

(b) The aims and purposes of the organization (these should be in conformity with the spirit, purposes, and principles of the Charter of the United Nations);

(c) Information on the programs and activities of the organization and the country or countries in which they are carried out or to which they apply;

(d) A description of the membership of the organization, indicating the total number of members.

The Coordinator of the International Decade will promptly forward all applications, and any information received from the State concerned, to the Council Committee on Non-Governmental Organizations for its decision.

Negotiations on the text of the declaration are tentatively scheduled for two weeks in November 1995 in Geneva, Switzerland. In order to provide adequate time for processing applications, the United Nations Secretariat has requested that they be submitted by *August 31, 1995*.

Authorization to participate will remain valid for the duration of the Working Group, subject to relevant ECOSOC procedures. Organizations of indigenous people authorized to participate will have the opportunity to address the Working Group, consistent with relevant ECOSOC procedures, and are encouraged to organize themselves into constituencies for this purpose. Such organizations may make written presentations, but they will not be issued as official documents.

The Human Rights Commission, a subsidiary body of ECOSOC, encourages the Working Group to consider all aspects of the draft declaration, including its scope of application. Hence, participation by an organization in the Working Group would not necessarily mean that the people represented by it would be covered by all aspects of the declaration or, similarly, that people not represented would not be covered by the declaration. The United States has encouraged other governments to also consider the benefits of broad participation.

Tribal governments and other organizations of indigenous people can play an important and useful role in development of the declaration. While the declaration would be politically, not legally, binding it would represent the first comprehensive U.N. statement on indigenous rights and on the nature of the relationship between indigenous communities and the governments of the States in which they reside. Moreover, other countries appear interested in learning more about self-

government by Indian tribes and Alaska Natives within the United States.

For further information, please contact Tom Hushek, Bureau of Democracy, Human Rights and Labor, U.S. Department of State, telephone: (202) 647-3892.

Dated: August 17, 1995.

**Josiah Rosenblatt,**

*Director, Office of Multilateral Affairs, Bureau of Democracy, Human Rights and Labor.*

[FR Doc. 95-20891 Filed 8-22-95; 8:45 am]

BILLING CODE 4710-18-M

## TENNESSEE VALLEY AUTHORITY

### Operation of Watts Bar Nuclear Plant Unit 1

**AGENCY:** Tennessee Valley Authority.

**ACTION:** Issuance of record of decision.

**SUMMARY:** This notice is provided in accordance with TVA's procedures implementing the National Environmental Policy Act. TVA has determined that to meet the increasing need for electric power in the TVA region, it should continue with its plans to operate its Watts Bar Nuclear Plant (WBN) Unit 1 in 1996. On July 10, 1995, TVA announced that it had decided to adopt a Final Supplemental Environmental Impact Statement (FSEIS) on operation of WBN. 60 FR 35,577. This FSEIS was issued by the Nuclear Regulatory Commission in April 1995. Notice of the availability of the adopted FSEIS was announced by the Environmental Protection Agency at 60 FR 35393.

**FOR FURTHER INFORMATION CONTACT:** Jon M. Loney, Manager, Environmental Management Staff, Tennessee Valley Authority, 400 West Summit Hill Drive, WT 8C-K, Knoxville, Tennessee 37902, (615) 632-2201.

**SUPPLEMENTARY INFORMATION:** TVA is the electric supplier to an 80,000-square mile area containing parts of seven States. It and the distributors of energy, which TVA generates, serve about 7.5 million people. TVA currently has 25,600 megawatts of generating capacity on its power system. This includes coal-fired units, nuclear units, hydroelectric units, combustion turbines, and pumped storage hydro units.

TVA's WBN is located in Rhea County, Tennessee, approximately 80 kilometers (50 miles) northeast of Chattanooga, Tennessee. The site is located adjacent to TVA's Watts Bar Dam Reservation at Tennessee River Mile 528. WBN is a two unit pressurized water reactor nuclear plant. Each of its units has a net electrical output 1,160

megawatts. In August 1970, TVA proposed to construct and operate WBN. After completing an environmental impact statement, TVA decided to proceed with the plant in 1973.

Completing and licensing of the plant has been delayed. The delay was due in part to installation of modifications that NRC ordered for nuclear plants following the 1979 incident at the Three Mile Island nuclear plant. In addition, the need for power in the TVA region and elsewhere in the country dramatically changed from the need forecasted in the early 1970s. Plant licensing was further delayed in the mid-1980s while TVA resolved a number of WBN-specific safety concerns. To respond to these concerns, TVA implemented a series of corrective actions and plant modifications to prepare WBN Unit 1 for operation. Fuel is now scheduled to be loaded in WBN Unit 1 in late 1995 with commercial operation expected in Spring 1996. TVA has determined that Unit 1's generation is needed in 1996 and has decided not to change its earlier decision to proceed with the unit.

### Under TVA's Load Forecasts, WBN Unit 1 is Needed

The determination that WBN Unit 1 is needed in 1996 is based on TVA's forecasts of future power needs in the region that it serves. These forecasts rely on national and regional economic data and are produced through the use of state-of-the-art computer models. TVA prepares three types of forecasts of future power demands—a low-, medium-, and high-load forecast. There is substantial uncertainty in forecasting future power needs. Using a range of forecasts helps address this uncertainty.

The high-load forecast is designed to project a level of future energy demand that has 90-percent probability of not being exceeded (there is only a 10-percent chance that the forecast would be too low and that the demand would be greater). The medium-load forecast has a 50-percent probability. The probability for the low-load forecast is 10 percent—there is a 90-percent chance that the demand for energy in the TVA region would be greater than this estimated level.

Under all of TVA's current load forecasts, there is a need for additional energy resources in the immediate future to meet the demand for energy in the TVA region. Under TVA's medium-load forecast, there is a need in 1996 for the capacity of WBN Unit 1, as well as an additional 850 megawatts. Under TVA's high-load forecast, there is a need for 1,500 megawatts plus WBN Unit's capacity. Only under the low-load

forecast is there a slight surplus of capacity in 1996 of 300 megawatts with WBN Unit 1 operating.

TVA has received comments that its load forecasts are too high and the need for WBN Unit 1 has been questioned. TVA acknowledges that load forecasting is inherently uncertain and that future demand in the TVA region may be less than TVA's forecasts. However, since 1985, TVA's forecasting methodology has produced forecasts that have been within plus or minus 5 percent of actual demand. This is better than the utility industry standard of plus or minus 8-percent accuracy.

Because of concern about the accuracy of its forecasts, TVA asked Barakat & Chamberlin, Inc., a nationally-recognized expert in energy resource planning, to review TVA's forecasting approach in 1991. Barakat & Chamberlin concluded: "on a comparative basis, TVA's forecasting procedures compare very favorably with the best-practice procedures in the United States utility industry."

More recently, in connection with the preparation of its integrated resource plan and programmatic environmental impact statement, Energy Vision 2020, TVA asked George McCollister with Spectrum Economics, Inc., to review TVA's 1994 load forecast. Dr. McCollister is a load forecasting expert and was retained to provide independent advice to members of an outside stakeholders review group who oversaw preparation of Energy Vision 2020. Dr. McCollister suggested some improvements to TVA's load forecasting methodology but concluded: "TVA uses state-of-the-art models to forecast electric sales to residential and commercial customers in its power service area. TVA has acquired vast amounts of data and conducted many studies to support these models. TVA produces excellent documentation for its economic forecast, and perhaps does the best job of any utility in the country in forecasting the range of uncertainty in both its economic and electric load forecasts. TVA is highly commended for its achievements."

It takes many years to plan, permit, and construct new energy sources or to plan and deploy energy conservation measures (demand-side management programs). Years before the demand for energy arises, electric utilities must make decisions about how to meet forecasted demands. If no decisions are made or if the utility's forecasts are too low, those needing electric service in the future may not get it. TVA decided years ago that WBN would be needed to meet future demands on its system. Its current forecasts show that WBN Unit 1

is needed next year, and TVA chooses to rely on these forecasts and its experts. Even under the forecasts produced by those questioning TVA's forecasts, there is still a need for additional energy resources to meet energy demands in the TVA region. WBN Unit 1 would meet those needs while offsetting generation from the existing coal-fired system, thus reducing environmental effects.

#### Alternatives Considered

TVA considered a number of alternatives to constructing and completing WBN in its 1972 final environmental impact statement (FEIS). Among those alternatives were construction of coal-fired units, hydroelectric units, gas-fired units, and oil-fired units. These alternatives were deemed not feasible, more costly, and/or more environmentally detrimental than construction and operation of WBN. TVA also considered purchasing firm power from neighboring utilities but concluded that its neighbors would not be able to supply sufficient firm power to meet TVA's needs and that the environmental impacts of a neighboring utility generating that power would like be similar to or greater than the impacts associated with operating WBN.

WBN Unit 1 is not essentially complete and the alternatives available to TVA in light of the status of the unit and need for it are limited. TVA considered continuing with the unit (the No-Action Alternative because it involves not changing TVA's current course of action), delaying completing the unit and purchasing power, or canceling the unit and purchasing power. TVA concluded that continuing with WBN Unit 1 was the most cost effective and environmentally preferable alternative among the viable alternatives remaining to it.

TVA has invested approximately \$6.4 billion in Unit 1 and the facilities it shares with Unit 2. Since these costs have already been incurred, changing TVA's course of action and deciding not to operate the plant would not avoid the costs. TVA would still have to recover these costs in the rates it charges for its electricity. If TVA does not complete the unit, it would have to write off approximately \$200 million to \$600 million in costs annually, depending on the period for the write-off. Operating the unit would allow TVA to begin earning a return on the agency's investment in the form of generation from the unit and allow TVA to recover the costs of building the facility over a longer period of time (40 years versus the traditional write-off period of 10 years).

Compared to purchasing power or meeting future demand with coal-fired generation or combustion turbine units, operation of WBN Unit 1 will be more economical. WBN Unit 1's operating costs are projected to be approximately 1.7 cents/kwh. The operating costs of alternative generating sources range from 2.0 to 6.0 cents/kwh.

It is difficult to project the potential environmental impacts associated with purchasing power because there are a number of different kinds of sources that could provide this power. If it comes from a neighboring utility system, TVA's analyses indicate that the power is likely to be produced by coal-fired units because these are the units that are economically marginal to operate (the utility will be operating other, lower-cost generation to meet its own needs). As explained in TVA's 1972 FEIS, coal-fired units result in substantially larger amounts of air pollution than would operation of WBN Unit 1. Gas-fired units would also produce more air emissions pollution. As a closed-cycle plant, WBN Unit 1 is also likely to produce fewer water emissions than a coal-fired unit or another nuclear unit which is open cycle.

The environmental consequences of completing and operating WBN Unit 1 are set out in TVA's 1972 FEIS and its adopted 1995 FSEIS. Most of the impacts associated with Unit 1 result from constructing the unit and have already been experienced. The impacts associated with actually operating the unit are relatively minimal. They include: (1) Releases of small quantities of radioactivity to the air and water; (2) release of minor quantities of heat and nonradioactive waste waters to Chickamauga Reservoir; and (3) release of significant quantities of heat and water vapor from the plant's cooling towers to the atmosphere. Conversion of the site from agricultural use to an industrial use has largely occurred with the construction of the plant.

TVA also considered as a possible, but nonviable, alternative the deployment of energy conservation programs to reduce the demand that WBN Unit 1 would serve. There are a large number of these programs that could be deployed in the TVA region. However, it takes three to five years to put such programs in place and to begin to achieve noticeable energy savings. The combination of sufficient programs to offset Unit 1's capacity is estimated to cost approximately 7.0 cents/kwh, well above Unit 1's operating costs. It is, therefore, not feasible to deploy sufficient energy conservation programs in time to meet the need in 1996; and,

even if such programs could be deployed in time, they would cost much more than operating WBN Unit 1.

### Mitigation and Monitoring Measures

The 1972 FEIS and the 1995 FSEIS identify a number of mitigation and monitoring requirements. These have either been incorporated in the plant's construction permit or National Pollutant Discharge Elimination System (NPDES) permit and, as appropriate, are expected to appear as conditions in the operating license issued by NRC for the unit.

Dated: August 11, 1995.

**Mark O. Medford,**

*Vice President, Engineering and Technical Services.*

[FR Doc. 95-20860 Filed 8-22-95; 8:45 am]

BILLING CODE 8120-01-M

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Reports, Forms and Recordkeeping Requirements

**AGENCY:** Department of Transportation (DOT), Office of the Secretary.

**ACTION:** Notice.

**SUMMARY:** This notice lists those forms, reports, and recordkeeping requirements imposed upon the public which were transmitted by the Department of Transportation to the Office of Management and Budget (OMB) for its approval in accordance with the requirements of the Paperwork Reduction Act of 1980 (44 USC Chapter 35).

**DATES:** August 17, 1995.

**ADDRESSES:** Written comments on the DOT information collection requests should be forwarded, as quickly as possible, to Edward Clarke, Office of Management and Budget, New Executive Office Building, Room 10202, Washington, D.C. 20503. If you anticipate submitting substantive comments, but find that more than 10 days from the date of publication are needed to prepare them, please notify the OMB official of your intent immediately.

**FOR FURTHER INFORMATION CONTACT:** Copies of the DOT information collection requests submitted to OMB may be obtained from Susan Pickrel or Gemma deGuzman, Information Resource Management (IRM) Strategies Division, M-32, Office of the Secretary of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590, (202) 366-4735.

**SUPPLEMENTARY INFORMATION:** Section 3507 of Title 44 of the United States Code, as adopted by the Paperwork Reduction Act of 1980, requires that agencies prepare a notice for publication in the **Federal Register**, listing those information collection requests submitted to OMB for approval or renewal under that Act. OMB reviews and approves agency submissions in accordance with criteria set forth in that Act. In carrying out its responsibilities, OMB also considers public comments on the proposed forms and the reporting and recordkeeping requirements. OMB approval of an information collection requirement must be renewed at least once every three years.

#### Items Submitted to OMB for Review

The following information collection requests were submitted to OMB on August 17, 1995:

*DOT No:* 4103.

*OMB No:* 2132—New.

*Administration:* Federal Transit Administration (FTA).

*Title:* FTA Customer Surveys.

*Need for Information:* Executive Order 13862, "Setting Customer Service Standards" requires agencies to set levels of service and monitor customer satisfaction.

*Proposed Use of Information:* This information obtained from FTA customers will provide decision makers with the information necessary to determine current levels of service, establish realistic ongoing service delivery standards, and to establish mechanisms for ongoing monitoring of customer satisfaction.

*Frequency:* Annually.

*Respondents:* Transit providers and Metropolitan Planning Organizations.

*Number of Respondents:* 911.

*Burden Estimate:* 455.5 hours.

*Form(s):* None.

*Average Burden Hours Per Response:* 30 minutes.

*DOT No:* 4104.

*OMB No:* 2128-0558.

*Administration:* National Highway Traffic Safety Administration (NHTSA).

*Title:* Production Reporting System for Side Impact Protection Compliance (49 CFR Part 586).

*Need for Information:* 15 U.S.C. 1392 of the National Traffic and Motor Vehicle Safety Act of 1966, authorizes the issuance of Federal Motor Vehicle Safety Standards (FMVSS).

*Proposed Use of Information:* The NHTSA will use this information to determine the extent to which manufacturers are complying with the stated goals.

*Frequency:* Annually.

*Burden Estimate:* 936 hours.

*Respondents:* Passenger car manufacturers.

*Number of Respondents:* 26.

*Form(s):* None.

*Average Burden Hours Per Response:* 24.

*DOT No:* 4105.

*OMB No:* 2133-0505.

*Administration:* Maritime Administration (MARAD).

*Title:* Voluntary Tanker Agreement.

*Need for Information:* The Maritime Administration is required to ensure sufficient capacity is available to satisfy the essential needs of the Department of Defense for transportation of petroleum and petroleum products in bulk by sea.

*Proposed Use of Information:* The MARAD will use this information to evaluate tanker capability and make plans for the use of this capability to meet national emergency requirements.

*Frequency:* On occasion.

*Burden Estimate:* 18 hours.

*Respondents:* Tanker companies.

*Number of Respondents:* 36.

*Form(s):* None.

*Average Burden Hours Per Response:* 30 minutes.

*DOT No:* 4106.

*OMB No:* 2127-0539.

*Administration:* National Highway Traffic Safety Administration.

*Title:* 49 CFR 542, Procedures for Selecting Lines to be Covered by the Theft Prevention Standard.

*Need for Information:* the Anti Car Theft Act of 1992 (amended the Motor Vehicle Theft Law Enforcement Act of 1984 (P.L. 98-547) requires this collection of information.

*Proposed Use of Information:* NHTSA will use this information to identify certain motor vehicles and their major replacement parts and to impede motor vehicle theft.

*Frequency:* One time only.

*Burden Estimate:* 4216 hours.

*Respondents:* Manufacturers of passenger automobiles.

*Number of Respondents:* 34.

*Form(s):* None.

*Average Burden Hours Per Response:* 24.8 hours.

*DOT No:* 4107.

*OMB No:* 2133-New.

*Administration:* Maritime Administration.

*Title:* Port Facility Conveyance Information.

*Need for Information:* Public Law 013-160, 2927 was passed on November 30, 1993, and amends 40 U.S.C. 484 (the Federal Property and Administrative Services Act of 1949). This authorizes the collection of this information.

*Proposed Use of Information:* This information will be used by MARAD to