

§ 165.T01–0498 Safety Zone; West Passage Narragansett Bay, Narragansett, RI.

(a) *Location.* The following area is a safety zone: All navigable waters of the West Passage Narragansett Bay from surface to bottom within 500 yards along a centerline from 41°29′32.5″ N., 71°25′12.0″ W., thence to 41°29′48.3″ N., 71°24′15.4″ W. These coordinates are based on the World Geodetic System (WGS 84).

(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 Sector Southeastern New England (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. 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 is effective from 10:30 a.m. on August 18, 2026, through 1 p.m. on August 19, 2026. It will only be subject to enforcement, however, from 10:30 a.m. until 1 p.m. on August 18, 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 19, 2026.

Youngmee Moon,

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

[FR Doc. 2026–16645 Filed 8–13–26; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–0995]

RIN 1625–AA00

Safety Zone; St. Clair River; Port Huron, MI

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters of the St. Clair River for 7.5 miles beginning in Port Huron, MI. Though this is an unsanctioned, non-permitted marine event, this zone is necessary to provide for the safety of life on these navigable waters during a float down event near Port Huron, MI. Entry into this zone of vessels or non-participants in the event is prohibited unless specifically authorized by the Captain of the Port Detroit (COTP) or their designated representative.

DATES: This rule is effective from 12 p.m. through 6 p.m. on August 16, 2026.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG–2026–0995.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact Tracy Girard, Waterways Management Division, U.S. Coast Guard Sector Detroit; (313) 475–7475, D09-SMB-SecDetroit-WWM@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 of a non-sanctioned public event, advertised over various social-media sites, in which more than 5,000 people are anticipated to float down a segment of the St. Clair River, using inner tubes and other similar floatation devices. No private or municipal entity requested a marine event permit from the Coast Guard for this event. The 2026 float down event is expected to occur from approximately 12 p.m. through 6 p.m. on August 16, 2026. This non-sanctioned event has taken place on the third Sunday in August annually since 2009.

COTP Detroit has determined that potential hazards associated with boaters in the same vicinity as a float down event are a safety concern for those people in the event.

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 through social media on July 1, but we must establish this safety zone by August 16, 2026, to protect personnel, vessels, and the marine environment. 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 safety zone from 12 p.m. through 6 p.m. on August 16, 2026. The safety zone will begin at Lighthouse Beach and encompass all U.S. waters of the St. Clair River bounded by a line starting at a point on land north of Coast Guard Station Port Huron at position 43°00′24.96″ N.; 082°25′19.98″ W., extending east to the international boundary to a point at position 43°00′24.96″ N.; 082°25′01.98″ W., following south along the international boundary to a point at position 42°54′30″ N.; 082°27′40.98″ W., extending west to a point on land just north of Stag Island at position 42°54′30″ N.; 082°27′57.96″ W., and following north along the U.S. shoreline to the point of origin (NAD 83). Vessels and non-participants in the event will not be allowed to enter the zone during this time, unless authorized by 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 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.T09–0995 to read as follows:

§ 165.T09–0995 Safety Zone; St. Clair River, Port Huron, MI.

(a) *Location.* A safety zone is established to include all U.S. navigable waters of southern Lake Huron and the St. Clair River adjacent to Port Huron, MI, beginning at Lighthouse Beach and encompassing all U.S. waters of the St. Clair River bounded by a line starting at a point on land north of Coast Guard Station Port Huron at position 43°00′24.96″ N.; 082°25′19.98″ W., extending east to the international boundary to a point at position 43°00′24.96″ N.; 082°25′01.98″ W., following south along the international boundary to a point at position 42°54′30″ N.; 082°27′40.98″ W., extending west to a point on land just north of Stag Island at position 42°54′30″ N.; 082°27′57.96″ W., and following north along the U.S. shoreline to the point of origin. All geographic coordinates are North American Datum of 1983 (NAD 83).

(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 Detroit (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.

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 enforced from 12 p.m. through 6 p.m. on August 16, 2026.

Caren C. Damon,

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

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R02–OAR–2025–3588; FRL–13122–02–R2]

Approval of Source-Specific Air Quality Implementation Plan; New York; Big Six Towers Inc.

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving a revision to the State of New York's State Implementation Plan (SIP) for the ozone National Ambient Air Quality Standard (NAAQS) related to a source-specific SIP (SSSIP) revision for Big Six Towers Inc. (the Big Six), located at 59–55 47th Ave. Woodside, NY 11377 (the Facility). The EPA found that the control options in this SSSIP revision implement Reasonably Available Control Technology (RACT) with respect to oxides of nitrogen (NO_x) emissions from the relevant Facility sources, which are identified as three oil-fired engines. This SSSIP revision implements NO_x RACT for the relevant Facility sources in accordance with the requirements for implementation of the 2008 and 2015 ozone NAAQS. The EPA determined that this action will not interfere with ozone NAAQS requirements and meets all applicable requirements of the Clean Air Act (CAA).

DATES: This final rule is effective on September 14, 2026.

ADDRESSES: The EPA has established a docket for this action under Docket ID Number EPA–R02–OAR–2025–3588. All documents in the docket are listed on the <https://www.regulations.gov> website. Although listed in the index, some information is not publicly available, *e.g.*, Confidential Business Information (CBI), Proprietary Business Information (PBI), or other information whose disclosure is restricted by statute. Certain other material, such as