

fire watches, it has been determined that resolution of the Thermo-Lag corrective actions by WPPSS must be completed in accordance with current WPPSS schedules. By letter dated February 27, 1998, the NRC staff notified WPPSS of its plan to incorporate WPPSS's schedular commitment into a requirement by issuance of an order and requested consent from the Licensee. By letter dated March 12, 1998, the Licensee provided its consent to issuance of a Confirmatory Order.

### III

The Licensee's commitment as set forth in its letter of March 12, 1998, is acceptable and is necessary for the NRC to conclude that the public health and safety are reasonably assured. To preclude any schedule slippage and to assure public health and safety, the NRC staff has determined that the Licensee's commitment in its March 12, 1998, letter be confirmed by this Order. The Licensee has agreed to this action. Based on the above, and the Licensee's consent, this Order is effective March 25, 1998.

### IV

Accordingly, pursuant to sections 103, 161b, 161i, 161o, 182, and 186 of the Atomic Energy Act of 1954, as amended, and the Commission's regulations in 10 CFR 2.202 and 10 CFR Part 50, It is hereby ordered, effective March 25, 1998 that:

WPPSS shall complete final implementation of Thermo-Lag 330-1 fire barrier corrective actions at Washington Public Power Supply System, Nuclear Project No. 2, described in the WPPSS submittals to the NRC dated April 13, 1993, February 11, 1994, November 9, 1994, April 27, 1995, and September 26, 1997, during the R-14 Maintenance and Refueling Outage (Spring 1999). Overall work package close-out will be completed by December 1999.

The Director, Office of Nuclear Reactor Regulation, may relax or rescind, in writing, any provisions of this Confirmatory Order upon a showing by the Licensee of good cause.

### V

Any person adversely affected by this Confirmatory Order, other than the Licensee, may request a hearing within 20 days of its issuance. Where good cause is shown, consideration will be given to extending the time to request a hearing. A request for extension of time must be made in writing to the Director, Office of Nuclear Reactor Regulation, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, and include a statement of good cause for the extension. Any

request for a hearing shall be submitted to the Secretary, U.S. Nuclear Regulatory Commission, Attention: Docketing and Services Section, Washington, D.C. 20555. Copies of the hearing request shall also be sent to the Director, Office of Nuclear Reactor Regulation, U. S. Nuclear Regulatory Commission, Washington, D. C. 20555, to the Assistant General Counsel for Hearings and Enforcement at the same address, to the Regional Administrator, NRC Region IV at 611 Ryan Plaza Drive, Suite 400, Arlington, Texas 76011, and to the Licensee. If such a person requests a hearing, that person shall set forth with particularity the manner in which his/her interest is adversely affected by this Order and shall address criteria set forth in 10 CFR 2.714(d).

If a hearing is requested by a person whose interest is adversely affected, the Commission will issue an Order designating the time and place of any such hearing. If a hearing is held, the issue to be considered at such hearing shall be whether this Confirmatory Order should be sustained.

In the absence of any request for hearing, or written approval of an extension of time in which to request a hearing, the provisions specified in Section IV above shall be final 20 days from the date of this Order without further order or proceedings. If an extension of time for requesting a hearing has been approved, the provisions specified in Section IV shall be final when the extension expires if a hearing request has not been received. An answer or a request for hearing shall not stay the effectiveness of this Order.

Dated at Rockville, Maryland this 25th day of March 1998.

For the Nuclear Regulatory Commission.

**Samuel J. Collins,**

*Director, Office of Nuclear Reactor Regulation.*

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office

of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on January 16, 1998 [62 FR 2715].

**DATES:** Comments must be submitted on or before May 4, 1998.

**FOR FURTHER INFORMATION CONTACT:** Ms. Deborah M. Freund, Office of Motor Carrier Research and Standards, (202) 366-4009, Department of Transportation, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

#### Federal Highway Administration (FHWA)

*Title:* Emergency Relief Funding Applications.

*OMB Number:* 2125-0526.

*Type of Request:* Extension of a currently approved collection.

*Form(s):* N/A.

*Affected Public:* Motor carriers.

*Abstract:* Title 49 of the Code of Federal Regulations, Section 390.15 of the Federal Motor Carrier Safety Regulations (FMCSRs), requires motor carriers to make all records and information pertaining to crashes (accidents) available to an authorized representative or special agent of the Federal Highway Administration (FHWA) upon request or as part of an inquiry. For the purposes of Sec. 390.15, "accident" is defined as an occurrence involving a commercial motor vehicle operating on a public road in interstate or intrastate commerce which results in (1) A fatality; (2) bodily injury to a person who, as a result of the injury, receives medical treatment away from the scene of the accident; or (3) one or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle to be transported away from the scene by a tow truck or other motor vehicle (49 CFR 390.5). Occurrences involving only boarding and alighting from a stationary motor vehicle or involving only the loading or unloading of cargo are not included in the definition.

Motor carriers are required to maintain an accident register for one year after the date of the accident. The register must include a list of each accident. The information for each accident must include, at a minimum, the following elements: date of accident;

city or town in which or most near where the accident occurred and the State in which the accident occurred; driver name; number of injuries; number of fatalities; and whether hazardous materials, other than fuel spilled from the fuel tanks of motor vehicles involved in the accident, were released. In addition, the register must contain copies of all accident reports required by State or other governmental entities or insurers.

There are no prescribed forms. The records are used by the FHWA and its representatives as a source of information for investigations or special studies, and to assess the effectiveness of motor carriers' safety management controls.

*Estimated Annual Burden Hours:* 3,305.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention FHWA Desk Officer. Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, DC, on March 26, 1998.

**Phillip A. Leach,**

*Clearance Officer, United States Department of Transportation.*

[FR Doc. 98-8662 Filed 4-1-98; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. 98-NHTSA-98-3651; Notice 1]

#### Long Range Strategic Planning

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

**ACTION:** Notice and Request for Comment.

**SUMMARY:** NHTSA has published a draft Strategic Plan that supports Secretary Slater's recently published Department of Transportation Strategic Plan. The agency invites comments and suggestions that will be used in development of the final plan.

**FOR FURTHER INFORMATION CONTACT:**

Eleanor A. Hunter, Strategic Planning Division, NPP-11, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington D.C. 20590, telephone 202/366-2573, facsimile 202/366-2559. Copies of the draft Strategic Plan are available on the NHTSA Home Page (<http://www.nhtsa.dot.gov>) or by written request to NHTSA. Copies of all public comments will be available on the DOT Home Page 24 hours after receipt in the docket.

**DATES:** Comments are due no later than May 18, 1998.

**ADDRESSES:** Comments should refer to the docket and notice number of this notice and be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590. (Docket Room hours are 10:00 a.m.-5:00 p.m. EST, Monday-Friday.)

**SUPPLEMENTARY INFORMATION:** The National Highway Traffic Safety Administration's mission is to prevent motor vehicle crashes, save lives, prevent injuries, and reduce resulting health care and other economic costs. The agency develops and promotes educational, engineering, and enforcement strategies to end preventable tragedies and reduce economic costs of vehicle use and highway travel.

Traffic safety in the United States has experienced a dramatic improvement in the past twenty years. Fewer people are killed and injured in crashes, and travel on U.S. roadways is the safest on record. These gains result from: improved vehicle crashworthiness and crash avoidance; positive change in driver and passenger safety behavior; heightened public interest in safety; a national commitment to healthier lifestyles; and advances in medical care. Programs promoted by the agency are credited with saving over a quarter million lives and \$700 billion in societal cost.

Traffic safety nonetheless remains a major public health issue. Traffic crashes result in 94 percent of the deaths and 99 percent of the injuries in U.S. transportation. Traffic crashes are the leading cause of death for ages 6 to 27, the major cause of occupational injury, and the leading source of health care costs. The yearly economic cost to society exceeds \$150 billion.

Since publishing its first strategic plan in November 1994, NHTSA has expanded safety partnerships, focused attention on injury prevention, given a human face to the tragedy of crashes, and provided tools to empower safety advocates to take responsibility and work with us. Safety trends demonstrated that strategies guiding agency programs have been successful, but recently, indicators of traffic safety have stagnated, showing little if any improvement.

The agency's programs are closely aligned with the DOT strategic goals, and the linkage with our program areas is indicated in the plan. In September 1997, DOT published its new strategic plan containing five goals: safety; mobility; economic growth and trade; human and natural environment; and national security. NHTSA's primary role in the Department is to improve U.S. traffic safety and provide leadership for improving vehicle safety worldwide. Our programs make secondary contributions to DOT's mobility, economic growth and trade, and human and natural environment goals.

As the country approaches the new millennium, the agency views this as an important opportunity to reassess traffic safety issues facing this country and determine effective strategies for continuing historic improvements in traffic safety. The so-called "easy program fixes" have been made; achieving safety gains in the future will become more difficult, thus new strategies will be needed. The approaches traditionally promoted by NHTSA need to be reassessed jointly with the traffic safety community. New ideas and strategies must be defined and then added to the safety agenda of traditional programs that have demonstrated effectiveness in benefitting vehicle and behavioral safety.

NHTSA's goal (developed jointly with the Federal Highway Administration) is to reduce traffic fatalities and injuries 20 percent by the year 2008. Reaching this goal means deaths will decline from 41,900 (1996) to 33,500 (2008) and injuries will decline from 3.5 million to 2.8 million. Achieving these goals would reduce the traffic fatality rate by 35 percent, and save \$2.3 billion annually in health care costs. The agency looks forward to working with its partners and the general public to design a final plan that will help NHTSA achieve its goal.

The ideas and expertise of agency partners, other groups and the public are essential ingredients in the agency's strategic planning process. Therefore, the purpose of this notice is to