

Average Time per Response: Time varies from 5 minutes (.08 hour) to notify a hoist operator of blasting agents to 8 hours to develop an alternative plan if an employer is unable to display adequate signs warning against the use of mobile radio transmitters during blasting operations.

Estimated Total Burden Hours: 1,666.

Estimated Cost (Operation and Maintenance): \$0.

IV. Public Participation—Submission of Comments on This Notice and Internet Access to Comments and Submissions

You may submit comments in response to this document as follows:

(1) Electronically at <http://www.regulations.gov>, which is the Federal eRulemaking Portal; (2) by facsimile (fax); or (3) by hard copy. All comments, attachments, and other material must identify the Agency name and the OSHA docket number for (Docket No. OSHA–2011–0747) the ICR. You may supplement electronic submissions by uploading document files electronically. If you wish to mail additional materials in reference to an electronic or facsimile submission, you must submit them to the OSHA Docket Office (see the section of this notice titled **ADDRESSES**). The additional materials must clearly identify your electronic comments by your name, date, and the docket number so the Agency can attach them to your comments.

Because of security procedures, the use of regular mail may cause a significant delay in the receipt of comments. For information about security procedures concerning the delivery of materials by hand, express delivery, messenger, or courier service, please contact the OSHA Docket Office at (202) 693–2350, (TTY) (877) 889–5627).

Comments and submissions are posted without change at <http://www.regulations.gov>. Therefore, OSHA cautions commenters about submitting personal information, such as social security number and date of birth. Although all submissions are listed in the <http://www.regulations.gov> index, some information (e.g., copyrighted material) is not publicly available to read or download from this Web site. All submissions, including copyrighted material, are available for inspection and copying at the OSHA Docket Office.

Information on using the <http://www.regulations.gov> Web site to submit comments and access the docket is available at the Web site's "User

Tips" link. Contact the OSHA Docket Office for information about materials not available from the Web site, and for

assistance in using the Internet to locate docket submissions.

V. Authority and Signature

David Michaels, Ph.D., MPH, Assistant Secretary of Labor for Occupational Safety and Health, directed the preparation of this notice. The authority for this notice is the Paperwork Reduction Act of 1995 (44 U.S.C. 3506 *et seq.*) and Secretary of Labor's Order No. 1–2012 (77 FR 3911, January 25, 2012).

Signed at Washington, DC, on June 8, 2015.

David Michaels,

Assistant Secretary of Labor for Occupational Safety and Health.

[FR Doc. 2015–14294 Filed 6–10–15; 8:45 am]

BILLING CODE 4510–26–P

NATIONAL TRANSPORTATION SAFETY BOARD

Investigative Hearing

On Tuesday, June 23, 2015, the National Transportation Safety Board (NTSB) will convene a two-day investigative hearing to gather additional factual information for the ongoing investigation of the Washington Metropolitan Area Transit Authority Metrorail (WMATA) train 302 that encountered heavy smoke in the tunnel between the L'Enfant Plaza Station and the Potomac River Bridge on January 12, 2015. The NTSB Chairman Christopher Hart will preside over the investigative hearing. The Board of Inquiry consists of Chairman Hart, Vice Chairman Dinh-Zarr and Members Sumwalt and Weener.

On January 12, 2015, about 3:15 p.m. eastern standard time, Washington Metropolitan Area Transit Authority (WMATA) Metrorail train 302 stopped after encountering an accumulation of heavy smoke while traveling southbound in a tunnel between the L'Enfant Plaza Station and the Potomac River Bridge. After stopping, the rear car of the train was about 386 feet from the south end of the L'Enfant Plaza Station platform.

A following train, stopped at the L'Enfant Plaza Station at about 3:23 p.m., and was also affected by the heavy smoke. This train stopped about 100 feet short of the south end of the platform. Passengers of both trains, as well as passengers on the station platforms, were exposed to the heavy smoke.

Both Metrorail trains involved in this incident consisted of six passenger cars and were about 450 feet in length. As a result of the smoke, 86 passengers were transported to local medical facilities for treatment; another nine people sought

medical attention. There was one passenger fatality.

The investigative hearing will discuss the following issue areas:

- State of WMATA's Infrastructure;
- Emergency Response Efforts;
- WMATA's Organizational Culture; and
- Federal Transit Administration and Tri-State Oversight Committees Efforts for Public Transportation safety.

Parties to the hearing will include the Federal Transit Administration, WMATA, Tri-State Oversight Committee, Amalgamated Transit Union, International Association of Fire Fighters, and District of Columbia (DC) Emergency Services, which includes three DC departments.

At the start of the hearing, the public docket will be opened. Included in the docket are photographs, interview transcripts, and other documents.

Order of Proceedings

1. Opening Statement by the Chairman of the Board of Inquiry
2. Introduction of the Board of Inquiry and Technical Panel
3. Introduction of the Parties to the Hearing
4. Introduction of Exhibits by Hearing Officer
5. Overview of the incident and the investigation by Investigator-In-Charge
6. Calling of Witnesses by Hearing Officer and Examination of Witness by Board of Inquiry, Technical Panel, and Parties
7. Closing Statement by the Chairman of the Board of Inquiry

The hearing docket is DCA15FR004.

The Investigative Hearing will be held in the NTSB Board Room and Conference Center, located at 429 L'Enfant Plaza E, SW., Washington, DC, on Tuesday, June 23, 2015 and Wednesday, June 24, 2015, beginning at 9:00 a.m. The public can view the hearing in person or by live webcast at www.nts.gov. Webcast archives are generally available by the end of the next day following the hearing, and webcasts are archived for a period of 3 months from after the date of the event.

Individuals requiring reasonable accommodation and/or wheelchair access directions should contact Ms. Rochelle Hall at (202) 314–6305 or by email at Rochelle.Hall@ntsb.gov by Friday, June 19, 2015.

NTSB Media Contact: Mr. Peter Knudson—Peter.Knudson@ntsb.gov

NTSB Investigative Hearing Officer:
Dr. Kristin Poland—Kristin.Poland@ntsb.gov

Candi R. Bing,

Federal Register Liaison Officer.

[FR Doc. 2015–14259 Filed 6–10–15; 8:45 am]

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NUCLEAR REGULATORY COMMISSION

[Docket Nos. 50–272, 50–311, and 50–354; NRC–2015–0148]

PSEG Nuclear, LLC; Salem Nuclear Generating Station, Unit Nos. 1 and 2 Hope Creek Generating Station

AGENCY: Nuclear Regulatory Commission.

ACTION: Environmental assessment and finding of no significant impact; issuance.

SUMMARY: The U.S. Nuclear Regulatory Commission (NRC) is considering issuance of amendments to Renewed Facility Operating License Nos. DPR–70 and DPR–75, issued on June 30, 2011, and Renewed Facility Operating License No. NPF–75, issued on July 20, 2011, and held by PSEG Nuclear LLC (PSEG or the licensee) for operation of Salem Nuclear Generating Station Unit Nos. 1 and 2 (Salem) and Hope Creek Generating Station (Hope Creek) located in Lower Alloways Creek Township, Salem County, New Jersey. The proposed amendments would revise the PSEG Environmental Protection Plans (Non-Radiological) (EPPs), contained in Appendix B to the Salem and Hope Creek renewed facility operating licenses. The NRC concluded that the proposed actions will have no significant environmental impact.

DATES: The environmental assessment and finding of no significant impact referenced in this document is available on June 11, 2015.

ADDRESSES: Please refer to Docket ID NRC–2015–0148 when contacting the NRC about the availability of information regarding this document. You may obtain publicly available information related to this document using any of the following methods:

- Federal Rulemaking Web site: Go to <http://www.regulations.gov> and search for Docket ID NRC–2015–0148. Address questions about NRC dockets to Carol Gallagher; telephone: 301–415–3463; email: Carol.Gallagher@nrc.gov. For technical questions, contact the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this document.

- NRC’s Agencywide Documents Access and Management System (ADAMS): You may obtain publicly available documents online in the NRC Public Documents collection at <http://www.nrc.gov/reading-rm/adams.html>. To begin the search, select “ADAMS Public Documents” and then select “Begin Web-based ADAMS Search.” For problems with ADAMS, please contact the NRC’s Public Document Room (PDR) reference staff at 1–800–397–4209, 301–415–4737, or by email to pdr.resource@nrc.gov. The ADAMS accession number for each document referenced in this notice (if that document is available in ADAMS) is provided the first time that a document is referenced. For the convenience of the reader, the ADAMS accession numbers are also provided in a table in the “Availability of Documents” section of this document.

- NRC’s PDR: You may examine and purchase copies of public documents at the NRC’s PDR, Room O1–F21, One White Flint North, 11555 Rockville Pike, Rockville, Maryland 20852.

FOR FURTHER INFORMATION CONTACT: Carleen Parker, Office of Nuclear Reactor Regulation, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001; telephone: 301–415–1603; email: Carleen.Parker@nrc.gov.

SUPPLEMENTARY INFORMATION:

I. Introduction

The NRC is considering issuance of amendments to Renewed Facility Operating License Nos. DPR–70, DPR–75, and NPF–57 issued to PSEG for operation of Salem and Hope Creek, located in Lower Alloways Creek Township, Salem County, New Jersey. Therefore, as required by Section 51.21 of Title 10 of the *Code of Federal Regulations* (10 CFR), the NRC performed an environmental assessment (EA) to document its findings related to the proposed license amendments. The PSEG submitted its license amendment request by letter dated December 9, 2014 (ADAMS Accession No. ML14343A926), and subsequently supplemented its application by letter dated April 9, 2015 (ADAMS Accession No. ML15099A766). A notice of consideration of issuance, proposed no significant hazards consideration determination, and opportunity for a hearing for the proposed license amendments was issued in the **Federal Register** on April 14, 2015 (80 FR 20024). Based on information provided in PSEG’s application and associated supplement and the NRC staff’s independent review, the NRC did not identify any significant environmental impacts associated with the proposed license amendments.

Based on the results of the EA documented herein, the NRC has determined not to prepare an environmental impact statement for the proposed license amendments and is issuing a finding of no significant impact (FONSI), in accordance with 10 CFR 51.32.

II. Environmental Assessment

Plant Site and Environs

Salem is a two-unit station with pressurized water reactors that use a once-through cooling system that withdraws water from and discharges heated water to the Delaware Estuary. Hope Creek is a one-unit station with a boiling-water reactor that uses a closed-cycle cooling water system that includes a natural draft cooling tower and intake and discharge structures on the Delaware Estuary. Both facilities also withdraw water from the estuary for their service water systems.

Salem and Hope Creek lie at the southern end of Artificial Island along the east bank of the Delaware River in Lower Alloways Creek Township, Salem County, New Jersey. Artificial Island is a 1,500-acre (ac; 600-hectare [ha]) man-made island consisting of industrial lands, tidal marsh, and grassland. The U.S. Army Corps of Engineers created the island by depositing hydraulic dredge spoil material atop a natural sand bar. The average elevation of the island is about 9 feet (ft; 3 meters [m]) above mean sea level (MSL), and the maximum elevation is approximately 18 ft (5.5 m) above MSL. The PSEG owns approximately 740 ac (300 ha) at the southern end of the Artificial Island, of which Salem occupies 220 ac (89 ha) and Hope Creek occupies 153 ac (62 ha). The remainder of Artificial Island is owned by the U.S. Government and the State of New Jersey; this portion of the island remains undeveloped. The northernmost tip of Artificial Island (owned by the U.S. Government) is within the State of Delaware boundary. Artificial Island lies approximately 8 miles (mi; 13 kilometers [km]) southwest of the City of Salem, New Jersey, 17 mi (27 km) south of the Delaware Memorial Bridge, 35 mi (56 km) southwest of Philadelphia, Pennsylvania.

The U.S. Atomic Energy Commission (AEC), the NRC’s predecessor agency, and the NRC have previously conducted environmental reviews of Salem and Hope Creek in several documents, and the descriptions therein continue to accurately depict the Salem and Hope Creek site and environs. Those documents include the AEC’s April