



DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2026-0467]

RIN 1625-AA00

Safety Zone; M/T KALAHARI, Gulf of America, Pascagoula, MS

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters of the Gulf of America. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with the M/T KALAHARI that will be conducting repairs at anchorage due to both auxiliary boilers being out of service rendering the inert gas system inoperable. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector Mobile, or their designated representative.

DATES: This rule is effective without actual notice from [INSERT DATE OF PUBLICATION IN THE FEDERAL REGISTER] through December 27, 2026. For the purposes of enforcement, actual notice will be used from October 28, 2026, through [INSERT DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG-2026-0467.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact LT Zachary West, Sector Mobile Waterways Management Division, U.S. Coast Guard; telephone (251) 382-8653, or email sectormobilewaterways@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR	Code of Federal Regulations
COTP	Captain of the Port
DHS	Department of Homeland Security
FR	<i>Federal Register</i>
IGS	Inert Gas System
NPRM	Notice of proposed rulemaking
§	Section
U.S.C.	United States Code

II. Background and Authority

The Coast Guard received notification from the M/T KALAHARI that both the vessel's auxiliary boilers are out of service rendering the Inert Gas System (IGS) inoperable. To fix both the boilers and IGS system, the vessel must conduct repairs at anchorage, in the Gulf of America south of Pascagoula, MS. The IGS is a critical safety system on tank vessels, and the Captain of the Port (COTP) Mobile has determined that the inoperable IGS on the M/T KALAHARA presents an increased risk of fire or explosion. Therefore, the COTP is issuing this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone, until repairs can be completed on the vessel.

Because of these potential hazards, the Coast Guard is issuing this rule without prior notice and comment. As is authorized by 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impracticable. The Coast Guard was notified of this issue on October 12, 2026, and we must establish this safety zone immediately to protect personnel, vessels, and the marine environment. Therefore, we do not have enough time to solicit and respond to comments.

For the same reason, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the *Federal Register*.

III. Discussion of the Rule

This rule establishes a temporary safety zone from October 28, 2026, through December 27, 2026. The safety zone will cover all navigable waters in the Pascagoula Anchorage, within 1,000 meters of the M/T KALAHARI, at approximate position 30° 05.533' N, 088° 24.958' W. Vessels and persons will not be allowed to enter the zone during this time, unless authorized by the Captain of the Port. The safety zone will be enforced upon the arrival of the MT Kalahari in the anchorage described above.

Enforcement will be terminated when repair work on the M/T KALAHARI is completed. The COTP will announce the specific enforcement dates and times via Broadcast Notice to Mariners, or other public advisories.

IV. 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. Impact on Small Entities

The regulatory flexibility analysis provisions of the Regulatory Flexibility Act of 1980, 5 U.S.C. 601-612, do not apply to rules that are not subject to notice and comment. Because the Coast Guard has, for good cause, waived the notice and comment requirement that would otherwise apply to this rulemaking, the Regulatory Flexibility Act's flexibility analysis provisions do not apply here.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), if this rule will affect your small business, organization, or governmental jurisdiction and you have questions, contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory

Fairness Boards by calling 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.

B. 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).

C. Federalism and Indian Tribal Governments

We have analyzed this rule under Executive Order 13132, Federalism, and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in that Order.

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.

D. Unfunded Mandates Reform Act

As required by The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538), the Coast Guard certifies that this rule will not result in an annual expenditure of \$100,000,000 or more (adjusted for inflation) by a State, local, or tribal government, in the aggregate, or by the private sector.

E. 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 et seq.), 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 is a safety zone. It is categorically excluded from further review under paragraph L60(d) 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.

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; DHS Delegation No. 00170.1, Revision No. 01.4.

2. Add § 165.T08-0467 to read as follows:

§ 165.T08-0467 Safety Zone; M/T KALAHARI, Gulf of America, Pascagoula, MS

(a) *Location.* The following area is a safety zone: All navigable waters of the Pascagoula Anchorage from surface to bottom, encompassed by a 1,000-meter circle around the M/T KALAHARI, at approximate position 30° 05.533' N, 088° 24.958' W. These coordinates are based on the World Geodetic System (WGS 84) / North American Datum 83 (NAD 83).

(b) *Definitions.* As used in this section, *designated representative* is a commissioned, warrant, or petty officer of the U.S. Coast Guard assigned to units under the operational control of the Captain of the Port Mobile (COTP).

(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) To seek permission to enter, contact the COTP or the COTP's representative on VHF-FM channel 16 or by telephone at (251) 266-5888. Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative.

(d) *Enforcement period.* This section is effective from October 28, 2026 until December 27, 2026. The safety zone will be enforced upon the arrival of the MT Kalahari in the anchorage described above. Enforcement will be terminated when repair work on the M/T KALAHARI is completed. The COTP will announce the specific enforcement dates and times via Broadcast Notice to Mariners, or other public advisories.

Michael O. Vega,
Captain, U.S. Coast Guard,
Captain of the Port Sector Mobile.

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