The petitioners contend that the Department should use Pastavilla's company-specific financial data to calculate the financial expense rate. According to the petitioners, although the Department's practice is to use consolidated financial statements to calculate financial expenses, when errors are discovered in the consolidated data the Department should deviate from its normal practice.

In addition, the petitioners assert that the interest expense and foreign exchange losses which were reclassified as depreciation expense, and not included in the reported COP and CV, should be included in the financial and G&A expense rate calculation, respectively. According to the petitioners, the interest expense should have been included in Pastavilla's reported financial expenses because the expenses were incurred during the period of review. The foreign exchange losses are normally included in the COP and CV when a respondent realized these losses on the purchases of inputs needed to produce subject merchandise. Pastavilla did not provide information to show that these losses were not incurred for purchases of inputs. Therefore, the interest expense and foreign exchange losses should be included in the calculation of the financial and G&A expense rates.

DOC Position

We agree with Pastavilla that the Department's general practice is to use a company's consolidated financial statements to calculate the financial expense ratio. Pastavilla's reported consolidated interest expense computation, however, is critically flawed, thus making it unusable for the final results. Specifically, Pastavilla did not provide monthly interest expenses and cost of goods sold amounts for the consolidated Koc Group entity. This information was requested in both our supplemental section D questionnaire and in the cost verification agenda in order for us to have the necessary information to calculate an indexed financial expense ratio. In both instances, company officials asserted that the Koc Group's monthly interest expense and cost of goods sold amounts was too difficult to obtain and calculate. Consequently, they did not provide the information. As a result, we do not have the necessary information to calculate an indexed consolidated financial expense ratio. Consequently, we are forced to use facts available, pursuant to section 776(a) of the Act. Pastavilla did, however, submit POR monthly interest expense and cost of sales amounts for the unconsolidated entity, thus, enabling us to compute an indexed interest expense rate. Because it does not appear that Pastavilla's consolidated interest expense rate would be higher than its indexed unconsolidated rate, we used its unconsolidated interest expense rate as facts available for the final results.

The issues concerning Pastavilla's capitalization of interest expense are moot because we have computed Pastavilla's interest expense rate on an unconsolidated basis as facts available.

Finally, we note that because we have calculated Pastavilla's interest expense rate at the unconsolidated level as facts available, it does not matter whether we treat its foreign exchange losses as G&A or interest expense. The same amount of costs related to these items are captured either way. For the final results, we included the foreign exchange losses in Pastavilla's interest expense calculation.

Final Results of Review

As a result of our review, we find that the following margins exist for the period January 19, 1996, through June 30, 1997:

Manufacturer/exporter	Margin (percent)
Pastavilla Kartal Makarnacilik Sanayi Ticaret A.S.	0.00
Filiz Gida	63.29

The Department shall determine, and the Customs Service shall assess, antidumping duties on all appropriate entries. As determined by the zero margin in these final results, we will instruct the Customs Service not to assess antidumping duties on Pastavilla's entries of the merchandise subject to the review. We will direct the Customs Service to assess antidumping duties on Filiz's entries of the merchandise subject to review by applying the assessment rate listed above to the entered value of the merchandise.

Furthermore, the following deposit requirements will be effective for all shipments of the subject merchandise from Turkey entered, or withdrawn from warehouse, for consumption on or after the publication date of these final results of administrative review, as provided by section 751(a) of the Act: (1) the cash deposit rate for Pastavilla will be zero and the cash deposit rate for Filiz will be 63.29 percent; (2) for previously reviewed or investigated companies not listed above, the cash deposit rate will continue to be the company-specific rate published for the most recent period; (3) if the exporter is not a firm covered in this review, a prior review, or the original less-than-fair-value (LTFV) investigation, but the manufacturer is, the cash deposit rate will be the rate established for the most recent period for the manufacturer of the merchandise; and (4) if neither the exporter nor the manufacturer is a firm covered in this review or in any previous segment of this proceeding, the cash deposit rate will be 60.87 percent, the ''all others'' rate established in the LTFV investigation. These deposit requirements shall remain in effect until publication of the final results of the next administrative review.

These cash deposit requirements shall remain in effect until publication of the final results of the next administrative review.

This notice also serves as final reminder to importers of their responsibility to file a certificate regarding the reimbursement of antidumping duties prior to liquidation of the relevant entries during this review period. Failure to comply with this requirement could result in the Secretary's presumption that reimbursement of antidumping duties occurred, and in the subsequent assessment of double antidumping duties.

This notice also is the only reminder to parties subject to administrative protective order (APO) of their responsibility concerning the return or destruction of proprietary information disclosed under APO in accordance with 19 CFR 353.34(d). Failure to comply is a violation of the APO.

This determination is issued and published in accordance with sections 751(a)(1) and 777(i)(1) of the Act.

Dated: December 7, 1998.

Robert S. LaRussa,

Assistant Secretary for Import Administration.

[FR Doc. 98–33003 Filed 12–10–98; 8:45 am]

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DEPARTMENT OF DEFENSE

Department of the Army

Proposed Revision to MTMC Freight Traffic Rules Publication No. 10, Item 350, ''Mileage Allowances''

AGENCY: Military Traffic management Command, DOD.

ACTION: Notice (Request for comments).

SUMMARY: The Military Traffic Management Command (MTMC) as the Department of Defense (DOD) Traffic Manager for surface and surface intermodal traffic management services (DTR vol. 1, pg. 101–113), intends to replace the entire text of the existing

rule entitled ''Mileage Allowances'' in MFTRP No. 10, Item 350, with the proposed text herein. The purpose of the change is to ensure appropriate reimbursement to DOD for the use of its freight cars by commercial rail carriers.

DATES: Comments must be submitted on or before February 9, 1999.

ADDRESSES: Comments may be mailed to: Headquarters, Military Traffic Management Command, ATTN: MTOP–TS, Room 608, 5611 Columbia Pike, Falls Church, VA 22041–5050.

FOR FURTHER INFORMATION CONTACT: For additional information contact Mr. George Gounley at (201) 823–6283 or Mr. Jerome Colton at (703) 681–1417.

SUPPLEMENTARY INFORMATION: The proposed effective date for the change will be March 1, 1999 and will affect the reimbursement paid by commercial rail carriers for the use of DOD's freight cars (except tank cars). The purpose of the change is to ensure that DOD's maintenance costs for its freight cars are adequately reimbursed by their users.

The current regulation reads: Mileage Allowances: The mileage allowances set forth in Railroad Publication Services, Agent Tariff ICC RPS 6007–series (PHJ Series) will be the minimum allowances accepted by the Government from the railroads for use of Government owned rail cars, except that mileage allowances for other than tank cars published in Tariff ICC CR 9337 will apply for account Consolidated Rail Corporation.

The proposed regulation will replace the current regulation in its entirety with the following:

Item 350—Mileage Allowances

1. This item applies to all freight cars bearing the reporting marks of the Department of Defense or of any of its services, including but not limited to DODX, USAX, USA, USNX, USN, DAFX, USAF, hereinafter ''DOD freight cars.''

2. Whenever DOD freight cars are used by a carrier for a revenue movement, such movement shall be considered a loaded movement (except empty tank cars subject to excess empty tank car mileage computations in accordance with the provisions of Agent's Freight Tariff, RPS 6007, Item 187) and a mileage allowance shall be payable by the carrier to DOD.

3. The mileage allowances specified in this item are based on actual mileage. If specified in advance of the movement, the carrier may choose to pay the mileage allowances based on short-line rail mileage. In such cases, the minimum amount payable to DOD shall be the relevant allowance shown in the table in paragraph 6 plus 30 percent.

4. The allowances specified in this item apply only to movements for which the freight transportation rate specifies the use of DOD freight cars. In all other cases, such as when the freight transportation rate:

a. Specifies use of railroad-supplied cars, or

b. Specifies use of either railroad-supplied cars or DOD freight cars, or

c. Fails to specify the ownership of the car to be used; and DOD freight cars are actually used for the movement, the minimum allowances payable shall be the time and mileage payments that would have applied had non-deprescribed cars of the same type bearing railroad reporting marks been used.

5. The mileage allowances specified in this item are to be calculated on the basis of US dollars per mile, regardless of where the mileage accumulated. Allowances not paid in US dollars will be paid based on the exchange rate in effect at the close of the service month. For example, the minimum allowance for a movement of DODX freight car 36000 traveling 200 miles in Canada shall be 200 US dollars, or 300 Canadian dollars assuming an exchange rate of US $1.00=$1.50 Canadian dollars.

6. The minimum mileage allowances for DOD freight cars shall be as follows:

For DOD freight cars	Minimum mileage allowance (US dollars per actual mile) For short-line miles, add 30%
DODX 900–905 (Caboose)	$0.50
DODX 29500–29508 (Refrigerator Cars)	$1.00
DODX 36000–36006 (Two-platform container flat car)	$1.00
DODX 40000–40573 (Six-axle flat car)	$0.376
Tanks Cars (as defined in Agent's Freight Tariff, RPS 6007, Item 187)	As listed in Agent's Freight Tariff, RPS 6007, Item 187
All other DOD freight cars	$0.065 per axle, Examples: _____ (4-axle $0.26) (6-axle $0.39) (8-axle $0.52) (12-axle $0.78)

7. Detailed car hire reports, as defined in the Railway Equipment Register, Rule 3.B.1, in the format specified by the Code of Car Hire Rules, Appendices G and I, shall be sent to: Military Traffic Management Command, Deployment Support Command, ATTN: MTDC–RF, Fort Eustis, VA 23604–5000.

8. Mileage allowances shall be paid by check payable to ''DFAS–OM/ACT'' and sent to: DFAS–OM/ACT, ATTN: DBOF–T, PO Box 7050, Bellevue, NE 68005–1950.

(If a carrier's preferred practice is to mail the check and the car hire report in the same envelope, the MTMC address in paragraph 7 should be used for the combined mailing.)

Francis A. Galluzzo,

ADCOPS, Transportation Services.

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BILLING CODE 3710–08–M

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Draft Environmental Impact Statement, Water Allocation for the Alabama-Coosa-Tallapoosa (ACT) River Basin, Alabama and Georgia (Extension of Comment Period)

AGENCY: U.S. Army Corps of Engineers, Mobile District, DoD.

ACTION: Notice.

SUMMARY: The U.S. Army Corps of Engineers, Mobile District, Alabama, is announcing today the extension of the comment period for the Draft Environmental Impact Statement (EIS)