

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket Number USCG–2026–0679]

RIN 1625–AA08

Special Local Regulation; Manistee River, Manistee, MI

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary special local regulation (SLR) for a certain section of the Manistee River. This action is necessary to provide for the safety of life on these navigable waters near Manistee, MI during the Manistee National Forest Festival Duck Race on July 4, 2026. This regulation prohibits persons and vessels from entering the regulated area unless specifically authorized by the Captain of the Port Sector Lake Michigan or their designated representative.

DATES: This rule is effective from noon through 1 p.m. on July 4, 2026.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG–2026–0679.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact LCDR Jessica Anderson, Sector Lake Michigan Waterways Management Division, U.S. Coast Guard; telephone (414) 747–7148 or email D09-SMB-SECLakeMichigan-WWM@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
SLR Special Local Regulation
U.S.C. United States Code

II. Background and Authority

The Coast Guard received a request under 33 CFR 100.15 from the Manistee Area Chamber for a Marine Event Permit to host a duck race. The event will be held from noon through 1 p.m. on July 4, 2026, in Manistee, MI. The event will include approximately 2 vessels and 1 spectator craft. During the duck race, thousands of yellow rubber ducks will be dropped into the Manistee River from the Maple Street Bridge, floating to the finish line near Elks Lodge, Manistee, MI.

The Captain of the Port Sector Lake Michigan (COTP) is issuing this Special Local Regulation under the authority in 46 U.S.C. 70041. The COTP has determined that the duck race and associated vessels above may impede and otherwise cause hazards for boaters and members of the public in the duck race area. The purpose of this rulemaking is to protect event participants, non-participants, and transiting vessels before, during, and after the scheduled event.

Because of these potential hazards, the Coast Guard is issuing this rule without prior notice and comment. As is authorized by 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 because it is impracticable. We must establish this SLR by July 4, 2026, to protect personnel, vessels, and the marine environment. Therefore, we have do not have enough time to solicit and respond to comments.

For the same reason, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

III. Discussion of the Rule

This rule establishes a temporary SLR from noon until 1 p.m. on July 4, 2026. The SLR will cover the Manistee River from the Maple Street Bridge to Elks Lodge. No vessel or person will be permitted to enter the regulated area without obtaining permission from the COTP or their designated representative.

IV. 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.

A. Impact on Small Entities

The regulatory flexibility analysis provisions of the Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, do not apply to rules that are not subject to notice and comment. Because the Coast Guard has, for good cause, waived the notice and comment requirement that would otherwise apply to this rulemaking, the Regulatory Flexibility Act's flexibility analysis provisions do not apply here.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), if this rule will affect your small business, organization, or governmental jurisdiction and you have questions,

contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards by calling 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.

B. 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).

C. Federalism and Indian Tribal Governments

We have analyzed this rule under Executive Order 13132, Federalism, and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in that Order.

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.

D. Unfunded Mandates Reform Act

As required by The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538), the Coast Guard certifies that this rule will not result in an annual expenditure of \$100,000,000 or more (adjusted for inflation) by a State, local, or tribal government, in the aggregate, or by the private sector.

E. 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 *et seq.*), 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 is a special local regulation. 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.

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.T999–0679 to read as follows:

§ 100.T999–0679 Special Local Regulation; Manistee River, Manistee, MI.

(a) *Location.* This special local regulation applies to the following regulated area: All waters of the Manistee River from Maple Street Bridge to Elks Lodge, from surface to bottom, encompassed by a line connecting the following points beginning at 44°14′54.5″ N, 86°19′25.6″ W, thence to 44°14′53.2″ N, 86°19′25.7″ W, thence to 44°14′52.3″ N 86°19′32.7″ W, thence to 44°14′54.3″ N, 86°19′32.8″ W, thence to the beginning point. These coordinates are based on the North American Datum 83 (NAD 83).

(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 Lake Michigan (COTP) in the enforcement of the regulated area. *Participant* means all persons and vessels registered with the event sponsor as a participant in the race.

(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 COTP or their designated representative.

(2) To seek permission to enter, contact the COTP or the COTP's representative on VHF–FM channel 16 or by telephone at (414) 747–7100. Those in the regulated area must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative.

(d) *Enforcement period.* This section will be enforced from noon to 1 p.m. on July 4, 2026.

Rhianna N. Macon,

Captain, U.S. Coast Guard, Captain of the Port Sector Lake Michigan.

[FR Doc. 2026–13045 Filed 6–26–26; 8:45 am]

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

[Docket Number USCG–2026–0828]

RIN 1625–AA00

Safety Zone; Columbia River, Richland, WA

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters on the Columbia River on June 27, 2026 and June 28, 2026. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with high-speed hydroplane vessel races. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector Columbia River, or their designated representative.

DATES: This rule is effective from 6 a.m. until 6 p.m. on June 27, 2026 and June 28, 2026.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG–2026–0828.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notice of enforcement, call or email Lieutenant Commander Jesse Wallace, Waterways Management Division, Sector Columbia River, Coast Guard; telephone 503–572–3524, email SCRWWM@USCG.MIL.

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

CFR Code of Federal Regulations
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II. Background and Authority

The Coast Guard received notification that a high-speed hydroplane vessel event, the Richland Regatta Hydroplane

races, will be held outside of their approved regulatory date window of the “Second weekend in June” as per Table 1 of 33 CFR 100.1302. The Captain of the Port (COTP) Columbia River has determined that potential hazards associated with this high-speed hydroplane race event are a safety concern for anyone between River Miles 337 and 338 of the Columbia River. Therefore, the COTP is issuing this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone.

Because of these potential hazards, the Coast Guard is issuing this rule without prior notice and comment. As is authorized by 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 because it is impracticable. A separate Final Rule, Docket Number USCG–2026–0274, grants the event sponsor to conduct their marine event during the dates outlined in this rule, but will not have gone into effect by June 27, 2026, when this safety zone must be established to protect personnel, vessels, and the marine environment. Therefore, we do not have enough time to solicit and respond to comments.

For the same reason, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

III. Discussion of the Rule

This rule establishes a safety zone from June 27, 2026 through June 28, 2026 from 6 a.m. to 6 p.m. each day. The safety zone will cover all navigable waters of the Columbia River in the vicinity of Howard Amon Park, between River Miles 337 and 338. Vessels and persons will not be allowed to enter the zone during this time, unless authorized by the COTP.

IV. 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.

A. Impact on Small Entities

The regulatory flexibility analysis provisions of the Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, do not apply to rules that are not subject to notice and comment. Because the Coast Guard has, for good cause, waived the notice and comment requirement that