

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117****[Docket No. USCG–2014–0498]****Drawbridge Operation Regulation; Duwamish Waterway, Seattle, WA****AGENCY:** Coast Guard, DHS.**ACTION:** Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the South Park Highway Bridge across the Duwamish Waterway, mile 3.8, at Seattle, Washington. The deviation is necessary to accommodate the Grand Opening event of the South Park Highway Bridge. This deviation allows the drawbridge to remain in the closed position and need not open to marine traffic.

DATES: This deviation is effective from 3:30 p.m. on June 29, 2014 to 10 p.m. on June 29, 2014.

ADDRESSES: The docket for this deviation, [USCG–2014–0498] is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mr. Steven M. Fischer, Thirteenth District Bridge Administrator, Coast Guard; telephone 206–220–7282, email: Steven.M.Fischer3@uscg.mil. If you have questions on viewing the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: The South Park Highway double bascule span drawbridge replacement project has progressed to the point of completion. The City of Seattle Department of Transportation (SDOT) requested a change to the current deviation schedule under which the bridge operates to hold a grand opening celebration scheduled for June 29, 2014. This new temporary deviation will allow the bridge to remain in the closed position and need not open to marine

traffic from 3:30 p.m. on June 29, 2014 to 10 p.m. on June 29, 2014 to accommodate the event. The event will be attended by the public, plus local and national dignitaries, as SDOT dedicates the new bridge and reopens a historic and critical transportation link. Festivities will include a parade across the bridge and a street party featuring music and other performances, as well as food and drink vendors. Participants will be able to walk across the bridge and tour its south tower. Currently the bridge operates under a temporary deviation (USCG–2014–0237, 79 FR 21128, April 15, 2014) from 12:01 a.m. on March 30, 2014 to 11:59 p.m. on September 1, 2014 to enable timely completion of the bridge construction project. This deviation allows the drawbridge to remain closed to mariners needing a full channel, double bascule leaf drawbridge opening unless 12 hours advance notice is provided. Mariners that only require a single leaf half channel drawbridge opening will be given an opening upon signal. A draw tender will be present 24 hours a day, 7 days week.

The South Park Highway Double Bascule Bridge is located at Duwamish Waterway, mile 3.8, in the city of Seattle, Washington, and provides 34.8 feet of vertical clearance above at center span while in the closed position and 30 feet of vertical clearance at the extreme east and west ends of the navigable channel and unlimited vertical clearance with the bascule bridge in the fully open position. Vertical clearances are referenced to mean high-water elevation (MHW). Horizontal clearance is 128 feet. However, horizontal clearance may be restricted by construction barges. As such, mariners are advised to consult the Local Notice to Mariners for current conditions.

Maritime traffic on this stretch of the Duwamish waterway consists of vessels ranging from small pleasure craft, sailboats, small tribal fishing boats, and commercial tug and tow, and mega yachts. Vessels able to pass through the bridge in the closed positions may do so at anytime but are advised to use caution as the area surrounding the bridge has numerous construction craft and equipment in the water. The bridge will not be able to open for emergencies and there is no immediate alternate route for vessels to pass. The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessels can arrange their transits to minimize any impact caused by the temporary deviation.

The drawbridge must return to the current deviation operating schedule (79 FR 21128, April 15, 2014) immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: June 12, 2014.

Steven M. Fischer,
Bridge Administrator, Thirteenth Coast Guard District.

[FR Doc. 2014–15124 Filed 6–26–14; 8:45 am]

BILLING CODE 9110–04–P**DEPARTMENT OF HOMELAND SECURITY****Coast Guard****33 CFR Part 117****[Docket No. USCG–2014–0470]****Drawbridge Operation Regulation; St. Croix River, Stillwater, MN****AGENCY:** Coast Guard, DHS.**ACTION:** Notice of deviation from drawbridge regulations.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the Stillwater Highway Drawbridge across the St. Croix River, mile 23.4, at Stillwater, Minnesota. The deviation is necessary due to increased vehicular traffic after a local Independence Day fireworks display. The deviation allows the bridge to be in the closed-to-navigation position to clear increased traffic congestion.

DATES: This deviation is effective from 10:00 p.m. to 11:30 p.m., July 4, 2014.

ADDRESSES: The docket for this deviation, [USCG–2014–0470] is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Eric A. Washburn, Bridge Administrator, Western Rivers, Coast Guard; telephone 314–269–2378, email Eric.Washburn@uscg.mil. If you have questions on viewing the docket, call Cheryl F.

Collins, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: The Minnesota Department of Transportation requested a temporary deviation for the Stillwater Highway Drawbridge, across the St. Croix River, mile 23.4, at Stillwater, Minnesota to remain in the closed-to-navigation position on July 4, 2014 as follows:

From 10:00 p.m. to 11:30 p.m. on July 4, 2014, the lift span will remain in the closed-to-navigation position.

The Stillwater Highway Drawbridge currently operates in accordance with 33 CFR 117.667(b), which states specific seasonal and commuter hours operating requirements.

There are no alternate routes for vessels transiting this section of the St. Croix River.

The Stillwater Highway Drawbridge, in the closed-to-navigation position, provides a vertical clearance of 10.9 feet above normal pool. Navigation on the waterway consists primarily of commercial sightseeing/dinner cruise boats and recreational watercraft. This temporary deviation has been coordinated with waterway users. No objections were received.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: June 13, 2014.

Eric A. Washburn,
Bridge Administrator, Western Rivers.

[FR Doc. 2014–15127 Filed 6–26–14; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Parts 140 and 146

[Docket No. USCG–2013–0797]

RIN 1625–AC12

Notice of Arrival Exception

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is amending its regulations to implement a statutory change, enacted under section 704 of the Coast Guard and Maritime Transportation Act of 2012, exempting U.S. mobile offshore drilling units and other U.S. vessels from submitting a Notice of Arrival when moving directly

from one Outer Continental Shelf block area to another.

DATES: This final rule is effective June 27, 2014.

ADDRESSES: Documents mentioned in this preamble as being available in the docket (USCG–2013–0797) are available for inspection or copying at the Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet by going to <http://www.regulations.gov>, inserting USCG–2013–0797 in the “Search” box, and then clicking “Search.”

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Mr. Dennis Fahr, Office of Operating and Environmental Standards (CG–OES), Coast Guard; telephone 202–372–1427, email Dennis.Fahr@uscg.mil. If you have questions on viewing the docket, call Ms. Cheryl Collins, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION:

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I. Abbreviations

2012 CGMTA Coast Guard and Maritime Transportation Act of 2012
 APA Administrative Procedure Act
 BOE Bureau of Ocean Energy Management, Regulation and Enforcement
 BOEM Bureau of Ocean Energy Management
 BOEMRE Bureau of Ocean Energy Management, Regulation and Enforcement
 BSEE Bureau of Safety and Environmental Enforcement
 DHS Department of Homeland Security
 E.O. Executive Order
 FR Federal Register
 MODU Mobile Offshore Drilling Unit
 NOA Notice of Arrival
 NVMC National Vessel Movement Center
 OCS Outer Continental Shelf
 OMB Office of Management and Budget

U.S.C. United States Code

II. Regulatory History

Section 704 of the Coast Guard and Maritime Transportation Act of 2012 (Pub. L. 112–213) (2012 CGMTA) specifically exempts U.S. mobile offshore drilling units (MODUs) and other U.S. vessels from the requirement to submit a Notice of Arrival (NOA) when transiting within the Outer Continental Shelf (OCS) unless the vessel is arriving from a foreign port or place. Under section 704, U.S. MODUs and other U.S. vessels are exempt from having to submit an NOA when moving from one OCS block area to another.

The Coast Guard is issuing this final rule without prior notice and opportunity to comment pursuant to section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This 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.”

Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing an NPRM with respect to this rule because it is unnecessary. The Coast Guard finds that notice and comment for this rulemaking is unnecessary because we are merely making a regulatory amendment to conform to section 704 of the 2012 CGMTA, which specifically exempts U.S. MODUs and other U.S. vessels traveling between OCS block areas from having to submit an NOA. Public notice of this regulatory amendment is, therefore, unnecessary because public comment cannot affect, influence, or inform any Coast Guard action in implementing the Congressionally-mandated NOA exemption for U.S. MODUs and other U.S. vessels traveling between OCS block areas.

In accordance with 5 U.S.C. 553(d)(1) and (3), this rule will become effective upon the date of publication in the **Federal Register**. Under 5 U.S.C. 553(d)(1), an agency is permitted to make “a substantive rule which grants or recognizes an exemption or relieves a restriction . . .” to become immediately effective. The Coast Guard is making this rule effective immediately because it recognizes the legislative exemption provided to U.S. MODUs and other U.S. vessels from the requirement to submit an NOA when traveling between OCS block areas. Additionally, the Coast Guard finds that good cause exists for making this rule effective immediately upon publication in the **Federal Register** pursuant to 5