

INTERNATIONAL TRADE COMMISSION

Public Availability of FY 2018 Service Contracts Inventory Analysis, and Planned Analysis of FY 2019 Service Contracts Inventory

AGENCY: U.S. International Trade Commission.

ACTION: Notice.

SUMMARY: In accordance with Section 743 of Division C of the Consolidated Appropriations Act of 2010, the U.S. International Trade Commission is publishing this notice to advise the public of the availability of the FY 2018 Service Contracts Inventory Analysis, and Planned Analysis of FY 2019 Service Contracts Inventory. The FY 2018 inventory analysis provides information on specific service contract actions that were analyzed. The 2018 inventory provides information on service contract actions over \$25,000, which were made in FY 2018. The inventory information is organized by function to show how contracted resources are distributed throughout the agency. The inventory has been developed in accordance with guidance issued on November 5, 2010 and December 19, 2011, by the Office of Management and Budget's Office of Federal Procurement Policy (OFPP). OFPP's guidance is available at <https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/procurement/memo/service-contract-inventory-guidance.pdf>. The FY 2019 inventory planned analysis provides information on which functional areas will be reviewed by the agency. The U. S. International Trade Commission has posted its FY 2018 inventory, FY 2019 planned analysis at the following link: <https://www.usitc.gov/offices/procurement>.

FOR FURTHER INFORMATION CONTACT:

Questions regarding the service contract inventory should be directed to Debra Bridge, U. S. International Trade Commission, Office of Procurement, 500 E Street SW, Washington, DC 20436; debra.bridge@usitc.gov; (202) 205-2004.

By order of the Commission.

Issued: July 1, 2021.

Lisa Barton,

Secretary to the Commission.

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INTERNATIONAL TRADE COMMISSION

[Investigation No. 731-TA-1537 (Final)]

Chassis and Subassemblies From China

Determination

On the basis of the record¹ developed in the subject investigation, the United States International Trade Commission ("Commission") determines, pursuant to the Tariff Act of 1930 ("the Act"), that an industry in the United States is materially injured by reason of imports of chassis and subassemblies ("chassis") from China, provided for in subheadings 8716.39.00 and 8716.90.50 of the Harmonized Tariff Schedule of the United States, that have been found by the U.S. Department of Commerce ("Commerce") to be sold in the United States at less than fair value ("LTFV").²

Background

The Commission instituted the investigations effective July 30, 2020, following receipt of petitions filed with the Commission and Commerce by the Coalition of American Chassis Manufacturers, consisting of Cheetah Chassis Corporation, Fairless Hills, Pennsylvania, Hercules Enterprises, LLC, Hillsborough, New Jersey, Pitts Enterprises, Inc., Pittsview, Alabama, Pratt Industries, Inc., Bridgman, Michigan, and Stoughton Trailers, LLC, Stoughton, Wisconsin. The Commission scheduled the final phase of the investigations following notification of a preliminary determination by Commerce that imports of chassis from China were being subsidized within the meaning of section 703(b) of the Act (19 U.S.C. 1671b(b)). Notice of the scheduling of the final phase of the Commission's investigations and of a public hearing to be held in connection therewith was given by posting copies of the notice in the Office of the Secretary, U.S. International Trade Commission, Washington, DC, and by publishing the notice in the **Federal Register** of January 14, 2021 (86 FR 3193). In light of the restrictions on access to the Commission building due to the COVID-19 pandemic, the Commission conducted its hearing through written testimony and video conference on March 16, 2021. All persons who requested the opportunity were permitted to participate.

The investigation schedules became staggered when Commerce did not align

¹ The record is defined in § 207.2(f) of the Commission's Rules of Practice and Procedure (19 CFR 207.2(f)).

² 86 FR 26694 (May 17, 2021).

its countervailing duty investigation with its antidumping duty investigation. On May 3, 2021, the Commission issued a final affirmative determination in its countervailing duty investigation of chassis from China (86 FR 24665, May 7, 2021). Following notification of a final determination by Commerce that imports of chassis from China were being sold at LTFV within the meaning of section 735(a) of the Act (19 U.S.C. 1673d(a)), notice of the supplemental scheduling of the final phase of the Commission's antidumping duty investigation was given by posting copies of the notice in the Office of the Secretary, U.S. International Trade Commission, Washington, DC, and by publishing the notice in the **Federal Register** on May 28, 2021 (86 FR 28893).

The Commission made this determination pursuant to § 735(b) of the Act (19 U.S.C. 1673d(b)). It completed and filed its determination in this investigation on July 1, 2021. The views of the Commission are contained in USITC Publication 5211 (July 2021), entitled Chassis and Subassemblies from China: Investigation No. 731-TA-1537 (Final).

By order of the Commission.

Issued: July 2, 2021.

Lisa Barton,

Secretary to the Commission.

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INTERNATIONAL TRADE COMMISSION

[Investigation Nos. 701-TA-668-669 and 731-TA-1565-1566 (Preliminary)]

Urea Ammonium Nitrate Solutions from Russia and Trinidad and Tobago; Institution of Anti-Dumping and Countervailing Duty Investigations and Scheduling of Preliminary Phase Investigations

AGENCY: United States International Trade Commission.

ACTION: Notice.

SUMMARY: The Commission hereby gives notice of the institution of investigations and commencement of preliminary phase antidumping and countervailing duty investigations Nos. 701-TA-668-669 and 731-TA-1565-1566 (Preliminary) pursuant to the Tariff Act of 1930 ("the Act") to determine whether there is a reasonable indication that an industry in the United States is materially injured or threatened with material injury, or the establishment of an industry in the United States is materially retarded, by reason of