

Docket number	Type	Location	Effective date
USCG-2025-0673 ..	Safety Zones (Parts 147 and 165)	Lake Charles, LA	7/25/2025
USCG-2025-0691 ..	Safety Zones (Parts 147 and 165)	Irrigon, OR	7/26/2025
USCG-2025-0032 ..	Safety Zones (Parts 147 and 165)	Miami Beach, FL	7/29/2025
USCG-2025-0700 ..	Safety Zones (Parts 147 and 165)	Corpus Christi, TX	7/29/2025
USCG-2025-0666 ..	Safety Zones (Parts 147 and 165)	Milwaukee, WI	7/31/2025
USCG-2025-0187 ..	Safety Zones (Parts 147 and 165)	Savannah, GA	8/1/2025
USCG-2025-0699 ..	Safety Zones (Parts 147 and 165)	Michigan City, IN	8/2/2025
USCG-2025-0702 ..	Safety Zones (Parts 147 and 165)	Concord, CA	8/3/2025
USCG-2025-0723 ..	Security Zone (Part 165)	Corpus Christi, TX	8/4/2025
USCG-2025-0708 ..	Safety Zones (Parts 147 and 165)	Chicago, IL	8/7/2025
USCG-2025-0720 ..	Safety Zones (Parts 147 and 165)	Portlake, MI	8/8/2025
USCG-2025-0738 ..	Special Local Regulation (Part 100)	Hessel, MI	8/9/2025
USCG-2025-0662 ..	Special Local Regulation (Part 100)	Atlantic City, NJ	8/9/2025
USCG-2025-0729 ..	Safety Zones (Parts 147 and 165)	Chicago, IL	8/9/2025
USCG-2025-0355 ..	Safety Zones (Parts 147 and 165)	Cincinnati, OH	8/9/2025
USCG-2025-0774 ..	Safety Zones (Parts 147 and 165)	Chicago, IL	8/11/2025
USCG-2025-0121 ..	Safety Zones (Parts 147 and 165)	Honolulu, HI	8/18/2025
USCG-2025-0717 ..	Safety Zones (Parts 147 and 165)	San Francisco, CA	8/23/2025
USCG-2025-0719 ..	Safety Zones (Parts 147 and 165)	Chicago, IL	8/23/2025
USCG-2025-0722 ..	Safety Zones (Parts 147 and 165)	Boca Chica Beach, TX	8/24/2025
USCG-2025-0562 ..	Special Local Regulation (Part 100)	Cincinnati, OH	8/24/2025
USCG-2025-0794 ..	Safety Zones (Parts 147 and 165)	Chicago, IL	8/25/2025
USCG-2025-0812 ..	Security Zone (Part 165)	Philadelphia, PA	8/26/2025
USCG-2025-0837 ..	Safety Zones (Parts 147 and 165)	Nashville, TN	8/28/2025
USCG-2025-0836 ..	Security Zone (Part 165)	Nashville, TN	8/29/2025
USCG-2025-0430 ..	Special Local Regulation (Part 100)	New Martinsville, WV	8/30/2025
USCG-2025-0807 ..	Special Local Regulation (Part 100)	Coxsackie, NY	8/31/2025
USCG-2025-0846 ..	Safety Zones (Parts 147 and 165)	Nashville, TN	9/5/2025
USCG-2025-0792 ..	Safety Zones (Parts 147 and 165)	Chelsea, MA	9/6/2025
USCG-2025-0775 ..	Safety Zones (Parts 147 and 165)	Narragansett, RI	9/6/2025
USCG-2025-0772 ..	Safety Zones (Parts 147 and 165)	New London, CT	9/6/2025
USCG-2025-0834 ..	Safety Zones (Parts 147 and 165)	Mortlake, MI	9/6/2025
USCG-2025-0730 ..	Safety Zones (Parts 147 and 165)	Chicago, IL	9/6/2025
USCG-2025-0725 ..	Safety Zones (Parts 147 and 165)	Long Beach, CA	9/9/2025
USCG-2025-0854 ..	Security Zone (Part 165)	New York, NY	9/11/2025
USCG-2025-0765 ..	Safety Zones (Parts 147 and 165)	Port Los Angeles-Long Beach	9/12/2025
USCG-2025-0655 ..	Safety Zones (Parts 147 and 165)	Islamorada, FL	9/13/2025
USCG-2025-0843 ..	Safety Zones (Parts 147 and 165)	Frankfort, MI	9/14/2025
USCG-2025-0231 ..	Safety Zones (Parts 147 and 165)	Bremerton, WA	9/18/2025
USCG-2025-0288 ..	Special Local Regulation (Part 100)	San Diego, CA	9/21/2025
USCG-2025-0835 ..	Safety Zones (Parts 147 and 165)	Chicago, IL	9/21/2025
USCG-2025-0863 ..	Safety Zones (Parts 147 and 165)	Vancouver, WA	9/24/2025
USCG-2025-0033 ..	Safety Zones (Parts 147 and 165)	Ft. Pierce, FL	9/24/2025
USCG-2025-0904 ..	Safety Zones (Parts 147 and 165)	Nashville, TN	9/25/2025
USCG-2025-0905 ..	Safety Zones (Parts 147 and 165)	Nashville, TN	9/26/2025
USCG-2025-0844 ..	Safety Zones (Parts 147 and 165)	Nashville, TN	9/27/2025
USCG-2025-0897 ..	Special Local Regulation (Part 100)	Manasquan, NJ	9/28/2025
USCG-2025-0795 ..	Safety Zones (Parts 147 and 165)	Lakeside, OH	9/30/2025

This document is issued under the authority of 5 U.S.C. 552(a).

Michael T. Cunningham,

Chief, Office of Regulations and Administrative Law, United States Coast Guard.

[FR Doc. 2026-12182 Filed 6-16-26; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 110

[Docket Number USCG-2025-0806]

RIN 1625-AA01

Anchorage Grounds; Columbia River, Longview, Oregon and Washington

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Final rule.

SUMMARY: The Coast Guard is modifying the Longview anchorage by reducing its size to allow completion of the Longview Channel realignment project.

This action is necessary to provide commercial vessels with the space needed to safely transit the navigational channel by maximizing the available height clearance of the Lewis and Clark bridge in Longview, WA.

DATES: This rule is effective July 17, 2026.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG-2025-0806.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact Lieutenant Commander Jesse Wallace, Sector Columbia River Waterways Management Division, U.S. Coast Guard, 503-572-3524, email SCRWWM@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 reducing the Longview anchorage to accommodate the Longview Channel realignment in the Columbia River, initiated by the U.S. Army Corps of Engineers. The U.S. Army Corps of Engineers has completed a thorough Longview Channel realignment assessment project. This project was initiated to realign the channel to allow commercial vessels to safely navigate under the Longview bridge at its maximum clearance. This realignment requires the Longview anchorage to be modified, reducing its total area. On January 26, 2026, the Coast Guard published a notice of proposed rulemaking (NPRM) titled Anchorage Grounds; Columbia River, Longview, Oregon and Washington (91 FR 3094). In that NPRM, we stated why we issued the NPRM and invited comments on our proposed regulatory action related to this anchorage ground.

The Coast Guard is issuing this rulemaking under authorities in 33 U.S.C. 2071; 46 U.S.C. 70006 and 70034; 33 CFR 1.05–1; and Department of Homeland Security Delegation No. 00170.1, Revision No. 01.4.

III. Discussion of Comments and the Rule

During the comment period that ended on February 25, 2026, we received three comments. The comments received were generally supportive of the rule change. There are no changes in the regulatory text of this rule from the proposed rule in the NPRM. This rule reduces the Longview anchorage to accommodate the Longview Channel realignment in the Columbia River to allow commercial vessels to safely navigate under the Longview bridge at its maximum clearance.

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 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. Section 605 of the RFA allows an agency to certify a rule, in lieu of preparing an analysis, if the rulemaking is not expected to have a significant economic impact on a substantial number of small entities.

The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities for the following reasons. Vessels will be able to safely navigate the channel while retaining the ability anchor in the modified anchorage ground.

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).

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 an anchorage ground. It is categorically excluded from further review under paragraph L59(b) 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

Anchorage grounds.

For the reasons discussed in the preamble, the Coast Guard is proposing to amend 33 CFR part 110 as follows:

PART 110—ANCHORAGE REGULATIONS

■ 1. The authority citation for part 110 continues to read as follows:

Authority: 33 U.S.C. 2071; 46 U.S.C. 70006, 70034; 33 CFR 1.05–1; Department of Homeland Security Delegation No. 00170.1, Revision No. 01.4.

■ 2. Revise 33 CFR 110.228(a)(3) to read as follows:

§ 110.228 Columbia River, Oregon and Washington.

(a) * * *

(3) *Longview Anchorage.* An area enclosed by a line connecting the following points:

Latitude (N)	Longitude (W)
46°06'28.69"	122°57'38.33"
46°06'41.71"	122°58'01.25"
46°07'22.55"	122°59'00.81"
46°07'36.21"	122°59'19.29"
46°07'28.44"	122°59'31.18"
46°07'14.77"	122°59'12.70"
46°06'52.52"	122°58'42.62"
46°06'36.96"	122°58'16.72"
46°06'28.87"	122°58'00.09"
46°06'22.44"	122°57'43.27"

* * * * *

Arex B. Avanni,
Rear Admiral, U.S. Coast Guard, Commander,
Coast Guard District Northwest.

[FR Doc. 2026–12172 Filed 6–16–26; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–0212]

RIN 1625–AA87

Security Zone; FIFA World Cup and Fan Fest 2026, Bayfront Park, Miami, FL

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary security zone for certain navigable waters of Biscayne Bay in connection with the 2026 Miami FIFA World Cup and the World Cup Fan Fest events in Miami, Florida. This security zone is necessary to safeguard official parties, VIP's and other participants ("attendees") attending the Miami 2026 FIFA World Cup and the World Cup Fan Fest because the ease of waterfront access to the various venues hosting the World Cup events presents a security concern for all attendees. This rulemaking prohibits anchoring or remaining within the security zone during enforcement periods unless specifically authorized by the Captain of the Port (COTP), Sector Miami or their designated representative.

DATES: This rule is effective without actual notice from June 17, 2026, through July 5, 2026. For the purposes of enforcement, actual notice will be used from June 13, 2026, until June 17, 2026.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG–2026–0212.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact LT Guerschom Etienne, Sector Miami Waterways Management Division, U.S. Coast Guard; telephone 305–535–4317, or email Guerschom.Etienne@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 City of Miami will be hosting the 2026 FIFA World Cup and the World Cup Fan Fest from June 13 through July 5, 2026, at Bayfront Park, Miami, FL. The Coast Guard anticipates these various events will draw large crowds of people, executives, official parties, etc. and present a security concern since the venues may be accessed from or are in close proximity to the waterfront, Biscayne Bay. The COTP has determined the ease of waterfront access to the various venues hosting the World Cup events presents a security concern for attendees. On April 16, 2026, the Coast Guard published a notice of proposed rulemaking (NPRM) titled Security Zone; FIFA World Cup and Fan Fest 2026, Bayfront Park, Miami, FL.¹ In that NPRM, we stated why we issued the NPRM and invited comments on our proposed regulatory action related to this security zone.

Under the authority in 46 U.S.C. 70051 and 70124, the COTP has determined that this rule is necessary to protect attendees from terrorism, sabotage, or other subversive acts. No vessel or person will be permitted to enter the security zone without obtaining permission from the COTP or their designated representative.

Under 5 U.S.C. 553(d)(3), the Coast Guard also finds that 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 would be impracticable because immediate action to restrict vessel traffic is needed to protect life, property and the environment, and delaying the effective date would frustrate the security zone's intended objectives of mitigating potential terrorist acts and enhancing public and maritime safety and security when the event takes place.

III. Discussion of Comments and the Rule

During the comment period that ended on May 18, 2026, we received one comment that agrees to the necessity of the security zone with minor concern to local businesses inside the zone.

The impacts of this security zone are expected to be limited to small passenger vessels and small business entities operating near Bayside. The

restriction applies only within the designated geographic boundaries of the security zone. The Coast Guard anticipates that the rule will not result in significant operational constraints because alternative transit routes around Biscayne Bay remain available, preserving access and facilitating the continuation of commercial activities.

There are no changes in the regulatory text of this rule from the proposed rule in the NPRM.

This rule establishes a security zone from 6 a.m. on June 13, 2026, through 6:00 a.m. on July 5, 2026. The security zone covers all navigable waters of Biscayne Bay from approximately Port Boulevard south ending before the Miami River Entrance. No vessel or person is permitted to enter the security zone 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 Act of 1980 (RFA), 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. Section 605 of the RFA allows an agency to certify a rule, in lieu of preparing an analysis, if the rulemaking is not expected to have a significant economic impact on a substantial number of small entities.

The Coast Guard certifies that, although some small entities may intend to transit the security zone above, this rule will not have a significant economic impact on a substantial number of small entities. Vessel traffic will be able to safely transit around this security zone. This security zone will only impact a small area of Biscayne Bay near Bayfront Park in the Port of Miami for approximately 24 days. In addition, the Coast Guard will issue a Broadcast Notice to Mariners via VHF FM marine channel 16, which will allow small entities to adjust their transit plans. Coast Guard patrol boats and local law enforcement assets will also be on scene with flashing energized

¹ 91 FR 20392.