

**DEPARTMENT OF COMMERCE****International Trade Administration****19 CFR Part 360**

[Docket No. 200610–0155]

RIN 0625–AB17

**Modification of Regulations Regarding the Steel Import Monitoring and Analysis System; Correction**

**AGENCY:** Enforcement and Compliance, International Trade Administration, Department of Commerce.

**ACTION:** Proposed rule; correction.

**SUMMARY:** This document corrects an inaccuracy in the proposed rule to modify the Department of Commerce's (Commerce's) regulations regarding the Steel Import Monitoring and Analysis (SIMA) system published on Monday, March 30, 2020.

**DATES:** Applicable date: June 22, 2020.

**ADDRESSES:** The comment period for comments on the proposed rule closed on April 29, 2020. All comments received in response to the proposed rule are available on the Federal eRulemaking Portal at <http://www.Regulations.gov>. Commerce will not accept any additional comments regarding the proposed rule.

**FOR FURTHER INFORMATION CONTACT:** Julie Al-Saadawi at (202) 482–1930 or Brandon Custard at (202) 482–1823.

**SUPPLEMENTARY INFORMATION:** The following correction is made to the proposed rule to modify the regulations regarding the SIMA system. (85 FR 17515, March 30, 2020). Commerce is removing the following statements on page 17518, column two, first paragraph: "Because the mill test certification is not currently required by CBP for entry purposes or required by Commerce for antidumping and countervailing duty purposes, Commerce cannot guarantee each importer would have a copy of the mill test certification. However, Commerce expects that the mill test certification would be included with the standard sales documentation for steel mill imports and therefore would be readily available to the importer." Commerce is replacing this language with the following: "Specifically, the mill test certification is currently required by CBP for entry purposes, in accordance with 19 CFR 141.89 and 142.6, and Commerce expects that the mill test certification would be included with the standard sales documentation for steel mill imports and therefore would be readily available to the importer."

Dated: June 10, 2020.

Jeffrey I. Kessler,

Assistant Secretary for Enforcement and Compliance.

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

[Docket Number USCG–2020–0247]

RIN 1625–AA00

**Safety Zone; I–5 Bridge Construction Project, Columbia River, Vancouver, WA**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard is proposing to establish a temporary safety zone for certain waters of the Columbia River. This action is necessary to provide for the safety of life on these navigable waters around the Northbound Interstate Bridge at Columbia River Mile 106.5. This proposed rulemaking would prohibit persons and vessels from being in the safety zone unless authorized by the Captain of the Port Sector Columbia River or a designated representative. We invite your comments on this proposed rulemaking.

**DATES:** Comments and related material must be received by the Coast Guard on or before July 22, 2020.

**ADDRESSES:** You may submit comments identified by docket number USCG–2020–0247 using the Federal eRulemaking Portal at <https://www.regulations.gov>. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this proposed rulemaking, call or email Lieutenant Commander Dixon Whitley, Waterways Management Division, Marine Safety Unit Portland, U.S. Coast Guard; telephone 503–240–9319, email [msupdxwvm@uscg.mil](mailto:msupdxwvm@uscg.mil).

**SUPPLEMENTARY INFORMATION:****I. Table of Abbreviations**

CFR Code of Federal Regulations  
 DHS Department of Homeland Security  
 FR Federal Register  
 NPRM Notice of proposed rulemaking  
 § Section

U.S.C. United States Code

**II. Background, Purpose, and Legal Basis**

On September 6, 2020, through September 26, 2020, the Oregon Department of Transportation is scheduled to replace bridge components at the south end of the Northbound Interstate Bridge over the Columbia River at River Mile 106.5. As a result, a large construction crane barge blocking the navigable channel will be moving oversized equipment and bridge parts overhead and across the waterway resulting in potential hazards to the waterway and its users. The Captain of Port Sector Columbia River has determined that the potential hazards associated with the construction project would be a safety concern for anyone within the designated area of the I–5 bridge construction project.

The purpose of this rulemaking is to ensure the safety of vessels and the navigable waters within the designated area of the I–5 bridge construction project.

The Coast Guard is proposing this rulemaking under authority in 46 U.S.C. 70034 (previously 33 U.S.C. 1231).

**III. Discussion of Proposed Rule**

The COTP is proposing to establish a safety zone from 12:01 on September 6, 2020 through 11:59 p.m. on September 26, 2020. The safety zone would cover all navigable waters of the Columbia River, directly below the lifting span of the I–5 bridge from the Washington shoreline to the edge of the lifting span (approx. 800 ft) and approximately 400 ft both east and west of the bridge. The duration of the zone is intended to ensure the safety of vessels and these navigable waters while the bridge construction is underway. No vessel or person would be permitted to enter the safety zone without obtaining permission from the COTP or a designated representative. The regulatory text we are proposing appears at the end of this document.

**IV. Regulatory Analyses**

We developed this proposed 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