

MONTHLY REPORT for ICS**November 2025**

NOTE TO THE READER: Reference to the Federal Register may be found at <http://www.gpo.gov/fdsys/browse/collection.action?collectionCode=FR>.

References to legislation may be found at <https://www.congress.gov> at the center of the page.

California State Lands Commission (CSLC) – Readoption of Emergency Ballast Water Regulations

CSLC is proposing to readopt its emergency regulations that amended Article 4.7, Chapter 1, Division 3 of Title 2 of the California ballast water management regulations that entered into force on June 16, 2025. This emergency rule requires vessels with ballast water sourced from waters with a measured salinity of less than 18 parts per thousand to conduct a ballast water exchange prior to discharge in specified California fresh and brackish waters. This requirement is in addition to meeting the current California ballast water discharge performance standards.

This emergency regulation applies only to vessels arriving at ports in the San Francisco Bay area east of, and including, the port of Rodeo and extending to the Ports of Stockton and Sacramento.

Under this emergency regulation, the vessel must (1) measure and record the salinity and maintain a record on board the vessel of the salinity measurements from (a) any ballast water source for each ballast water tank and (b) discharged ballast water for each ballast water tank (2) the vessel must meet the discharge performance standards and for tanks with ballast water with a salinity of less than 18 parts per thousand must also conduct a ballast water exchange in near coastal waters and ensure that the salinity of the discharged ballast water is equal to or greater than 30 parts per thousand.

Additional information, including the regulatory text, may be viewed at: <https://www.slc.ca.gov/content-types/readoption-of-emergency-amendments-to-article-4-7/>.

California – CARB Deadlines for 2026 Vessel Incident Events (VIESs and Terminal Incident Events (TIEs) under the Ocean Going Vessel at Berth Regulation

CARB has announced its 2026 deadlines for issuance of VIEs and TIEs for 2026 and requests for additional VIES and TIES from covered vessels calling in ports to which the ocean going vessel at berth regulations apply.

VIEs and TIEs provide regulated entities (vessels and terminals) flexibility for a limited number of visits per year where a vessel does not reduce emissions during a visit to a covered California port. Based on reports from vessels and terminals to CARB the prior year, the number of VIEs received equals 5% of a vessel's visit the prior year while the number of TIEs equals 5% of the total vessel visits received the prior year. Use of a VIE or TIE during a particular visit means the vessel visit is compliant with regards to both the vessel and terminal.

Fleets and terminals will be issued their VIEs and TIEs on February 1, 2026 and can be used between February 1, 2026 and January 31, 2027. It should be noted that only vessels/fleets that are registered with CARB are eligible to receive VIEs. If an unregistered fleet wishes to register with CARB they can do so by submitting a **Fleet Registration Template** to shorepower@arb.ca.gov.

For more information on the VIE and TIE issuance and usage program, see questions 108-119 in the VIE/TIE section of CARB's **Frequently Asked Questions (FAQ)**.

Washington State – Adoption of New Tug Escort Requirements

As required by Washington State statute by December 31, 2025, the State has adopted amendments to [Chapter 363-116 WAC, Pilotage Rules](#), to establish tug escort requirements for oil tankers between 5,000 and 40,000 deadweight tons (DWT) and barges and articulated tug barges greater than 5,000 DWT. As stated in the final regulation, the adopted rule closes critical safety gaps for vessels carrying oil in bulk, reducing the risk of a catastrophic oil spill in Puget Sound.

The adopted rule modifies the past regulations which were effective September 1, 2020 and expands the tug escort area by approximately 30 square miles (11% increase) to the northwest towards Patos Island, establishes minimum horsepower requirements for escort tugs based on the escorted vessels DWT (2000 HP for vessels between 5000 and 18000 DWT; 3000 HP for vessels greater than 18000 DWT), requires tugs escorting these vessels to have a minimum of twin screw propulsion and requires a pre-escort conference between the escort tug and escorted vessel to discuss the operational details of the transit.

The rule does not apply to unladen vessels or tank vessels conducting bunkering operations including the transit to/from the bunkering location.

The new rule is effective on December 21, 2025.

Supporting documents are available on the Washington State [Ecology rulemaking webpage](#) and the [BPC rulemaking webpage](#) and include the following documents:

- [Adopted Rule Language](#)
- [Final Regulatory Analyses](#)
- [Concise Explanatory Statement](#)
- [Rule Implementation Plan](#)

