

situations listed in paragraph 3 have been corrected and UPRR notifies and receives approval from the Coast Guard.

(7) UPRR will immediately operate the bridge using an onsite bridge operator anytime at the direction of the District Commander.

(8) UPRR shall maintain the working machinery of the drawbridge in good operating condition to be able to manually operate the bridge onsite.

W.E. Watson,

Rear Admiral, U.S. Coast Guard, Commander, Heartland District.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2025–0309]

RIN 1625–AA09

Drawbridge Operation Regulation; Old Brazos River, Freeport, Texas

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to modify the operating schedule that governs the Union Pacific Railroad (UPRR) drawbridge that crosses the Old Brazos River, mile 5.3, near Brazoria, TX. UPRR has proposed to remotely operate the drawbridge from their train yard located in Brazos, TX. The Coast Guard temporarily changed the regulation to test this system. During the test the drawbridge continued to operate safely and provided boats and mariners with a reasonable ability to use this waterway. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must reach the Coast Guard on or before September 8, 2026.

ADDRESSES: You may submit comments identified by docket number USCG–2025–0309 using Federal Decision Making Portal at <https://www.regulations.gov>.

See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments. This notice of proposed rulemaking with its plain-language, 100-word-or-less proposed rule summary will be available in this same docket.

FOR FURTHER INFORMATION CONTACT: If you have questions on this proposed rule, call, email or mail Doug

Blakemore, Coast Guard Heartland District Bridge Branch, 504.671.2127, Douglas.A.Blakemore@uscg.mil, 500 Poydras St., Room 1313, New Orleans, LA 70130.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
OMB Office of Management and Budget
NPRM Notice of Proposed Rulemaking (Advance, Supplemental)
§ Section
U.S.C. United States Code

II. Background, Purpose and Legal Basis

The Union Pacific Railroad vertical lift drawbridge crosses the Old Brazos River, mile 5.3, near Brazoria, TX. The bridge is currently operated by a bridge tender at the site of the drawbridge and is maintained in the fully open-to-boat position. The bridge is closed to allow trains to pass or for maintenance. The proposed rule will have the bridge continue to open and close as above but will be operated by at the UPRR train yard in Brazoria. This bridge at mean high water has a vertical clearance of 10 feet in the closed to boat position, a vertical clearance of 71 feet in the open to boat position and a 228 foot horizontal clearance. The bridge operates according to 33 CFR 117.975.

UPRR has requested to operate this drawbridge from their railroad yard in Brazoria, TX. UPRR has installed a remote operation system at the bridge and at the remote control center in Spring, TX. Six cameras have been installed at the bridge; one per tower at each corner of the bridge that can be moved to look upriver, downriver and beneath the bridge and 2 cameras that look at the east and west rail tracks. The cameras are equipped with thermal imaging to assist with visibility during inclement weather. There are two sets of sensors that are installed to detect vessels under the bridge; 1 microwave sensor and 1 light detecting and ranging sensor. The remote control station monitors the cameras, sensor systems and communicates to boats with VHF radio and telephone.

This part of the Old Brazos River is used by recreational boaters and fisherman and small charter boats. The bridge is kept in the open-to-boat position and closes about 1–3 times per day to pass trains.

III. Discussion of Proposed Rule

33 CFR 117.42 establishes Coast Guard drawbridge regulations to operate a drawbridge from a remote location and

authorizes the Coast Guard District Commander to approve or not approve operations from a remote site. The bridge is currently operated by a bridge tender at the site of the drawbridge, is maintained in the open-to-boat position and closes 1–3 times per day to pass trains. The bridge operates according to 33 CFR 117.975. This proposed rule will change the operating schedule. The bridge will continue to be maintained in the open-to-boat position but will be opened and closed from the remote control station at the UPRR train yard. Mariners will continue to communicate with the remote bridge tender via VHF–FM Channel 9 and by the telephone number posted on the bridge.

This proposed rule requires UPRR to place and keep the draw in the open-to-boat position when any part of the remote system fails, communications between a boat and the bridge operator fail, weather prevents the remote operator from seeing boats and vessels, safety, security and procedural systems of any kind fail and at the direction of the Coast Guard. The draw will be allowed to close again to pass trains when UPRR provides a bridge operator at the bridge location or the failure has been corrected. Returning the bridge to remote operations will require the approval of the Coast Guard.

IV. Regulatory Analyses

We developed this proposed rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on 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. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This regulatory action determination is based on the ability that vessels can still transit the bridge given notice.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see

ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

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 proposed rule. If the proposed 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. The Coast Guard will not retaliate against small entities that question or complain about this proposed rule or any policy or action of the Coast Guard.

B. Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520.).

C. 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 proposed 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 proposed rule does not have tribal implications under Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments) because it would 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 proposed rule has implications for federalism or Indian tribes, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

D. 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 proposed rule will not result in such an expenditure, we do discuss the effects of this proposed rule elsewhere in this preamble.

E. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning Policy COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f). The Coast Guard has 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 proposed rule promulgates the operating regulations or procedures for drawbridges. Normally such actions are categorically excluded from further review, under paragraph L49, of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1.

Neither a Record of Environmental Consideration nor a Memorandum for the Record are required for this rule. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

V. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

Submitting comments. We encourage you to submit comments at <https://www.regulations.gov>. To do so, go to <https://www.regulations.gov>, type USCG–2025–0070 in the search box and click “Search.” Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. If your material cannot be submitted using <https://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

Viewing material in docket. To view documents mentioned in this proposed rule as being available in the docket, find the docket as described in the previous paragraph, and then select

“Supporting & Related Material” in the Document Type column. Public comments will also be placed in our online docket and can be viewed by following instructions on the <https://www.regulations.gov> Frequently Asked Questions web page. Also, if you go to the online docket and sign up for email alerts through the “Subscribe” option, you will be notified when comments/updates are posted, or a final rule is published.

Personal information. We accept anonymous comments. Comments we post to <https://www.regulations.gov> will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS’s eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

List of Subjects in 33 CFR Part 117

Bridges.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 117 as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

■ 1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 33 CFR 1.05–1; and DHS Delegation No. 00170.1. Revision No. 1.04.

■ 2. Change § 117.975 to read as follows:

§ 117.975 Old Brazos River.

The draw of the Union Pacific Railroad (UPRR) vertical lift bridge, mile 4.4, Freeport shall be maintained in the open-to-boat position and remotely operated by the CSX yard supervisor in Freeport, TX. The bridge shall be operated as follows.

(1) The draw will close to boats to pass trains across the bridge and to maintain the bridge.

(2) Boats and vessels can contact the remote bridge tender at VHF–FM channel 9 or by the telephone number posted on the bridge.

(3) The draw will be immediately placed and left in the open-to-boat position if any of the below situations occur.

(a) If any combination of camera failures, thermal imaging capabilities or microwave sensor failures prevents the remote bridge tender from seeing upriver, downriver or beneath the bridge.

(b) Any communications failures prevent the bridge tender from communicating with boats.

(c) Weather prevents the remote bridge tender from visually identifying

vessels or boats signaling the draw to open.

(d) The railroad does not meet any government or agency safety requirements.

(e) The railroad does not meet any government or agency cybersecurity requirements.

(f) Railroad safety and security procedures or equipment to close or open the bridge fail.

(g) Anytime the UPRR train dispatcher is evacuated from the dispatch center for any reason or cannot perform any bridge operator activities for any reason.

(4) If any of the above situations take place UPRR will immediately notify the Coast Guard Sector Houston-Galveston Command Center to report the failure and that the draw has been placed and kept in the open-to-boat position.

(5) The draw may resume onsite opening and closing when a bridge operator arrives onsite and can safely operate the drawbridge and UPRR notifies and receives approval from the Coast Guard.

(6) The draw may resume operating from the remote location when the situations listed in paragraph 3 have been corrected and UPRR notifies and receives approval from the Coast Guard.

(7) UPRR will immediately operate the bridge using an onsite bridge operator anytime at the direction of the District Commander.

(8) UPRR shall maintain the working machinery of the drawbridge in good operating condition to be able to manually operate the bridge onsite.

W.E. Watson,

Rear Admiral, U.S. Coast Guard, Commander, Heartland District.

[FR Doc. 2026-16121 Filed 8-6-26; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 147

[Docket Number USCG-2026-0603]

RIN 1625-AA00

Safety Zone; WHALE Floating Production System Outer Continental Shelf Facility, Alaminos Canyon 773, Gulf of America

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is proposing to establish a safety zone around the

WHALE Floating Production System (FPS), on the Outer Continental Shelf (OCS) in the Gulf of America.

Establishing a safety zone around the facility will significantly reduce the threat of allisions, collisions, security breaches, oil spills, and releases of natural gas, and thereby protect the safety of life, property, and the environment. This proposed rulemaking would prohibit entry of vessels into this safety zone unless specifically authorized by the Commander, Coast Guard Heartland District or their designated representative. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must be received by the Coast Guard on or before September 8, 2026.

ADDRESSES: To submit comments and view available documents, go to <https://www.regulations.gov> and search for USCG-2026-0603.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rule, contact Mr. Steven Wilkes, Heartland District Western Rivers & Waterways Division, U.S. Coast Guard; telephone (206) 815-1119, or email Steven.D.Wilkes2@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FPS Floating Production System
FR Federal Register
NPRM Notice of proposed rulemaking
OCS Outer Continental Shelf
§ Section
U.S.C. United States Code

II. Background and Authority

Shell Exploration and Production Company (Shell) requested that the Coast Guard establish a safety zone around its WHALE FPS facility. There are safety concerns for vessels operating in close proximity to the facility, as well as for the personnel aboard the facility and the environment that arise when unauthorized vessels operate in close proximity to the unit. Hazards associated with vessels operating in close proximity to an offshore platform include the threat of allisions, collisions, security breaches, oil spills, and releases of natural gas. Therefore, the District Commander is proposing this rule under the authority in 14 U.S.C. 544, 43 U.S.C. 1333, and the Department of Homeland Security Delegation No. 00170.1, Revision No. 01.3, which is needed to protect personnel, property, and the marine environment from these potential hazards.

III. Discussion of the Rule

This proposed rule would establish a permanent safety zone on the OCS in the deepwater area of the Gulf of America at Alaminos Canyon 773. The area of the proposed safety zone would be 500 meters (1640.4 feet) from each point on the WHALE FPS facility, which is located at approximate position 26°13'25.55" N, 94°40'25.39" W (NAD 83). No vessel, except attending vessels as defined in 33 CFR 147.20, or those less than 100 feet in length and not engaged in towing, would be permitted to enter the safety zone without obtaining permission from the District Commander or their designated representative. The regulatory text we are proposing appears at the end of this document.

IV. Regulatory Analyses

We developed this proposed 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 proposed rule would not have a significant economic impact on a substantial number of small entities for the following reasons.

Vessel traffic will be able to safely transit around this safety zone. The rule also permits certain smaller vessels to enter the safety zone, and other vessels may enter the zone with permission from the District Commander.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this proposed rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this proposed rule would economically affect it.