

bonded warehouses and remove the exemption in § 306.101(e) that only requires a license for goods that are withdrawn from the warehouse for consumption.

Response: This comment was raised in response to the *Proposed Rule* and Commerce addressed it in the *Final Rule*. We have not reconsidered our position from the *Final Rule* that Commerce will not require users to obtain aluminum import licenses for entry into bonded warehouses. As explained in the *Final Rule*, only entries of covered aluminum products withdrawn for consumption from bonded warehouses will require a license at the entry summary. Entry into bonded warehouses does not constitute an entry for consumption as provided in § 361.101(b) and (e), and some of the aluminum could subsequently be re-exported from bonded warehouses. Additionally, Commerce also finds that including these shipments in the aluminum license data would likely overestimate monthly imports of aluminum for consumption. Furthermore, this would require users to obtain two separate licenses for importation into bonded warehouses and importation into consumption. This would increase the public burden and further reduce the accuracy of AIM licenses because the system would double-count these licenses.¹⁸

Classifications

Executive Order 12866

The Office of Management and Budget (OMB) has determined that this is a significant rulemaking under Executive Order 12866, but it is not economically significant.

Executive Order 13132

This rulemaking does not contain policies with federalism implications as that term is defined in section 1(a) of Executive Order 13132, dated August 4, 1999 (64 FR 43255 (August 10, 1999)).

Paperwork Reduction Act

This rule contains a collection of information subject to the Paperwork Reduction Act, 44 U.S.C. Chapter 35 (PRA). The requirements have been approved by OMB.

OMB Control Number: 0625–0279.

Expiration: 1/31/2024.

ITA Number: ITA–4142a (regular license); ITA–4142b (low-value license).

Type of Review: Regular Submission.

Affected Public: Business or other for-profit.

Estimated Number of Registered Users: 1,750.

Estimated Time per Response: less than 10.5 minutes.

Estimated Total Annual Burden Hours: 48,749 hours.

Estimated Total Annual Costs: \$0.00.

Notwithstanding any other provision of law, no person is required to respond to nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. As discussed above, after the AIM system is in place, Commerce will seek additional comment from parties on potential improvements or changes to the system in a subsequent document. Parties may further comment on this collection of information at that time.

Regulatory Flexibility Act

The Chief Counsel for Regulation of the Department of Commerce certified to the Chief Counsel for Advocacy of the Small Business Administration at the proposed rule stage that this rule if adopted, would not have a significant economic impact on a substantial number of small entities as that term is defined in the Regulatory Flexibility Act, 5 U.S.C. 601 *et seq.* (RFA). The factual basis for the certification is found in the *Proposed Rule* and *Final Rule* and is not repeated here. No comments were received on the certification or the economic impacts of this action. As a result, no final regulatory flexibility analysis is required, and none was prepared.

List of Subjects in 19 CFR Part 361

Administrative practice and procedure, Aluminum, Business and industry, Imports, Reporting and recordkeeping requirements.

Dated: May 17, 2021.

Christian Marsh,

Acting Assistant Secretary for Enforcement and Compliance.

For the reasons stated in the preamble, the Department of Commerce amends 19 CFR part 361 as follows:

PART 361—ALUMINUM IMPORT MONITORING AND ANALYSIS SYSTEM

■ 1. The authority citation for part 361 continues to read as follows:

Authority: 13 U.S.C. 301(a) and 302.

■ 2. In § 361.103, revise paragraphs (c)(3)(i)(C) and (c)(3)(ii)(C) to read as follows:

§ 351.103 Automatic issuance of import licenses.

* * * * *

(c) * * *

(3) * * *

(i) * * *

(C) For license applications up to June 28, 2022, filers may state “unknown” for this field. Effective June 29, 2022, filers may not state “unknown” for this field.

(ii) * * *

(C) For license applications up to June 28, 2022, filers may state “unknown” for this field. Effective June 29, 2022, filers may not state “unknown” for this field.

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[FR Doc. 2021–10747 Filed 5–20–21; 8:45 am]

BILLING CODE 3510–DS–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. USCG–2021–0255]

Special Local Regulations; Great Western Tube Float, Parker, AZ

AGENCY: Coast Guard, DHS.

ACTION: Notice of enforcement of regulation.

SUMMARY: The Coast Guard will enforce the special local regulation for the Great Western Tube Float on June 12, 2021. These special local regulations are necessary to provide for the safety of the participants, crew, spectators, sponsor vessels, and general users of the waterway. Our regulation for marine events within the Eleventh Coast Guard District identifies the regulated area for this event in Parker, AZ. During the enforcement period, persons and vessels are prohibited from anchoring, blocking, loitering, or impeding within this regulated area unless authorized by the Captain of the Port, or his designated representative.

DATES: The regulations in 33 CFR 100.1102 Table 1, Item 9 will be enforced from 7 a.m. to 6 p.m. on June 12, 2021.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notice of enforcement, call or email Lieutenant John Santorum, Waterways Management, U.S. Coast Guard Sector San Diego, CA; telephone 619–278–7656, email MarineEventsSD@uscg.mil.

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce the special local regulations in 33 CFR 100.1102 Table 1, Item 9 of that section for the Great Western Tube Float in Parker, AZ from 7 a.m. to 6 p.m. on June 12, 2021. This

¹⁸ See *Final Rule*, 85 FR at 83812.

enforcement action is being taken to provide for the safety of life on navigable waterways during the event. Our regulation for marine events within the Eleventh Coast Guard District, § 100.1102, specifies the location of the regulated area for the Great Western Tube Float which encompasses the navigable waters of the Colorado River from Buckskin Mountain State Park to La Paz County Park. Under the provisions of § 100.1102, persons and vessels are prohibited from anchoring, blocking, loitering, or impeding within this regulated area, unless authorized by the Captain of the Port, or his designated representative. The Coast Guard may be assisted by other Federal, State, or local law enforcement agencies in enforcing this regulation.

In addition to this notice of enforcement in the **Federal Register**, the Coast Guard plans to provide notification of this enforcement period via the Local Notice to Mariners and local advertising by the event sponsor.

If the Captain of the Port Sector San Diego or his designated representative determines that the regulated area need not be enforced for the full duration stated on this document, he or she may use a Broadcast Notice to Mariners or other communications coordinated with the event sponsor to grant general permission to enter the regulated area.

Dated: May 14, 2021.

T.J. Barelli,

Captain, U.S. Coast Guard, Captain of the Port San Diego.

[FR Doc. 2021-10738 Filed 5-20-21; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2021-0012]

RIN 1625-AA09

Drawbridge Operation Regulation; Savannah River, Savannah, GA

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is changing the operating schedule that governs the Houlihan (US 17) Bridge, across the Savannah River, mile 21.6, in Savannah, Georgia, and the Seaboard System Railroad Bridge, across the Savannah River, mile 27.4, near Hardeeville, South Carolina. This action will increase the advance notification time for an opening at the bridges. The action

would also update the name and geographic location of the bridges.

DATES: This rule is effective June 21, 2021.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>. Type USCG-2021-0012 in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this rule.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email LT Alexander McConnell, with Coast Guard Marine Safety Unit Savannah; telephone 912-652-4353, x240, email Alexander.W.McConnell@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
OMB Office of Management and Budget
NPRM Notice of Proposed Rulemaking (Advance, Supplemental)
§ Section
U.S.C. United States Code
GDOT Georgia Department of Transportation
SR State Route
MHW Mean High Water

II. Background Information and Regulatory History

On February 25, 2021, the Coast Guard published a Notice of Proposed Rulemaking entitled Drawbridge Operation Regulation; Savannah River, Savannah, GA in the **Federal Register** (86 FR 11478). There we stated why we issued the NPRM, and invited comments on our proposed regulatory action related to this regulatory change. During the comment period that ended April 12, 2021, we received one comment which is addressed in Section IV of this Final Rule.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under the authority of 33 U.S.C. 499. The GDOT requested the Coast Guard consider changing the advance notification requirement for an opening from three hours to 24 hours at the Houlihan (US 17) Bridge. The Coast Guard also considered changing the advance notification requirement for the Seaboard System Railroad Bridge, located approximately six miles upstream of the Houlihan (US 17) Bridge, to a 24 hour advance notice providing consistency between the bridges.

The Houlihan (US 17) Bridge across the Savannah River, mile 21.6, in

Savannah, Georgia, is a swing bridge with a vertical clearance of seven feet at MHW in the closed to navigation position and a horizontal clearance of 90 feet between the fender system. The operating schedule for the bridge is set forth in 33 CFR 117.371(a).

The Seaboard System Railroad Bridge across the Savannah River, mile 27.4, near Hardeeville, South Carolina, is a single-leaf bascule bridge with a vertical clearance of seven feet at MHW in the closed to navigation position and a horizontal clearance of 90 feet between the fender system. The operating schedule for the bridge is set forth in 33 CFR 117.371(b).

IV. Discussion of Comments, Changes and the Final Rule

The Coast Guard is changing the operating schedule that governs the Houlihan (US 17) Bridge across the Savannah River, mile 21.6, in Savannah, Georgia and the Seaboard System Railroad Bridge across the Savannah River, mile 27.4, near Hardeeville, South Carolina. The bridges currently operate with a three hour advance notice but will now require a 24 hour advance notice for an opening. Additionally, the name and geographic location of the bridges will be updated.

One comment was received. The commenter is in support of the changes as it will benefit the maintenance workers on the bridge and it does not pose a threat to the environment. Also stated by the commenter, “This action does not require the completion of an EIS under NEPA because it is not a major federal action and it does not pose a significant effect on the human environment.” Based on the comment received, there are no changes to the regulatory text.

V. 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, and we discuss First Amendment rights of protesters.

A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. This rule has not been designated a “significant regulatory action,” under Executive Order 12866. Accordingly, it has not been reviewed by the Office of Management and Budget (OMB).