

and communications components, which are central to the device's operation.

Furthermore, U.S. production involves programming and configuring the primary PCBA with Trimble's proprietary U.S.-origin software, which is required for the device to function and defines its use. This case is unlike HQ H304677, which involved U.S.-origin software programmed onto a Mexican-origin PCBA, because here both the software and the primary PCBA originate from the same country. Additionally, in H304677, all other fundamental functional components of the printer were produced in China, whereas in this instance, most of the primary components of the R980 GNSS Receiver are assembled in the United States. Furthermore, once they are fully assembled, all U.S.-origin components will have a predetermined end-use in the R980 GNSS Receiver when exported to Thailand and installed into the device.

We also find that the 450MHz Radio manufactured in Finland does not affect the country of origin determination. The receiver analyzed in HQ H338116 also included a 450MHz Radio, manufactured in China, and CBP determined that the radio component was not significant enough to the receiver's name, character, or use to affect the country of origin determination, and we note that it is only available when sold to certain countries.

We agree that the assembly in Thailand is a simple assembly that does not result in a substantial transformation. It primarily involves placing the PCBAs into a "hot box" subassembly and then affixing the "hot box," antenna, battery, and keypad to the chassis, in contrast to the complex SMT performed in the United States. While the two Thai-origin main components are also PCBAs and are produced using SMT, they play a subsidiary role within the device. They do not undergo any programming or process any communications or navigational information which are required for the R980 GNSS Receiver to function. The U.S.-origin components are notably more complex, which is why more worker hours are required to produce the U.S.-origin components. Therefore, based on the totality of the circumstances, we determine that the final assembly in Thailand does not result in a substantial transformation.

Accordingly, we find that the last substantial transformation occurs in the United States, and therefore, the finished R980 GNSS Receiver is not a product of a foreign country or instrumentality designated pursuant to 19 U.S.C. 2511(b). As to whether the R980 GNSS Receiver produced in the United States qualifies as a "U.S.-made end product," you may wish to consult with the relevant government procuring agency and review *Acetris Health, LLC v. United States*, 949 F.3d 719 (Fed. Cir. 2020).

Country of Origin Marking

Section 304 of the Tariff Act of 1930, as amended (19 U.S.C. 1304), provides that unless excepted, every article of foreign origin imported into the United States shall be marked in a conspicuous place as legibly, indelibly, and permanently as the nature of the article (or its container) will permit, in

such a manner as to indicate to an ultimate purchaser in the United States the English name of the country of origin of the article.

For purposes of the marking requirement, the term "country of origin" is defined under 19 CFR 134.1(b), which adopts the same "substantial transformation" rule as the TAA and the FAR. See 19 U.S.C. 2518(4)(B); FAR, 48 CFR 25.003. Specifically, Section 134.1(b) of the CBP Regulations (19 CFR 134.1(b)), states that:

"Country of origin" means the country of manufacture, production, or growth of any article of foreign origin entering the United States. Further work or material added to an article in another country must effect a substantial transformation in order to render such other country the "country of origin" within the meaning of this part;

Section 134.32 of the CBP Regulations (19 CFR 134.32) provides several exceptions to the marking requirement. Specifically, "products of the United States exported and returned" are exempt from the country of origin marking requirement. 19 CFR 134.32(m).

As discussed above, for purposes of section 2518(4)(B) of the TAA, the R980 GNSS Receiver is a product of the United States. Having already reached this determination, we also find that the R980 GNSS Receiver is a product of the United States for the purpose of country of origin marking, and therefore, the R980 GNSS Receiver may be excepted from country of origin marking when imported into the United States, pursuant to 19 CFR 134.32(m).

Holding

Based on the information provided, for purposes of U.S. Government procurement and country of origin marking upon importation, the R980 GNSS Receiver is a product of the United States and is not substantially transformed by its final assembly in Thailand. Furthermore, as a product of the United States, it is excepted from country of origin marking pursuant to 19 CFR 134.32(m).

Notice of this final determination will be given in the **Federal Register**, as required by 19 CFR 177.29. Any party-at-interest other than the party which requested this final determination may request, pursuant to 19 CFR 177.31, that CBP reexamine the matter anew and issue a new final determination. Pursuant to 19 CFR 177.30, any party-at-interest may, within 30 days of publication of the **Federal Register** Notice referenced above, seek judicial review of this final determination before the U.S. Court of International Trade.

Sincerely,

Alice A. Kipel,
Executive Director, Regulations and Rulings,
Office of Trade.

[FR Doc. 2025–11466 Filed 6–20–25; 8:45 am]

BILLING CODE 9111–14-P

DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

[CBP Dec. 25–07]

Tuna Tariff-Rate Quota for Calendar Year 2025 for Tuna Classifiable Under Subheading 1604.14.22, Harmonized Tariff Schedule of the United States (HTSUS)

AGENCY: U.S. Customs and Border Protection, Department of Homeland Security.

ACTION: Announcement of the quota quantity for tuna in airtight containers for Calendar Year 2025.

SUMMARY: Each year, the tariff-rate quota for tuna described in subheading 1604.14.22, Harmonized Tariff Schedule of the United States (HTSUS), is calculated as a percentage of the tuna in airtight containers entered, or withdrawn from warehouse, for consumption during the preceding calendar year. This document sets forth the tariff-rate quota for Calendar Year 2025.

DATES: The 2025 tariff-rate quota is applicable to tuna in airtight containers entered, or withdrawn from warehouse, for consumption during the period January 1, 2025 through December 31, 2025.

FOR FURTHER INFORMATION CONTACT: Julia Peterson, Chief, Quota and Agriculture Branch, Interagency Collaboration Division, Trade Policy and Programs, Office of Trade, U.S. Customs and Border Protection, Washington, DC 20229–1155, at (202) 384–8905 or by email at HQQUOTA@cbp.dhs.gov.

SUPPLEMENTARY INFORMATION:

Background

It has been determined that 16,188,319 kilograms of tuna in airtight containers may be entered, or withdrawn from warehouse, for consumption during Calendar Year 2025, at the rate of 6.0 percent *ad valorem*, under subheading 1604.14.22, Harmonized Tariff Schedule of the United States (HTSUS). Any such tuna which is entered, or withdrawn from warehouse, for consumption during the current calendar year in excess of this quota will be dutiable at the rate of 12.5 percent *ad valorem*, under subheading 1604.14.30, HTSUS.

Dated: June 18, 2025.

Susan S. Thomas,
Acting Executive Assistant Commissioner,
Office of Trade.

[FR Doc. 2025–11472 Filed 6–20–25; 8:45 am]

BILLING CODE 9111–14-P