

by the Captain of the Port Detroit or his designated representative. Vessels that wish to transit through the safety zones may request permission from the Captain of the Port Detroit or his designated representative. Requests must be made in advance and approved by the Captain of Port Detroit before transits will be authorized. Approval will be granted on a case-by-case basis. The Captain of the Port Detroit may be contacted via U.S. Coast Guard Sector Detroit on channel 16, VHF-FM or by calling (833) 388-8724. The Coast Guard will give notice to the public via Local Notice to Mariners and VHF radio broadcasts that the regulation is in effect.

If the Captain of the Port Detroit determines that any of these safety zones need not be enforced for the full duration stated in this notice, he may suspend such enforcement and notify the public of the suspension via a Broadcast Notice to Mariners.

Dated: June 5, 2026.

Richard P. Armstrong,

Captain, U.S. Coast Guard, Captain of the Port Detroit.

[FR Doc. 2026-11632 Filed 6-9-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA-2025-0037]

RIN 2127-AM88

Federal Motor Vehicle Safety Standards No. 210; Seat Belt Assembly Anchorages; Correction

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Final rule; correction

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) is correcting a final rule that appeared in the **Federal Register** on June 3, 2026. The original document issued a final rule removing unnecessary regulatory text from Federal Motor Vehicle Safety Standard (FMVSS) No. 210, Seat belt assembly anchorages. This document corrects an amendatory instruction to ensure that only the introductory text of paragraph S6 is revised, preserving the remaining subordinate text and graphics within that section.

DATES: Effective July 6, 2026.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact

Joshua McNeil (email: Joshua.McNeil@dot.gov). For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202-366-1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: In FR Doc. 2026-11081 appearing on page 33091 in the **Federal Register** of Wednesday, June 3, 2026, the following corrections are made:

§ 571.210 [Corrected]

■ On page 33094, in the second column, in part 571, in amendment 2.c., the instruction “Revising paragraphs S4.1.3.4, S4.1.3.5 and S6.” is corrected to read “c. Revising paragraphs S4.1.3.4, S4.1.3.5 and the introductory text of paragraph S6.”

Dated: June 5, 2026.

Jane Doherty,

Acting Associate Administrator for Rulemaking.

[FR Doc. 2026-11640 Filed 6-9-26; 8:45 am]

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DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 17

[FWS-R5-ES-2023-0014;
FXES11130900000-267-FF09E22000]

RIN 1018-BD66

Endangered and Threatened Wildlife and Plants; Removal of Northeastern Bulrush From the List of Endangered and Threatened Plants

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Final rule.

SUMMARY: We, the U.S. Fish and Wildlife Service (Service), are removing the northeastern bulrush (*Scirpus ancistrochaetus*) from the Federal List of Endangered and Threatened Plants. Our review of the best scientific and commercial data available indicates that the threats to the northeastern bulrush have been eliminated or reduced to the point that the species no longer meets the definition of an endangered or threatened species under the Endangered Species Act of 1973, as amended (Act). Accordingly, the prohibitions and conservation measures provided by the Act, particularly through sections 7 and 9, will no longer apply to the northeastern bulrush.

DATES: This rule is effective July 10, 2026.

ADDRESSES: This final rule is available on the internet at <https://www.regulations.gov>. Comments and materials we received are available for public inspection at <https://www.regulations.gov> at Docket No. FWS-R5-ES-2023-0014.

Availability of supporting materials:

This rule and supporting documents, including the 5-year reviews, Recovery Plan, and the species status assessment (SSA) report, are available at <https://www.regulations.gov> under Docket No. FWS-R5-ES-2023-0014.

FOR FURTHER INFORMATION CONTACT:

Audrey Mayer, Field Supervisor, New England Ecological Services Field Office; telephone 603-223-2541; email audrey_mayer@fws.gov. Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability may dial 711 (TTY, TDD, or TeleBraille) to access telecommunications relay services. Individuals outside the United States should use the relay services offered within their country to make international calls to the point-of-contact in the United States.

SUPPLEMENTARY INFORMATION:

Previous Federal Actions

Please refer to the proposed rule to delist the northeastern bulrush published on July 31, 2024 (89 FR 61387) for a detailed description of previous Federal actions concerning this species.

Peer Review

A species status assessment (SSA) team prepared an SSA report for the northeastern bulrush (Service 2019a). The SSA team was composed of Service biologists, in consultation with other species experts. The SSA report represents a compilation of the best scientific and commercial data available concerning the status of the species, including the impacts of past, present, and future factors—both negative and beneficial—affecting the species.

In accordance with our joint policy on peer review published in the **Federal Register** on July 1, 1994 (59 FR 34270), and our August 22, 2016, memorandum updating and clarifying the role of peer review of listing and recovery actions under the Act (<https://www.fws.gov/sites/default/files/documents/peer-review-policy-directors-memo-2016-08-22.pdf>), we solicited independent scientific review of the information contained in the northeastern bulrush SSA report. As discussed in the proposed rule, we sent the SSA report