

Because no general notice of proposed rulemaking is required for this amendment, the Regulatory Flexibility Act of 1980 does not apply. See 5 U.S.C. 601(2).

List of Subjects in 29 CFR Part 4022

Employee benefit plans, Pension insurance, Pensions, Reporting and recordkeeping requirements.

In consideration of the foregoing, 29 CFR part 4022 is amended as follows:

PART 4022—BENEFITS PAYABLE IN TERMINATED SINGLE-EMPLOYER PLANS

■ 1. The authority citation for part 4022 continues to read as follows:

Authority: 29 U.S.C. 1302, 1322, 1322b, 1341(c)(3)(D), and 1344.

■ 2. In appendix B to part 4022, Rate Set 247, as set forth below, is added to the table.

Appendix B to Part 4022—Lump Sum Interest Rates For PBGC Payments

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Rate set	For plans with a valuation date		Immediate annuity rate (percent)	Deferred annuities (percent)				
	On or after	Before		i_1	i_2	i_3	n_1	n_2
* 247	* 5–1–14	* 6–1–14	* 1.50	* 4.00	* 4.00	* 4.00	* 7	* 8

■ 3. In appendix C to part 4022, Rate Set 247, as set forth below, is added to the table.

Appendix C to Part 4022—Lump Sum Interest Rates For Private-Sector Payments

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Rate set	For plans with a valuation date		Immediate annuity rate (percent)	Deferred annuities (percent)				
	On or after	Before		i_1	i_2	i_3	n_1	n_2
* 247	* 5–1–14	* 6–1–14	* 1.50	* 4.00	* 4.00	* 4.00	* 7	* 8

Issued in Washington, DC, on this 8th day of April 2014.

Judith Starr,

General Counsel, Pension Benefit Guaranty Corporation.

[FR Doc. 2014–08483 Filed 4–14–14; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2014–0237]

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 enable timely completion of drawbridge construction. 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.

DATES: This deviation is effective without actual notice from April 15, 2014 until 11:59 p.m. on September 1, 2014. For the purposes of enforcement, actual notice will be used from 12:01 a.m. on March 30, 2014, until April 15, 2014.

ADDRESSES: The docket for this deviation, [USCG–2014–0237] 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 where both bascule spans have been installed. King County Road Services Division requested a deviation to the drawbridge operation schedule to enable timely completion of the bridge construction project. 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.

The normal operation schedule for the bridge is in 33 CFR 117.1041, which specifies that the draws of each bridge across the Duwamish Waterway shall open on signal, except the draw of the South Park highway bridge, mile 3.8, which need not be opened for the passage of vessels from 6:30 a.m. to 8:00 a.m. and 3:30 p.m. to 5:00 p.m., Monday through Friday, excluding Federal holidays. The South Park highway bridge shall open on the specified signal of one prolonged blast followed quickly by one short blast and one prolonged blast. When fog prevails by day or by night, the drawtender of the South Park highway bridge, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

The deviation period is effective from 12:01 a.m. on March 30, 2014 to 11:59 p.m. on September 1, 2014, and 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 drawtender will be present 24 hours a day, 7 days week. To request a single leaf opening, mariners may utilize any of the following methods: (1) via VHF maritime radio channel 13; (2) telephone, with the numbers posted in the Notice to Mariners; (3) one prolonged blast followed quickly by one short blast and one prolonged blast. All double leaf openings require 12 hour notification by VHF maritime radio channel 13 or telephone; double leaf openings will not be granted when requested by signal.

Waterborne 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.

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: March 30, 2014.

Steven M. Fischer,

Bridge Administrator, Thirteenth Coast Guard District.

[FR Doc. 2014-08550 Filed 4-14-14; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2009-0139]

RIN 1625-A11

Regulated Navigation Area; Gulf Intracoastal Waterway, Inner Harbor Navigation Canal, New Orleans, LA

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: This final rule revises an existing interim rule to permanently establish a Regulated Navigation Area (RNA) protecting floodwalls and levees in the New Orleans area from possible damage caused by vessels that can breakaway during certain tropical storm and hurricane conditions. This final rule also addresses comments from the public on the previously published Supplemental Notice of Proposed Rulemaking (SNPRM) and economic review for this RNA. This action is necessary for the flood protection of high-risk areas throughout the Greater New Orleans Area when a tropical event threatens to approach and impact the area.

DATES: This rule is effective April 15, 2014. This rule has been enforced with actual notice since April 1, 2014.

ADDRESSES: Documents mentioned in this preamble are part of docket [USCG-2009-0139]. To view documents mentioned in this preamble as being available in the docket, go to <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 rulemaking. 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 rule, call or

email LCDR Brandon Sullivan, Sector New Orleans Waterways Division, U.S. Coast Guard; telephone (504) 365-2281, email Brandon.J.Sullivan@uscg.mil. If you have questions on viewing or submitting material to the docket, call Cheryl F. Collins Program Manager, Docket Operations, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION:

Table of Acronyms

DHS Department of Homeland Security
FR Federal Register
NPRM Notice of Proposed Rulemaking
SNPRM Supplemental Notice of Proposed Rulemaking
CPRA Coastal Protection Restoration Authority
HSDRRS Hurricane Storm Damage Risk Reduction System
USACE United States Army Corps of Engineers
COTP Captain of the Port
IHNC Inner Harbor Navigation Canal
GIWW Gulf Intracoastal Waterway
MM Mile Marker
RNA Regulated Navigational Area

A. Regulatory History and Information

The Coast Guard is issuing this final rule without a full 30-day notice pursuant to authority under section 4(a) of the Administrative Procedures Act (APA) (5 U.S.C. 553). 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. This final rule makes permanent the RNA specific to safety measures during hurricane season which is June 1 through November 30 each year. The existing interim rule for this RNA has been effective for approximately four years and requires necessary changes, based on the completed flood protection system, through this final rule for the approaching 2014 hurricane season. This final rule also allows for possible planned deviation from the RNA through a Hurricane Operations Plan submitted at least one month before the season begins, which is May 1, 2014 for this year. Throughout the rulemaking process for this RNA, those regulated by the rule, specifically industry and waterway users, have participated in this rulemaking through public meetings and the public comment process and are fully aware that this RNA will be in place for the 2014 hurricane season. It is unnecessary to further delay the updated RNA by waiting for a full 30 days notice to take place through publication in the Federal Register.

On June 8, 2010, the Coast Guard published an interim rule entitled "Regulated Navigation Area; Gulf