## Definition of Key Terms

- **Coast Guard Patrol Commander**: A Coast Guard officer who is responsible for enforcing safety regulations in a specific area.
- **Channel 16**: A VHF-FM radio channel used for emergency communication in marine environments.
- **Local Notice to Mariners**: Official notices issued by the Coast Guard to inform mariners of important information.

## Table of Safety Zones

<table>
<thead>
<tr>
<th>Name</th>
<th>Facility type</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>G3J18</td>
<td>WTG</td>
<td>36°53′06″.94174924″ N</td>
<td>075°′14″.2567803877″ W</td>
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<td>G3F13</td>
<td>WTG</td>
<td>35°55′52″.86841469″ N</td>
<td>075°′19″.2691232645″ W</td>
</tr>
</tbody>
</table>

## Enforcement of Safety Zones

- The Fifth Coast Guard District Commander will establish safety zones through the Local Notice to Mariners and may revoke them if no longer necessary or practicable in response to an emergency.
- The enforcement period for each of the Individual safety zones designated in this section will be from May 1, 2024, through May 1, 2027.

## Regulations

- No vessel may enter or remain in this safety zone except for those persons or vessels seeking to enter the safety zone for safety reasons, or those persons seeking to enter the safety zone with the permission of a Coast Guard vessel and a designated representative.

## General Services Administration

- **Federal Travel Regulation**: A set of guidelines issued by the General Services Administration (GSA) for managing official travel.
- **Alternative Fuel Vehicle (AFV)**: A vehicle that runs on fuels such as electric batteries or hydrogen fuel cells.

## Summary

- GSA published a proposed rule at 88 FR 15635 on March 14, 2023, proposing to amend the Federal Travel Regulation (FTR) to allow agencies greater flexibility for authorizing shipment of a relocating employee’s alternative fueled privately-owned vehicle. The analysis of comments on the proposed rule did not require any regulatory changes to the final rule.

## Background

- GSA is amending the FTR to apply these changes to privately-owned vehicles (POV) that use alternative fuel, such as electric batteries or hydrogen fuel cells. Currently, an alternative fueled POV may disadvantage Federal employees when relocating to a new duty station due to the limited driving range of many of these vehicles.

## ACTION

- **Final rule.**

## SUMMARY

- GSA is issuing a final rule amending the Federal Travel Regulation to allow agencies greater flexibility for authorizing shipment of a relocating employee’s alternative fueled privately-owned vehicle or extending driving times of these types of vehicles if necessary.

## DATES

- **Effective April 25, 2024.**

## CONTACT

- Mr. Ed Davis, Program Analyst, Office of Government-wide Policy, at (202) 660–1653 or travelpolicy@gsa.gov.

## SUPPLEMENTARY INFORMATION

- **For further information contact:** Mr. Ed Davis, Program Analyst, Office of Government-wide Policy, at (202) 660–1653 or travelpolicy@gsa.gov. For information pertaining to status or publication schedules, contact the Regulatory Secretariat Division at (202) 501–4755 or GSARegSec@gsa.gov. Please cite “FTR Case 2022–03.”
II. Discussion of the Final Rule

GSA received four comments through the public comment process.
1. One anonymous commenter expressed concern that the rule would result in increased POV shipments, which would lead to increased rental car use, and suggested that agencies “give extra travel days to employees . . . [r]ather than mandating the shipping of alternative fuel vehicles.” In response, GSA notes that this rule applies to POV shipments within CONUS, and unless the POV is shipped to/from outside the Continental U.S. (OCONUS,) the FTR does not authorize reimbursement of rental car fees (see FTR 302–16.2; 302–6.18). GSA agrees that agencies could allow for extra travel days rather than AFVs shipment, which is why the rule defers to agencies to decide what course of action is more cost-effective and advantageous to the Government.

2. One commenter wanted GSA to withdraw the proposed rule because it would make the FTR more complex and would result in taxpayers paying for another person’s transportation choice. GSA uses plain language and question and answer format to make the FTR simpler to read and understand. The commenter’s observation regarding taxation is not within the scope of this final rule and is therefore not addressed.

3. Another commenter agreed with the rule’s intent, but suggested several changes for GSA to consider: (1) define “legitimate range capabilities” based on range capability data of AFVs currently on the market, (2) place examples of exceptions to the minimum daily driving distance at 302–4.401 in a list or sentence format rather than a parenthetical to avoid equivalency comparisons between the exceptions, and (3) require the use of alternative fuel heavy-duty trucks to carry any AFV that is transported. In response, GSA notes that: (1) Creating the list of AFVs and their ranges would be difficult because the market is always changing with new models being added, existing models being improved, and older models being removed. (2) The examples at 302–4.401 are not listed in any particular order to imply the importance of one exception over another. (3) GSA has no authority to require transport of AFVs by alternative fueled heavy-duty trucks.

4. The Zero Emission Transportation Association (ZETA) commented in support of the proposed rule but suggested that GSA develop clear guidance “on what types of range and charging availability restrictions constitute ‘legitimate’ limitations”. As GSA noted in response to the previous comment, it is impractical to do so given the pace of market change.

III. Executive Orders 12866, 13563 and 14094

Executive Orders (E.O.s) 12866 and 13563 direct agencies to assess all costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits (including potential economic, environmental, public health and safety effects, distributive impacts, and equity). E.O. 13563 emphasizes the importance of quantifying both costs and benefits of reducing costs, harmonizing rules, and promoting flexibility. E.O. 14094 (Modernizing Regulatory Review) amends and reaffirms the principles, structures, and definitions governing contemporary regulatory review established in E.O. 12866 and E.O. 13563. The Office of Management and Budget’s Office of Information and Regulatory Affairs (OIRA) has determined that this rule is a significant regulatory action under E.O. 12866 and, therefore, is subject to review under Section 6(b) of E.O. 12866, Regulatory Planning and Review, dated September 30, 1993.

IV. Congressional Review Act

This action is exempted from Congressional Review Act reporting requirements prescribed under 5 U.S.C. 801 since it relates to agency management or personnel and is therefore not a “rule” as defined by the Congressional Review Act. 5 U.S.C. 804(3)(B).

V. Regulatory Flexibility Act

GSA does not expect this final rule to have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act, 5 U.S.C. 601, et seq., because it applies only to Federal agencies and employees. Therefore, a Final Regulatory Flexibility Analysis was not performed.

VI. Regulatory Impact Analysis

This is a significant regulatory action under E.O. 12866. There are an average of 31,423 domestic and international relocations per year across the Federal Government. However, this data does not differentiate between relocations within CONUS and OCONUS. This rule only impacts relocations within CONUS. In order to estimate the number of relocations within CONUS, GSA

subtracted the number of extended storage relocations because those reflect when federal employees are relocated OCONUS. GSA calculated an average of 8,561 relocations OCONUS per year across the Federal Government. Therefore, GSA calculated a yearly average of 22,862 (= 31,423 – 8,561) relocations within CONUS.

GSA notes that federal agencies are not required to track relocation data regarding types of POVs. The estimates used for this economic analysis are based upon a small number of federal agency inputs and overall U.S. population trends in alternative fuel POVs. GSA received an estimate of three percent alternative fuel POVs from the Federal Agencies.

GSA estimates that 3 percent (685) of the average of 22,682 domestic relocations include alternative fuel POVs (22,682 x .03 = 685) at an additional cost of $150 per vehicle for the first year. Therefore, GSA calculated the total estimated annual cost for the first year to be $102,750 (= 685 vehicles x $150 per vehicle).

GSA received an estimated increase of one percent every year for alternative fuel POVs based on a small number of federal agency inputs and overall U.S. population trends in AFV ownership. A breakdown of total estimated Government cost by year is provided in the table below.

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual number of AFV moves</th>
<th>Additional estimated cost per move</th>
<th>Total annual added cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>685 (3 percent of Annual Moves)</td>
<td>$150</td>
<td>$102,750.00</td>
</tr>
<tr>
<td>2</td>
<td>692 (Assuming 1.01 percent increase)</td>
<td>150</td>
<td>103,800.00</td>
</tr>
<tr>
<td>3</td>
<td>699 (Assuming 1.01 percent increase)</td>
<td>150</td>
<td>104,850.00</td>
</tr>
<tr>
<td>4</td>
<td>706 (Assuming 1.01 percent increase)</td>
<td>150</td>
<td>105,900.00</td>
</tr>
<tr>
<td>5</td>
<td>713 (Assuming 1.01 percent increase)</td>
<td>150</td>
<td>106,950.00</td>
</tr>
<tr>
<td>6</td>
<td>720 (Assuming 1.01 percent increase)</td>
<td>150</td>
<td>108,000.00</td>
</tr>
<tr>
<td>7</td>
<td>727 (Assuming 1.01 percent increase)</td>
<td>150</td>
<td>109,050.00</td>
</tr>
<tr>
<td>8</td>
<td>734 (Assuming 1.01 percent increase)</td>
<td>150</td>
<td>110,100.00</td>
</tr>
<tr>
<td>9</td>
<td>741 (Assuming 1.01 percent increase)</td>
<td>150</td>
<td>111,150.00</td>
</tr>
<tr>
<td>10</td>
<td>748 (Assuming 1.01 percent increase)</td>
<td>150</td>
<td>112,200.00</td>
</tr>
<tr>
<td>1 through 10 Totals</td>
<td>7,165 Total Moves</td>
<td>150</td>
<td>1,074,750 Total Cost for 10 Years.</td>
</tr>
</tbody>
</table>

The estimated total Government cost in the first 10 years after publication is $1,074,750. The following table is a summary of the estimated costs calculated for a ten-year time horizon at a 3- and 7-percent discount rate:

<table>
<thead>
<tr>
<th>Summary</th>
<th>Total costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Present Value (3)%</td>
<td>$914,603</td>
</tr>
<tr>
<td>Present Value (7)%</td>
<td>750,774</td>
</tr>
</tbody>
</table>

VII. Paperwork Reduction Act

The Paperwork Reduction Act does not apply because the changes to the FTR do not impose recordkeeping or information collection requirements, or the collection of information from offerors, contractors, or members of the public that require the approval of the Office of Management and Budget under 44 U.S.C. 3501, et seq.

List of Subjects in 41 CFR Part 302–4 and 302–9

Government employees, Travel, and transportation expenses.

Robin Carnahan,
Administrator; General Services Administration.

For the reasons set forth in the preamble, GSA amends 41 CFR parts 302–4 and 302–9 as set forth below:

PART 302–4—ALLOWANCES FOR SUBSISTENCE AND TRANSPORTATION

§ 302–4.201 How are my authorized relocation travel days and per diem determined for relocation travel?

* * * * An exception to the daily minimum driving distance may be made when delay is beyond control of the employee, such as when it results from acts of God or restrictions by Governmental authorities; when the employee is an individual with a disability, as defined by Section 501 of the Rehabilitation Act of 1973 and its implementing regulations or has special needs; when the employee’s alternative fuel POV cannot meet the daily minimum driving distance due to vehicle range capability and fueling availability limitations; or for other pre authorized exceptions.

§ 302–4.704 Must we require a minimum driving distance per day?

Yes, you must establish a minimum driving distance not less than an average of 300 miles per day. However, an exception to the daily minimum driving distance may be made when the delay is:

(a) Beyond control of the employee, e.g., results from acts of God or restrictions by Government authorities;

(b) Due to a disability or special need; or

(c) Due to vehicle range capability and fueling availability limitations of the employee’s alternative fuel POV; or

(d) For other pre authorized exceptions.

PART 302–9—ALLOWANCES FOR TRANSPORTATION AND EMERGENCY OR TEMPORARY STORAGE OF A PRIVATELY OWNED VEHICLE

§ 302–9.401 Are there exceptions to this daily minimum?

Yes, your agency may authorize exceptions to the daily minimum driving distance when there is a delay beyond your control such as acts of God, restrictions by Governmental authorities, or other acceptable reasons (e.g., the employee is an individual with a disability or has special needs; alternative fuel vehicle range capability and fueling availability limitations). Your agency must have a designated approving official to authorize the pre authorized exceptions.

§ 302–9.704 Must we require a minimum driving distance per day?

Yes, you must establish a minimum driving distance not less than an average of 300 miles per day. However, an exception to the daily minimum driving distance may be made when the delay is:

(a) Beyond control of the employee, e.g., results from acts of God or restrictions by Government authorities;

(b) Due to a disability or special need; or

(c) Due to vehicle range capability and fueling availability limitations of the employee’s alternative fuel POV; or

(d) For other pre authorized exceptions.
§ 302–9.4 What are the purposes of the allowance for transportation of a POV?

For example, your agency may determine that it is both advantageous and cost effective to the Government to allow for transportation of an alternative fuel POV which would be impractical to drive a long distance to the new official station due to vehicle range capability and fueling availability limitations, but has practical use once at the new official station.

7. Revise § 302–9.301(e) to read as follows:

§ 302–9.301 Under what conditions may my agency authorize transportation of my POV within CONUS?

(e) The distance that the POV is to be shipped is 600 miles or more. An exception to the 600-mile or more distance requirement may be made for alternative fuel vehicle range capability and fueling availability limitations.

§ 302–9.606 What must we consider in determining whether transportation of a POV within CONUS is cost effective?

(f) The distance that the POV is to be shipped is 600 miles or more. An exception to the 600-mile distance requirement may be made for alternative fuel vehicle range capability and fueling availability limitations.

DATES:
Withdrawal date: The rule published at 89 FR 5105, January 26, 2024, is withdrawn March 26, 2024.

Effective date: This rule is effective April 25, 2024.

Compliance date: Compliance with the provisions of 47 CFR 4.17 is required beginning May 1, 2024.

FOR FURTHER INFORMATION CONTACT:
For additional information on this proceeding, contact James Wiley, Deputy Division Chief, Cybersecurity and Communications Reliability Division, Public Safety and Homeland Security Bureau, (202) 418–1678 or via email at James.Wiley@fcc.gov or Logan Bennett, Attorney-Advisor, Cybersecurity and Communications Reliability Division, Public Safety and Homeland Security Bureau, (202) 418–7790 or via email at Logan.Bennett@fcc.gov.

Paperwork Reduction Act
As required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3507), the FCC is notifying the public that it received final OMB approval on October 27, 2023, for the information collection requirements contained in § 3.17. Under 5 CFR part 1320, an agency may not conduct or sponsor a collection of information unless it displays a current, valid OMB Control Number.

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FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 4

Resilient Networks; Disruptions to Communications

AGENCY: Federal Communications Commission.

ACTION: Final rule; withdrawal; reissuance; announcement of compliance date.

SUMMARY: The Federal Communications Commission (Commission or FCC) published a document in the Federal Register on January 26, 2024, concerning an Order on Reconsideration that addresses the Petition for Clarification and Partial Reconsideration (Petition) filed by CTIA and the Competitive Carriers Association (CCA) (collectively, Petitioners) of the Commission’s Report and Order regarding the “Mandatory Disaster Response Initiative” (MDRI) by extending the compliance deadline to implement elements of the MDRI to May 1, 2024. In its Order on Reconsideration, the Commission also agrees with the request to treat Roaming under Disaster arrangements (RuDs) as presumptively confidential when filed with the Commission. In this document, the Commission is withdrawing its previous Federal Register publication of the Order on Reconsideration and substituting the present document to correct certain information regarding the compliance date and effective date. In addition, this document announces that, on October 27, 2023, the Office of Management and Budget (OMB) approved, for a period of three years, the information collection requirements associated with the rules adopted in the Report and Order. The OMB Control Number is 3060–1317. The Commission also announces that compliance with the rules will be required, and revises its rules to specify this date and to remove text advising that compliance was not required until OMB review was completed. This action is consistent with the 2023 Order on Reconsideration, which stated that the Commission would publish a document in the Federal Register announcing a compliance date and revise the rule accordingly.

DATES:
Withdrawal date: The rule published at 89 FR 5105, January 26, 2024, is withdrawn March 26, 2024.

Effective date: This rule is effective April 25, 2024.

Compliance date: Compliance with the provisions of 47 CFR 4.17 is required beginning May 1, 2024.

The Commission has determined, and the Administrator of the Office of Information and Regulatory Affairs, Office of Management and Budget (OMB), concurs, that this rule is non-major under the Congressional Review Act, 5 U.S.C. 804(2). The Commission has sent a copy of the Order on Reconsideration to Congress and the Government Accountability Office pursuant to 5 U.S.C. 801(a)(1)(A).

Paperwork Reduction Act
As required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3507), the FCC is notifying the public that it received final OMB approval on October 27, 2023, for the information collection requirements contained in § 4.17. Under 5 CFR part 1320, an agency may not conduct or sponsor a collection of information unless it displays a current, valid OMB Control Number. No person shall be subject to any penalty for failing to comply with a...