

restructuring negotiations: eligibility and prudence. I take seriously the Order No. 636 process for both mechanisms in light of the billions of dollars that have already been billed to consumers in take-or-pay costs.

The Commission's past record on prudence review has been impotent at best. But, as a result of the full pass-through of transition costs allowed by this rule, the Commission has a new, larger prudence role to play. First, we must ensure that transition costs recovered pursuant to Order No. 636 are closely limited to contract realignments occurring as a direct result of implementing this rule. Second, we must determine that the remaining supply contracts are the product of prudent market-driven transactions.

In discussions leading up to the Final Order, I strongly favored an additional, optional mechanism which would have encouraged pipelines to offer 10 percent absorption of gas supply realignment costs in exchange for their customers' forgoing their rights to challenge prudence. I believe this optional approach is reasonable, and moreover, is not precluded by the rule. I expect that the pipelines and parties may well use this mechanism as an alternative to lengthy, costly and uncertain prudence reviews.

As to the Order No. 636 treatment of Great Plains gas, every comma, word, sentence and paragraph of the Order is internally inconsistent. Order No. 636's sweeping changes are driven by the overriding need to make natural gas a competitive commodity. We do this by eliminating cross-subsidies and by billing away costs associated with the old way of doing business. Yet in Great Plains, we are timid. I fail to see how the pass-through of such extraordinary gas costs will ultimately benefit the consumer, or transmit accurate pricing signals.

I understand the public trust responsibility with respect to recoupment of the public investment in Great Plains and I would support a proposal to retire that investment through a surcharge on natural gas transportation. The continued operational feasibility of Great Plains, however, should be a choice consumers should make by their willingness to pay the cost of converting coal to gas.

In all other regards, I enthusiastically support the Order. I expect that it will significantly contribute to improving the health and efficiencies of the natural gas industry to the benefit of the nation's consumers.

Jerry J. Langdon,
Commissioner.

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DEPARTMENT OF JUSTICE

28 CFR Part 14

[AG Order No. 1583-92]

Administrative Claims Under the Federal Tort Claims Act; Delegation of Authority

AGENCY: Department of Justice.

ACTION: Final rule.

SUMMARY: This Order delegates authority to the Secretary of Transportation to settle administrative claims presented pursuant to the Federal Tort Claims Act where the amount of the settlement does not exceed \$100,000. The Order implements Public Law 101-552. This Order will alert the general public to the Secretary of Transportation's new authority, and is being codified in the CFR to provide a permanent record of this delegation.

EFFECTIVE DATE: April 16, 1992.

FOR FURTHER INFORMATION CONTACT: Jeffrey Axelrad, Director, Torts Branch, Civil Division, U.S. Department of Justice, Washington, DC 20530, (202) 501-7075.

SUPPLEMENTARY INFORMATION: This Order has been issued to delegate settlement authority and is a matter solely related to division of responsibility between the Department of Justice and the United States Department of Transportation. It does not have a significant economic impact on a substantial number of small entities. 5 U.S.C. 605(b). It is not a major rule within the meaning of Executive Order No. 12291.

List of Subjects in 28 CFR Part 14

Authority delegations (government agencies), Claims.

By virtue of the authority vested in me, including 28 U.S.C. 509, 510, 5 U.S.C. 301, and 38 U.S.C. 223(a), title 28 of the Code of Federal Regulations is amended as follows:

PART 14—ADMINISTRATIVE CLAIMS UNDER FEDERAL TORT CLAIMS ACT

1. The authority citation for part 14 continues to read as follows:

Authority: 5 U.S.C. 301; 28 U.S.C. 509, 510, 2672; 38 U.S.C. 223(a).

APPENDIX TO PART 14—[AMENDED]

2. Part 14 is amended by adding a new provision at the end of the appendix to part 14 to read as follows:

Delegation of Authority to the Secretary of Transportation

Section 1. Authority to compromise tort claims.

(a) The Secretary of Transportation shall have the authority to adjust, determine, compromise and settle a claim involving the United States Department of Transportation under section 2672 of title 28, United States Code, relating to the administrative settlement of federal tort claims, if the amount of the proposed adjustment, compromise, or award does not exceed \$100,000. When the Secretary of

Transportation believes a claim pending before him presents a novel question of law or of policy, he shall obtain the advice of the Assistant Attorney General in charge of the Civil Division.

(b) The Secretary of Transportation may redelegate in writing the settlement authority delegated to him under this section.

Section 2. Memorandum.

Whenever the Secretary of Transportation settles any administrative claim pursuant to the authority granted by section 1 for an amount in excess of \$50,000 and within the amount delegated to him under section 1, a memorandum fully explaining the basis for the action taken shall be executed. A copy of this memorandum shall be sent to the Director, FTCA Staff, Torts Branch of the Civil Division.

Dated: April 8, 1992.

William P. Barr,
Attorney General.

[FR Doc. 92-8787 Filed 4-15-92; 8:45 am]
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DEPARTMENT OF THE INTERIOR

Minerals Management Service

30 CFR Parts 202, 206, and 207

Oil and Gas Product Valuation Regulations

April 7, 1992.

AGENCY: Minerals Management Service (MMS), Interior.

ACTION: Notice of training seminars.

SUMMARY: The Minerals Management Service (MMS) hereby gives notice that it will conduct training seminars at the locations and dates given below highlighting changes affecting the revised oil and gas product valuation regulations that were published in the *Federal Register* on January 15, 1988, (53 FR 1184 and 1230) and became effective March 1, 1988. The seminars will focus on the methods of determining value of oil and gas production for royalty purposes with emphasis on recent amendments to the product valuation regulations. Specific topics suggested by interested parties will also be considered.

DATES: See Supplementary Information.

ADDRESSES: See Supplementary Information.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Adamski, Oil and Gas Valuation Branch (OGVB), Royalty Valuation and Standards Division (RVSD), (303) 231-3404 or (FTS) 326-3404 or Mr. Scott Ellis, OGVB, RVSD, (303) 231-3543 or (FTS) 326-3543.

SUPPLEMENTARY INFORMATION: Since implementation of the revised oil and gas valuation regulations on March 1, 1988, there have been a number of regulatory changes and interpretations of valuation policy which impact the regulations. In an ongoing effort to be customer responsive, MMS will conduct several training seminars designed to explore certain valuation issues by way of example. The seminars will provide a presentation of specific issues wrapped within the context of the broader valuation framework. Valuation issues contemplated for presentation include: arm's-length versus nonarm's-length valuation, the final rule governing gas sales under percentage-of proceeds contracts, effective November 1, 1991, (56 FR 46527), exchange agreements, keep-whole processing agreements, pool pricing, transportation reduced prices, and valuation in units. The MMS seeks comments and expressed interest concerning these issues. In addition, MMS invites comments suggesting other topics of consequence.

Dates and Location

The seminars will consist of 1 1/2 day sessions. The seminars will be held from 8 a.m. to 4:30 p.m. on the first day and from 8 a.m. to 12 p.m. on the second day on the dates at the locations given below:

| Dates | Locations |
|----------------------|--|
| June 2-3, 1992 | Chevron U.S.A., Inc., 2003 Diamond Blvd., Concord, CA 94520. |
| June 9-10, 1992 ... | Marriott Astrodome, 2100 South Braeswood at Greenbryer, Houston, TX 77030, (713) 797-9000. |
| June 11-12, 1992. | Hilton Inn, 5000 E. Skelly Drive, Tulsa, OK 74135, (918) 622-7000. |
| June 16-17, 1992. | Sheraton Hotel & Conference Center, 360 Union Blvd., Lakewood, CO 80228, (303) 987-2000. |

Registration and Reservations

Persons interested in attending one of these seminars should contact Ms. Sara Leech at (303) 231-3529 or (FTS) 326-3529 at least one week prior to the seminar date. Each seminar is planned to accommodate 150 attendees, and registration will be made on a first-come-first-serve basis. Attendees should make arrangements for their own meals and lodging.

If insufficient interest is shown in attending any of the training seminars, that seminar may be canceled and alternate arrangements will be made for those who expressed interest.

Dated: April 9, 1992.
 James W. Shaw,
 Associate Director for Royalty Management.
 [FR Doc. 92-8777 Filed 4-15-92; 8:45 am]
 BILLING CODE 4310-MR-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD 11-92-01]

Drawbridge Operation Regulations; Sacramento River, Rio Vista, CA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule with request for comments.

SUMMARY: At the request of a citizens group in Rio Vista, CA, the Coast Guard is establishing a temporary drawbridge operation regulation for the Highway 12 drawbridge across the Sacramento River at Rio Vista, California (the Rio Vista Bridge), to limit openings for recreational vessels to three times an hour during peak highway traffic periods on summer weekends and holidays. This temporary regulation is being established to reduce serious highway traffic congestion at the bridge. Since this action should accommodate all the needs of marine traffic expected to pass the bridge, its impact is expected to be minimal.

DATES: This rule becomes effective on May 1, 1992 and terminates on October 31, 1992. Comments must be received on or before October 31, 1992.

ADDRESSES: Comments should be mailed to Commander (oan-br), Eleventh Coast Guard District, room 214, Building 10, Coast Guard Island, CA 94501-5100. The comments will be available for inspection and copying during normal work hours between 7 a.m. and 4 p.m. Monday through Friday, except holidays.

FOR FURTHER INFORMATION CONTACT: Wayne R. Till, Chief, Bridge Section, Aids to Navigation Branch (telephone: (510) 437-3514).

SUPPLEMENTARY INFORMATION: A notice of proposed rule making has not been published for this regulation. Following normal rulemaking procedure would have been contrary to the public interest. Immediate action is needed to prevent serious highway traffic tieups on Highway 12, the principal east-west connecting roadway in the California Delta. A comment period is being provided during the entire period the temporary regulation is in force; comments should be mailed to the office

listed under "ADDRESSES" in this preamble. Commentors should include their names and addresses, identify the docket number, and give reasons for their support or opposition. A Local Notice to Mariners has been issued. A similar regulation was implemented at the Rio Vista Bridge in 1991 and was found to improve overland transportation without significant effect on water transportation.

Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the proposed rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

This rulemaking has been thoroughly reviewed by the Coast Guard and it has been determined to be categorically excluded from further environmental documentation in accordance with section 2.B.2.g.(5) of Commandant Instruction M16475.1B.

Economic Assessment and Certification

This temporary regulation is considered to be non-major under Executive Order 12291 on Federal Regulation and nonsignificant under Department of Transportation regulatory policies and procedures (44 FR 11034, February 26, 1979). Since there is little economic impact, a full regulatory evaluation is unnecessary. This temporary regulation will have no appreciable consequences as it will not prohibit any vessels from using the waterway. Since the economic impact of this regulation is expected to be minimal, the Coast Guard certifies that it will not have a significant impact on a substantial number of small entities.

Drafting Information

The drafters of this rule are Susan H. Worden, project officer, and Lieutenant Steve M. Fitten, project attorney, Eleventh Coast Guard District Legal Office.

Discussion of Regulation

Highway 12 is the main east-west highway in the Sacramento-San Joaquin River Delta in northern California. It crosses three major recreational waterways on drawbridges: the Sacramento River at Rio Vista, the Mokelumne River east of Isleton, and Little Potato Slough at Terminus. In the vicinity of the Rio Vista Bridge, it carries as many as 1,100 vehicles per hour on