

Dated: March 10, 2014.

Gwellnar Banks,

Management Analyst, Office of the Chief Information Officer.

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DEPARTMENT OF COMMERCE

Foreign-Trade Zones Board

[B-21-2014]

Notification of Proposed Production Activity, Mercury Marine, Subzone 41H, (Marine Engine and Stern Drive Components), Fond du Lac, Wisconsin

Mercury Marine, operator of Subzone 41H, submitted a notification of proposed production activity to the FTZ Board for its facilities located in Fond du Lac, Wisconsin. The notification conforming to the requirements of the regulations of the FTZ Board (15 CFR 400.22) was received on February 19, 2014.

Mercury Marine already has authority to produce marine inboard, outboard, and jet pump engines, stern drives, transom assemblies, and related components. The current request would add new finished products and foreign components to the scope of authority. Pursuant to 15 CFR 400.14(b), additional FTZ authority would be limited to the specific foreign-status components and specific finished products described in the submitted notification (as described below) and subsequently authorized by the FTZ Board.

Production under FTZ procedures could exempt Mercury Marine from customs duty payments on the foreign-status components used in export production. On its domestic sales, Mercury Marine would be able to choose the duty rates during customs entry procedures that apply to catalytic converters, bracket assemblies, hydraulic trim/steering cylinders, recoil starters, parts/subassemblies of hydro jet engines, fuel pumps, power steering pumps, turbochargers, air compressor assemblies, parts of pumps, heat exchanger assemblies, seawater filter assemblies, processors for global positioning systems, transom pumps, engine trim pumps, valve assemblies, throttle body assemblies, shaft assemblies, coupling assemblies, engine-transmission assemblies, propellers, electric motors, starter assemblies, ignition control module assemblies, ignition switch assemblies, control panel assemblies, wiring harnesses, position sensor assemblies, and engine calibration module

assemblies (duty rate ranges from free to 7.5%) for the foreign status inputs noted below and in the existing scope of authority. Customs duties also could possibly be deferred or reduced on foreign status production equipment.

The components and materials sourced from abroad include: Sound proofing blankets; rubber hose assemblies; thrust boards; gaskets; heat wraps; fuel lines; timing chains; water tubes; fasteners (washers, pins, retaining rings, bolts, nuts); oil drain tube assemblies; aluminum washers/o-rings/bushings; primer bulbs-fuel; hydraulic pumps; turbochargers; oil coolers; seawater filters; processors for global positioning systems (GPS); transom pumps; parts of trim pumps; pressure-reduction/hydraulic valves; electric motors; GPS units; condensers; resistors; control panels; remote controllers; insulated wire; electrical connectors/fittings; and, voltage/rudder gauges (duty rate ranges from free to 5.7%).

Public comment is invited from interested parties. Submissions shall be addressed to the FTZ Board's Executive Secretary at the address below. The closing period for their receipt is April 23, 2014.

A copy of the notification will be available for public inspection at the Office of the Executive Secretary, Foreign-Trade Zones Board, Room 21013, U.S. Department of Commerce, 1401 Constitution Avenue NW., Washington, DC 20230-0002, and in the "Reading Room" section of the FTZ Board's Web site, which is accessible via www.trade.gov/ftz.

FOR FURTHER INFORMATION CONTACT: Pierre Duy at Pierre.Duy@trade.gov or (202) 482-1378.

Dated: March 6, 2014.

Andrew McGilvray,

Executive Secretary.

[FR Doc. 2014-05665 Filed 3-13-14; 8:45 am]

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DEPARTMENT OF COMMERCE

International Trade Administration

[A-549-831]

Steel Threaded Rod From Thailand: Final Determination of Sales at Less Than Fair Value and Affirmative Final Determination of Critical Circumstances

AGENCY: Enforcement and Compliance, formerly Import Administration, International Trade Administration, Department of Commerce.

SUMMARY: On December 31, 2013, the Department of Commerce (the "Department") published the preliminary determination of the antidumping investigation of steel threaded rod from Thailand. The period of investigation ("POI") is April 1, 2012, through March 31, 2013. We gave interested parties an opportunity to comment on the preliminary determination, but we received no comments. The final weighted-average dumping margins of sales at less than fair value ("LTFV") are listed below in the "Final Determination" section of this notice.

DATES: *Effective Date:* March 14, 2014.

FOR FURTHER INFORMATION CONTACT: Raquel Silva, AD/CVD Operations, Office III, Enforcement and Compliance, International Trade Administration, U.S. Department of Commerce, 14th Street and Constitution Avenue NW., Washington, DC 20230; telephone: (202) 482-6475.

SUPPLEMENTARY INFORMATION:

Background

On December 31, 2013, the Department published the preliminary determination of sales at LTFV of steel threaded rod from Thailand.¹ We invited interested parties to comment on the *Preliminary Determination*, but we received no comments. The Department conducted this investigation in accordance with section 731 of the Tariff Act of 1930, as amended ("the Act").

Scope of the Investigation

The merchandise covered by this investigation is steel threaded rod. Steel threaded rod is certain threaded rod, bar, or studs, of carbon quality steel, having a solid, circular cross section, of any diameter, in any straight length, that have been forged, turned, cold-drawn, cold-rolled, machine straightened, or otherwise cold-finished, and into which threaded grooves have been applied. In addition, the steel threaded rod, bar, or studs subject to this investigation are non-headed and threaded along greater than 25 percent of their total length. A variety of finishes or coatings, such as plain oil finish as a temporary rust protectant, zinc coating (*i.e.*, galvanized, whether by electroplating or hot-dipping), paint, and other similar finishes and coatings, may be applied to the merchandise. For a complete

¹ See *Steel Threaded Rod From Thailand: Preliminary Determination of Sales at Less Than Fair Value and Affirmative Preliminary Determination of Critical Circumstances*, 78 FR 79670 (December 31, 2013) ("Preliminary Determination").

description of the scope of the investigation, see the Appendix to this notice.

Final Determination

We made no changes to our calculations announced in the *Preliminary Determination*. The sole mandatory respondent in this proceeding, Tycoons Worldwide Group (Thailand) Public Co., Ltd. ("Tycoons"), failed to respond to the Department's questionnaire and did not further participate in this proceeding. Therefore, we continue to apply adverse facts available to this respondent in accordance with section 776 of the Act and 19 CFR 351.308, and determine that a weighted-average dumping margin of 74.90 percent exists for Tycoons for the period April 1, 2012, through March 31, 2013.² Further, we continue to determine the weighted-average dumping margin for all other entities not individually examined to be 68.41 percent, *i.e.*, the average of the margins calculated by the Petitioners³ in the Petition.^{4 5}

Final Affirmative Determination of Critical Circumstances

We made no changes to our critical circumstances analysis announced in the *Preliminary Determination*, as described in the Preliminary Decision Memorandum. Thus, pursuant to section 735(a)(3) of the Act, we continue to find that critical circumstances exist with respect to imports of the merchandise under consideration.

Continuation of Suspension of Liquidation

In accordance with section 735(c)(1) of the Act, we normally instruct U.S. Customs and Border Protection ("CBP") to continue to suspend liquidation of all entries of steel threaded rod from Thailand, as described in the "Scope of the Investigation" section, entered, or

withdrawn from warehouse, for consumption on or after the date of publication of the *Preliminary Determination*. However, because we continue to find critical circumstances exist with regard to exports by Tycoons and All Others, pursuant to section 735(c)(4) of the Act, we will instruct CBP to continue to suspend liquidation of covered entries entered, or withdrawn from warehouse, for consumption on or after the date 90 days prior to the date of publication of the *Preliminary Determination*, October 2, 2013.

Further, the Department will instruct CBP to require a cash deposit⁶ equal to the weighted-average amount by which normal value exceeds U.S. price, as follows: (1) The rate for Tycoons is 74.90 percent; (2) if the exporter is not a firm identified in this investigation, but the producer is, the rate will be the rate established for the producer of the subject merchandise; (3) the rate for all other producers or exporters will be 68.41 percent. These suspension of liquidation instructions will remain in effect until further notice.

Notification Regarding Administrative Protective Orders

This notice serves as a reminder to parties subject to the administrative protective order ("APO") of their responsibility concerning the disposition of proprietary information disclosed under APO in accordance with 19 CFR 351.305(a)(3). Timely notification of the destruction of APO materials or conversion to judicial protective order is hereby requested. Failure to comply with the regulations and the terms of an APO is a sanctionable violation.

U.S. International Trade Commission ("ITC") Notification

In accordance with section 735(d) of the Act, we notified the ITC of the final affirmative determination of sales at LTFV. In accordance with section 735(b)(2) of the Act, the ITC will determine, within 45 days, whether the domestic industry in the United States is materially injured, or threatened with material injury, by reason of imports, or sales (or the likelihood of sales) for importation, of the merchandise under consideration. If the ITC determines that material injury or threat of material injury does not exist, the proceeding will be terminated and all securities posted will be refunded. If the ITC

determines that such injury does exist, the Department will issue an antidumping duty order directing CBP to assess, upon further instruction by the Department, antidumping duties on all imports of the subject merchandise entered, or withdrawn from warehouse, for consumption on or after the effective date of the suspension of liquidation.

This determination is issued and published pursuant to sections 735(d) and 777(i)(1) of the Act.

Dated: March 5, 2014.

Paul Piquado,

Assistant Secretary for Enforcement and Compliance.

Appendix

Scope of the Investigation

The merchandise covered by this investigation is steel threaded rod. Steel threaded rod is certain threaded rod, bar, or studs, of carbon quality steel, having a solid, circular cross section, of any diameter, in any straight length, that have been forged, turned, cold-drawn, cold-rolled, machine straightened, or otherwise cold-finished, and into which threaded grooves have been applied. In addition, the steel threaded rod, bar, or studs subject to this investigation are nonheaded and threaded along greater than 25 percent of their total length. A variety of finishes or coatings, such as plain oil finish as a temporary rust protectant, zinc coating (*i.e.*, galvanized, whether by electroplating or hot-dipping), paint, and other similar finishes and coatings, may be applied to the merchandise.

Included in the scope of this investigation are steel threaded rod, bar, or studs, in which: (1) Iron predominates, by weight, over each of the other contained elements; (2) the carbon content is 2 percent or less, by weight; and (3) none of the elements listed below exceeds the quantity, by weight, respectively indicated:

- 1.80 percent of manganese, or
- 1.50 percent of silicon, or
- 1.00 percent of copper, or
- 0.50 percent of aluminum, or
- 1.25 percent of chromium, or
- 0.30 percent of cobalt, or
- 0.40 percent of lead, or
- 1.25 percent of nickel, or
- 0.30 percent of tungsten, or
- 0.012 percent of boron, or
- 0.10 percent of molybdenum, or
- 0.10 percent of niobium, or
- 0.41 percent of titanium, or
- 0.15 percent of vanadium, or
- 0.15 percent of zirconium.

Steel threaded rod is currently classifiable under subheadings 7318.15.5051, 7318.15.5056, 7318.15.5090 and 7318.15.2095 of the Harmonized Tariff Schedule of the United States ("HTSUS"). Although the HTSUS subheadings are provided for convenience and customs purposes, the written description of the merchandise is dispositive.

Excluded from the scope of this investigation are: (a) Threaded rod, bar, or studs which are threaded only on one or both

² For a full description of the methodology underlying our conclusions, see Memorandum to Ronald K. Lorentzen entitled "Decision Memorandum for the Preliminary Determination of the Antidumping Duty Investigation of Steel Threaded Rod From Thailand," dated December 20, 2013 ("Preliminary Decision Memorandum").

³ All America Threaded Products Inc., Bay Standard Manufacturing Inc., and Vulcan Threaded Products Inc. ("Petitioners").

⁴ See Petitions for the Imposition of Antidumping Duties On Steel Threaded Rod From Thailand and Antidumping and Countervailing Duties on Steel Threaded Rod From India, filed on June 27, 2013 ("Petition"), Volume II at Exhibit II-5.

⁵ See Notice of Preliminary Determination of Sales at Less Than Fair Value: Sodium Nitrite From the Federal Republic of Germany, 73 FR 21909 (April 23, 2008); unchanged in Notice of Final Determination of Sales at Less Than Fair Value: Sodium Nitrite From the Federal Republic of Germany, 73 FR 38986 (July 8, 2008).

⁶ See Modification of Regulations Regarding the Practice of Accepting Bonds During the Provisional Measures Period in Antidumping and Countervailing Duty Investigations, 76 FR 61042 (October 3, 2011).

ends and the threading covers 25 percent or less of the total length; and (b) threaded rod, bar, or studs made to American Society for Testing and Materials ("ASTM") A193 Grade B7, ASTM A193 Grade B7M, ASTM A193 Grade B16, and ASTM A320 Grade L7.

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DEPARTMENT OF COMMERCE

International Trade Administration

Ports and Marine Technology Trade Mission to India; November 10–14, 2014

AGENCY: International Trade Administration, Department of Commerce.

ACTION: Notice.

Mission Description

The United States Department of Commerce, International Trade Administration, Global Markets, U.S. & Foreign Commercial Service, is organizing an Executive-led ports and marine technology trade mission to India (Mumbai, Ahmedabad, and Kochi) November 9–15, 2014. The purpose of the mission is to introduce U.S. firms and U.S. trade associations to India's rapidly expanding ports and marine technology market and to assist U.S. companies to pursue export opportunities in this sector. The mission to India is intended to include representatives from leading U.S. companies and U.S. trade associations with members that provide state-of-the-art ports and marine technologies, including equipment and services for security, logistics, vessel tracking, oil spill detection and contingency preparedness, dredging, underwater exploration and mapping, among other goods and services. The mission will visit three cities, Mumbai, Ahmedabad and Kochi (Cochin), where the delegates will receive market briefings and participate in customized meetings with key port officials and prospective partners. As an optional add-on stop, interested participants can also visit the National Institute of Oceanography (NIO) in the State of Goa.

The mission will help participants gain market insights, make industry contacts, solidify business strategies, and advance specific projects, with the goal of increasing U.S. exports to India. Activities will include one-on-one matchmaking appointments with pre-screened potential business partners, interacting with government representatives in the industry, and networking events. Participating in an

official U.S. industry delegation, rather than traveling to India on their own, will enhance the participants' ability to secure meetings in India with key decision makers.

Commercial Setting

Even though growth has slowed somewhat in the last year, India is still one of the world's fastest growing large economies, presenting lucrative opportunities for U.S. companies that offer products and services in the ports and marine technology sectors. For small- or medium-sized companies, having a strong distributor or representative in India is the key to taking advantage of opportunities presented by these large public and private projects.

There are 13 major ports (under national government control) and 187 minor ports (under local state/private control) across India's extensive 4,671 miles of coastline. The Shipping Ministry expects traffic at major ports to grow at a Compounded Annual Growth Rate (CAGR) of 8 percent, from 561 million tons in 2010 to 1.2 billion tons by 2020, and traffic at minor ports is expected to grow at a CAGR of 16 percent—from 289 million tons to 1.2 billion tons during that timeframe. To meet this growth, India's ports plan to develop new terminals, upgrade existing berths, and modernize operations by including state of the art cargo handling equipment, tracking systems, security systems, oil spill detection equipment, oil spill clean-up equipment, and dredging equipment. The state governments will issue national and global tenders for the development and procurement of equipment for the ports that fall under the respective state governments' jurisdiction. In general, Indian port expansions and greenfield projects are being developed by private companies under concession by the Government of India or on private properties. For government-operated ports, government budget is being committed to some of these upgrades. For many government-owned ports, the Indian government is utilizing the Public Private Partnerships (PPP) model, in which the government awards concession contracts to private companies or consortia, which to date have included Indian companies and some major international companies that provide part or all of the funding for the projects and operate the projects for a period of time.

To explore these significant port and marine opportunities the trade mission will visit the following cities.

Kochi (Cochin), Kerala

Kerala is a state located in the southwest coast of India with a 366 mile coastline. The Port of Kochi is a major port governed by the Major Port Trusts Act of 1963 and run by the Ministry of Shipping. There are also 17 intermediate and minor ports in Kerala run by the Government of Kerala. The Government of Kerala is promoting private sector investment in the maritime sector and has developed a policy framework to attract PPPs. The key initiatives outlined in the Kerala State Government's 2012–2013 policy framework include development of new port facilities, support infrastructure, upgrade of existing facilities and installation of modern and efficient handling equipment. These Government initiatives will open new business avenues for private players and will produce sales opportunities for U.S. products and services. The International Container Transshipment Terminal (ICTT) at Vallarpadam, Kochi, is one such initiative by the Government. The terminal is being developed as a build-operate-transfer (BOT) concession for 30 years by India Gateway Terminal Pvt. Ltd. (IGT), with equity holdings by DP World (81.63%), Container Corporation of India (CONCOR) (14.56%), Chakiat (2.75%), and Transworld Group (1.07%). Some of the additional opportunities in State of Kerala with estimated project values include:

- Construction of 200x20 m vessel berthing facility at Beypore for a leasing period of 30 years, \$26.3 million
- Ponnani Port development, \$335 million
- Alappuzha Port development into a passenger terminal, inland marine and water-park through a PPP, \$9.1 million
- Kollam Port development into an all-weather port, \$27.7 million
- Vizhinjam Port development into a major international port and transshipment terminal, \$732 million
- Hydrofoil or jetfoil service connecting Kochi to Agatti, Colombo and Male, \$3.7 million
- Thalassery marina development, \$0.87 million

Mumbai, Maharashtra

Mumbai has two major ports: The Mumbai Port Trust (MPT) and Jawaharlal Nehru Port Trust (JNPT), both of which are administered by the Ministry of Shipping. While MPT is a traditional dock system port, JNPT is a more modern container port. The majority of goods entering India by boat pass through JNPT. A number of state