

public of our revocation in part with respect to toy boxes in the antidumping duty order on wooden bedroom furniture from the PRC retroactive to January 1, 2007.

We will instruct the U.S. Customs and Border Protection to liquidate without regard to antidumping duties, as applicable, and to refund any estimated antidumping duties collected for all unliquidated entries of toy boxes, made on or after January 1, 2007, meeting the specifications indicated above, in accordance with 19 CFR 351.222.

This notice serves as a reminder to parties subject to administrative protective orders ("APOs") of their responsibility concerning the disposition of proprietary information disclosed under APO in accordance with 19 CFR 351.306. Timely written notification of the return/destruction of APO materials or conversion to judicial protective order is hereby requested. Failure to comply with the regulations and terms of an APO is a sanctionable violation.

This changed circumstances administrative review, partial revocation of the antidumping duty order and notice are in accordance with sections 751(b), (d) and 782(h) of the Act and 19 CFR 351.216(e) and 351.222(g).

Dated: February 13, 2009.

**Ronald K. Lorentzen,**

*Acting Assistant Secretary for Import Administration.*

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## DEPARTMENT OF COMMERCE

### International Trade Administration

#### Building for the Future: U.S. Building Products Trade Mission to Asia

**AGENCY:** Department of Commerce.

**ACTION:** Revision.

#### Mission Statement

Building for the Future: U.S. Building Products Trade Mission to Asia. April 20-28, 2009.

#### Mission Description

The United States Department of Commerce, International Trade Administration, U.S. and Foreign Commercial Service is organizing a Trade Mission to Hong Kong, Singapore, and Bangkok, Thailand, April 20-28, 2009, to promote U.S. firms offering environmentally friendly design and engineering services, energy efficient building systems, efficient lighting and heating/ventilation/air conditioning

(HVAC) systems, and eco-friendly building products.

Growing interest in energy efficiency, environmental protection, and "green" building are generating significant opportunities in these markets for U.S. firms offering innovative products and technologies. The mission will include one-on-one business matchmaking appointments with prospective agents, distributors, and end-users; updates on major projects; Embassy briefings on doing business in each country market; and networking receptions.

#### Commercial Setting

##### *Hong Kong*

In Hong Kong's estimated \$24 billion annual construction and building sector, usage of eco-friendly and energy-saving products has increased in recent years as developers are becoming more concerned about their environmental image and seek to attract multinational corporate tenants who prefer features that will save energy, reduce waste, and increase productivity in their commercial projects.

Government regulations and incentives play a pivotal role in shaping the design of residential buildings in Hong Kong. Government incentives to encourage green building and waste reduction include exempting green features from the calculation of the gross floor area of a property, which grants developers extra floor space to boost the market value of their properties.

In the last five years, growth in demand has been significant for environmentally-friendly products such as T5 lamps, variable-speed pumps, heat recovery systems in HVAC, service-on-demand features, advanced window glazings, and motion sensors. Metal formworks have extensively replaced timber. More pre-fabricated elements are used to allow cleaner construction sites. Use of photovoltaic panels has also increased, particularly in public buildings, although not on a large scale. The market for green building products in Hong Kong is far from maturity and holds genuine potential.

##### *Singapore*

Singapore's \$17 billion construction market is estimated to reach \$20 billion annually over the next five years. Government spending will be the main factor sustaining construction demand, with emphasis on infrastructure projects. Singapore's interest in green building promises to be substantial. The Government has set aside about \$13 million over the next three years for the Green Mark Incentive Program, administered by the Building and

Construction Authority (BCA), offering cash incentives to private developers and building owners for efforts to achieve a BCA Green Mark Gold rating for new or retrofitted buildings with a gross floor area exceeding 5,000 square meters. Furthermore, under BCA's Green Mark program, the Marina Bay area is to serve as a model eco-city, with a new reservoir and gardens, and most buildings in the vicinity Green Mark certified. (For details on BCA's Green Mark program, see [http://www.bca.gov.sg/GreenMark/green\\_mark\\_buildings.html](http://www.bca.gov.sg/GreenMark/green_mark_buildings.html)).

Singapore's Housing and Development Board is developing an eco-precinct in an effort to ensure the sustainability of public housing developments. The BCA is also establishing the One North area as a model of green facilities for the industrial sector. BCA's Green Mark building program is strongly supported by Singapore's National Environment Agency, pointing to excellent opportunities for U.S. suppliers of green materials and technology. The BCA specifically recommends the use of recyclable materials, as well as products and systems designed to harness renewable energy (e.g., solar, wind, biomass), increase energy efficiency, improve indoor air quality, and reduce noise and air pollution.

Another \$34 million has been set aside to be used within the next five years for a new Research Fund for the Built Environment. This Fund aims to intensify research and development efforts in green building technologies and energy efficiency. Separately, the Singapore Economic Development Board is committing \$234 million for the green energy push, which includes an initiative to make Singapore a testing ground for new technologies, such as the latest solar panels or fuel cell engines.

In all, the market potential in Singapore for technologies, systems and equipment used in the construction of environmentally sustainable ("green") buildings is growing. This covers all types of systems and products to improve energy and water efficiency of a building, technologies and equipment that improve indoor air quality, construction systems that reduce noise and air pollution, and recyclable building materials.

##### *Thailand*

The United States and Thailand have enjoyed a special commercial relationship for 175 years under the Treaty of Amity and Commerce, which in most sectors affords U.S. companies operating in Thailand national

treatment, putting them on an “equal playing field” with Thai companies, a privilege offered to no other trading partner’s companies. The Thai market offers opportunities for U.S. companies in a number of infrastructure sectors, including building and renewable energy.

The growing necessity for energy conservation in commercial and residential buildings is opening doors for “green” building products in Thailand. As the third largest energy consuming sector, after transport and industry, commercial and residential buildings are the Thai Government’s target sector for implementation of energy conservation policies. Last year, the Ministry of Energy, through the Department of Alternative Energy Development and Efficiency, introduced a program to promote energy efficient buildings. The program provides technical assistance in building design and selection of building products such as exteriors, insulation, lighting, and HVAC. Qualified participants will be publicly endorsed as “energy efficient.” Such incentives, along with tighter building regulations and greater awareness of energy conservation among Thais, will continue to drive demand for green products and technologies in the coming years.

The Thai government’s \$8.6 billion investment plan for infrastructure development over the next five years also offers potential for U.S. suppliers of building products and services, particularly those offering eco-friendly materials and technologies for the construction of rail-based mass transit systems. American building products, commanding a reputation for quality and technology, stand much to gain from these growing demand trends in Thailand.

### Mission Goals

The Building for the Future Trade Mission will help U.S. firms to explore supplier opportunities under various infrastructure programs and initiate or expand their exports to the three markets through business-to-business introductions, market briefings, and networking activities.

### Mission Scenario

The mission will stop in Hong Kong, Singapore and Bangkok, Thailand. In each city, participants will meet with government officials, potential buyers, agents/distributors, and other business partners. They will also attend market briefings by U.S. Embassy officials, as well as networking events offering further opportunities to speak with local business and industry decision-makers.

### Proposed Mission Timetable

April 20, 2009 .....	Mission begins in Hong Kong. Market briefing. Business match-making. Networking reception.
April 20–21, 2009 .....	Business match-making.
April 22, 2009 .....	Travel to Bangkok, Thailand. Networking reception.
April 23–24, 2009 .....	Market Briefing. Business match-making.
April 25 or 26, 2009 ..	Travel to Singapore on weekend.
April 27–28, 2009 .....	Briefing. Business match-making. Networking reception. Mission concludes.

### Participation Requirements

All parties interested in participating in the Building for the Future Trade Mission must complete and submit an application package for consideration by the Department of Commerce. All applicants will be evaluated on their ability to meet certain conditions and best satisfy the selection criteria as outlined below. A minimum of 7 and maximum of 15 companies will be selected to participate in the mission from the applicant pool. U.S. companies already doing business in the target markets as well as U.S. companies seeking to enter the target markets for the first time may apply.

### Fees and Expenses

After a company has been selected to participate in the mission, a payment to the Department of Commerce in the form of a participation fee is required. The participation fee will be \$5,785 for a large firm and \$3,975 for a small or medium-sized enterprise (SME).<sup>\*</sup> The fee for each additional firm representative (large firm or SME) is \$450. Expenses for travel, lodging, most meals, and incidentals will be the responsibility of each mission participant. The option to participate in the mission is also being offered to U.S.-

<sup>\*</sup> An SME is defined as a firm with 500 or fewer employees or that otherwise qualifies as a small business under SBA regulations (see [http://www.sba.gov/services/contracting\\_opportunities/sizestandardstoc/index.html](http://www.sba.gov/services/contracting_opportunities/sizestandardstoc/index.html)). Parent companies, affiliates, and subsidiaries will be considered when determining business size. The dual pricing reflects the Commercial Service’s user fee schedule that became effective May 1, 2008 (see <http://www.export.gov/newsletter/march2008/initiatives.html> for additional information).

based firms with an established presence in the target markets or neighboring countries; the same fee structure applies.

### Conditions for Participation

- An applicant must submit a completed and signed mission application and supplemental application materials, including adequate information on the company’s products and/or services, primary market objectives, and goals for participation. If the Department of Commerce receives an incomplete application, the Department may reject the application, request additional information, or take the lack of information into account when evaluating the applications.
- Each applicant must also certify that the products and services it seeks to export through the mission are either produced in the United States, or, if not, marketed under the name of a U.S. firm and have at least 51 percent U.S. content of the value of the finished product or service.

*Selection Criteria:* Selection will be based on the following criteria:

- Suitability of the company’s products or services in the target markets and sectors.
- Applicant’s potential for business in the target markets, including likelihood of exports resulting from the mission.
- Consistency of the applicant’s goals and objectives with the stated scope of the trade mission.

Referrals from political organizations and any documents containing references to partisan political activities (including political contributions) will be removed from an applicant’s submission and not considered during the selection process.

### Timeframe for Recruitment and Applications

Mission recruitment will be conducted in an open and public manner. Outreach will include publication in the **Federal Register**, posting on the Commerce Department trade mission calendar (<http://www.ita.doc.gov/doctm/tmcal.html>) and other Internet Web sites, press releases to general and trade media, direct mail, broadcast fax, notices by industry trade associations and other multiplier groups, and publicity at industry meetings, symposia, conferences, and trade shows. The International Trade Administration will explore and welcome outreach assistance from other interested organizations, including other U.S. Government agencies.

Recruitment for the mission will begin immediately and close March 4, 2009. Applications are available on-line on the mission Web site at <http://www.buyusa.gov/globaldesignbuild/futurebuildmission.html>. They can also be obtained by contacting the Mission Project Officer listed below. Applications received after March 4, 2009 will be considered only if space and scheduling constraints permit.

#### Contacts

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## DEPARTMENT OF COMMERCE

### International Trade Administration

#### **Mission Statement; European Port Infrastructure and Security Trade Mission to Germany, Belgium and Italy May 4-8, 2009**

**AGENCY:** Department of Commerce.

**ACTION:** Notice.

#### **Mission Description**

The United States Department of Commerce's International Trade Administration, U.S. and Foreign Commercial Service, is organizing a Trade Mission to Germany, Belgium and Italy, May 4-8, 2009. This event is intended to tap immediate opportunities in port infrastructure, and security and logistics in Hamburg, Germany; Antwerp, Belgium; and Genoa, Italy. Because these ports are key gateways to the Western European market, companies from countries beyond Germany, Belgium, and Italy will be informed about the mission and encouraged to meet with the U.S. participants.

The program will focus on several major areas, including, but not limited to, the following:

(1) Port safety and security, including container tagging, chemical and radiation detection equipment, electronic container seals, tracking equipment, virtual simulation products and other high-technology security items, and training (such as first responder);

(2) Port logistics and infrastructure, including supply chain, communications, crisis management, risk management products, disaster control shore-based electricity, inland connections, terminal railroad infrastructure, pipelines and other solutions for liquid bulk and petrochemical products;

(3) Port environment, including reduced emissions, clean engine developments and GreenPorts Certification; and

(4) European maritime policies.

The trade mission will expose participating companies to procurement opportunities in maritime ports and showcase U.S. technology, which is highly regarded and maintains a competitive edge in Europe.

#### **Commercial Setting**

As in other markets, Europe places a strong emphasis on homeland security, transportation, environmental safety and critical infrastructure development. The need for information exchange and security concerning the maritime industry continues to create opportunities in the maritime sector in Europe. Approximately 90 percent of the transport of goods to and from the European Union is by sea. The European Union has adopted rules regarding maritime safety and security to ensure quality shipping that respects the environment and guarantees an optimal level of protection. The current European maritime transport policy calls for safety and security measures that will allow the European maritime industry to continue making the most of its already prominent role to maximize its competitive position. The major focus is on environmental impact, safety, unification and simplification of procedures. This scenario will provide excellent opportunities for U.S. companies operating in a variety of areas.

End-users consider the U.S. security equipment industry to be a leader in the global marketplace. U.S. producers will continue to have a competitive advantage because of their know-how and technological edge. Solutions to be considered will include, among many other items, handheld scanners, pagers, portal monitors, radiation identification devices, cargo and baggage screening equipment, non-intrusive inspection technology, access control and identification systems, video surveillance equipment and communication software for data integration.

In European ports, a strong demand is developing for emissions-reducing technologies. This demand is triggered

mainly by European Union legislation pushing for important reductions in gaseous emissions, especially greenhouse gases, CO, NO<sub>x</sub> and SO<sub>x</sub>. The underlying political drivers are the EU's commitment to the Kyoto Protocol and its Clean Air For Europe (CAFE) program. As EU Member states have some freedom in the actual implementation of the EU legislation, and they will likely pass on the burden to execute the national emission-reduction targets to the port areas, which are notorious polluters. Key commercial leads will include any and all technologies that lead to higher energy efficiency of both onshore (port facilities and infrastructure) and offshore (vessels) equipment. Examples are shore-based electricity networks ("cold ironing"), exhaust filters for diesel engines and power plants, and low-sulfur fuels. As the legislative process is ongoing, companies interested in this area could benefit from developing relations with port authorities and other semi-public stakeholders as direct sources of information in the future.

#### **Mission Goals**

The trade mission's goal is to introduce U.S. exporters of port-related equipment, systems, and services to potential public and private end-users and partners, including potential agents, distributors, and licensees, with the aim of creating business partnerships that will contribute to increasing U.S. exports to European markets.

#### **Mission Scenario**

The mission will include meetings with individuals from both the public sector (e.g., port authorities and customs officials) and private business (e.g., shipping agents, marine terminal operators, and local security systems companies). In each country, participants will receive a briefing that will include market intelligence, as well as an overview of the country's economic and political environment. A networking reception is planned at each stop. The mission will also include a brief tour of the ports of Hamburg, Antwerp and Genoa, briefings by port authorities on planned projects and expected infrastructure and security needs, and one-on-one business meetings between U.S. participants and potential end-users and partners. Follow-on business meetings in other countries in the region can be set up before or after the trade mission for an additional price, depending on participants' wishes.