DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–1162]

RIN 1625–AA00

Safety Zone; FRL Inaugural Invitational eFoil Exhibition Race, Miami Marine Stadium Basin, Miami, FL

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for certain navigable waters of the Miami Marine Stadium Basin in connection with the FRL Inaugural Invitational eFoil Exhibition Race. This safety zone is necessary to protect personnel, vessels, and the marine environment from potential hazards associated with the eFoil races. This rule prohibits entry of vessels or persons into this safety zone unless authorized by the Captain of the Port Sector Miami or its designated representative.

DATES: This rule is effective from 8 a.m. until 9 p.m. on November 15, 2026.

ADDRESSES: To view available documents, go to *https://www.regulations.gov* and search for USCG–2026–1162.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact MST2 Elliot Cortes, Sector Miami Waterways Management Division, U.S. Coast Guard; telephone 786–295–9051, or email *SectorMiamiWaterways@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

On August 26, 2026, an organization notified the Coast Guard that it will be conducting an eFoil exhibition race from 8 a.m. to 9 p.m. on November 15, 2026. The races will take place within Miami Marine Stadium. The safety zone would cover all navigable waters within 100 yards of the race area.

On October 19, 2026, the Coast Guard published a notice of proposed rulemaking (NPRM) titled, ''Safety Zone: FRL Inaugural Invitational eFoil Exhibition Race, Miami Marine Stadium Basin, Miami, FL in the **Federal Register** (91 FR 66033). In the NPRM, we stated why we issued the NPRM and invited comments on our proposed regulatory action related to the races.

On November 5, 2026, the Coast Guard published a correction to the NPRM in the **Federal Register** (91 FR 69736). The correction changed the comment deadline from November 18, 2026, to November 6, 2026. The correction explained that the original comment deadline fell after the proposed enforcement period and that the revised deadline would allow the Coast Guard to consider timely submitted comments before determining whether to issue a final rule for the scheduled event.

The Coast Guard is issuing this rule under the authority in 46 U.S.C. 70034. The (Captain of the Port (COTP) has determined that potential hazards associated with the eFoil races, including high speed watercraft activity, present a safety concern for persons, vessels, and the marine environment from in the vicinity of the event. This rule is necessary to protect personnel, vessels, and the marine environment in the navigable waters of the safety zone.

Because of the event is scheduled for November 15, 2026, the Coast Guard finds good cause under 5 U.S.C. 553(d)(3) for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date would be impracticable and contrary to the public interest because the safety zone is necessary on the date of the event to protect persons, vessels, and the marine environment from potential hazards associated with eFoil race operations.

III. Discussion of Comments and the Rule

During the comment period that ended on November 6, 2026, the Coast Guard received one comment raising multiple concerns regarding the proposed safety zone. The Coast Guard addresses those concerns below.

The commenter stated that the November 18, 2026, comment deadline published in the NPRM was after the proposed November 15, 2026, event date and would prevent public feedback from informing the Coast Guard's decision before the event. The Coast Guard acknowledges that the original comment deadline occurred after the proposed enforcement period. On November 5, 2026, the Coast Guard published a correction to the NPRM that changed the comment deadline to November 6, 2026. 91 FR 69736. The correction provided an expedited comment period that allowed interested persons an opportunity to comment while allowing the Coast Guard sufficient time to review timely submitted comments and determine whether a final rule was necessary before the scheduled event. The Coast Guard considered the comment received on the NPRM, along with any other timely submitted comments, before issuing this rule.

The commenter stated that the NPRM described the proposed safety zone as affecting a small area for ''a few hours,'' which was inconsistent with the proposed 13-hour enforcement period from 8 a.m. until 9 p.m. The Coast Guard acknowledges that the phrase ''a few hours'' did not accurately describe the proposed enforcement period. This final rule specifies that the safety zone will be enforced from 8 a.m. until 9 p.m. on November 15, 2026. The Coast Guard has also revised the discussion of small entity impacts in section IV.A of this preamble to reflect the full enforcement period.

The commenter stated that the proposed 100-yard buffer did not provide sufficient detail regarding the safety zone boundaries or demonstrate that the race area would fit safely within the regulated area. The regulatory text in both the NPRM and this final rule identifies the regulated area using four coordinates based on the World Geodetic System 1984 datum. The designated approximately 310-meter by 310-meter safety zone in the southeast portion of the Miami Marine Stadium Basin provides an ample buffer for the dual 70-meter by 160-meter race-course layout, with approximately 75 meters of clearance at the ends and 120 meters on the sides. In addition, because the basin entrance near Rickenbacker Marina is approximately 1.3 kilometers from the race area, vessel transit outside the safety zone will remain unobstructed. The Coast Guard will publish a Marine Safety Information Bulletin containing the georeferenced buoy coordinates for the event area. The Coast Guard has determined that the regulated area described in 33 CFR 165.T07–1162 is necessary to protect persons, vessels, and the marine environment from potential hazards associated with the event.

The commenter stated that eFoil racing presents hazards, including high-speed collisions, impact trauma, and lithium-ion battery failures, and expressed concern that the NPRM did not describe emergency response, race stop, or battery safety procedures. The Coast Guard recognizes that eFoil race operations may present hazards to race participants, spectators, and other

persons or vessels in the vicinity of the event. The event sponsor is responsible for race operations and will provide active in water recovery and event safety coverage, including one jet ski, three safety boats, a City of Miami Fire Rescue dive boat, and Miami Marine Patrol assets. The Coast Guard's role is limited to enforcing the outer perimeter of the safety zone. Racing will be suspended immediately if primary safety coverage is compromised. The safety zone established by this rule provides a controlled area around the event and is intended to reduce the risk of injury, vessel collision, and other hazards associated with the race.

The commenter stated that the NPRM did not include detailed budget, staffing, or cost benefit information regarding Coast Guard enforcement of the event. This safety patrol is a nonrecurring, single-day operation that will use standard, pre-allocated Coast Guard resources and U.S. Coast Guard Auxiliary volunteer assets integrated into Sector Miami's routine weekend operations. The Coast Guard does not anticipate that enforcement of this safety zone will degrade regional search-and-rescue capabilities. Because this rule is not a significant regulatory action under Executive Order 12866, a formal cost-benefit analysis is not required. Local safety vessels, police officers, and liability insurance are funded by the event sponsor. In addition, as discussed in section IV.A of this preamble, the Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. Vessels will be able to safely transit around the regulated area, and vessels may request permission to enter the safety zone from the COTP or a designated representative.

The commenter raised concerns regarding localized environmental effects, including battery-charging risks, anchoring effects on sensitive marine habitats, and marine debris recovery. The Coast Guard considered these concerns as part of its environmental review. All race craft are electric, reducing the risk of fuel spills associated with gasoline powered race craft. The event sponsor has incorporated measures to avoid or minimize environmental effects, including use of bare bottom anchoring to avoid seagrass, shore-based battery swap and containment procedures, and protected species observation and race hold procedures. The event plan also provides for the removal of marine debris generated by the event.

The Coast Guard completed a Record of Environmental Consideration for this action and determined that the temporary safety zone is categorically excluded from further environmental review under paragraph L60(a) of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. The Record of Environmental Consideration concluded that the action is not expected to result in significant adverse environmental impacts and does not involve extraordinary circumstances that would preclude use of the categorical exclusion. A Record of Environmental Consideration supporting this determination is available in the docket.

This rule establishes a temporary safety zone from 8 a.m. until 9 p.m. on November 15, 2026. The safety zone includes the navigable waters described in § 165.T07–1162. During the enforcement period, no vessel or person may enter the safety zone without permission from the COTP 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 Act of 1980 (RFA), 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 that, although some small entities may intend to transit the safety zone above, this rule will not have a significant economic impact on a substantial number of small entities. Vessel traffic will be able to safely transit around this safety zone. This safety zone will only impact a small, designated area for one day from 8 a.m. to 9 p.m. It is during a time when vessel traffic is normally high. In addition, the Coast Guard will issue a Broadcast Notice to Mariners via VHF FM marine channel 16, which will allow small entities to adjust their transit plans, and the rule allows vessels to request permission to enter the zone from the COTP.

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.

The National Ombudsman resolves concerns of uneven or excessive federal regulatory enforcement. Reviews are confidential and do not waive the right to pursue administrative appeals or any other legal action. Contact 1–888–REG–FAIR (1–888–734–3247) or *Ombudsman@SBA.gov*.

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.T07–1162 to read as follows:

§ 165.T07–1162 Safety Zone; FRL Inaugural Invitational eFoil Exhibition Race, Miami Marine Stadium Basin, Miami, FL.

(a) *Location.* The following area is a safety zone: All waters of Miami Marine Stadium Basin, from surface to bottom, encompassed by a line connecting the following points beginning at 25.745062, –80.166891, 25.743008, –80.164699, thence to 25.741214, –80.166992, 25.743201, –80.169185 and 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 Miami (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 (833) 642–7271. 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 9 p.m. on November 15, 2026.

F.J. Florio,

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

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–1337]

RIN 1625–AA00

Safety Zone; Huron River, Huron, OH

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 Huron River within a 150-yard radius of 41°23′34.6″ N, 82°33′07.7″ W in Huron, OH. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created by an over water fireworks show. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector Detroit, or their designated representative.

DATES: This rule is effective from 6:00 p.m. through 6:30 p.m. on December 5, 2026.

ADDRESSES: To view available documents go to *https://www.regulations.gov* and search for USCG–2026–1337.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact MST2 Jacob Allen, Waterways Management Division, U.S. Coast Guard Marine Safety Unit Toledo; (419)–418–6050, *D09-SMB-MSUToledo-WWM@uscg.mil.*

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
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DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
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U.S.C. United States Code

II. Background and Authority

The Coast Guard received notification that fireworks will be launched from 41°23′34.6″ N, 82°33′07.7″ W. The Captain of the Port Detroit (COTP) has determined that potential hazards associated with fireworks are a safety concern for anyone within 150 yards of the fireworks display. 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. We must establish this safety zone by December 5, 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 6:00 p.m. through 6:30 p.m. on December 5, 2026. The safety zone will cover all navigable waters of the Huron River within a 150-yard radius of 41°23′34.6″ N, 82°33′07.7″ W in Huron, OH. Vessels and persons will not be allowed to enter the zone during this time, unless authorized by the Captain of the Port.

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.