

TABLE 1 TO § 100.901

Event	Location ¹	Date ²
Sector Eastern Great Lakes, NY		
(5) Cleveland Dragon Boat Festival.	The special local regulation would cover all navigable waters of the Cuyahoga River from the Cleveland Rowing Foundation dock at 41°29'27.2" N, 081°42'13.1" W to the Columbus Rd. Bridge..	On or around the 4th week-end of August.

¹ All coordinates listed in this table 1 reference North American Datum of 1983 (NAD 1983).
² As noted in the introductory text of this section, the enforcement dates and times for each of the listed events in this table are subject to change. In the event of a change, or for enforcement periods listed that do not allow a specific date or dates to be determined, the Captain of the Port will provide notice to the public by publishing a Notice of Enforcement in the **Federal Register**, as well as issuing a Broadcast Notice to Mariners.

Matthew J. Walter,
CAPTAIN, U.S. Coast Guard, Captain of the
Port Sector Eastern Great Lakes.
[FR Doc. 2026–16354 Filed 8–10–26; 8:45 am]
BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND
SECURITY

Coast Guard

33 CFR Parts 151, 152, and 159

46 CFR Part 162

[Docket No. USCG–2026–0378]

Cancellation of Obsolete Navigation
and Vessel Inspection Circular

AGENCY: Coast Guard, DHS.
ACTION: Cancellation of guidance
document.

SUMMARY: The Coast Guard announces the cancellation of an obsolete Navigation and Vessel Inspection Circular (NVIC). NVICs are guidance documents issued by the Coast Guard. While they do not have the force of law, NVICs help ensure Coast Guard inspections and other regulatory actions conducted by field personnel are complete and consistent. Similarly, the marine industry and the general public rely on NVICs to assess how the Coast Guard will enforce certain regulations or conduct various marine safety programs. Thus, to avoid confusion, it is important that the public be notified when NVICs are cancelled.

DATES: NVIC 01–04 was cancelled on December 2, 2025.

FOR FURTHER INFORMATION CONTACT: For information about this document, call or email CDR Brad Peifer, Coast Guard; telephone 571–608–7869, email Bradley.C.Peifer@uscg.mil.

SUPPLEMENTARY INFORMATION:

Background and Purpose

NVICs provide detailed guidance about compliance with certain Coast

Guard marine safety programs and the enforcement of marine safety regulations governing those programs. While NVICs are non-directive, meaning that they do not have the force of law, they are important tools for helping the public comply with the law. To best serve the public and maritime industry, the Coast Guard is reviewing and actively managing its policies to ensure that all published NVICs are consistent with current practices.

The Coast Guard is issuing this document under 5 U.S.C. 552. This document serves to inform the public about the cancellation and removal of an obsolete and outdated Coast Guard NVIC that does not reflect current practices and that potentially conflicts with more recent guidance.

NVIC Being Cancelled

NVIC 01–04, SHIPBOARD TECHNOLOGY EVALUATION PROGRAM (STEP): EXPERIMENTAL BALLAST WATER TREATMENT SYSTEMS, sets out the procedures for vessel owners/operators to apply for acceptance into the Shipboard Technology Evaluation Program. The STEP is a Coast Guard research program intended to facilitate research, development, and shipboard testing of effective ballast water management systems. 33 CFR 151.2005. STEP participation is available to all foreign and domestic vessels subject to the Coast Guard’s Ballast Water Management regulations.

Experience gained since the STEP was initiated has shown that the application process can be significantly streamlined. The procedures outlined in the NVIC are outdated and no longer needed.

Dated: August 7, 2026.

S.A. Koch,
Captain, U. S. Coast Guard, Chief, Office
of Operating and Environmental Standards.
[FR Doc. 2026–16337 Filed 8–10–26; 8:45 am]

BILLING CODE P

DEPARTMENT OF HOMELAND
SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–1004]

RIN 1625–AA00

Safety Zone; Lake Michigan, Chicago,
IL

AGENCY: Coast Guard, Department of
Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters within a small area of Monroe Harbor in Lake Michigan in Chicago, IL. This action is necessary to protect personnel, vessels, and the marine environment from potential hazards created by the Chicago Triathlon swim event. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector Lake Michigan or their designated representative.

DATES: This rule is effective from 6 a.m. through 10:30 a.m. on August 23, 2026.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG–2026–1004.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, call or email Lieutenant Kyle Goetz, Marine Safety Unit Chicago, U.S. Coast Guard; telephone 630–986–2155, email D09-SMB-MSUChicago-WWM@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
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 the Chicago Triathlon will be taking place within a small area of Monroe Harbor on Lake Michigan in Chicago, IL. The Captain of the Port (COTP) Lake Michigan has determined that a safety zone is needed to protect personnel, vessels, and the marine environment in the navigable waters of Lake Michigan while this event is taking place. Therefore, the COTP Lake Michigan 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. The Coast Guard only recently received final details for the Chicago Triathlon swim event on July 23, 2026. It is impracticable to publish an NPRM because we must establish this safety zone by August 23, 2026.

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**.

III. Discussion of the Rule

This rule establishes a temporary safety zone from 6 a.m. through 10:30 a.m. on August 23, 2026. The area will be bounded by the following points in Monroe Harbor in Lake Michigan in Chicago, IL, beginning at 41°52.787' N, 087°36.988' W, then east to 41°52.786' N, 087°36.962' W, then southeast to 41°52.594' N, 087°36.815' W, then south to 41°52.515' N, 087°36.816' W, then south to 41°52.135' N, 087°36.896' W, then west to 41°52.134' N, 087°36.974' W returning to the point of origin. No vessels or person will be permitted to enter the safety zone without obtaining permission from the COTP Lake Michigan or a 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 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.T09–1004 to read as follows:

§ 165.T09–1004 Safety Zones; Lake Michigan, Chicago, IL.

(a) *Location.* The following area is a safety zone: All waters in Lake Michigan within a rectangle-shaped course in Monroe Harbor in Chicago, IL, bounded by the following points: beginning 41°52.787' N, 087°36.988' W, then east to 41°52.786' N, 087°36.962' W, then southeast to 41°52.594' N, 087°36.815' W, then south to 41°52.515' N, 087°36.816' W, then south to 41°52.135' N, 087°36.896' W, then west to 41°52.134' N, 087°36.974' W returning to the point of origin.

(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 (COTP) Lake Michigan in the enforcement of the safety zone.

(c) *Regulations.* (1) In accordance with the general regulations in § 165.23, entry into, transiting, or anchoring within this safety zone is prohibited unless authorized by the Captain of the Port

(COTP) Lake Michigan or a designated representative.

(2) This safety zone is closed to all vessel traffic, except as may be permitted by the COTP Lake Michigan or a designated representative.

(d) *Enforcement Period.* The safety zone will be enforced from 6 a.m. to 10:30 a.m. on August 23, 2026.

R.N. Macon,

Captain, U.S. Coast Guard, Captain of the Port, Lake Michigan.

[FR Doc. 2026–16341 Filed 8–10–26; 8:45 am]

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DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

33 CFR Part 334

[COE–2023–0010]

Danger Zone: Pacific Ocean at Marine Corps Base Hawaii, Kaneohe Bay, Island of Oahu, Hawaii

AGENCY: United States Army Corps of Engineers, Department of Defense.

ACTION: Final rule.

SUMMARY: The United States Army Corps of Engineers (Corps) is amending its regulations for an existing danger zone at the U.S. Marine Corps Ulupau Crater Weapons Training Range in the vicinity of Kaneohe Bay, Hawaii. The Marine Corps requested a change to the current hours that weapons firing may be conducted. This amendment is necessary in order to ensure public safety.

DATES: Effective September 10, 2026.

FOR FURTHER INFORMATION CONTACT: Ms. Linda Speerstra, Headquarters, Operations and Regulatory Division, at linda.speerstra@usace.army.mil or 202–945–2101.

SUPPLEMENTARY INFORMATION: In response to a request by the United States Marine Corps and pursuant to its authorities in Section 7 of the Rivers and Harbors Act of 1917 (40 Stat. 266; 33 U.S.C. 1) and Chapter XIX of the Army Appropriations Act of 1919 (40 Stat. 892; 33 U.S.C. 3), the Corps is amending the danger zone regulations at 33 CFR 334.1380 to change the hours that weapons firing may be conducted at the Ulupau Crater Weapons Training Range, on the Island of Oahu, Hawaii. The amendment to the danger zone is needed for the Department of Defense to meet its mission under 10 U.S.C. 5062, which is to maintain, train, and equip combat-ready military forces, deterring aggression, and maintaining freedom of the seas. The danger zone is necessary

to protect the public from hazards associated with small arms training.

The proposed rule was published in the 88 FR 85155 edition of the **Federal Register** on December 07, 2023. The *regulations.gov* docket number was COE–2023–0010. Concurrently, a local public notice for the proposed danger zone amendment was sent out from the Honolulu District. In response to the proposed rule, three comments were received. Substantive comments are summarized below.

The State of Hawaii Office of Planning and Sustainable Development (OPSD) stated that the proposed amendment to the existing danger zone is subject to the Coastal Zone Management Act (CZMA) federal consistency review by the Hawaii CZM Program. This comment was resolved as the MCBH assessed the amendment at a CATEx level. OPSD concurred.

One person provided several comments regarding boundaries, expansion, net impact, locations of the warning beacons, frequency of firing events, Section 106, ESA, and EFH. Some of the comments were the result of errors in the text of the public notice and self-resolved. Regarding net impact of the proposed amendment to the hours of operation of the danger zone, tactical weapons training has been conducted within the Ulupau Crater since 1942 and the proposed hours of operation are similar to the hours of operation that have been in place since 2009; therefore, the proposed amendment would be consistent with onsite conditions that have been present for over 80 years. Regarding location of warning beacons, the red light beacons/flagpoles are located at 21.458833°, –157.724557° for the north-facing beacon and 21.450469°, –157.727293° for the east-facing beacon. The beacons are visible throughout the danger zone and thereby conform to safety standards. Regarding a comment about the frequency or duration of firing events, compliance with the MCBH training mission requires flexibility in the frequency and duration of firing events; therefore, frequency and duration of firing events is not specified. Regarding Section 106, ESA and EFH, the MCBH, is the lead federal agency responsible for compliance with applicable federal laws.

Procedural Requirements

a. Review Under Executive Orders 12866 and 13563. This rule is issued with respect to a military function of the Department of Defense and the provisions of Executive Order 12866 and 13563 do not apply.

b. Regulatory Flexibility Act, as Amended by the Small Business

Regulatory Enforcement Fairness Act of 1996, 5 U.S.C. 601 *et seq.* This rule has been reviewed under the Regulatory Flexibility Act (Public Law 96–354), which requires the preparation of a regulatory flexibility analysis for any regulation that will have a significant economic impact on a substantial number of small entities (*i.e.*, small businesses and small governments). The Corps determined that the amendment of existing danger zones will not have a significant economic impact on a substantial number of small entities. For an analysis of potential economic impacts of this rule, please see the regulatory analysis in the environmental assessment.

c. Review under the National Environmental Policy Act. An environmental assessment (EA) has been prepared for the amendment of the hours of operation of this danger zone. The Corps has concluded that the amendment of the hours of operation of the danger zone will not have a significant impact to the quality of the human environment and, therefore, preparation of an EIS is not required. The final EA and Finding of No Significant Impact may be reviewed at the District Office listed at the contact section listed above. Alternatively, electronic copies of the final EA and Finding of No Significant Impact may be acquired via the Freedom of Information Act request process as described at poh.usace.army.mil/Media/FOIA/.

d. Unfunded Mandates Reform Act of 1995. This rule does not impose an enforceable duty among the private sector nor state, local, and tribal governments and, therefore, it is not a Federal private sector mandate, nor a state, local, or tribal government mandate, and it is not subject to the requirements of either Section 202 or Section 205 of Public Law 104–4 (Unfunded Mandates Reform Act of 1995). We have also found that under Section 203 of the Act, small governments will not be significantly and uniquely affected by this rulemaking.

e. Congressional Review Act. The Congressional Review Act, 5 U.S.C. 801 *et seq.*, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. The Corps is submitting a report containing the final rule and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller