying Dangerous Cargo, Corpus Christi and La Quinta Ship Channels, Corpus Christi, TX

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing a security zone around vessels carrying Certain Dangerous Cargos (CDCs), for which the Captain of the Port, Corpus Christi deems enhanced security measures are necessary on a case-by-case basis. This security zone is needed to safeguard these vessels, the public, and the surrounding area from sabotage or other subversive acts, accidents, or other events of a similar nature. This rulemaking prohibits entry of vessels or person into this security zone during enforcement periods unless specifically authorized by the Captain of the Port, Corpus Christi or their designated representative.

DATES: This rule is effective June 26, 2026.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG-2025-0703 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 about this rule, call or email call or email Lieutenant Tim Cardenas, Sector Corpus Christi Waterways Management Division, U.S. Coast Guard; telephone (571) 610-4222, email *Timothy.J.Cardenas@uscg.mil*.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CDC Certain Dangerous Cargo
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

This rule establishes a permanent security zone regulation that will be activated as necessary to protect vessels