

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 a moving safety zone that prohibits persons or vessels from entering, transiting through, anchoring in, or transiting within a 100-yard radius from the NASA barge PEGASUS and the towing vessel while in transit to the Kennedy Space Center dock. 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, Waterway.

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.T07–0736 to read as follows:

§ 165.T07–0736 Safety Zone; Port Canaveral Barge Canal, Banna River and Atlantic Ocean, Sector Jacksonville.

(a) *Location.* The following area is a moving safety zone: All navigable waters within a 100-yard radius from the NASA barge PEGASUS towing configuration as it transits through the Sector Jacksonville Captain of the Port Zone, to encompass parts of the Atlantic Ocean near Port Canaveral, FL, and Banana River until it reaches the Kennedy Space Center dock.

(b) *Definitions.* As used in this section, *designated representative* is a commissioned, warrant, or petty officer of the U.S. Coast Guard assigned to units under the operational control of the Captain of the Port (COTP) Jacksonville.

(c) *Regulations.* (1) No person or vessel will be permitted to enter, transit, anchor, or remain within the moving safety zone unless authorized by the COTP Jacksonville or a designated representative. If authorization is granted, persons and/or vessels receiving such authorization must comply with the instructions of the COTP Jacksonville or designated representative.

(2) Persons who must notify or request authorization from the COTP Jacksonville may do so by Marine Band Radio VHF–FM channel 16 (156.8 MHz).

(d) *Enforcement period.* This section will be enforced from 12:01 a.m. on July 20, 2024, through 11:59 p.m. on August 30, 2024. The moving safety zone will be enforced while the NASA PEGASUS barge is being towed and until it is moored at the Kennedy Space Center. Should enforcement times be delayed by weather or other unforeseen circumstances, the Coast Guard will inform mariners of the change in enforcement period via a Marine Safety Information Bulletin, Local Notice to Mariners, or Broadcast Notice to Mariners.

Dated: July 19, 2024.

J.D. Espino-Young,

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

[FR Doc. 2024–16288 Filed 7–24–24; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2024–0659]

RIN 1625–AA00

Safety Zone; Gulf Intracoastal Waterway, Gibbstown, LA

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters within a 1000-foot radius of the Gibbstown Bridge. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created by pulling transmission wires over the waterway. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port Marine Safety Unit Port Arthur.

DATES: This rule is effective without actual notice from July 25, 2024 through July 30, 2024. For the purposes of enforcement, actual notice will be used from July 23, 2024, through July 30, 2024.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2024–0659 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 about this rule, call or email Chief Jay Buehner, U.S. Coast Guard; telephone 337–912–0073, email msulcwwm@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port Marine Safety Unit Port Arthur
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 under authority in 5 U.S.C. 553(b)(B). This statutory 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.” 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. Prompt action is needed to respond to the potential safety hazards associated with pulling transmission wires over the waterway. It is impracticable to publish an NPRM because the Coast Guard must establish this temporary safety zone by July 23, 2024 and lacks sufficient time to provide a reasonable comment period and then consider those comments before issuing the rule.

Also, 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 prompt action is needed to respond to the potential safety hazards associated with wire pulls across the Gulf Intracoastal Waterway.

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 Marine Safety Unit Port Arthur (COTP) has determined that potential hazards associated with transmission wire pulling operations within a 1000-foot radius of the Gibbstown Bridge will be a safety concern for recreational and commercial vessel traffic. The purpose of this rule is to ensure the safety of personnel, vessels, and the marine environment in the navigable waters within the safety zone during the wire pulling operations.

IV. Discussion of the Rule

This rule establishes a safety zone from July 23, 2024, through July 30, 2024 that will be enforced from 8:00 a.m. through 1:00 p.m. on the day of wire pulling operations. The COTP or a designated representative will inform the public of the actual wire pull date, as well as any subsequent changes in the date and times of the enforcement period, through Broadcast Notices to Mariners and Marine Safety Information Bulletins as appropriate.

The safety zone will cover all navigable waters within a 1000-foot

radius of Gibbstown Bridge located at 29°56′01.2″ N and 093°04′47.3″ W. The duration of the safety zone is intended to protect persons and vessels, in the nearby navigable waters during the wire pulling operations. 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 section 3(f) of 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 size, location, and duration of the safety zone. The safety zone will impact a small, designated area of the Gulf Intracoastal Waterway for five hours. Moreover, the Coast Guard will issue a Local Notice to Mariners and Broadcast Notice to Mariners about the zone. The rule allows vessels to seek permission to enter the 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 will 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 a safety zone that will be enforced for five hours to prohibit entry within a 1000-foot radius of wire pulling operations. 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.T08–0659 to read as follows:

§ 165.T08–0659 Safety Zone; Gulf Intracoastal Waterway, Gibbstown, LA.

(a) *Location.* The following area is a safety zone: All navigable waters within a 1000-foot radius of the Gibbstown Bridge located at 29°56′01.2″ N and 093°04′47.3″ W, on the Gulf Intracoastal Waterway. These coordinates are based on 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 Marine Safety Unit Port Arthur (COTP) in the enforcement of the safety zone.

(c) *Regulations.* (1) Under the general safety zone regulations in subpart C of this part, entry of vessels or persons into the zone described in paragraph (a) is prohibited unless authorized by the COTP or a designated representative. During the enforcement period, all persons and vessels permitted to enter the safety zone described in paragraph (a) must comply with the lawful order or directions of the COTP or a designated representative.

(2) To seek permission to enter the safety zone, contact the COTP or the COTP’s representative on VHF–FM channel 13 or 16, or by phone at telephone at 337–912–0073.

(d) *Enforcement period.* This safety zone is in effect from July 23, 2024 through July 30, 2024. It will be subject to enforcement from 8:00 a.m. through 1:00 p.m. on the day of the wire pulling operations. The COTP or a designated representative will inform the public of the date of wire pulling operations through Broadcast Notices to Mariners and Marine Safety Information Bulletins as appropriate.

(e) *Informational broadcasts.* The COTP or a designated representative will inform the public of the effective period for the safety zone, as well as any changes in the date and times of enforcement, through Broadcast Notices to Mariners and Marine Safety Information Bulletins as appropriate.

Morgan Kelly,

Commander, U.S. Coast Guard, Acting Captain of the Port Marine Safety Unit Port Arthur.

[FR Doc. 2024–16360 Filed 7–24–24; 8:45 am]

BILLING CODE 9110–04–P

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

36 CFR Part 1195

[Docket No. ATBCB–2023–0001]

RIN 3014–AA45

Standards for Accessible Medical Diagnostic Equipment

AGENCY: Architectural and Transportation Barriers Compliance Board.

ACTION: Final rule.

SUMMARY: The Architectural and Transportation Barriers Compliance Board (hereafter, “Access Board” or “Board”), is issuing this final rule to remove the sunset provisions in the Board’s existing accessibility standards for medical diagnostic equipment related to the low height specifications for transfer surfaces, and replace them with a final specification for the low transfer height of medical diagnostic equipment used in the supine, prone, side-lying, and the seated position.

DATES: The final rule is effective September 23, 2024.

FOR FURTHER INFORMATION CONTACT: Accessibility Specialist Bobby Stinnette, (202) 272–0021, stinnette@access-board.gov; or Attorney Advisor Wendy Marshall, (202) 272–0043, marshall@access-board.gov.

SUPPLEMENTARY INFORMATION:

I. Introduction

The Access Board issues this final rule to amend 36 CFR part 1195 to establish a 17-inch low transfer height specification for transfer surfaces of medical diagnostic equipment used in the supine, prone, side-lying, and seated position. This final rule also removes the sunset provisions at 36 CFR 1195.1, appendix, M301.2.2 and M302.2.2, that were promulgated in 2017 to allow the Board additional time to determine the appropriate low height specification.

II. Legal Authority

Section 510 of the Rehabilitation Act charges the Access Board with developing and maintaining minimum technical criteria to ensure that “medical diagnostic equipment used in or in conjunction with physician’s offices, dental offices, clinics, emergency rooms, hospitals, and other medical settings, is accessible to, and usable by, individuals with accessibility needs, and shall allow independent entry to, use of, and exit from the equipment by such individuals to the maximum extent possible.” 29 U.S.C.