

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.T07-1028 to read as follows:

##### § 165.T07-1028 Safety Zone; Fort Myers Beach, FL.

(a) *Location.* The following area is a safety zone: All waters of Fort Myers Beach from surface to bottom, encompassed by a line connecting the following points beginning at 26°26'27" N, 081°55'55" W, thence to Point 2 at 26°25'33" N, 081°56'34" W, thence to Point 3 at 26°26'38" N, 081°58'40" W thence to Point 4 at 26°27'25" N, 081°58'8" W and along the shoreline back to the beginning point. 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 St. Petersburg (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 (866) 881-1392. 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 8 a.m. to 6 p.m.

on September 11 through September 13, 2026.

**Courtney A. Sergeant,**

*Captain, U.S. Coast Guard, Captain of the Port Sector St. Petersburg.*

[FR Doc. 2026-17874 Filed 8-31-26; 8:45 am]

**BILLING CODE 9110-04-P**

#### POSTAL SERVICE

##### 39 CFR Part 111

#### Free Matter for the Blind and Other Physically Handicapped Persons

**AGENCY:** Postal Service.

**ACTION:** Final rule.

**SUMMARY:** The Postal Service is revising *Mailing Standards of the United States Postal Service*, Domestic Mail Manual (DMM®) to clarify the applicability of the Hazmat Handling Fee, and to require a parcel barcode, on parcels mailed as Free Matter for the Blind and Other Physically Handicapped Persons (Free Matter).

**DATES:** *Effective date:* October 4, 2026.

**FOR FURTHER INFORMATION CONTACT:** Steven Mills at (202) 268-7433 or Garry Rodriguez at (202) 268-7281.

**SUPPLEMENTARY INFORMATION:** On July 12, 2026, the Postal Service introduced two new fees, the Hazmat Handling Fee for packages containing hazardous materials to cover the additional costs of transporting these items and the Hazmat Noncompliance Fee that will be applied when we detect a package that contains hazardous materials and that the customer did not appropriately declare and label.

The Postal Service is clarifying that pieces mailed under the standards for Free Matter will not be subject to the Hazmat Handling Fee. However, pieces mailed by commercial mailers under the standards for Free Matter are subject to the Hazmat Noncompliance Fee.

In addition, the Postal Service is adding to the standards governing Free Matter a requirement that all parcels bear an Intelligent Mail® package barcode (IMpb®) and an Intelligent Mail matrix barcode (IMmb™). The requirement to include the barcodes will benefit mailers and the Postal Service. It will provide customers the ability to track their packages and it will give the Postal Service better visibility in processing these packages to achieve the expected expeditious handling and delivery of the mailpiece.

The barcode will require mailers to use specific HAZMAT Service Type Codes (STC). This requirement will improve processing and transportation

safety, also beneficial to achieving the expected expeditious handling and delivery of the mailpiece.

Commercial mailers of mailpieces not meeting the requirement for using a unique IMpb and IMmb, as outlined in the DMM and Publication 199, *Intelligent Mail Package Barcode (IMpb) Implementation Guide for Confirmation Services and Electronic Payment Systems*, will be subject to the Package Quality Noncompliance Fee provided in the Notice 123–Price List.

The Postal Service adopts the described changes to *Mailing Standards of the United States Postal Service*, Domestic Mail Manual (DMM), incorporated by reference in the *Code of Federal Regulations*. We will publish an appropriate amendment to 39 CFR part 111 to reflect these changes.

#### List of Subjects in 39 CFR Part 111

Administrative practice and procedure, Postal Service.

Accordingly, the Postal Service amends *Mailing Standards of the United States Postal Service*, Domestic Mail Manual (DMM), incorporated by reference in the Code of Federal Regulations as follows (see 39 CFR 111.1):

#### PART 111—[AMENDED]

- 1. The authority citation for 39 CFR Part 111 continues to read as follows:

**Authority:** 5 U.S.C. 552(a); 13 U.S.C. 301–307; 18 U.S.C. 1692–1737; 39 U.S.C. 101, 401–404, 414, 416, 3001–3018, 3201–3220, 3401–3406, 3621, 3622, 3626, 3629, 3631–3633, 3641, 3681–3685, and 5001.

- 2. Revise *Mailing Standards of the United States Postal Service*, Domestic Mail Manual (DMM) as follows:

#### Mailing Standards of the United States Postal Service, Domestic Mail Manual (DMM)

\* \* \* \* \*

#### 700 Special Standards

#### 703 Nonprofit USPS Marketing Mail and Other Unique Eligibility

\* \* \* \* \*

#### 5.0 Free Matter for the Blind and Other Physically Handicapped Persons

##### 5.1 Basic Information

##### 5.1.1 General

[Revise the first sentence of 5.1.1 to read as follows:]

Subject to the standards below, matter may be entered free of postage and is not subject to the Hazmat Handling Fee if mailed by or for the use of blind or other persons who cannot read or use

conventionally printed materials due to a physical handicap. \* \* \*

\* \* \* \* \*

#### 5.4 Preparation

##### 5.4.1 Basic Standards

All matter mailed under this standard:  
\* \* \* \* \*

[Revise the text of 5.4.1 by adding a new item d to read as follows:]

d. Parcels mailed under this standard (outbound and returns) must bear an Intelligent Mail package barcode (IMpb) and an Intelligent Mail matrix barcode (IMmb) prepared under 204.2.0. Commercial mailers of mailpieces not meeting the requirements for using a unique IMpb and IMmb, as outlined in 204.2.1.6 and Publication 199, *Intelligent Mail Package Barcode (IMpb) Implementation Guide for Confirmation Services and Electronic Payment Systems*, will be subject to the Package Quality Noncompliance Fee (See Notice 123–Price List.). For details see PostalPro at <https://postalpro.usps.com>.  
\* \* \* \* \*

Colleen Hibbert-Kapler,

Attorney, Ethics and Legal Compliance.

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BILLING CODE P

#### FEDERAL MARITIME COMMISSION

#### 46 CFR Part 502

[FMC–2026–0331]

RIN 3072–AD00

#### Charge Complaint Procedures

**AGENCY:** Federal Maritime Commission.

**ACTION:** Final rule.

**SUMMARY:** The Federal Maritime Commission (FMC or Commission) is issuing this rule to bring awareness that as an alternative to following the Commission’s Interim Procedure for Charge Complaints, Charge Complaints may be filed with the Commission following traditional complaint processes involving either an Administrative Law Judge or Small Claims Officer. In accordance with the statute, when a person files a Charge Complaint as a traditional complaint, the Administrative Law Judge or Small Claims Officer must treat the complaint as such, including by requiring the common carrier to bear the burden of establishing the reasonableness of any demurrage or detention charges pursuant to the Commission’s Interpretive Rule on Unjust and Unreasonable Practices With Respect to Demurrage and Detention.

**DATES:** This rule is effective September 1, 2026.

#### FOR FURTHER INFORMATION CONTACT:

David Eng, Secretary; Phone: (202) 523–5725; Email: [secretary@fmc.gov](mailto:secretary@fmc.gov).

#### SUPPLEMENTARY INFORMATION:

#### I. Background and Legal Authority

On June 16, 2022, the Ocean Shipping Reform Act of 2022 (OSRA 2022) (Pub. L. 117–146) was enacted. Section 10 of the Act, “Charge complaints,” codified at 46 U.S.C. 41310, states that a person may submit to the Commission “information concerning complaints about charges assessed by a common carrier.” The statute directs the Commission, upon such a submission, to “promptly investigate the charge” and order refunds and penalties for charges that do not comply with 46 U.S.C. 41104(a) and 41102. Charge Complaints under 46 U.S.C. 41310 may be submitted regarding a broad range of noncompliant charges assessed by a common carrier. While complaints about the reasonableness of a demurrage or detention charge tend to be the most common, other carrier fees or charges which are not in compliance with 46 U.S.C. 41104(a) and 41102 may be submitted for investigation. During the investigation, the carrier has an opportunity to submit information related to the charge in question, 46 U.S.C. 41310(b)(1). Whereas a complainant typically bears the burden of establishing violations in adjudicatory hearing proceedings under 46 U.S.C. 41301, OSRA 2022 provides that the respondent carrier “bear[s] the burden of establishing the reasonableness of any demurrage or detention charges pursuant to [46 CFR] 545.5” when a Charge Complaint is involved. 46 U.S.C. 41310(b)(2). Section 41310 of the United States Code is self-implementing and became applicable and enforceable on June 16, 2022, when OSRA 2022 was signed into law.

Because the Charge Complaint provisions are self-executing, the Commission adopted an Interim Procedure for Charge Complaints (“Interim Procedure”) to address the new type of complaint.<sup>1</sup> The Interim Procedure is a streamlined procedure designed for faster resolution of Charge Complaint claims without significant participation by the filer. Under the Interim Procedure, a person submits a Charge Complaint and supporting information to the Commission by email

<sup>1</sup> The Commission’s Interim Procedure is available on the Commission’s website at <https://www.fmc.gov/ocean-shipping-reform-act-of-2022-implementation/guidance-on-charge-complaint-interim-procedure/> (last accessed Aug. 5, 2026).