

by the Captain of the Port to verify an event's compliance with the conditions of its approved permit.

(2) *Event Patrol Commander or Event PATCOM* means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the respective Coast Guard Sector—Captain of the Port to enforce the regulations in paragraph (d) of this section.

(3) *Official patrol vessel or official patrol* means any vessel assigned or approved by the respective Captain of the Port with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign, or any state or local law enforcement vessel approved by the Captain of the Port in accordance with current local agreements.

(4) *Spectator area* means an area bound by coordinates provided in latitude and longitude within the regulated area that outlines the boundary of an area reserved for spectator vessels watching the concert.

(5) *Transit area* means a designated lane within the regulated area described in paragraph (a) of this section where vessels are allowed to travel through safely.

(c) *Patrol of the marine event.* The COTP may assign one or more official patrol vessels, as described in § 100.40, to the regulated event. The Event PATCOM will be designated to oversee the patrol. The patrol vessel and the Event PATCOM may be contacted on VHF-FM Channel 16. The Event PATCOM may terminate the event at any time if deemed necessary for the protection of life or property.

(d) *Regulations.* (1) All persons are prohibited from swimming in the regulated area described in paragraph (a) of this section.

(2) Any vessel transiting through a transit area must make a direct passage. No vessel may stop, fish, moor, anchor, or loiter within a transit area at any time except when mooring to the existing mooring balls located in the areas.

(3) Entry and movement within the regulated area is subject to a "Slow-No Wake" speed limit. All vessels may not produce a wake and may not attain speeds greater than five (5) knots unless a higher minimum speed is necessary to maintain bare steerageway.

(4) Persons or vessels seeking to deviate from the restrictions described must request authorization from the COTP or the COTP's designated representative via VHF-FM marine channel 16 or by contacting the Coast Guard Sector Northern New England Command Center at (833) 449-2407. Those within the regulated area must comply with all lawful orders or

directions given to them by the COTP or official patrol vessel.

(e) *Enforcement period.* This section is in effect from 12:30 p.m. on August 15, 2026, through 5:30 p.m. on August 16, 2026. It will only be enforced, however, from 12:30 p.m. until 5:30 p.m. on August 15, 2026, unless the event is delayed because of weather conditions, in which case it will be subject to enforcement during those same hours on August 16, 2026.

Dated: August 6, 2026.

Matthew S. Baker,

Captain, U.S. Coast Guard, Captain of the Port, Sector Northern New England.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2026-0220]

RIN 1625-AA00

Safety Zone; T/V DENISE FOSS (O.N. 1254223), Honolulu, HI

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 500-yard radius of the T/V DENISE FOSS (O.N. 1254223) and its tow, FOSS 3612 (O.N. 1255436). The moving safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with the transportation of three ship-to-shore cranes. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector Honolulu, or their designated representative.

DATES: This rule is effective from 6 a.m. on August 13, 2026, until 9 a.m. on August 17, 2026.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG-2026-0220.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact MST1 Brad Snyder, Sector Honolulu Waterways Management Division, U.S. Coast Guard; telephone 800-552-6458, or email William.a.snyder@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 on August 3, 2026, that Pasha Hawaii will ship three ship-to-shore cranes from Los Angeles, CA to Honolulu, HI, via tug and barge, with a scheduled arrival date of August 14, 2026. The day and time of this safety zone enforcement will depend on the arrival, but enforcement may start as soon as 6 a.m. on August 13, 2026. Hazards from this shipment include but are not limited to the tug and barge being restricted in its ability to maneuver, which creates hazards for the public on the water. The Captain of the Port (COTP) Honolulu has determined that potential hazards associated with the shipment of the three ship-to-shore cranes are a safety concern for anyone while the tug and barge are transiting in Mamala Bay on its approach to Honolulu Harbor. 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. The Coast Guard was notified of this event on August 3, 2026, but we must establish this safety zone by August 13, 2026, to protect personnel, vessels, and the marine environment while the vessel is approaching Honolulu Harbor. Therefore, we do not have enough time to solicit and respond to comments.

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 moving safety zone that will be enforced from August 13, 2026 through August 17, 2026. The day and time of enforcement will depend on the arrival of T/V DENISE FOSS (O.N. 1254223) and its tow, FOSS 3612 (O.N. 1255436), entering Mamala Bay in the vicinity of Diamond Head and will be announced to the public in

advance. The safety zone will cover all navigable waters within a 500 yard radius of the T/V DENISE FOSS (O.N. 1254223) and its tow, FOSS 3612 (O.N. 1255436). Vessels and persons will not be allowed to enter the zone during this time, unless authorized by the Captain of the Port. An image of the vessel is available in the docket on [regulations.gov](https://www.regulations.gov) by searching docket number USCG–2026–0220.

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.T14–0220 to read as follows:

§ 165.T14–0220 Safety Zone; T/V DENISE FOSS (O.N. 1254223), Honolulu, HI

(a) *Location.* The following area is a safety zone: All navigable waters within a 500-yard radius around the T/V DENISE FOSS (O.N. 1254223) and its

tow, FOSS 3612 (O.N. 1255436), in Mamala Bay in the vicinity of Diamond Head on its approach to Honolulu Harbor.

(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 Honolulu (COTP) 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 (800) 552–6458. 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 subject to enforcement from 6 a.m. on August 13, 2026, through 9 a.m. on August 17, 2026. The section will be enforced until the T/V DENISE FOSS (O.N. 1254223) and its tow, FOSS 3612 (O.N. 1255436), enter the Honolulu Harbor Security Zone.

N.S. Worst,

Captain, U.S. Coast Guard, Captain of the Port Sector Honolulu.

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DEPARTMENT OF THE INTERIOR

National Park Service

36 CFR Parts 1, 2, and 4

[NPS–WASO–DTS#NPS0041947; PPWOPADU0, PPMRLE1Y.Y00000]

RIN 1024–AE79

Powered Micromobility Devices

AGENCY: National Park Service, Interior.

ACTION: Final rule.

SUMMARY: The National Park Service finalizes a management framework for the use of powered micromobility devices within the National Park System. The final rule defines powered micromobility devices separately from motor vehicles, traditional bicycles, electric bicycles, and human powered coasting devices, and creates rules for where and how they may be used in units of the National Park System.