

parts 730 through 774) is amended as follows:

PART 744—[AMENDED]

■ 1. The authority citation for 15 CFR part 744 continues to read as follows:

Authority: 50 U.S.C. 4801–4852; 50 U.S.C. 4601 *et seq.*; 50 U.S.C. 1701 *et seq.*; 22 U.S.C. 3201 *et seq.*; 42 U.S.C. 2139a; 22 U.S.C. 7201 *et seq.*; 22 U.S.C. 7210; E.O. 12058, 43 FR 20947, 3 CFR, 1978 Comp., p. 179; E.O. 12851, 58 FR 33181, 3 CFR, 1993 Comp., p. 608; E.O. 12938, 59 FR 59099, 3 CFR, 1994 Comp., p. 950; E.O. 13026, 61 FR 58767, 3 CFR, 1996 Comp., p. 228; E.O. 13099, 63 FR 45167, 3 CFR, 1998 Comp., p. 208; E.O. 13222, 66 FR 44025, 3 CFR, 2001 Comp., p. 783; E.O. 13224, 66 FR 49079, 3 CFR, 2001 Comp., p. 786; Notice of September 19, 2022, 87 FR 57569 (September 21, 2022); Notice of November 8, 2022, 87 FR 68015 (November 10, 2022).

Supplement No. 6 to Part 744 [Amended]

■ 2. Supplement no. 6 to part 744 is amended:

■ a. Under CHINA, PEOPLE’S REPUBLIC OF by removing the entries for “Beijing PowerMac Company;” “Beijing SWT Science;” “Beijing Zhonghehangxun Technology;” “Chongqing Xinyuhang Technology Co., Ltd.,” “Dandong Center for Food Control;” “DK Laser Company Ltd.,” “Guangdong Guanghua Sci-Tech Co.,” “Guangzhou GRG Metrology & Test (Beijing) Co., Ltd.,” “Gucheng Xian Fengxin Titanium Alloy;” “Hunan University;” “Jialin Precision Optics (Shanghai) Co., Ltd.,” “Jinan Bodor CNC Machine Co., Ltd.,” “Lishui Zhengyang Electric Power Construction;” “Luoyang Weimi Optics;” “Nanchang University;” “Nanjing Gova Technology Co., Ltd.,” “Qingdao Sci-Tech Innovation Quality Testing Co., Ltd.,” “Shuang Xiang (Fujian) Electronics;” “Sino Superconductor Technology;” “Suzhou Chaowei Jingna Optoelectric Co.,” “Suzhou Sen-Chuan Machinery Technology Co., Ltd.,” “Tianjin Optical Valley Technology Co., Ltd.,” “TRI Microsystems;” “Wuxi Hengling Technology Co., Ltd.,” “Yunnan FS Optics Co., Ltd.,” “Yunnan Tianhe Optoelectronic Co., Ltd.,” and “Zhuzhou CRRC Special Equipment Technology Co.,”

■ b. By removing the country listing for INDONESIA and the entry for “PT Smart Cakrawala Aviation” under the listing;

■ c. Under PAKISTAN by removing the entries for “T.M.A. International” and “Seven Star Company;”

■ d. Under RUSSIA by removing the entries for and “JSC Voentelcom” and “Radiofizika OAO;”

■ e. Under SINGAPORE by removing the entry for “Smart Cakrawala Aviation;”

■ f. Under TURKEY by removing the entry for “Odak Kimya;” *and*

■ g. Under the UNITED ARAB EMIRATES by removing the entry for “Recaz Star General Trading LLC.”

Matthew S. Borman,
Deputy Assistant Secretary for Export Administration.
[FR Doc. 2023–18125 Filed 8–21–23; 8:45 am]
BILLING CODE 3510–33–P

SOCIAL SECURITY ADMINISTRATION

20 CFR Parts 404 and 416

[Docket No. SSA–2017–0042]

RIN 0960–AG65

Revised Medical Criteria for Evaluating Digestive Disorders and Skin Disorders

Correction

In Rule Document C1–2023–11771, appearing on page 55366 in the issue of Tuesday, August 15, 2023, amendatory instruction 1 and the following text is corrected to read as follows:

■ 1. On page 37740, in the first column, after line 32 of Part 404, Appendix 1 to Subpart P, is corrected as set forth below.

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PART 404—FEDERAL OLD-AGE, SURVIVORS AND DISABILITY INSURANCE (1950–) [Corrected]

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Subpart P—Determining Disability and Blindness

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Appendix 1 to Subpart P of Part 404—Listing of Impairments

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(a) The initial calculation is:

$$SSA\ CLD_i = 9.57 \times [\log_e(\text{serum creatinine mg/dL})] + 3.78 \times [\log_e(\text{serum total bilirubin mg/dL})] + 11.2 \times [\log_e(\text{INR})] + 6.43$$

rounded to the nearest whole integer.

* * * * *

[FR Doc. C2–2023–11771 Filed 8–21–23; 8:45 am]
BILLING CODE 0099–10–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2023–0542]
RIN 1625–AA00

Safety Zones; Savannah River, M/V BIGLIFT BARENTSZ, Savannah, GA

AGENCY: Coast Guard, DHS.
ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing two temporary safety zones for navigable waters of the Savannah River, within a 500-yard radius around Motor Vessel (M/V) BIGLIFT BARENTSZ. The safety zones are needed to protect personnel, vessels, and the marine environment from potential hazards created by the transit through the Savannah River to Georgia Port Authority Garden City Terminal Berth No. 1 while carrying large cranes, and for the offload of those cranes to the facility. Entry of vessels or persons into the safety zones are prohibited unless specifically authorized by the Captain of the Port Savannah or a designated representative.

DATES: This rule is effective from 7 a.m. on August 24, 2023 through 11:59 p.m. on September 11, 2023.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2023–0542 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Marine Science Technician First Class Kellyn Starkey, Shoreside Compliance, Marine Safety Unit Savannah, U.S. Coast Guard; telephone 912–652–4353, email Kellyn.A.Starkey@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

- CFR Code of Federal Regulations
- DHS Department of Homeland Security
- FR Federal Register
- M/V Motor Vessel
- 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. It is impracticable to publish an NPRM because we must establish safety zones by August 24, 2023. The Motor Vessel (M/V) BIGLIFT BARENTSZ will be transiting through the Savannah River to Georgia Port Authority Garden City Terminal Berth No. 1 while carrying large cranes, and for the offloading of those cranes to the facility. Immediate action is necessary to protect the safety of the public, and vessels transiting the waters of the Savannah River during the planned movement and obstruction created by oversized cranes.

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 because immediate action is needed to respond to the potential safety hazards associated with the potential hazards associated with the transit and offload of gantry cranes from M/V BIGLIFT BARENTSZ.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70034. The Captain of the Port Savannah (COTP) has determined that potential hazards associated with the transit and offload of gantry cranes from M/V BIGLIFT BARENTSZ scheduled for August 24, 2023, through September 11, 2023, will be a safety concern for anyone within a 500-yard radius of the vessel. This rule is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zones while the vessel is transiting the Savannah River and offloading gantry cranes.

IV. Discussion of the Rule

This rule establishes two temporary safety zones from August 24, 2023 through September 11, 2023. A moving and fixed temporary safety zone will be established for the vessel M/V BIGLIFT BARENTSZ while it is in the Savannah River and would cover all navigable waters within 500 yards of the vessel, up to Georgia Port Authority Garden City Terminal Berth No. 1, and during

offload of the cranes. The moving temporary safety zone would only be enforced while the vessel is transiting, and the fixed temporary safety zone will be enforced while it is discharging the cranes. This safety zone may last until September 11, 2023, but it will not be enforced after the cranes have been removed from the vessel. The safety zones are needed to protect personnel, vessels, and the marine environment from potential hazards created by the movement and obstruction hazard of two oversized cranes transiting the Savannah River, and when the vessel is moored to that facility. No vessel or person will be permitted to enter the safety zone without obtaining permission from the COTP or a designated representative.

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. This rule has not been designated a “significant regulatory action,” under Executive Order 12866, as amended by Executive Order 14094 (Modernizing Regulatory Review). Accordingly, this rule has not been reviewed by the Office of Management and Budget (OMB).

This regulatory action determination is based on the size, location and scope of the safety zones. The safety zones are limited in size, location, and duration as it will cover all navigable waters of the Savannah River within 500 yards of the M/V/BIGLIFT BARENTSZ while it is underway with cranes onboard, and while it is moored to the terminal, and discharging its cargo. The safety zones are limited in scope as vessel traffic may be able to safely transit around the safety zones and vessels may seek permission from the COTP to enter the safety zones. Moreover, the Coast Guard would issue a Broadcast Notice to Mariners via VHF-FM marine channel 16 about the safety zone.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 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. 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.

While some owners or operators of vessels intending to transit the safety zone may be small entities, for the reasons stated in section V.A above, this rule would not have a significant economic impact on any vessel owner or operator.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this rule. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 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.

C. 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).

D. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

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.

E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

F. 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. 4321–4370f), 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 involves safety zones within 500 yards of M/V BIGLIFT BAFFIN during transit and offload of cranes. 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. For instructions on locating the docket, see the **ADDRESSES** section of this preamble.

G. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

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. 01.3.

■ 2. Add § 165.T07–0542 to read as follows:

§ 165.T07–0542 Safety Zone; Savannah River, M/V BIGLIFT BARENTSZ, Savannah, GA.

(a) *Location.* The following areas are safety zones:

(1) A moving safety zone that includes all navigable waters of the Savannah River, within a 500-yard radius of the Motor Vessel (M/V) BIGLIFT BARENTSZ while transiting the Savannah River and laden with oversized cranes.

(2) A fixed zone that includes all navigable waters of the Savannah River, within a 500-yard radius of vessel M/V BIGLIFT BARENTSZ while moored at Georgia Port Authority Garden City Terminal Berth No. 1 and laden with oversized cranes.

(b) *Definition.* 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 Savannah (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) Persons or vessels desiring to enter, transit through, anchor in, or remain within the safety zone may contact COTP Savannah by telephone at (912) 247–0073, or a designated representative via VHF radio on channel 16, to request authorization. If authorization to enter, transit through, anchor in, or remain within the regulated area is granted by the COTP Savannah or a designated representative, all persons and vessels receiving such authorization must comply with the instructions of the COTP or a designated representative.

(3) The Coast Guard will provide notice of the regulated areas by

Broadcast Notice to Mariners, Marine Safety Information Bulletins, and on-scene designated representatives.

(d) *Effective period.* This section is effective from August 24, 2023, through September 11, 2023.

(e) *Enforcement period.* The moving safety zone will be enforced while the vessel M/V BIGLIFT BARENTSZ is transiting with the cranes embarked. The fixed safety zone will be enforced while the vessel M/V BIGLIFT BARENTSZ is moored at the facility, and the cranes are onboard.

Dated: August 16, 2023.

N.L. Robinson,

Commander, U.S. Coast Guard, Captain of the Port, Savannah, GA.

[FR Doc. 2023–18008 Filed 8–21–23; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2023–0380]

RIN 1625–AA00

Safety Zone; Hurricanes, Tropical Storms and other Disasters in Southeast Texas and Southwest Louisiana

AGENCY: Coast Guard, Department of Homeland Security (DHS).

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing a permanent safety zone to be enforced in the event of hurricanes, tropical storms, and other disasters in southeast Texas and southwest Louisiana. This action is necessary to ensure the safety of the waters of the Port Arthur Captain of the Port (COTP) zone Port Arthur, TX, prior to, during and following hurricanes, tropical storms and other disasters. This regulation establishes actions to be completed by industry and vessels in the COTP zone prior to landfall of hurricanes, tropical storms, and other disasters threatening Port Arthur, TX. **DATES:** This rule is effective September 21, 2023.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2023–0380 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or