

safety certification mark also indicates that the product will be compliant with the CPSC mandatory requirements for household refrigerators.

### C. Statement of Enforcement Policy

The Commission is exercising the following enforcement discretion: Effective August 2, 2019, the Commission will not pursue compliance or enforcement actions against manufacturers, importers or private labelers of household refrigerators for failure to issue, provide, or make available to the Commission a GCC, as required by 15 U.S.C. 2063(a)(1), provided that the product bears an appropriate safety certification mark indicating compliance with UL Standard 60335-2-24. Household refrigerators must still comply with all requirements under the RSA and 16 CFR part 1750. Failure to comply with the RSA and 16 CFR part 1750 will still subject the products to enforcement action.

This statement of policy, and the enforcement discretion described here, is limited to certificates required for the RSA and 16 CFR part 1750. If a household refrigerator does not bear an appropriate safety mark indicating compliance with UL Standard 60335-2-24, none of this policy, the enforcement discretion described in this policy, nor the implications of such enforcement discretion shall apply. Any misrepresentation or omission regarding a household refrigerator bearing a safety mark indicating compliance with UL Standard 60335-2-24 could subject the firm to compliance or enforcement action and potential civil and/or criminal penalties. Should the Commission become aware of unsafe products entering the market as a result of this statement of policy, it reserves the right to withdraw the policy prospectively with no less than 90 days' notice. This policy is not a binding rule and does not change any person's right, duties, or obligations under any statutes administered by the CPSC.

**Alberta E. Mills,**

*Secretary, Consumer Product Safety Commission.*

[FR Doc. 2019-16517 Filed 8-1-19; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### 26 CFR Part 1

[TD 9864]

RIN 1545-BO89

#### Contributions in Exchange for State or Local Tax Credits; Correction

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Final regulations; correction.

**SUMMARY:** This document contains a correction to final regulations under section 170 of the Internal Revenue Code (TD 9864) that were published in the **Federal Register** on Thursday, June 13, 2019.

#### DATES:

*Effective date:* These regulations are effective August 12, 2019.

*Applicability date:* June 13, 2019.

**FOR FURTHER INFORMATION CONTACT:** Mon L. Lam or Richard C. Gano IV at (202) 317-4059 (not a toll-free number).

#### SUPPLEMENTARY INFORMATION:

##### Background

The final regulations (TD 9864) that are the subject of this correction are issued under section 170 of the Internal Revenue Code.

##### Need for Correction

As published, June 13, 2019 (84 FR 27513) the final regulations (TD 9864), contain an error that need to be corrected.

##### Correction to Publication

Accordingly, the final regulations (TD 9864), that are the subject of FR Doc. 2019-12418, are corrected as follows:

On page 27514, in the third column, in the first full paragraph, in the nineteenth line "2019-27 I.R.B.," is corrected to read "2019-27 I.R.B. 57,".

**Martin V. Franks,**

*Chief, Publications and Regulations Branch, Legal Processing Division, Associate Chief Counsel (Procedure and Administration).*

[FR Doc. 2019-16496 Filed 8-1-19; 8:45 am]

**BILLING CODE 4830-01-P**

## DEPARTMENT OF DEFENSE

### Department of the Navy

#### 32 CFR Part 727

[Docket ID: USN-2019-HA-0008]

RIN 0703-AB08

#### Legal Assistance

**AGENCY:** Department of the Navy, Department of Defense.

**ACTION:** Final rule.

**SUMMARY:** This final rule removes Department of the Navy (DON) regulations concerning Legal Assistance. Removal is appropriate because the regulation does not affect how the public engages the DON regarding legal assistance and does not place obligations on the public. The Judge Advocate General (JAG) of the Navy and the Staff Judge Advocate (SJA) to the Commandant of the United States Marine Corps issue internal instructions that establish administration of the DON legal assistance programs within the parameters established by many controlling statutes. These internal instructions do not require publication in the Code of Federal Regulations.

**DATES:** This rule is effective on August 2, 2019.

**FOR FURTHER INFORMATION CONTACT:** LT John M. Schwietz at 202-685-4641.

**SUPPLEMENTARY INFORMATION:** This rule, last updated on April 16, 2004 (69 FR 20541), provides internal guidelines for the operation of the legal assistance program. Current internal guidelines are published in JAG Instruction 5801.2B, "Navy Legal Assistance Program" (available at [http://www.jag.navy.mil/library/instructions/5801\\_2b.pdf](http://www.jag.navy.mil/library/instructions/5801_2b.pdf)).

It has been determined that publication of this CFR part removal for public comment is impracticable, unnecessary, and contrary to public interest since it is based on removing internal procedures. Additionally, the ultimate statutory authority governing the delivery of military legal assistance services remains in effect at 10 U.S.C. 1044.

This rule is not significant under Executive Order (E.O.) 12866, "Regulatory Planning and Review." Therefore, E.O. 13771, "Reducing Regulation and Controlling Regulatory Costs" does not apply.

#### List of Subjects in 32 CFR Part 727

Legal Services, Military Law, Military Personnel.

**PART 727—[REMOVED]**

■ Accordingly, by the authority of 5 U.S.C. 301, 32 CFR part 727 is removed.

Dated: July 30, 2019.

**Meredith Steingold Werner,**

*Commander, Judge Advocate General's Corps,  
U.S. Navy, Federal Register Liaison Officer.*

[FR Doc. 2019-16560 Filed 8-1-19; 8:45 am]

**BILLING CODE 3810-FF-P**

**DEPARTMENT OF HOMELAND SECURITY****Coast Guard****33 CFR Part 165**

[Docket Number USCG-2019-0542]

RIN 1625-AA00

**Safety Zone; Delaware Bay, Lewes, DE to Cape May, NJ**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary moving safety zone on the waters of Delaware Bay, between Lewes, Delaware, and Cape May, New Jersey, from 8 a.m. through 3 p.m. on August 18, 2019, during the 2019 DeSatnick Foundation Cape to Cape Paddle. The safety zone is necessary to ensure the safety of participant vessels, spectators, and the boating public during the event. This regulation prohibits persons and non-participant vessels from entering, transiting through, anchoring in, or remaining within the safety zone unless authorized by the Captain of the Port (COTP) Delaware Bay or a designated representative.

**DATES:** This rule is effective from 8 a.m. through 3 p.m. on August 18, 2019.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG-2019-0542 in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rule.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this proposed rulemaking, call or email Petty Officer Thomas Welker, Sector Delaware Bay, Waterways Management Division, U.S. Coast Guard, telephone (215) 271-4814, email [Thomas.J.Welker@uscg.mil](mailto:Thomas.J.Welker@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 Information and Regulatory History**

The Coast Guard is issuing this temporary rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under 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 and contrary to the public interest to do so. There is insufficient time to allow for a reasonable comment period prior to the date of the event. The rule must be in force by August 18, 2019. We are taking immediate action to ensure the safety of event participants, commercial traffic, and the general public from hazards associated with a paddleboat event crossing the Delaware Bay.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this rule would be impracticable and contrary to the public interest because immediate action is needed to mitigate the potential safety hazards associated with a paddleboat event in this location by August 18, 2019.

**III. Legal Authority and Need for Rule**

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70034 (previously 33 U.S.C. 1231). The Captain of the Port Delaware Bay (COTP) has determined that potential hazards associated with this paddleboat event will be a safety concern for anyone within 50 yards in front of the lead safety vessel preceding the first event participants, to 50 yards behind the safety vessel trailing the last event participants, and at all times, extend 100 yards on either side of the safety vessels and participants. The purpose of this rule is to ensure safety of event participants, commercial traffic, and the general public during the scheduled event.

**IV. Discussion of the Rule**

This rule establishes a temporary moving safety zone on certain navigable

waters in the Delaware Bay, between Lewes, Delaware, and Cape May, New Jersey, during the 2019 DeSatnick Cape to Cape Paddle. The moving safety zone encompasses all waters within 50 yards in front of the lead safety vessel preceding the first event participants, to 50 yards behind the safety vessel trailing the last event participants, and at all times extend 100 yards on either side of safety vessels and participants.

The marine event course begins at the Lewes Ferry Terminal in Lewes, Delaware, moves north through the main shipping channel, and terminates at the Queen Street beach in Cape May, New Jersey. The event is scheduled to take place from 8 a.m. to 3 p.m. on August 18, 2019. There are approximately 50 participants anticipated as well as multiple safety vessels including private vessels and vessels from multiple local, state, and federal agencies.

No person or non-participant vessel will be permitted to enter, transit through, anchor in, or remain within the safety zone without obtaining permission from the COTP Delaware Bay or a designated representative. If authorization to enter, transit through, anchor in, or remain within the safety zone is granted by the COTP Delaware Bay or a designated representative, all persons and vessels receiving such authorization must comply with the instructions of the COTP Delaware Bay or a designated representative. The Coast Guard will provide public notice of the safety zone by Local Notice to Mariners, Broadcast Notice to Mariners, and by on-scene actual notice from designated representatives.

**V. 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 and we discuss First Amendment rights of protestors.

**A. Regulatory Planning and Review**

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. Executive Order 13771 directs agencies to control regulatory costs through a budgeting process. This rule has not been designated a "significant regulatory action," under Executive Order 12866. Accordingly, the NPRM has not been reviewed by the Office of Management and Budget (OMB), and pursuant to OMB guidance it is exempt