

public in accordance with the provisions of 5 U.S.C. § 552, will be available for inspection and copying at the Commission's Public Reference Section, 450 Fifth Street, N.W., Washington, D.C. 20549. Copies of such filing will also be available for inspection and copying at the principal office of the Exchange. All submissions should refer to File No. SR-Phlx-96-14 and should be submitted by January 21, 1998.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.²⁷

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 97-33992 Filed 12-30-97; 8:45 am]

BILLING CODE 8010-01-M

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Thresholds for Implementation of Trade Agreements Act

AGENCY: Office of the United States Trade Representative.

ACTION: Adjustment of thresholds for implementation of Trade Agreements Act.

SUMMARY: Executive Order 12260 requires the U.S. Trade Representative to set the U.S. dollar thresholds for application of Title III of Trade Agreements Act of 1979 (19 U.S.C. 2511 et seq.), which implements U.S. obligations under the World Trade Organization (WTO) Agreement on Government Procurement and Chapter 10 of the North American Free Trade Agreement (NAFTA). These obligations apply to procurements valued at or above specified U.S. dollar thresholds. The U.S. Trade Representative has determined that, effective January 1, 1998, the thresholds will be as follows:

1. WTO Agreement on Government Procurement

A. Central Government Entities Covered by the WTO Agreement on Government Procurement (as listed in United States Annex 1 of the Agreement):

- Procurements of goods and services—\$186,000
- Procurements of construction services—\$7,143,000

B. Sub-Central Government Entities Covered by the WTO Agreement on Government Procurement (as listed in United States Annex 2 of the Agreement):

- Procurement of goods and services—\$507,000
- Procurement of construction services—\$7,143,000
- C. All Other Government Entities Covered by the WTO Agreement on Government Procurement (as listed in United States Annex 3 of the Agreement):
- Procurement of goods and services—\$571,000
- Procurement of construction services—\$7,143,000

2. Chapter 10 of the NAFTA

A. Federal Government Entities (as listed in the United States Schedule to Annex 1001.1a-1 of the NAFTA):

- Procurements of goods and services—\$51,450
- Procurements of construction services—\$6,688,500

B. Government Enterprises (as listed in the United States Schedule to Annex 1001.1a-2 of the NAFTA):

- Procurements of goods and services—\$257,250
- Procurement of construction services—\$8,232,000

FOR FURTHER INFORMATION CONTACT:

Rebecca Reese, Office of WTO Affairs (202-395-3063), Office of the United States Trade Representative, 600 Seventeenth Street, NW, Washington, D.C. 20508.

Frederick L. Montgomery,

Chairman, Trade Policy Staff Committee.

[FR Doc. 97-34142 Filed 12-30-97; 8:45 am]

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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. 3501 et seq.), this notice announces that the Information Collection Requests (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICRs describe the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the information collection entitled "Study of the First There, First Care National Campaign: An Intervention to Save Lives" (previously referred to as the

"Bystander Care Program") was published on February 3, 1997 [62 FR, page 5066–5067] and on information collection entitled "Development of Improved Driver Interview Procedures for Police Use at Checkpoints" was published on February 19, 1997 [62 FR 7494–7495].

DATES: Comments must be submitted on or before January 30, 1998.

FOR FURTHER INFORMATION CONTACT: Edward Kosek, NHTSA Information Collection Clearance Officer at (202) 366-2589.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration (NHTSA)

Title: Study of the First There, First Care National Campaign: An Intervention to Save Lives.

OMB No.: 2127-NEW.

Type of Request: Approval of a New Information Collection.

Affected Public: Individuals ages 16 and older living in households with telephones within a population of two rural sites.

Abstract: NHTSA will conduct a telephone survey as a major component of a two-site evaluation of its "First There, First Care National Campaign" Program. In accordance with the agency's mandate to reduce fatalities and economic loss resulting from motor vehicle crashes, this Program was established to encourage passerby to stop at rural crash sites, render life-saving assistance, and summon emergency medical services (EMS). The program is designed to raise public awareness of the importance of bystander care, and to teach the few basic skills necessary to recognize an emergency, start victims' breathing, stop victims' bleeding, and contact EMS. The data from the survey will be used to evaluate the extent to which the "First There, First Care" messages have reached the public in targeted areas, the extent to which these messages were successful in changing attitudes towards providing emergency care, and the extent to which the program improved knowledge needed to successfully provide emergency care.

Estimated Annual Burden Hours: 164 hours.

Estimated Number of Respondents: 640.

Need: The findings will be used to judge the efficacy of the "First There, First Care" Program. NHTSA will draw on this information when considering continuation, refinement, and expansion of the "First There, First Care" Program.

²⁷ 17 CFR 200.30-3(a)(12).

Title: Development of Improved Driver Interview Procedures for Police Use at Checkpoints.

OMB No.: 2127-NEW.

Type of Request: Approval of a New Information Collection.

Affected Public: Drivers who are stopped at two sobriety checkpoint operations in one community and who are asked to voluntarily provide an alcohol breath sample.

Abstract: The National Highway Traffic Safety Administration (NHTSA) plays a key role in the national effort to reduce alcohol related traffic injuries and deaths. One way the enforcement community has tried to combat this problem is by conducting sobriety checkpoints; however, there is evidence that many of the impaired drivers passing through these checkpoints are not detected by police. One component of this study is the observation by researchers of customary police interviewing practices at sobriety checkpoints. Behaviors and cues of interviewed drivers will be linked to their breath alcohol levels to develop more effective screening procedures. Breath samples will be obtained only from drivers who volunteer to participate in this study. Current data on the best ways to improve driver interviews by police at checkpoints do not exist.

Estimated Annual Burden Hours: 49 hours.

Estimated Number of Respondents: 2,000.

Need: The findings from researcher observations of checkpoint operations will help determine whether further development of an improved battery of police interview procedures is warranted. If the results are positive, a field test will be conducted as part of this study to determine whether the new procedures are an improvement over those customarily used by police to detect drivers at illegal BACs. Should the findings from the field test be successful, a police training package, containing the improved procedures, will be developed and disseminated to police agencies. Improved interview procedures will help police officers at checkpoints make more accurate decisions regarding which drivers should or should not be detained for further sobriety testing. This should increase the efficiency of checkpoint operations. Such improvements should also heighten the public's perception of being apprehended for drunk driving at sobriety checkpoints.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of

Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention DOT 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.

Issued in Washington, DC, on December 23, 1997.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-34136 Filed 12-30-97; 8:45 am]

BILLING CODE 4910-62-P

Seattle, Washington. Written materials on Docket No. OST-97-3286, may be mailed or hand delivered to the U.S. Department of Transportation, Dockets, 400 Seventh Street SW., Washington, DC 20590, Room PL-401, between the Hours of 10 a.m. to 5:00 p.m.

FOR FURTHER INFORMATION CONTACT:

Stephen M. Shapiro, Environmental Affairs Specialist, Office of Environment, Energy, and Safety (P-10), Room 9217, 400 Seventh Street SW., Washington, DC 20590. (202) 366-4866, fax (202) 366-7618.

SUPPLEMENTARY INFORMATION:

Background Information

On November 28, 1995, the President signed the Alaska Power Administration Asset Sale and Termination Act (Pub. L. 104-58), authorizing exports of Alaskan North Slope (ANS) crude oil when transported in U.S. flag tankers. Section 401 of the Act directed the Coast Guard to submit a plan to Congress on the most cost-effective means of implementing an international private sector tug-of-opportunity system (ITOS) to provide timely emergency response to a vessel in distress transiting the waters within the boundaries of the Olympic Coast Marine Sanctuary or the Strait of Juan de Fuca.

An ITOS plan was developed by a cross section of the marine transportation industry in the State of Washington and the Province of British Columbia, and is being implemented through the Marine Exchange of Puget Sound. DOT welcomes this private sector initiative to prevent marine casualties, and appreciates the substantial efforts that have been expended by all of the participants.

The Coast Guard submitted its report to Congress on January 31, 1997, and issued an addendum report to address pending ITOS issues on December 16, 1997. The addendum incorporates further information on the nature and effects of winds and currents that was provided by the National Oceanographic and Atmospheric Administration. Copies of the ITOS Report and Addendum may be obtained by contacting the Office of Response (G-MOR-1), US Coast Guard, 2100 Second Street S.W., Washington DC 20593-0001, (202) 267-0426.

On April 26, 1996, the White House issued the DOT Action Plan to Address Vessel and Environmental Safety on Puget Sound-Area Waters. In addition to emphasizing the development of the ITOS report, the Action Plan committed DOT review the overall marine safety regime in Puget Sound-area waters—to determine whether any hazard scenarios

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. OST-97-3286; Notice #13]

Safety of Marine Transportation in Puget Sound-Area Waters

AGENCY: Office of the Secretary, (DOT).

ACTION: Notice of meeting; request for comments.

SUMMARY: This notice provides notice of a public meeting to obtain views and comments from the public as to specific safety or pollution prevention measures for Puget Sound area waters that should be evaluated by the Department of Transportation (DOT).

DATES: The meeting will be held February 6, 1998, from 1 p.m. to 5 p.m. Written statements in addition to or in lieu of oral presentations are welcome and should reach the Office of the Secretary on or before March 2, 1998. Late comments will be considered to the extent possible. Comments that have been previously submitted to the Coast Guard under Dockets CGD-96-015, 96-044, and 97-003 will be considered and need not be resubmitted. These dockets relate to the Tug-of-Opportunity System Plan for the Olympic Coast National Marine Sanctuary and Strait of Juan de Fuca, Documentation and Marine Safety for an International Private Sector Tug-of-Opportunity System, and the Puget Sound Additional Hazards Study, respectively.

ADDRESSES: The meeting will be held in the Henry M. Jackson Federal Building,