

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,