

A Regulatory Flexibility Analysis is not required for this final rule because the Department is not required to publish a general notice of proposed rulemaking for this matter.

D. Paperwork Reduction Act

This final rule does not call for a new or revised collection of information under the Paperwork Reduction Act of 1995, 44 U.S.C. 3501–3520.

E. Executive Order 13132 (Federalism)

A rule has federalism implications under Executive Order 13132 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. E.O. 13132, sec. 1(a). The Department has analyzed this final rule under that Order and determined that this rule does not have federalism implications.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995, 2 U.S.C. 1531–1538, requires Federal agencies to determine whether a rule, if promulgated, will result in the expenditure by State, local, or Tribal governments, in the aggregate, or by the private sector, of \$100 million (adjusted annually for inflation) or more in any one year. 2 U.S.C. 1532(a). This final rule does not require or result in expenditures by any of the above-named entities.

G. Executive Order 12988 (Civil Justice Reform), Plain Language

This final rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988.

H. Executive Order 13175 (Consultation and Coordination With Indian Tribal Governments)

This final rule does not have Tribal implications under Executive Order 13175 because it would 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.

I. Congressional Review Act

This rule relates to agency management, personnel, and organization, and does not substantially affect the rights or obligations of non-agency parties. 5 U.S.C. 804(3)(B), (C). This action is accordingly not a “rule” as that term is used in the Congressional Review Act, *see* 5 U.S.C. 804(3), and the

reporting requirement of 5 U.S.C. 801 does not apply.

List of Subjects in 28 CFR Part 0

Authority delegations (Government agencies), Government employees, Organization and functions (Government agencies).

Authority and Issuance

For the reasons stated above, the Department of Justice amends 28 CFR Part 0 as follows:

PART 0—ORGANIZATION OF THE DEPARTMENT OF JUSTICE

■ 1. The authority citation for part 0 continues to read as follows:

Authority: 5 U.S.C. 301; 28 U.S.C. 509, 510, 515–519.

§ 0.1 [Amended]

■ 2. In § 0.1, amend table 1 by removing the entry for “Office of the Executive Secretariat.”

■ 3. Amend § 0.77 by adding paragraph (p) to read as follows:

§ 0.77 Operational functions.

* * * * *

(p) Ensure that official documents requiring the review, approval, or signature by the Attorney General, Deputy Attorney General, or Associate Attorney General are assigned, tracked, and cleared within the Department of Justice, as appropriate; manage select interagency requests for official approval or concurrence by the Attorney General, Deputy Attorney General, or Associate Attorney General; Departmental clearances; and submissions from other agencies for review and clearance, including rulemakings and guidance documents circulated by the Office of Management and Budget pursuant to Executive Order 12866 or any successor order and documents circulated by the Department of State for clearance, within the Department of Justice.

Subpart O–1 [Removed]

■ 4. Remove subpart O–1, including § 0.81.

Dated: December 19, 2025.

Pamela Bondi,
Attorney General.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 27

Transportation Security Administration

49 CFR Part 1503

RIN 1601–AB16

Civil Monetary Penalty Adjustments for Inflation

AGENCY: Department of Homeland Security (DHS).

ACTION: Final rule; technical amendment.

SUMMARY: On January 2, 2025, DHS adjusted for inflation its civil monetary penalties for 2025, in accordance with the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015 and Executive Office of the President (EOP) Office of Management and Budget (OMB) guidance. The new penalty amounts were effective for penalties assessed after January 2, 2025, whose associated violations occurred after November 2, 2015. DHS is making a technical amendment to the Code of Federal Regulations to make several clerical revisions to the codified 2025 penalty amounts.

DATES: This technical amendment is effective on December 29, 2025.

FOR FURTHER INFORMATION CONTACT: Hillary Hunnings, Attorney-Advisor, 202–878–9252, hillary.hunnings@hq.dhs.gov.

SUPPLEMENTARY INFORMATION:

I. Statutory and Regulatory Background

On November 2, 2015, the President signed into law the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015 (Pub. L. 114–74 section 701 (Nov. 2, 2015)) (2015 Act). The 2015 Act amended the Federal Civil Penalties Inflation Adjustment Act of 1990 (28 U.S.C. 2461 note) to further improve the effectiveness of civil monetary penalties and to maintain their deterrent effect. The 2015 Act required agencies to make annual adjustments for inflation. On January 2, 2025, DHS published a final rule making the 2025 annual inflation adjustments to its civil monetary penalties pursuant to the 2015 Act and pursuant to guidance OMB issued to agencies on December 17, 2024 (January 2025 rule). See 90 FR 1 (Jan. 2, 2025). The penalty amounts were effective for penalties assessed after January 2, 2025,

whose associated violations occurred after November 2, 2015.

II. Technical Revisions

DHS is making a technical amendment to the Code of Federal Regulations. This technical amendment will make several clerical revisions to the codified 2025 penalty amounts. Specifically, DHS is making clerical

revisions in the Coast Guard’s and the Transportation Security Administration’s codified 2025 penalty amounts.

The preamble of the January 2025 rule described inflation adjustments to all 152 Coast Guard penalties. However, for five of the 152 penalties, the Coast Guard inadvertently failed to make corresponding adjustments to the

codified penalty table in 33 CFR 27.3. This rule revises Table 1 in 33 CFR 27.3 to include the correct 2025 inflation-adjusted penalty amounts for the affected penalties, consistent with the amounts set out in the preamble of the January 2025 rule. The Coast Guard is revising only the five penalties in the table below. All other penalty amounts in the table remain unchanged.

CORRECTED COAST GUARD 2025 PENALTY AMOUNTS
[Five affected entries]

Citation	Civil monetary penalty description	New penalty amount as adjusted by this final rule
46 U.S.C. 8701(d)	Merchant Mariners Documents	\$1,562
46 U.S.C. 10104(a)(2)	Requirement to Report Sexual Assault and Harassment; Mandatory Reporting by Responsible Entity of a Vessel.	52,962
46 U.S.C. 10104(d)(2)	Requirement to Report Sexual Assault and Harassment; Company After Action Summary, violation of 10104(d)(1).	26,481
46 U.S.C. 10104(d)(2)	Requirement to Report Sexual Assault and Harassment; Company After Action Summary, Daily Noncompliance Penalty.	529
46 U.S.C. 10104(d)(2)	Requirement to Report Sexual Assault and Harassment; Company After Action Summary, Civil Penalty Maximum.	52,962

In addition, TSA determined that a statutory revision enacted in May 2024 required an update to the January 2025 rule. The FAA Reauthorization Act of 2024 (Pub. L. 118–63, 138 Stat. 1025, 1102 (May 16, 2024)) amended 49 U.S.C. 46301 to raise the statutory

maximum civil monetary penalty amounts that TSA may assess for security violations. This rule revises the relevant penalty provisions to incorporate the 2024 statutory amendment to 49 U.S.C. 46301 and the 2025 adjustment for inflation. This rule

ensures that the regulatory text accurately reflects TSA’s current statutory penalty authority and accordingly the civil monetary penalty amounts as adjusted for inflation.

CORRECTED TSA 2025 PENALTY AMOUNTS
[Two affected entries]

Citation	Civil monetary penalty description	New penalty amount as adjusted by this final rule
49 U.S.C. 46301(a)(1), (4), (5); 49 U.S.C. 46301(d)(8); 49 CFR 1503.401(c)(1)–(2).	Violation of 49 U.S.C. ch. 449 (except secs. 44902, 44903(d), 44907(a)–(d)(1)(A), 44907(d)(1)(C)–(f), 44908, and 44909), or 49 U.S.C. 46302 or 46303, a regulation prescribed, or order issued thereunder by an individual (except an airman serving as an airman), any person not operating an aircraft for the transportation of passengers or property for compensation, or a small business concern.	\$17,062 (up to a total of 100,000 for individuals or small businesses, \$1,200,000 for others).
49 U.S.C. 46301(a)(1), (4), (5), (6); 49 U.S.C. 46301(d)(2), (8); 49 CFR 1503.401(c)(3).	Violation of 49 U.S.C. ch. 449 (except secs. 44902, 44903(d), 44907(a)–(d)(1)(A), 44907(d)(1)(C)–(f), 44908, and 44909), or 49 U.S.C. 46302 or 46303, a regulation prescribed, or order issued thereunder by a person operating an aircraft for the transportation of passengers or property for compensation.	\$42,657 (up to a total of \$1,200,000 per civil penalty action).

III. Administrative Procedure Act (APA)

DHS is issuing this rule without prior notice and comment because the Department has determined that good cause exists under 5 U.S.C. 553(b)(B). The APA permits an agency to dispense with notice and comment when doing so would be “impracticable, unnecessary, or contrary to the public

interest.” 5 U.S.C. 553(b)(B). This amendment falls within the unnecessary prong because, for both the Coast Guard and TSA revisions, it makes only non-substantive, corrective revisions to the civil monetary penalty adjustments published in the January 2025 rule. See *North Carolina Growers’ Ass’n, Inc. v. United Farm Workers*, 702 F.3d 755, 766–67 (4th Cir. 2012) (describing the

unnecessary prong as “when amendments are minor or merely technical and of little public interest” (citation omitted)). As discussed above, the Coast Guard inadvertently excluded several properly inflation-adjusted penalty amounts from the codified table in 33 CFR 27.3 in the 2025 annual adjustment rule, even though the correct amounts appeared in

the preamble. This technical amendment corrects that clerical oversight. The revision is non-substantive, as it merely brings the regulatory text into alignment with the penalty levels listed in the preamble, which the Coast Guard intended to be operative for 2025.

Also as discussed above, TSA updated the January 2025 rule to account for a statutory amendment enacted in May 2024 that increased certain maximum penalty authorities under 49 U.S.C. 46301. Without this update, the CFR would continue to reflect the outdated maximum amounts rather than those currently authorized by Congress. Accordingly, this rule revises the regulatory text to reflect the updated statutory maximum amounts. This revision is also non-substantive and corrective, as it merely conforms the CFR to statutorily authorized penalty maximums already in effect that

the Department lacks discretion to modify.

DHS therefore finds notice and comment unnecessary under 5 U.S.C. 553(b)(B). For the same reasons, DHS also finds good cause under 5 U.S.C. 553(d)(3) to make this technical amendment effective upon publication.

List of Subjects

33 CFR Part 27

Administrative practice and procedure, Penalties.

49 CFR Part 1503

Administrative practice and procedure, Investigations, Law enforcement, Penalties.

Amendments to the Regulations

Accordingly, for the reasons stated in the preamble, DHS is amending 33 CFR part 27, and 49 CFR part 1503 as follows:

Title 33—Navigation and Navigable Waters

PART 27—ADJUSTMENT OF CIVIL MONETARY PENALTIES FOR INFLATION

■ 1. The authority citation for part 27 continues to read as follows:

Authority: Secs. 1–6, Pub. L. 101–410, 104 Stat. 890, as amended by Sec. 31001(s)(1), Pub. L. 104–134, 110 Stat. 1321 (28 U.S.C. 2461 note); Department of Homeland Security Delegation No. 0170.1, sec. 2 (106).

■ 2. In § 27.3, revise the third sentence of the introductory text and table 1 to read as follows:

§ 27.3 Penalty adjustment table.

* * * The adjusted civil penalty amounts listed in Table 1 to this section are applicable for penalty assessments issued after December 29, 2025, with respect to violations occurring after November 2, 2015. * * *

TABLE 1 TO § 27.3—CIVIL MONETARY PENALTY INFLATION ADJUSTMENTS

U.S. code citation	Civil monetary penalty description	2025 adjusted maximum penalty amount (\$)
14 U.S.C. 521(c)	Saving Life and Property	13,295.
14 U.S.C. 521(e)	Saving Life and Property; Intentional Interference with Broadcast	1,365.
14 U.S.C. 936(i)	Confidentiality of Medical Quality Assurance Records (first offense)	6,677.
14 U.S.C. 936(i)	Confidentiality of Medical Quality Assurance Records (subsequent offenses)	44,521.
19 U.S.C. 70	Obstruction of Revenue Officers by Masters of Vessels	9,956.
19 U.S.C. 70	Obstruction of Revenue Officers by Masters of Vessels—Minimum Penalty	2,323.
19 U.S.C. 1581(d)	Failure to Stop Vessel When Directed; Master, Owner, Operator or Person in Charge ¹	5,000.
19 U.S.C. 1581(d)	Failure to Stop Vessel When Directed; Master, Owner, Operator or Person in Charge—Minimum Penalty ¹	1,000.
33 U.S.C. 471	Anchorage Ground/Harbor Regulations General	14,435.
33 U.S.C. 474	Anchorage Ground/Harbor Regulations St. Mary's River	996.
33 U.S.C. 495(b)	Bridges/Failure to Comply with Regulations	36,439.
33 U.S.C. 499(c)	Bridges/Drawbridges	36,439.
33 U.S.C. 502(c)	Bridges/Failure to Alter Bridge Obstructing Navigation	36,439.
33 U.S.C. 533(b)	Bridges/Maintenance and Operation	36,439.
33 U.S.C. 1208(a)	Bridge to Bridge Communication; Master, Person in Charge or Pilot	2,654.
33 U.S.C. 1208(b)	Bridge to Bridge Communication; Vessel	2,654.
33 U.S.C. 1321(b)(6)(B)(i)	Oil/Hazardous Substances: Discharges (Class I per violation)	23,647.
33 U.S.C. 1321(b)(6)(B)(i)	Oil/Hazardous Substances: Discharges (Class I total under paragraph)	59,114.
33 U.S.C. 1321(b)(6)(B)(ii)	Oil/Hazardous Substances: Discharges (Class II per day of violation)	23,647.
33 U.S.C. 1321(b)(6)(B)(ii)	Oil/Hazardous Substances: Discharges (Class II total under paragraph)	295,564.
33 U.S.C. 1321(b)(7)(A)	Oil/Hazardous Substances: Discharges (per day of violation) Judicial Assessment	59,114.
33 U.S.C. 1321(b)(7)(A)	Oil/Hazardous Substances: Discharges (per barrel of oil or unit discharged) Judicial Assessment	2,365.
33 U.S.C. 1321(b)(7)(B)	Oil/Hazardous Substances: Failure to Carry Out Removal/Comply With Order (Judicial Assessment)	59,114.
33 U.S.C. 1321(b)(7)(C)	Oil/Hazardous Substances: Failure to Comply with Regulation Issued Under 1321(j) (Judicial Assessment)	59,114.
33 U.S.C. 1321(b)(7)(D)	Oil/Hazardous Substances: Discharges, Gross Negligence (per barrel of oil or unit discharged) Judicial Assessment	7,093.
33 U.S.C. 1321(b)(7)(D)	Oil/Hazardous Substances: Discharges, Gross Negligence—Minimum Penalty (Judicial Assessment)	236,451.
33 U.S.C. 1322(j)	Marine Sanitation Devices; Operating	9,956.
33 U.S.C. 1322(j)	Marine Sanitation Devices; Sale or Manufacture	26,543.
33 U.S.C. 1608(a)	International Navigation Rules; Operator	18,610.
33 U.S.C. 1608(b)	International Navigation Rules; Vessel	18,610.
33 U.S.C. 1908(b)(1)	Pollution from Ships; General	93,058.
33 U.S.C. 1908(b)(2)	Pollution from Ships; False Statement	18,610.
33 U.S.C. 2072(a)	Inland Navigation Rules; Operator	18,610.
33 U.S.C. 2072(b)	Inland Navigation Rules; Vessel	18,610.
33 U.S.C. 2609(a)	Shore Protection; General	65,653.
33 U.S.C. 2609(b)	Shore Protection; Operating Without Permit	26,262.

TABLE 1 TO § 27.3—CIVIL MONETARY PENALTY INFLATION ADJUSTMENTS—Continued

U.S. code citation	Civil monetary penalty description	2025 adjusted maximum penalty amount (\$)
33 U.S.C. 2716a(a)	Oil Pollution Liability and Compensation	59,114.
33 U.S.C. 3852(a)(1)(A)	Clean Hulls; Civil Enforcement	54,124.
33 U.S.C. 3852(a)(1)(A)	Clean Hulls; related to false statements	72,164.
33 U.S.C. 3852(c)	Clean Hulls; Recreational Vessels	7,217.
42 U.S.C. 9609(a)	Hazardous Substances, Releases, Liability, Compensation (Class I)	71,545.
42 U.S.C. 9609(b)	Hazardous Substances, Releases, Liability, Compensation (Class II)	71,545.
42 U.S.C. 9609(b)	Hazardous Substances, Releases, Liability, Compensation (Class II subsequent offense)	214,637.
42 U.S.C. 9609(c)	Hazardous Substances, Releases, Liability, Compensation (Judicial Assessment)	71,545.
42 U.S.C. 9609(c)	Hazardous Substances, Releases, Liability, Compensation (Judicial Assessment subsequent offense)	214,637.
46 U.S.C. 80509(a)	Safe Containers for International Cargo	7,820.
46 U.S.C. 70305(c)	Suspension of Passenger Service	78,210.
46 U.S.C. 2110(e)	Vessel Inspection or Examination Fees	11,823.
46 U.S.C. 2115	Alcohol and Dangerous Drug Testing	9,624.
46 U.S.C. 2302(a)	Negligent Operations: Recreational Vessels	8,705.
46 U.S.C. 2302(a)	Negligent Operations: Other Vessels	43,527.
46 U.S.C. 2302(c)(1)	Operating a Vessel While Under the Influence of Alcohol or a Dangerous Drug	9,624.
46 U.S.C. 2306(a)(4)	Vessel Reporting Requirements: Owner, Charterer, Managing Operator, or Agent	14,988.
46 U.S.C. 2306(b)(2)	Vessel Reporting Requirements: Master	2,998.
46 U.S.C. 3102(c)(1)	Immersion Suits	14,988.
46 U.S.C. 3106(d)	Master Key Control System	1,059.
46 U.S.C. 3302(i)(5)	Inspection Permit	3,126.
46 U.S.C. 3318(a)	Vessel Inspection; General	14,988.
46 U.S.C. 3318(g)	Vessel Inspection; Nautical School Vessel	14,988.
46 U.S.C. 3318(h)	Vessel Inspection; Failure to Give Notice in accordance with (IAW) 3304(b)	2,998.
46 U.S.C. 3318(i)	Vessel Inspection; Failure to Give Notice IAW 3309(c)	2,998.
46 U.S.C. 3318(j)(1)	Vessel Inspection; Vessel ≥1600 Gross Tons	29,980.
46 U.S.C. 3318(j)(1)	Vessel Inspection; Vessel <1600 Gross Tons (GT)	5,996.
46 U.S.C. 3318(k)	Vessel Inspection; Failure to Comply with 3311(b)	29,980.
46 U.S.C. 3318(l)	Vessel Inspection; Violation of 3318(b)–3318(f)	14,988.
46 U.S.C. 3502(e)	List/count of Passengers	312.
46 U.S.C. 3504(c)	Notification to Passengers	31,252.
46 U.S.C. 3504(c)	Notification to Passengers; Sale of Tickets	1,562.
46 U.S.C. 3506	Copies of Laws on Passenger Vessels; Master	625.
46 U.S.C. 3507(h)(1)(A)	Passenger Vessel Security and Safety; Daily Penalty & Maximum Penalty	26,481 Daily/52,962 Maximum.
46 U.S.C. 3508(d)	Passenger Vessel Security and Safety; Crewmembers Crime Scene Preservation Training; Maximum Penalty	52,962.
46 U.S.C. 3718(a)(1)	Liquid Bulk/Dangerous Cargo	78,134.
46 U.S.C. 4106	Uninspected Vessels	13,132.
46 U.S.C. 4311(b)(1)	Recreational Vessels (maximum for related series of violations)	413,388.
46 U.S.C. 4311(b)(1)	Recreational Vessels; Violation of 4307(a)	8,267.
46 U.S.C. 4311(c)	Engine Cut-Off Switches; Violation of 4312(b), First Offense	106.
46 U.S.C. 4311(c)	Engine Cut-Off Switches; Violation of 4312(b), Second Offense	265.
46 U.S.C. 4311(c)	Engine Cut-Off Switches; Violation of 4312(b), Subsequent to Second Offense	529.
46 U.S.C. 4311(d)	Recreational Vessels	3,126.
46 U.S.C. 4507	Uninspected Commercial Fishing Industry Vessels	13,132.
46 U.S.C. 4703	Abandonment of Barges	2,224.
46 U.S.C. 5116(a)	Load Lines	14,308.
46 U.S.C. 5116(b)	Load Lines; Violation of 5112(a)	28,619.
46 U.S.C. 5116(c)	Load Lines; Violation of 5112(b)	14,308.
46 U.S.C. 6103(a)	Reporting Marine Casualties	49,848.
46 U.S.C. 6103(b)	Reporting Marine Casualties; Violation of 6104	13,132.
46 U.S.C. 8101(e)	Manning of Inspected Vessels; Failure to Report Deficiency in Vessel Complement	2,365.
46 U.S.C. 8101(f)	Manning of Inspected Vessels	23,647.
46 U.S.C. 8101(g)	Manning of Inspected Vessels; Employing or Serving in Capacity not Licensed by U.S. Coast Guard (USCG)	23,647.
46 U.S.C. 8101(h)	Manning of Inspected Vessels; Freight Vessel <100 GT, Small Passenger Vessel, or Sailing School Vessel	3,126.
46 U.S.C. 8102(a)	Watchmen on Passenger Vessels	3,126.
46 U.S.C. 8103(f)	Citizenship Requirements	1,562.
46 U.S.C. 8104(i)	Watches on Vessels; Violation of 8104(a) or (b)	23,647.
46 U.S.C. 8104(j)	Watches on Vessels; Violation of 8104(c), (d), (e), or (h)	23,647.
46 U.S.C. 8106(f)	Employing Qualified Available U.S. Citizens or Residents	10,592 Daily/105,923 Maximum.
46 U.S.C. 8302(e)	Staff Department on Vessels	312.
46 U.S.C. 8304(d)	Officer's Competency Certificates	312.
46 U.S.C. 8502(e)	Coastwise Pilotage; Owner, Charterer, Managing Operator, Agent, Master or Individual in Charge	23,647.

TABLE 1 TO § 27.3—CIVIL MONETARY PENALTY INFLATION ADJUSTMENTS—Continued

U.S. code citation	Civil monetary penalty description	2025 adjusted maximum penalty amount (\$)
46 U.S.C. 8502(f)	Coastwise Pilotage; Individual	23,647.
46 U.S.C. 8503	Federal Pilots	74,943.
46 U.S.C. 8701(d)	Merchant Mariners Documents	1,562.
46 U.S.C. 8702(e)	Crew Requirements	23,647.
46 U.S.C. 8906	Small Vessel Manning	49,848.
46 U.S.C. 9308(a)	Pilotage: Great Lakes; Owner, Charterer, Managing Operator, Agent, Master or Individual in Charge.	23,647.
46 U.S.C. 9308(b)	Pilotage: Great Lakes; Individual	23,647.
46 U.S.C. 9308(c)	Pilotage: Great Lakes; Violation of 9303	23,647.
46 U.S.C. 10104(a)(2)	Requirement to Report Sexual Assault and Harassment; Mandatory Reporting by Responsible Entity of a Vessel.	52,962.
46 U.S.C. 10104(d)(2)	Requirement to Report Sexual Assault and Harassment; Company After Action Summary, violation of 10104(d)(1).	26,481.
46 U.S.C. 10104(d)(2)	Requirement to Report Sexual Assault and Harassment; Company After Action Summary, Daily Noncompliance Penalty.	529.
46 U.S.C. 10104(d)(2)	Requirement to Report Sexual Assault and Harassment; Company After Action Summary, Civil Penalty Maximum.	52,962.
46 U.S.C. 10314(a)(2)	Pay Advances to Seamen	1,562.
46 U.S.C. 10314(b)	Pay Advances to Seamen; Remuneration for Employment	1,562.
46 U.S.C. 10315(c)	Allotment to Seamen	1,562.
46 U.S.C. 10321	Seamen Protection; General	10,831.
46 U.S.C. 10505(a)(2)	Coastwise Voyages: Advances	10,831.
46 U.S.C. 10505(b)	Coastwise Voyages: Advances; Remuneration for Employment	10,831.
46 U.S.C. 10508(b)	Coastwise Voyages: Seamen Protection; General	10,831.
46 U.S.C. 10711	Effects of Deceased Seamen	625.
46 U.S.C. 10902(a)(2)	Complaints of Unfitness	1,562.
46 U.S.C. 10903(d)	Proceedings on Examination of Vessel	312.
46 U.S.C. 10907(b)	Permission to Make Complaint	1,562.
46 U.S.C. 11101(f)	Accommodations for Seamen	1,562.
46 U.S.C. 11102(b)	Medicine Chests on Vessels	1,562.
46 U.S.C. 11104(b)	Destitute Seamen	312.
46 U.S.C. 11105(c)	Wages on Discharge	1,562.
46 U.S.C. 11303(a)	Log Books; Master Failing to Maintain	625.
46 U.S.C. 11303(b)	Log Books; Master Failing to Make Entry	625.
46 U.S.C. 11303(c)	Log Books; Late Entry	469.
46 U.S.C. 11506	Carrying of Sheath Knives	157.
46 U.S.C. 12151(a)(1)	Vessel Documentation	20,468.
46 U.S.C. 12151(a)(2)	Documentation of Vessels—Related to activities involving mobile offshore drilling units	34,116.
46 U.S.C. 12151(c)	Vessel Documentation; Fishery Endorsement	156,422.
46 U.S.C. 12309(a)	Numbering of Undocumented Vessels—Willful violation	15,628.
46 U.S.C. 12309(b)	Numbering of Undocumented Vessels	3,126.
46 U.S.C. 12507(b)	Vessel Identification System	26,262.
46 U.S.C. 14701	Measurement of Vessels	57,238.
46 U.S.C. 14702	Measurement; False Statements	57,238.
46 U.S.C. 31309	Commercial Instruments and Maritime Liens	26,262.
46 U.S.C. 31330(a)(2)	Commercial Instruments and Maritime Liens; Mortgagor	26,262.
46 U.S.C. 31330(b)(2)	Commercial Instruments and Maritime Liens; Violation of 31329	65,653.
46 U.S.C. 55112(d)	Vessel Escort Operations and Towing Assistance	10,592.
46 U.S.C. 70036(a)	Ports and Waterways Safety Regulations	117,608.
46 U.S.C. 70041(d)(1)(B)	Vessel Navigation: Regattas or Marine Parades; Unlicensed Person in Charge	11,823.
46 U.S.C. 70041(d)(1)(C)	Vessel Navigation: Regattas or Marine Parades; Owner Onboard Vessel	11,823.
46 U.S.C. 70041(d)(1)(D)	Vessel Navigation: Regattas or Marine Parades; Other Persons	5,911.
46 U.S.C. 70052(c)	Regulation of Vessels in Territorial Waters of the United States	26,481.
46 U.S.C. 70119(a)	Port Security	43,527.
46 U.S.C. 70119(b)	Port Security—Continuing Violations	78,210.
46 U.S.C. 70506	Maritime Drug Law Enforcement; Penalties	7,217.
49 U.S.C. 5123(a)(1)	Hazardous Materials: Related to Vessels—Maximum Penalty	102,348.
49 U.S.C. 5123(a)(2)	Hazardous Materials: Related to Vessels—Penalty from Fatalities, Serious Injuries/Illness or Substantial Damage to Property.	238,809.
49 U.S.C. 5123(a)(3)	Hazardous Materials: Related to Vessels—Training	617.

¹ Enacted under the Tariff Act of 1930 exempt from inflation adjustments.

Title 49—Transportation**PART 1503—INVESTIGATIVE AND ENFORCEMENT PROCEDURES**

■ 3. The authority citation for part 1503 continues to read as follows:

Authority: 6 U.S.C. 1142; 18 U.S.C. 6002; 28 U.S.C. 2461 (note); 49 U.S.C. 114, 20109, 31105, 40113–40114, 40119, 44901–44907, 44939, 46101–46107, 46109–46110, 46301, 46305, 46311, 46313–46314; Pub. L. 110–53 (121 Stat. 266, Aug. 3, 2007) secs. 1408 (6 U.S.C. 1137), 1501 (6 U.S.C. 1151), 1517 (6 U.S.C. 1167), and 1534 (6 U.S.C. 1184).

■ 4. In § 1503.401, revise paragraph (c) to read as follows:

§ 1503.401 Maximum penalty amounts.

* * * * *

(c) *Certain aviation related violations.*

(1) For violations that occurred on or before November 2, 2015, \$10,000 per violation, up to a total of \$50,000 per civil penalty action, in the case of an individual or small business concern (“small business concern” as defined in section 3 of the Small Business Act (15 U.S.C. 632)). For violations that occurred between November 2, 2015, and May 16, 2024, \$17,062 per violation, up to a total of \$85,314 per civil penalty action, in the case of an individual (except an airman serving as an airman), or a small business concern. For violations that occurred on or before May 16, 2024, \$10,000 per violation, up to a total of \$50,000 per civil penalty action, in the case of an individual or small business concern (“small business concern” as defined in section 3 of the Small Business Act (15 U.S.C. 632)). For violations that occurred after May 16, 2024, \$17,062 per violation, up to a total of \$100,000 per civil penalty action, in the case of an individual (except an airman serving as an airman), or a small business concern.

(2) For violations that occurred on or before November 2, 2015, \$10,000 per violation, up to a total of \$400,000 per civil penalty action, in the case of any other person (except an airman serving as an airman) not operating an aircraft for the transportation of passengers or property for compensation. For violations that occurred between November 2, 2015, and May 16, 2024, \$17,062 per violation, up to a total of \$682,509 per civil penalty action, in the case of any other person (except an airman serving as an airman) not operating an aircraft for the transportation of passengers or property for compensation. For violations that occurred on or before May 16, 2024, \$10,000 per violation, up to a total of \$400,000 per civil penalty action, in the case of any other person (except an

airman serving as an airman) not operating an aircraft for the transportation of passengers or property for compensation. For violations that occurred after May 16, 2024, \$17,062 per violation, up to a total of \$1,200,000 per civil penalty action, in the case of any other person (except an airman serving as an airman) not operating an aircraft for the transportation of passengers or property for compensation.

(3) For violations that occurred on or before November 2, 2015, \$25,000 per violation, up to a total of \$400,000 per civil penalty action, in the case of a person operating an aircraft for the transportation of passengers or property for compensation (except an individual serving as an airman). For violations that occurred between November 2, 2015, and May 16, 2024, \$42,657 per violation, up to a total of \$682,509 per civil penalty action, in the case of a person (except an individual serving as an airman) operating an aircraft for the transportation of passengers or property for compensation. For violations that occurred on or before May 16, 2024, \$25,000 per violation, up to a total of \$400,000 per civil penalty action, in the case of a person operating an aircraft for the transportation of passengers or property for compensation (except an individual serving as an airman). For violations that occurred after May 16, 2024, \$42,657 per violation, up to a total of \$1,200,000 per civil penalty action, in the case of a person (except an individual serving as an airman) operating an aircraft for the transportation of passengers or property for compensation.

Joseph Mazzara,

Acting General Counsel, U.S. Department of Homeland Security.

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BILLING CODE 9110–04–P; 9110–05–P

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 165**

[Docket Number USCG–2025–0643]

RIN 1625–AA00

Safety Zone; Beltway 8 Bridge Construction, Houston Ship Channel, Houston, TX

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for certain navigable waters of the Houston Ship Channel around the Beltway 8 Bridge (Sam Houston Tollway Ship Channel Bridge), during bridge construction and demolition activities. The temporary safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created by constructing a new bridge. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector Houston-Galveston.

DATES: This rule is effective without actual notice from December 29, 2025 through March 1, 2030. For the purposes of enforcement, actual notice will be used from December 22, 2025, until December 29, 2025.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG–2025–0643.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact Marine Science Technician Chief Petty Officer Anthony W. Booth, Sector Houston-Galveston Waterway Management Division, Coast Guard; Telephone (713) 398–5823, Email houstonwww@uscg.mil.

SUPPLEMENTARY INFORMATION:**I. Table of Abbreviations**

BNM Broadcast Notice to Mariners
CFR Code of Federal Regulations
CG Coast Guard
COTP Captain of the Port
DHS Department of Homeland Security
FR Federal Register
LNM Local Notice to Mariners
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code
VTS Vessel Traffic Service

II. Background and Authority

On July 24, 2025, construction of the new Beltway 8 Bridge (Sam Houston Tollway Ship Channel Bridge) started over the navigable waters of the Houston Ship Channel. The Coast Guard previously published a short-term temporary safety zone to cover the initial phase of this construction, which covers only a small area along the north and south shorelines around the bridge (90 FR 35437, July 28, 2025). The Coast Guard also published a notice of proposed rulemaking (NPRM) to establish a long-term temporary safety zone for this project (90 FR 43950, September 11, 2025). In that NPRM, we stated why we issued the NPRM and invited comments on our proposed regulatory action.