

**DEPARTMENT OF HOMELAND SECURITY****Coast Guard****33 CFR Part 117**

[Docket No. USCG–2017–0161]

**Drawbridge Operation Regulation; Canaveral Barge Canal, Canaveral, FL****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 SR 401 Drawbridges, mile 5.5 at Port Canaveral, Florida. The deviation is necessary to reduce vehicular traffic congestion and to ensure the safety of roadways while passengers are transiting to and from the cruise ship terminals. Since the arrival of additional cruise ships to the Port of Canaveral, massive traffic back-ups have been caused by the on demand drawbridge openings. This deviation allows the bridges to not open to navigation during prime cruise ship passenger loading and unloading times on Saturdays and Sundays.

**DATES:** This deviation is effective without actual notice from December 28, 2017 through January 31, 2018. For the purposes of enforcement, actual notice will be used from December 5, 2017, until December 28, 2017.

**ADDRESSES:** The docket for this deviation, USCG–2017–0161 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.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this temporary deviation, call or email LT Allan Storm, Sector Jacksonville, Waterways Management Division, U.S. Coast Guard; telephone 904–714–7616, email [Allan.H.Storm@uscg.mil](mailto:Allan.H.Storm@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Canaveral Port Authority, with concurrence from the bridge owner, Florida Department of Transportation have requested the Coast Guard consider allowing the SR 401 Drawbridges across the Canaveral Barge Canal, Port Canaveral, Florida to not open to navigation from 11 a.m. to 2 p.m. on Saturdays and Sundays.

On October 23, 2017 the Coast Guard published a notice of proposed rulemaking entitled “Drawbridge Operation Regulation; Canaveral Barge Canal, Canaveral, FL in the **Federal Register** (82 FR 48940). Under that

proposed rule, the bridges would remain in the closed-to-navigation position from 11 a.m. to 2 p.m. on Saturdays and Sundays. The existing regulation for the SR 401 Drawbridges, across Canaveral Barge Canal, mile 5.5 at Port Canaveral, FL is published in 33 CFR 117.273(b). The SR 401 Drawbridges provide a vertical clearance of 25 feet in the closed position at Mean High Water (MHW) and a horizontal clearance of 90 feet between fenders. The bridge logs from October 2017 indicate that, at most, approximately nine vessels may be affected by establishing this three hour bridge closure on Saturdays and Sundays. The majority of the opening requests were either at the beginning or end of this closure period; therefore, by adjusting their transits slightly there should be a negligible overall effect. This temporary deviation is effective from December 28, 2017 until January 31, 2018. The Coast Guard will continue to evaluate the impact to mariners navigating this area during the closure periods.

Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will be able to open for emergencies and there is no immediate alternate route for vessels to pass through the bridge in closed position. 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 vessel operators can arrange their transits to minimize any impact caused by the temporary deviation.

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: December 5, 2017.

**Barry Dragon,**

*Director, Bridge Branch, Seventh Coast Guard District.*

[FR Doc. 2017–27969 Filed 12–27–17; 8:45 am]

**BILLING CODE 9110–04–P**

**DEPARTMENT OF HOMELAND SECURITY****Coast Guard****33 CFR Part 117**

[Docket No. USCG–2017–1031]

**Drawbridge Operation Regulation; Passaic River, Newark, NJ****AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of temporary deviation from drawbridge regulation; modification.

**SUMMARY:** The Coast Guard has modified a temporary deviation from the operating schedule that governs the Routes 1 & 9 (Lincoln Highway) Bridge across the Passaic River, mile 1.8 at Newark, New Jersey. This modified deviation extends the period the bridge may remain in the closed-to-navigation position and is necessary to facilitate structural steel repairs at the lift span.

**DATES:** This modified deviation is effective from 12:01 a.m. January 6, 2018 to 11:59 p.m. February 2, 2018.

**ADDRESSES:** The docket for this deviation, USCG–2017–1031, 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.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this temporary deviation, call or email Judy K. Leung-Yee, Bridge Management Specialist, First District Bridge Branch, U.S. Coast Guard; telephone 212–514–4336, email [Judy.K.Leung-Yee@uscg.mil](mailto:Judy.K.Leung-Yee@uscg.mil).

**SUPPLEMENTARY INFORMATION:** On November 21, 2017, the Coast Guard published a temporary deviation entitled “Drawbridge Operation Regulation; Passaic River, Newark, NJ” in the **Federal Register** (82 FR 55322). That temporary deviation allows the bridge to be in the closed position from November 20, 2017 through January 5, 2018.

The owner of the bridge, the New Jersey Department of Transportation, requested a modification of the currently published deviation to extend the bridge closure from 12:01 a.m. January 6, 2018 to 11:59 p.m. February 2, 2018 in order to facilitate structural steel repairs at the lift span.

The Routes 1 & 9 Bridge across the Passaic River, mile 1.8, at Newark, New Jersey is a vertical lift bridge with a vertical clearance of 40 feet at mean high water and 45 feet at mean low water in the closed position. The existing drawbridge operating regulations are listed at 33 CFR 117.739(b).

The waterway users are seasonal recreational vessels and commercial vessels of various sizes. Coordination with waterway users indicated no objection to the proposed closure of the draw. Vessels that can pass under the bridge without an opening may do so at all times. The bridge will not be able to open for emergencies. There is no 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 vessel operators may arrange their transits to minimize any impact caused by the temporary deviation.

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: December 21, 2017.

**Christopher J. Bisignano**,  
Supervisory Bridge Management Specialist,  
First Coast Guard District.

[FR Doc. 2017-28008 Filed 12-27-17; 8:45 am]

BILLING CODE 9110-04-P

## FEDERAL COMMUNICATIONS COMMISSION

### 47 CFR Parts 1, 51, and 63

[WC Docket No. 17-84; FCC 17-154]

#### Accelerating Wireline Broadband Deployment by Removing Barriers to Infrastructure Investment

**AGENCY:** Federal Communications  
Commission.

**ACTION:** Final rule.

**SUMMARY:** In this document, a Report and Order takes a number of actions aimed at removing unnecessary regulatory barriers to the deployment of high-speed broadband networks. The Report and Order adopts pole attachment reforms, changes to the copper retirement and other network change notification processes, and changes to the section 214(a) discontinuance application process. The Commission adopted the Report and Order in conjunction with a Declaratory Ruling and Further Notice of Proposed Rulemaking (FNPRM) in WC Docket No. 17-84, published elsewhere in this issue of the **Federal Register**.

**DATES:** Effective January 29, 2018, except for the amendments to 47 CFR 1.1424, 51.325, 51.329, 51.332, 51.333, 63.60, and 63.71, which contain information collection requirements that have not been approved by OMB. The Federal Communications Commission will publish a document in the **Federal Register** announcing the effective date.

**FOR FURTHER INFORMATION CONTACT:**  
Wireline Competition Bureau,  
Competition Policy Division, Michele  
Berlove, at (202) 418-1477,  
[michele.berlove@fcc.gov](mailto:michele.berlove@fcc.gov), or Michael

Ray, at (202) 418-0357, [michael.ray@fcc.gov](mailto:michael.ray@fcc.gov). For additional information concerning the Paperwork Reduction Act information collection requirements contained in this document, send an email to [PRA@fcc.gov](mailto:PRA@fcc.gov) or contact Nicole Ongele at (202) 418-2991.

**SUPPLEMENTARY INFORMATION:** This is a summary of the Commission's Report and Order in WC Docket No. 17-84, FCC 17-154, adopted November 16, 2017 and released November 29, 2017. The full text of this document is available for public inspection during regular business hours in the FCC Reference Information Center, Portals II, 445 12th Street SW, Room CY-A257, Washington, DC 20554. It is available on the Commission's website at [https://apps.fcc.gov/edocs\\_public/attachmatch/FCC-17-154A1.docx](https://apps.fcc.gov/edocs_public/attachmatch/FCC-17-154A1.docx).

## Synopsis

### I. Introduction

1. Access to high-speed broadband is an essential component of modern life, providing unfettered access to information and entertainment, an open channel of communication to far-away friends and relatives, and unprecedented economic opportunity. Technological innovation and private investment have revolutionized American communications networks in recent years, making possible new and better service offerings, and bringing the promise of the digital revolution to more Americans than ever before. As part of this transformation, consumers are increasingly moving away from traditional telephone services provided over copper wires and towards next-generation technologies using a variety of transmission means, including copper, fiber, and wireless spectrum-based services.

2. Despite this progress, too many communities remain on the wrong side of the digital divide, unable to take full part in the benefits of the modern information economy. To close that digital divide, we seek to use every tool available to us to accelerate the deployment of advanced communications networks. Accordingly, today we embrace the transition to next-generation networks and the innovative services they enable, and adopt a number of important reforms aimed at removing unnecessary regulatory barriers to the deployment of high-speed broadband networks.

3. By removing unnecessary impediments to broadband deployment, the regulatory reforms we adopt today will enable carriers to more rapidly shift resources away from maintaining outdated legacy infrastructure and

services and towards the construction of next-generation broadband networks bringing innovative new broadband services. And by reducing the costs to deploy high-speed broadband networks, we make it more economically feasible for carriers to extend the reach of their networks, increasing competition among broadband providers to communities across the country. We expect competition will include such benefits as lower prices to consumers. We anticipate taking additional action in the future in this proceeding to further facilitate broadband deployment.

### II. Background

4. On April 20, 2017, the Commission adopted a notice of proposed rulemaking, notice of inquiry, and request for comment (*Wireless Infrastructure NPRM*) proposing and seeking comment on a number of actions designed to accelerate the deployment of next-generation networks and services by removing barriers to infrastructure investment. *See* 82 FR 22453 (May 16, 2017). More specifically, the *Wireline Infrastructure NPRM* sought comment on: (1) Reforming the Commission's pole attachment rules to make it easier, faster, and less costly to access the poles, ducts, conduits, and rights-of-way necessary for building out next-generation networks; (2) changing the process for retiring copper facilities and making other network changes to provide greater regulatory certainty and better enable carriers to transition more rapidly to modern networks; (3) streamlining the regulatory process by which carriers must obtain Commission authorization to discontinue legacy services so that scarce capital is free to be spent on delivering modern, innovative services; (4) using the Commission's preemption authority to prevent the enforcement of state and local laws that inhibit broadband deployment; and (5) changing the Commission's legal interpretations to clarify when carriers must ask for permission to alter or discontinue a service and, thereby, to reduce the regulatory uncertainty that is costly and burdensome to providers.

5. At the same time, the Commission's Broadband Deployment Advisory Committee (BDAC), a federal advisory committee chartered earlier this year, is examining several of the issues raised in the *Wireline Infrastructure NPRM*. The BDAC is charged with providing the Commission with recommendations on how to accelerate the deployment of high-speed internet access, or "broadband," by reducing and/or removing regulatory barriers to infrastructure investment. Since being