

Authority: 33 U.S.C. 499; 33 CFR 1.05–1; and DHS Delegation No. 00170.1, Revision No. 01.3.

■ 2. Amend § 117.911 by revising paragraph (f) to read as follows:

§ 117.911 Atlantic Intracoastal Waterway, Little River to Savannah River.

* * * * *

(f) *Lady's Island (Woods Memorial) Bridge, across the Beaufort River, mile 536.0, at Beaufort, SC.* The draw shall operate as follows:

(1) Monday through Friday, except Federal holidays:

(i) From 6 a.m. to 9:29 a.m. and 3:31 p.m. to 7 p.m., the draw need not open to navigation; and,

(ii) Between 9:30 a.m. and 3:30 p.m., the draw need open only once an hour on the half hour.

(2) At all other times the draw shall open on signal.

Dated: May 13, 2025.

Douglas M. Schofield,

Rear Admiral, U.S. Coast Guard, Commander, Coast Guard Seventh District.

[FR Doc. 2025–08990 Filed 5–19–25; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2025–0367]

RIN 1625–AA00

Safety Zone; Graduation Fireworks, San Francisco Bay, San Francisco, CA

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters of the San Francisco Bay, outside McCovey Cove, in San Francisco, CA in support of a fireworks display on May 23, 2025. The safety zone is necessary to protect personnel, vessels, and the marine environment from potential hazards created by pyrotechnics. Unauthorized persons or vessels are prohibited from entering into, transiting through, or remaining in the safety zone without the permission of the Captain of the Port Sector San Francisco or designated representative.

DATES: This rule is effective from noon until 10:05 p.m. on May 23, 2025.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2025–0367 in the search box and click

“Search.” Next, in the Document Type column, select “Supporting & Related Material.”

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, call or email Lieutenant William Harris, Sector San Francisco Waterways, U.S. Coast Guard; telephone 415–399–7443, email SFWaterways@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of Proposed Rulemaking
§ Section
U.S.C. United States Code

II. Background Information and Regulatory History

The Coast Guard is issuing this temporary rule under the authority in 5 U.S.C. 553(b)(B). This statutory 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.” The Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because the Coast Guard received insufficient notice of the event to follow those procedures. It is impracticable to publish an NPRM, solicit comments, and consider any comments prior to issuing a final rule because we must establish this safety zone by May 23, 2025.

Also, under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this rule would be impracticable because action is needed to respond to the potential safety hazards associated with the fireworks display outside McCovey Cove in San Francisco, CA on May 23, 2025.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70034. The Captain of the Port Sector San Francisco (COTP) has determined that potential hazards associated with the scheduled San Francisco State University (SFSU) Graduation Fireworks display on May 23, 2025, will be a safety concern for anyone within a 100-foot radius of the fireworks vessel during loading and staging, and a 900-foot radius of the vessel 30-minutes before the commencement, during the display, and 30-minutes after the conclusion of the fireworks display. This rule is needed to

protect personnel, vessels, and the marine environment in the navigable waters around the fireworks vessel and during the fireworks display.

IV. Discussion of the Rule

This rule establishes a temporary safety zone from noon until 10:05 p.m. on May 23, 2025. The safety zone will cover all navigable waters within 100 feet of the fireworks vessel during loading, staging, and transit from Pier 68, Wharf 4, San Francisco, and until 30 minutes after completion of the fireworks display. During the loading, staging, and transit of the fireworks vessel scheduled to take place between noon and 8:45 p.m. on May 23, 2025, until 30 minutes prior to the start of the fireworks display, the safety zone will encompass the navigable waters around and under the fireworks vessel, from surface to bottom, within a circle formed by connecting all points 100 feet out from the fireworks vessel. The fireworks display is scheduled to start at 9:30 p.m. and end approximately 9:35 p.m. on May 23, 2025, outside of McCovey Cove within the San Francisco Bay in San Francisco, CA.

At 9 p.m., which is 30 minutes prior to the commencement of the 5-minute fireworks display, the safety zone will increase in size and encompass the navigable waters around and under the fireworks vessel, from surface to bottom, within a circle formed by connecting all points 900-feet from the circle center at approximate position 37°46'36" N, 122°22'56" W (NAD 83). The safety zone will terminate at 10:05 p.m. on May 23, 2025, or as announced via Broadcast Notice to Mariners.

This regulation is necessary to keep persons and vessels away from the immediate vicinity of the fireworks loading, staging, transit, and display site. Except for persons or vessels authorized by the COTP or the COTP's designated representative, no person or vessel may enter or remain in a restricted area. A “designated representative” means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard vessel, or a Federal, State, or local officer designated by or assisting the COTP in the enforcement of the safety zone. This regulation is necessary to ensure the safety of participants, spectators, and transiting vessels.

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.

A. Regulatory Planning and Review

Executive Order 12866 directs 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 section 3(f) of Executive Order 12866. Accordingly, this rule has not been reviewed by the Office of Management and Budget (OMB).

This regulatory action determination is based on the limited duration and narrowly tailored geographic area of the safety zone. Although this rule restricts access to the waters encompassed by the safety zone, the effect of this rule will not be significant because the local waterways users will be notified to ensure the safety zone will result in minimum impact. The vessels desiring to transit through or around the temporary safety zone may do so upon express permission from the COTP or the COTP’s designated representative.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

While some owners or operators of vessels intending to transit the safety zone may be small entities, for the reasons stated in section V.A above, this rule will not have a significant economic impact on any vessel owner or operator.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this rule. If the rule will affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to

the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 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.

C. 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).

D. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

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.

E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$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 temporary safety zone lasting 10 hours around the fireworks vessel during loading, staging, transit, and display of fireworks at Pier 68, Wharf 4, and outside McCovey Cove within San Francisco Bay. It is categorically excluded from further review under paragraph L60(a) of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. A Record of Environmental Consideration 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 165

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 165 as follows:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

- 1. The authority citation for part 165 continues to read as follows:

Authority: 46 U.S.C. 70034, 70051, 70124; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 00170.1, Revision No. 01.3.

- 2. Add § 165.T11–204 to read as follows:

§ 165.T11–204 Safety Zone; SFSU Graduation Fireworks; San Francisco Bay, San Francisco, CA

(a) *Locations.* The following area is a safety zone: all navigable waters of the San Francisco Bay, from surface to bottom, within a circle formed by connecting all points 100 feet out from the fireworks vessel during loading and staging at Pier 68, Wharf 4 in San Francisco, CA as well as transit and arrival to the display location outside McCovey Cove, San Francisco Bay in San Francisco, CA. Between 8:30 p.m. and 10:05 p.m. on May 23, 2025, the safety zone will expand to all navigable waters, from surface to bottom, within a circle formed by connecting all points 900 feet out from the fireworks vessel in approximate position 37°46′36″ N, 122°22′56″ W (NAD 83) or as announced by Marine Information Bulletin.

(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, or a Federal, State, or local officer designated by or assisting the Captain of the Port (COTP) San Francisco in the enforcement of the safety zone.

(c) *Regulations.* (1) Under the general safety zone regulations in subpart C of this part, you may not enter the safety zone described in paragraph (a) of this section unless authorized by the COTP or the COTP’s designated representative.

(2) The safety zone is closed to all vessel traffic, except as may be permitted by the COTP or the COTP’s designated representative.

(3) Vessel operators desiring to enter or operate within the safety zone must contact the COTP or the COTP’s designated representative to obtain permission to do so. Vessel operators given permission to enter in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP’s designated representative. Persons and vessels may request permission to enter the safety zone on VHF–23A or through the 24-hour Command Center at telephone (415) 399–3547.

(d) *Enforcement period.* This section will be enforced from noon until 10:05 p.m. on May 23, 2025.

(e) *Information broadcasts.* The COTP or the COTP’s designated representative will notify the maritime community of periods during which this zone will be enforced, in accordance with 33 CFR 165.7.

Dated: May 8, 2025.

Jordan M. Baldueza,

Captain, U.S. Coast Guard, Captain of the Port Sector San Francisco.

[FR Doc. 2025–09016 Filed 5–19–25; 8:45 am]

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POSTAL SERVICE

39 CFR Part 111

Domestic Competitive Products Pricing and Mailing Standards Changes

AGENCY: Postal Service.

ACTION: Final rule.

SUMMARY: The Postal Service is amending *Mailing Standards of the United States Postal Service*, Domestic Mail Manual (DMM), to reflect changes to certain prices and mailing standards for competitive products.

DATES: *Effective date:* July 13, 2025.

FOR FURTHER INFORMATION CONTACT:

Steven Jarboe at (202) 268–7690, Catherine Knox (202) 268–5636, or Garry Rodriguez at (202) 268–7281.

SUPPLEMENTARY INFORMATION: This final rule describes new prices and product features for competitive products, by class of mail, established by the Governors of the United States Postal Service. New prices are available under Docket Number CP2025–7 on the Postal Regulatory Commission PRC website at <https://www.prc.gov>, and on the Postal Explorer website at <https://pe.usps.com>.

The Postal Service is revising *Mailing Standards of the United States Postal Service*, Domestic Mail Manual (DMM) to reflect changes to certain prices and mailing standards for the following competitive products:

- Priority Mail Express.
- Priority Mail.
- USPS Ground Advantage.
- Parcel Select.
- Extra Services.
- Return Services.
- Mailer Services.
- Recipient Services.
- Other.

Competitive product prices and changes are identified by product as follows:

Priority Mail Express

Prices

Priority Mail Express prices will remain the same. Priority Mail Express will continue to offer zoned and Flat Rate, Retail and Commercial pricing.

Priority Mail

Prices

Overall, Priority Mail prices will increase 6.3 percent. Priority Mail will continue to offer zoned and Flat Rate, Retail and Commercial pricing.

Retail prices will increase an average of 7.3 percent. The Flat Rate Envelope will increase to \$11.00; the Legal Flat Rate Envelope will increase to \$11.20; and the Padded Flat Rate Envelope will increase to \$11.95. The Small Flat Rate Box price will increase to \$11.70, and the Medium Flat Rate Boxes will increase to \$21.05. The Large Flat Rate Box will increase to \$29.95 and the APO/FPO/DPO Large Flat Rate Box will increase to \$28.70.

Commercial prices will increase an average of 5.1 percent.

USPS Ground Advantage

Prices

Overall, USPS Ground Advantage prices will increase 7.1 percent.

USPS Ground Advantage—Retail prices will increase 9.8 percent.

USPS Ground Advantage—Commercial prices will increase 4.7 percent.

USPS Ground Advantage—Commercial Sealed Against Inspection

The Postal Service is revising the basic eligibility standards for USPS Ground Advantage—Commercial, to be sealed against inspection. Additionally, except for restricted material as described in DMM section 601.8.0, USPS Ground Advantage—Commercial will now be eligible for any mailable item (e.g., PII).

These revisions will provide consistency with the basic eligibility standards for the USPS Ground Advantage—Retail and USPS Ground Advantage—Commercial products.

Parcel Select

Prices

The prices for Parcel Select Destination Entry will increase an average of 7.6 percent.

The prices for USPS Connect Local will increase 5.7 percent.

Discontinue Parcel Select Destination Network Distribution Center Entry Level

The Postal Service is discontinuing the Destination Network Distribution Center (DNDC) destination entry level for Parcel Select Destination Entry mailings. Parcel Select Destination Entry mailings must be sorted to a 5-digit scheme, 5-digit, SCF, or 3-digit (nonstandard only) for entry at the applicable DSCF/DRPDC, DHub, or DDU and DS&DC.

Extra Services

Adult Signature Service

Adult Signature Required and Adult Signature Restricted Delivery service prices will remain the same.

Return Services

USPS Returns Service

There are no structural changes to USPS Returns service.

Mailer Services

Pickup on Demand Service

The Pickup on Demand service fee will remain the same.

USPS Tracking Plus Service

The USPS Tracking Plus service prices will remain the same.

USPS Label Delivery Service

The USPS Label Delivery Service prices will remain the same.