

National Product (GNP). An import adjustment would diminish the competitiveness of energy-intensive export companies and strain relations with close trading partners who may seek an exemption from the adjustment.

The Clinton Administration recognizes the importance of U.S. energy security and is pursuing a series of policies to enhance that security. It is important to note that no cost-effective government action could eliminate U.S. dependence on foreign oil entirely, but the following supply enhancement and energy conservation and efficiency policies help limit that dependence. Thus, the Department recommends continuing the policies described below:

- *Increased Investment in Energy Efficiency*—The Administration increased the budgets substantially over the last two years to achieve an enhanced energy efficiency level. There are extensive programs underway ranging from developing new appliance standards to working on innovative workplace solutions to decrease long-distance commuting. The goals of these extensive energy efficiency programs are to decrease consumption of oil.

- *Increased Investment in Alternative Fuels*—The Administration placed particular emphasis on improving the efficiency of the transportation sector where oil comprises about 98 percent of the fuel utilization. The Administration is among other things initiating a partnership with automobile manufacturers to design more energy efficient automobiles and developing a program to bring alternative transportation fuels and vehicles into the marketplace. These actions will reduce direct consumption of petroleum-based transportation fuels so that the need for imports will decrease.

- *Increased Government Investment in Technology*—The Administration more than doubled its investment with American industry in advanced technologies for the exploration and production of natural gas and oil. This is important because technological innovation can significantly decrease the domestic finding costs for natural gas and oil, thereby maintaining and expanding the domestic resource base and improving its economics.

- *Expanded Utilization of Natural Gas*—The Administration aggressively promoted expanded markets for natural gas at the expense of imported oil. In addition, reliance upon natural gas as one of the cornerstones of our Climate Change Action Plan provides benefits to our environment through the reduction of greenhouse gas emissions.

- *Increased Government Investment in Renewables*—The Administration

increased investment in renewable resources because they offer great hope of replacing imported oil in selected end uses.

- *Increased Government Regulatory Efficiency*—The Administration is reducing the red tape and regulations that burden domestic industries. Various government agencies are conducting sweeping reviews to make their regulatory structures more responsive to domestic concerns.

- *Increased Emphasis on Free Trade and U.S. Exports*—Free trade, privatization, and promotion of American exports helps develop the world's energy resources and prevent over-reliance on any single region of the world. These actions include: assisting energy conservation efforts and the development of new energy supplies in this hemisphere and other areas friendly to the United States.

- *Maintaining the Strategic Petroleum Reserve*—The Strategic Petroleum Reserve is the nation's stockpile of crude oil available in the event of an oil supply disruption. The 580 million barrels of crude oil under government ownership and control provides a bulwark against a supply disruption.

- *Coordinating Emergency Cooperation Measures*—The United States is coordinating oil emergency cooperation among the energy consuming countries through the International Energy Agency. Discussions are continuing to strengthen the existing market-oriented coordinated energy response measures for dealing with possible future disruptions.

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grant to qualified corporations the privilege of establishing foreign-trade zones in or adjacent to U.S. Customs ports of entry;

Whereas, the Board's regulations (15 CFR part 400) provide for the establishment of special-purpose subzones when existing zone facilities cannot serve the specific use involved;

Whereas, an application from the Savannah Airport Commission, grantee of Foreign-Trade Zone 104 (Savannah, Georgia), for authority to establish special-purpose subzone status at the distribution/processing facility of Wal-Mart Stores, Inc., located in Bulloch County, Georgia, was filed by the Board on July 15, 1994, and notice inviting public comment was given in the **Federal Register** (FTZ Docket 27-94, 59 FR 39234, 8/2/94); and,

Whereas, the application includes a request for authority to assemble/process stereo systems and camera kits under zone procedures; and,

Whereas, the Board has found that the requirements of the FTZ Act and Board's regulations are satisfied, and that approval of the application is in the public interest;

Now, Therefore, the Board hereby authorizes the establishment of a subzone (Subzone 104B) at the Wal-Mart Stores, Inc., facilities in Bulloch County, Georgia, at the location described in the application, subject to the FTZ Act and the Board's regulations, including § 400.28. Approval includes authority to assemble/process stereo systems (using domestic speakers) and camera kits. As indicated in the application, no foreign textile products will be used in any processing or manufacturing under zone procedures.

Signed at Washington, DC, this 5th day of June 1995.

Susan G. Esserman,

Assistant Secretary of Commerce for Import Administration, Alternate Chairman, Foreign-Trade Zones Board.

Attest:

John J. Da Ponte, Jr.,
Executive Secretary.

[FR Doc. 95-14209 Filed 6-8-95; 8:45 am]

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[Order No. 745; FTZ Docket 7-94]

Approval for Manufacturing Authority (Industrial Robots), Within Foreign-Trade Subzone 59A; Kawasaki Motors Manufacturing Corporation, U.S.A., Lincoln, Nebraska

Pursuant to its authority under the Foreign-Trade Zones Act of June 18, 1934, as amended (19 U.S.C. 81a-81u), the Foreign-Trade Zones Board (the Board) adopts the following Order:

Whereas, by an Act of Congress approved June 18, 1934, an Act "To provide for the establishment . . . of foreign-trade zones in ports of entry of the United States, to expedite and encourage foreign commerce, and for other purposes," as amended (19 U.S.C. 81a-81u) (the Act), the Foreign-Trade Zones Board (the Board) is authorized to

the Foreign-Trade Zones Board (the Board) adopts the following Order:

After consideration of the application of the Kawasaki Motors Manufacturing Corporation, U.S.A. (KMM), operator of FTZ Subzone 59A, located at the KMM manufacturing facilities in Lincoln, Nebraska, filed with the Foreign-Trade Zones (FTZ) Board (the Board) on February 24, 1994, requesting authority to manufacture industrial robots under zone procedures within the subzone, the Board, finding that the requirements of the Foreign-Trade Zones Act, as amended, and the Board's regulations would be satisfied, and that the proposal would be in the public interest if approval were subject to certain restrictions, approves the application, subject to the following restrictions:

1. Authority is initially granted until July 1, 1999, subject to extension upon review.

2. The scope of authority is limited to the manufacture of industrial robots having six or more axes of motion.

Approval is subject to the FTZ Act and the FTZ Board's regulations, including § 400.28.

Signed at Washington, DC, this 2nd day of June 1995.

Susan G. Esserman,

Assistant Secretary of Commerce for Import Administration, Alternate Chairman, Foreign-Trade Zones Board.

Attest:

John J. Da Ponte, Jr.,

Executive Secretary.

[FR Doc. 95-14211 Filed 6-8-95; 8:45 am]

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[Order No. 744; FTZ Docket 4-94]

Approval for Manufacturing Authority (Utility Work Trucks), Within Foreign-Trade Subzone 59A; Kawasaki Motors Manufacturing Corporation, U.S.A., Lincoln, Nebraska

Pursuant to its authority under the Foreign-Trade Zones Act of June 18, 1934, as amended (19 U.S.C. 81a-81u), the Foreign-Trade Zones Board (the Board) adopts the following Order:

After consideration of the application of the Kawasaki Motors Manufacturing Corporation, U.S.A. (KMM), operator of FTZ Subzone 59A, located at the KMM manufacturing facilities in Lincoln, Nebraska, filed with the Foreign-Trade Zones (FTZ) Board (the Board) on January 10, 1994, requesting authority to manufacture utility work trucks under zone procedures within the subzone, the Board, finding that the requirements of the Foreign-Trade Zones Act, as amended, and the Board's regulations would be satisfied, and that the

proposal would be in the public interest if initial approval is for a limited time period, approves the application for a period ending July 1, 1999, subject to extension upon review.

Approval is subject to the FTZ Act and the FTZ Board's regulations, including § 400.28.

Signed at Washington, DC, this 2nd day of June 1995.

Susan G. Esserman,

Assistant Secretary of Commerce for Import Administration, Alternate Chairman, Foreign-Trade Zones Board.

Attest:

John J. Da Ponte, Jr.,

Executive Secretary.

[FR Doc. 95-14210 Filed 6-8-95; 8:45 am]

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International Trade Administration

[A-588-703]

Internal Combustion Forklift Trucks From Japan; Amendment to Final Results of Antidumping Duty Administrative Review

AGENCY: Import Administration, International Trade Administration, Department of Commerce.

ACTION: Notice of Amendment to Final Results of Antidumping Duty Administrative Review.

SUMMARY: On March 1, 1994, and June 23, 1994, the United States Court of International Trade (CIT) affirmed the final results of redetermination issued by the Department of Commerce (the Department) pursuant to three remands of the final results of the first review of the antidumping duty order on internal combustion industrial forklift trucks from Japan (57 FR 3167, January 28, 1992). These remands pertained to three manufacturers/exporters of forklift trucks from Japan. The period of review was November 25, 1987, through May 31, 1989. The CIT's opinions have not been appealed. Therefore, we are amending the final results of this review.

EFFECTIVE DATE: June 9, 1995.

FOR FURTHER INFORMATION CONTACT: Davina Friedmann or Michael Rill, Office of Antidumping Compliance, Import Administration, International Trade Administration, U.S. Department of Commerce, 14th Street and Constitution Avenue, NW, Washington, DC, 20230; telephone: (202) 482-4733.

SUPPLEMENTARY INFORMATION:

Background

On January 28, 1992, the Department published in the **Federal Register** the

final results of the first administrative review of the antidumping duty order on forklift trucks from Japan (57 FR 3167; January 28, 1992). The review covered four manufacturers/exporters of forklift trucks. The period of review was November 25, 1987, through May 31, 1989. In February 1992, interested parties initiated actions in the CIT contesting the final results of this review.

On July 23, 1993, the CIT, in *Toyota Motor Sales, U.S.A., Inc. and Toyo Umpanki Company, Ltd. v. United States*, remanded the final results to the Department. The CIT instructed the Department to (1) reconsider whether it properly allocated Toyota Motor Corporation's (Toyota) U.S. brokerage and handling, inland freight, and warranty expenses to the forklifts subject to the administrative review; (2) reconsider whether it properly recategorized Toyota's home market direct warranty expenses; (3) correct the treatment of the circumstance-of-sale (COS) adjustment for certain direct selling expenses of Toyo Umpanki, Ltd. (TCM); and (4) correct the treatment of TCM's credit income in the calculation of U.S. price (USP).

The Department submitted its final results of redetermination pursuant to court remand on September 17, 1993. In the final results of redetermination, the Department reallocated Toyota's U.S. brokerage and handling, inland freight, and warranty expenses over Toyota's total industrial truck sales for exporter's sales price (ESP) sales, as opposed to allocating these expenses only over Toyota's sales of subject merchandise. The Department also corrected arithmetic errors in the treatment of Toyota's home market warranty expenses in both the purchase price and ESP analyses for two categories of forklift trucks.

The Department changed TCM's ESP analysis so that the direct selling expenses which were included in constructed value (CV) were subtracted from foreign market value (FMV). As ordered by the CIT, the Department also corrected TCM's purchase price analysis by adding U.S. credit income to USP instead of to FMV. As a result of these changes, the dumping margins changed from 12.22% to 12.02% for Toyota, and changed from 7.71% to 6.17% for TCM. The CIT affirmed these results and dismissed the case on March 1, 1994.

The CIT, in *Hyster Co., et al. v. United States*, issued a second remand on August 6, 1993. This remand pertained only to Toyota. The Department submitted its final results of redetermination on October 4, 1993. In accordance with the CIT's instructions,