

\$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 special local regulation lasting 9 hours that will prohibit entry within 100 yards of a vessel docking area. It is categorically excluded from further review under paragraph L61 of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. A Memorandum for the Record supporting this determination is available in the docket. For instructions on locating the docket, see the **ADDRESSES** section of this preamble.

List of Subjects in 33 CFR Part 100

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 100 as follows:

PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

■ 1. The authority citation for part 100 continues to read as follows:

Authority: 46 U.S.C. 70041; 33 CFR 1.05–1.

■ 2. Add § 100.T599–0405 to read as follows:

§ 100.T599–0405 Special Local Regulation; East River, Mathews, VA.

(a) *Regulated area.* The regulations in this section apply to the following area: all navigable waters of the East River within the following points: 37°24′12.0″ N, 076°20′48.4″ W; 37°24′12.0″ N, 076°20′52.0″ W; 37°24′13.0″ N, 076°20′52.0″ W; 37°24′13.1″ N, 076°20′48.6″ W, located near Williams Wharf in Mathews, VA. 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, Sector Virginia (COTP) in the enforcement of the regulations in this section.

Participant means all persons and vessels registered with the event sponsor as a participant in the event.

(c) *Regulations.* (1) All non-participants are prohibited from entering, transiting through, anchoring in, or remaining within the regulated area described in paragraph (a) of this section unless authorized by the Captain of the Port Virginia or their designated representative.

(2) To seek permission to enter, contact the COTP or the COTP's representative by VHF FM Channel 16. Those in the regulated area must comply with all lawful orders or directions given to them by the COTP or the designated representative.

(3) The COTP will provide notice of the regulated area through advanced notice via broadcast notice to mariners and by on-scene designated representatives.

(d) *Enforcement period.* This section will be enforced from 11 a.m. to 10 p.m. on July 5, 2025.

Dated: May 28, 2025.

Peggy M. Britton,

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

[FR Doc. 2025–10273 Filed 6–5–25; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

46 CFR Part 11

[Docket No. USCG–2021–0097]

RIN 1625–AC75

Electronic Submission of Mariner Course Completion Data; Corrections

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

ACTION: Correcting amendment.

SUMMARY: This final rule amends the Coast Guard's mariner credentialing regulations by correcting inadvertent errors made within the November 2024 final rule. Within the 2024 final rule, the Coast Guard unintentionally deleted two existing paragraphs from the Code of Federal Regulation (CFR) and accidentally reverted language in other existing paragraphs to previous versions. This correcting amendment

reverts the language and adds those paragraphs back into the CFR as they appeared before the accidental deletion, and as edited by subsequent regulatory changes. These corrections do not create, remove, or modify any obligation under these regulations.

DATES: Effective June 6, 2025.

FOR FURTHER INFORMATION CONTACT: For information about this document call or email Mr. Brian Eichelberger, Coast Guard; telephone 202–372–1450, email Brian.T.Eichelberger@uscg.mil.

SUPPLEMENTARY INFORMATION: On October 3, 2023, the Coast Guard published the “Towing Vessel Firefighting Training” final rule (88 FR 67966), which amended 46 CFR 11.201(h)(3). Specifically, that final rule added paragraphs (h)(3)(iii) and (iv), which was a deregulatory action that removed certain training requirements to qualify for a Merchant Mariner Credential (MMC) endorsement on towing vessels, and reduced costs to mariners. That rule also modified paragraph (h)(3)(ii) to clarify the eligibility for certain endorsements to use a modified basic firefighting course to meet the requirements for an MMC and added “All” to paragraphs (h)(2)(i) and 11.201(h)(3)(i) for consistency.

On November 25, 2024, the Coast Guard published a final rule titled “Electronic Submission of Mariner Course Completion Data” (89 FR 93040). In addition to establishing requirements for training providers to electronically submit mariner course completion data to the Coast Guard, the rule also updated titles for certain officer and rating endorsements on a mariner's MMC and added capitalization to endorsement titles. The final rule's amendatory instructions unintentionally deleted paragraphs (h)(3)(iii) and (iv). Specifically, amendatory instruction number 29 of that final rule (89 FR 93070) laid out the new text of paragraphs (h)(2) through (4) but unintentionally omitted the existing text within paragraphs (h)(3)(iii) and (iv). Additionally, amendatory instruction number 29 improperly reverted the language in paragraphs (h)(2)(i) and (h)(3)(i) and (ii) to previous language that existed before changes were made through the “Towing Vessel Firefighting Training” final rule. Specifically, paragraphs (h)(2)(i) and (h)(3)(i) need the word “All” added at the beginning of both paragraphs. Additionally, paragraph (h)(3)(ii) language should have continued to say, “for service on near-coastal waters” but was reverted back to “service on oceans.”

We did not publish a notice of proposed rulemaking (NPRM) before

this final rule. Under 5 U.S.C. 553(b)(B), the Coast Guard finds good cause exists for not publishing an NPRM because this rule consists of only technical and editorial corrections, and these changes will have no substantive effect on the public. This technical amendment corrects mistakes incorporated into the CFR from inaccurate amendatory instructions in a recent rule. Under 5 U.S.C. 553(d)(3), the Coast Guard finds, for the same reasons, that good cause exists to make the rule effective fewer than 30 days after publication in the **Federal Register**.

List of Subjects in 46 CFR Part 11

Penalties, Reporting and recordkeeping requirements, Schools, Seafarers.

For the reasons discussed in the preamble, the Coast Guard corrects 46 CFR part 11 by making the following correcting amendments:

PART 11—REQUIREMENTS FOR OFFICER ENDORSEMENTS

■ 1. The authority citation for part 11 continues to read as follows:

Authority: 14 U.S.C. 503; 31 U.S.C. 9701; 46 U.S.C. 2101, 2103, and 2110; 46 U.S.C. chapter 71; 46 U.S.C. 7502, 7505, 7701, 8903, 8904, 8906, and 70105; Executive Order 10173; DHS Delegation No. 00170.1, Revision No. 01.4. Section 11.107 is also issued under the authority of 44 U.S.C. 3507.

■ 2. Amend § 11.201 as follows:

- a. Revise paragraphs (h)(2)(i) and (h)(3)(i) and (ii); and
 - b. Add paragraphs (h)(3)(iii) and (iv).
- The revisions and additions read as follows:

§ 11.201 General requirements for national and STCW officer endorsements.

* * * * *

(h) * * *

(2) * * *

(i) All national officer endorsements as Master or Mate on seagoing vessels of 200 GRT or more;

* * * * *

(3) * * *

(i) All officer endorsements as Master on vessels of less than 500 GT in ocean service.

(ii) All officer endorsements for Master or Mate (Pilot) of Towing Vessels for service on near-coastal waters, except Apprentice Mate of Towing Vessels.

(iii) All officer endorsements for Master or Mate (Pilot) of Towing Vessels for service on Great Lakes, except Apprentice Mate of Towing Vessels.

(iv) All officer endorsements as Master or Mate (Pilot) of Towing Vessels for service on inland waters or Western

Rivers, except Apprentice Mate of Towing Vessels.

(A) The Coast Guard will accept a Coast Guard-approved modified basic firefighting course, which is the basic firefighting training described in this paragraph (h)(3) modified to only cover the equipment, fire prevention procedures, and firefighting operations required on towing vessels on inland waters or Western Rivers routes required in 46 CFR parts 140 and 142. A mariner who completes this modified basic firefighting course will be issued an endorsement that is restricted to inland waters or Western Rivers.

(B) To increase in scope to Great Lakes, near-coastal, or oceans, the applicant will be required to complete the firefighting course appropriate to the route sought.

* * * * *

Dated: June 2, 2025.

Michael T. Cunningham,

Chief, Office of Regulations and Administrative Law.

[FR Doc. 2025–10317 Filed 6–5–25; 8:45 am]

BILLING CODE 9110–04–P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 1

Practice and Procedure

CFR Correction

This rule is being published by the Office of the Federal Register to correct an editorial or technical error that appeared in the most recent annual revision of the Code of Federal Regulations.

■ In Title 47 of the Code of Federal Regulations, Parts 0 to 19, revised as of October 1, 2024, in section 1.7006, remove paragraphs (f)(1)(i)(A) through (L).

[FR Doc. 2025–10411 Filed 6–5–25; 8:45 am]

BILLING CODE 0099–10–P

SURFACE TRANSPORTATION BOARD

49 CFR Parts 1002, 1111, 1114 and 1115

[Docket Nos. EP 755; EP 665 (Sub-No. 2)]

Final Offer Rate Review; Expanding Access to Rate Relief

AGENCY: Surface Transportation Board.

ACTION: Final rule; removal.

SUMMARY: The Surface Transportation Board (Board) is removing its final rule concerning Final Offer Rate Review

because the final rule was vacated upon judicial review. The Board is also terminating the proceeding in Docket No. EP 665 (Sub-No. 2).

DATES: Effective June 6, 2025.

FOR FURTHER INFORMATION CONTACT:

Amy C. Ziehm at (202) 245–0391. If you require accommodation under the Americans with Disabilities Act, please call (202) 245–0245.

SUPPLEMENTARY INFORMATION: In a notice of proposed rulemaking (NPRM) issued September 12, 2019, the Board proposed a new rate case procedure for smaller cases, known as Final Offer Rate Review (FORR). *Final Offer Rate Rev.*, EP 755 et al. (STB served Sept. 12, 2019).¹ The Board also sought comment on whether to close a proceeding in Docket No. EP 665 (Sub-No. 2),² in which the Board had sought public comment regarding potential rate reasonableness methodologies but had not proposed a rule. *Id.* at 17. The Board issued a supplemental notice of proposed rulemaking regarding FORR on November 15, 2021 (*Nov. 2021 Decision*), and adopted the final rule on December 19, 2022. *Final Offer Rate Rev.*, EP 755 et al. (STB served Nov. 15, 2021) (86 FR 67622 (Nov. 26, 2021)); *Final Offer Rate Rev.*, EP 755 et al. (STB served Dec. 19, 2022) (with Board Members Fuchs and Schultz dissenting) (88 FR 299 (Jan. 4, 2023)). The final rule implemented FORR by amending 49 CFR parts 1002, 1111, 1114, and 1115. It also terminated the proceeding in Docket No. EP 665 (Sub-No. 2). The final rule took effect on March 6, 2023. 88 FR 299 (Jan. 4, 2023). On January 24, 2023, several shipper interest groups jointly filed a petition for reconsideration of several aspects of the decision, and that petition remains pending before the Board.

Petitions for judicial review of the final rule were filed in the U.S. Courts of Appeals for the Eighth Circuit and the District of Columbia Circuit and were ultimately consolidated in the Eighth Circuit. The Eighth Circuit held that the Board lacked statutory authority to prescribe rates through FORR and vacated the final rule. *Union Pac. R.R. v. STB*, 113 F.4th 823 (8th Cir. 2024), *reh'g and reh'g en banc denied*, Nos. 22–3648 & 23–1325 (8th Cir. Dec. 10, 2024).

In light of the Court's opinion, portions of 49 CFR parts 1002, 1111, 1114, and 1115 will be revised to

¹ The NPRM was published in the **Federal Register**, 84 FR 48872 (Sept. 17, 2019).

² The proceedings in Docket Nos. EP 755 and EP 665 (Sub-No. 2) are not consolidated. A single decision is being issued for administrative convenience.