

functions of the Department, including whether the information will have practical utility; (b) Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used; (c) Evaluate ways to enhance the quality, utility, and clarity of the information to be collected; and (d) Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Comments that you submit in response to this notice are a matter of public record. We will include or summarize each comment in our request to OMB to approve this ICR. Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may be made publicly available at any time. While you may ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

Sheleen Dumas,

Department PRA Clearance Officer, Office of the Under Secretary for Economic Affairs, Commerce Department.

[FR Doc. 2023–12641 Filed 6–12–23; 8:45 am]

BILLING CODE 3510–17–P

DEPARTMENT OF COMMERCE

Foreign-Trade Zones Board

[B–37–2023]

Foreign-Trade Zone (FTZ) 218, Notification of Proposed Production Activity; Derecktor Fort Pierce, LLC; (Refurbished Water Vessels and Hulls); Fort Pierce, Florida

Derecktor Fort Pierce, LLC submitted a notification of proposed production activity to the FTZ Board (the Board) for its facility in Fort Pierce, Florida, within Subzone 218A. The notification conforming to the requirements of the Board's regulations (15 CFR 400.22) was received on June 6, 2023.

Pursuant to 15 CFR 400.14(b), FTZ production activity would be limited to the specific foreign-status material(s)/ component(s) and specific finished product(s) described in the submitted notification (summarized below) and subsequently authorized by the Board. The benefits that may stem from conducting production activity under FTZ procedures are explained in the

background section of the Board's website—accessible via www.trade.gov/ftz.

The proposed finished products include: sailboats; boat tenders; ferries; motor yachts, pleasure vessels, and sports vessels exceeding 7.5 meters; research vessels; and, aluminum hulls and hull modules (duty rate ranges from duty-free to 1.5%).

The proposed foreign-status materials and components include: O-rings and adapters; rubber bearings with brass shells; carbon poles and fittings; hydraulic components (filters; linear acting power units; power units; pumps); water filtration systems; windlasses; propeller shafts; bearing seals; digital video recorders; marine propulsion engines (diesel; spark-ignition reciprocating or rotary internal combustion piston); marine propulsion engine components (engine mounts; seal kits; thermostats; engine controls; electrical control boxes); pumps (lubricating oil; fresh water system); natural stone tiles with height and width less than seven centimeters (cm); marble, granite, or onyx, for floors, countertops, or walls; quartz slabs for countertops; China tableware; window glass (tempered; laminated); lead crystal glassware and barware; silverware sets; weathertight and watertight marine doors (iron; steel; aluminum); anchor chain; anchors and grapnels (iron; steel); mooring bollards; aluminum walkways; engine mounts for marine propulsion engines with spark-ignition internal combustion pistons; ventilation fans; ventilation hoods, not exceeding 120 cm width; blowers; refrigerating units; HVAC equipment chassis and coils; fire dampers; water mist extinguisher systems; winches and capstans; cranes; propellers and blades; DC electric motors of an output exceeding 750 watts but not exceeding 375 kilowatts; AC generators; transformers (having a power handling capacity not exceeding 650 kilo volt-amperes (kVA); having a power handling capacity exceeding 1 kVA); rectifiers; motor boat tenders; aluminum yacht hull modules and super structures; aluminum hulls and hull modules; wood furniture; light-emitting diode (LED) chandeliers and electric ceiling or wall lighting fittings (brass; non-base metal; base metal other than brass); chandeliers and electric ceiling or wall lighting fittings (brass; non-base metal); chandeliers and electric ceiling or wall lighting fittings, not designed exclusively for LED, made of base metal other than brass; LED search lights and spotlights (brass; non-base metal; base metal other than brass); and, search lights and spotlights not designed exclusively for LED (duty rate

ranges from duty-free to 7.6%). The request indicates that certain materials/ components are subject to duties under section 301 of the Trade Act of 1974 (section 301), depending on the country of origin. The applicable section 301 decisions require subject merchandise to be admitted to FTZs in privileged foreign status (19 CFR 146.41).

Public comment is invited from interested parties. Submissions shall be addressed to the Board's Executive Secretary and sent to: ftz@trade.gov. The closing period for their receipt is July 24, 2023.

A copy of the notification will be available for public inspection in the "Online FTZ Information System" section of the Board's website.

For further information, contact Juanita Chen at juanita.chen@trade.gov.

Dated: June 7, 2023.

Elizabeth Whiteman,

Executive Secretary.

[FR Doc. 2023–12597 Filed 6–12–23; 8:45 am]

BILLING CODE 3510–DS–P

DEPARTMENT OF COMMERCE

Bureau of Industry and Security

Belavia Belarusian Airlines, 14A Nemiga Str., Minsk, Belarus, 220004; Order Renewing Temporary Denial of Export Privileges

Pursuant to section 766.24 of the Export Administration Regulations, 15 CFR parts 730–774 (2021) ("EAR" or "the Regulations"),¹ I hereby grant the request of the Office of Export Enforcement ("OEE") to renew the temporary denial order ("TDO") issued in this matter on December 13, 2022. I find that renewal of this order is necessary in the public interest to prevent an imminent violation of the Regulations.

¹ On August 13, 2018, the President signed into law the John S. McCain National Defense Authorization Act for Fiscal Year 2019, which includes the Export Control Reform Act of 2018, 50 U.S.C. 4801–4852 ("ECRA"). While section 1766 of ECRA repeals the provisions of the Export Administration Act, 50 U.S.C. app. 2401 *et seq.* ("EAA"), (except for three sections which are inapplicable here), section 1768 of ECRA provides, in pertinent part, that all orders, rules, regulations, and other forms of administrative action that were made or issued under the EAA, including as continued in effect pursuant to the International Emergency Economic Powers Act, 50 U.S.C. 1701 *et seq.* ("IEEPA"), and were in effect as of ECRA's date of enactment (August 13, 2018), shall continue in effect according to their terms until modified, superseded, set aside, or revoked through action undertaken pursuant to the authority provided under ECRA. Moreover, section 1761(a)(5) of ECRA authorizes the issuance of temporary denial orders. 50 U.S.C. 4820(a)(5).

I. Procedural History

On June 16, 2022, I signed an order denying the export privileges of Belavia Belarusian Airlines (“Belavia”) for a period of 180 days on the ground that issuance of the order was necessary in the public interest to prevent an imminent violation of the Regulations. The order was issued *ex parte* pursuant to section 766.24(a) of the Regulations and was effective upon issuance.² This temporary denial order was subsequently renewed in accordance with section 766.24(d) of the Regulations.³ The renewal order issued on December 13, 2022, and was effective upon issuance.⁴

On May 18, 2023, BIS, through OEE, submitted a written request for renewal of the TDO that was issued on December 13, 2022. The written request was made more than 20 days before the TDO’s scheduled expiration. A copy of the renewal request was sent to Belavia in accordance with sections 766.5 and 766.24(d) of the Regulations. No opposition to the renewal of the TDO has been received.

II. Renewal of the TDO

A. Legal Standard

Pursuant to section 766.24, BIS may issue an order temporarily denying a respondent’s export privileges upon a showing that the order is necessary in the public interest to prevent an “imminent violation” of the Regulations, or any order, license or authorization issued thereunder. 15 CFR 766.24(b)(1) and 766.24(d). “A violation may be ‘imminent’ either in time or degree of likelihood.” 15 CFR 766.24(b)(3). BIS may show “either that a violation is about to occur, or that the general circumstances of the matter under investigation or case under criminal or administrative charges demonstrate a likelihood of future violations.” *Id.* As to the likelihood of future violations, BIS may show that the violation under investigation or charge “is significant, deliberate, covert and/or likely to occur again, rather than technical or negligent[.]” *Id.* A “lack of information establishing the precise time a violation may occur does not

preclude a finding that a violation is imminent, so long as there is sufficient reason to believe the likelihood of a violation.” *Id.*

B. The TDO and BIS’s Request for Renewal

The U.S. Commerce Department, through BIS, responded to the Russian Federation’s (“Russia’s”) further invasion of Ukraine by implementing a sweeping series of stringent export controls that severely restrict Russia’s access to technologies and other items that it needs to sustain its aggressive military capabilities. These controls primarily target Russia’s defense, aerospace, and maritime sectors and are intended to cut off Russia’s access to vital technological inputs, atrophy key sectors of its industrial base, and undercut Russia’s strategic ambitions to exert influence on the world stage. Effective February 24, 2022, BIS imposed expansive controls on aviation-related (*e.g.*, Commerce Control List Categories 7 and 9) items to Russia, including a license requirement for the export, reexport or transfer (in-country) to Russia of any aircraft or aircraft parts specified in Export Control Classification Number (ECCN) 9A991 (section 746.8(a)(1) of the EAR).⁵ BIS will review any export or reexport license applications for such items under a policy of denial. *See* section 746.8(b). Effective March 2, 2022, BIS excluded any aircraft registered in, owned, or controlled by, or under charter or lease by Russia or a national of Russia from being eligible for license exception Aircraft, Vessels, and Spacecraft (AVS) (section 740.15 of the EAR), and as part of the same rule, imposed a license requirement for the export, reexport, or transfer (in-country) of all items controlled under CCL Categories 3 through 9 to Belarus.⁶ On April 8, 2022, BIS excluded any aircraft registered in, owned, controlled by, or under charter or lease by Belarus or a national of Belarus from eligibility to use license exception AVS for travel to Russia or Belarus.⁷ Accordingly, any U.S.-origin aircraft or foreign aircraft that includes more than 25% controlled U.S.-origin content, and that is registered in, owned, or controlled by, or under charter or lease by Belarus or a national of Belarus, is subject to a license requirement before it can travel to Russia or Belarus.

OEE’s request for renewal is based upon the facts underlying the issuance of the initial TDO and the evidence

developed over the course of this investigation, which continue to demonstrate disregard for U.S. export controls and the terms of the TDO. Specifically, the initial TDO, issued on June 16, 2022, was based on evidence that Belavia engaged in conduct prohibited by the Regulations by operating multiple aircraft subject to the EAR and classified under ECCN 9A991.b on flights into Belarus after April 8, 2022 from destinations including but not limited to, Moscow, Russia; St. Petersburg, Russia; Antalya, Turkey; Istanbul, Turkey; Tbilisi, Georgia; Batumi, Georgia; Sharjah, United Arab Emirates (“UAE”); and Sharm el-Sheikh, Egypt, without the required BIS authorization.⁸

As discussed in the December 13, 2022 renewal order, evidence presented by BIS indicated that, after the renewal order issued, Belavia continued to operate aircraft subject to the EAR and classified under ECCN 9A991.b on flights into Belarus and/or Russia, in violation of the Regulations and the TDO itself.⁹ The December 13, 2022 renewal order detailed Belavia’s continued operation of flights into Belarus and/or Russia in violation of the EAR, including flights from St. Petersburg and Moscow Russia; Istanbul, Turkey; and Sharjah, UAE.¹⁰

Since that time, Belavia has continued to engage in conduct prohibited by the TDO and Regulations. In its May 18, 2023 request for renewal of the TDO, BIS submitted evidence that Belavia is operating aircraft subject to the EAR and classified under ECCN 9A991.b on flights into Belarus and/or Russia, in violation of the December 13, 2022 TDO and/or the Regulations. Specifically, BIS’s evidence and related investigation demonstrates that Belavia has continued to operate aircraft subject to the EAR, including, but not limited to, on flights into Belarus and/or Russia from/to Hurgada, Egypt; Tbilisi, Georgia; Doha,

⁸ Publicly available flight tracking information shows, for example, that on May 10, 2022, serial number (SN) 61423 flew from Moscow, Russia to Minsk, Belarus. On June 14, 2022, SN 61422 flew from Istanbul, Turkey to Minsk, Belarus and SN 40877 flew from Sharjah, United Arab Emirates to Minsk, Belarus.

⁹ Engaging in conduct prohibited by a denial order violates the Regulations. 15 CFR 764.2(a) and (k).

¹⁰ Based on publicly available flight tracking information, representative examples include, but are not limited to, the following: (1) on November 15, 2022, serial number (SN) 61421 flew from Moscow, Russia to Minsk, Belarus; (2) on December 9, 2022, SN 61423 flew from St. Petersburg, Russia to Minsk, Belarus and SN 61421 flew from Istanbul, Turkey to Minsk, Belarus; and (3) on November 12, 2022, SN 61423 flew from Sharjah, United Arab Emirates to Minsk, Belarus.

² The TDO was published in the **Federal Register** on June 22, 2022 (87 FR 37309).

³ Section 766.24(d) provides that BIS may seek renewal of a temporary denial order for additional 180-day renewal periods, if it believes that renewal is necessary in the public interest to prevent an imminent violation. Renewal requests are to be made in writing no later than 20 days before the scheduled expiration date of a temporary denial order.

⁴ The December 16, 2022 renewal order was published in the **Federal Register** on December 19, 2022 (87 FR 77550).

⁵ 87 FR 12226 (Mar. 3, 2022).

⁶ 87 FR 13048 (Mar. 8, 2022).

⁷ 87 FR 22130 (Apr. 14, 2022).

Qatar; Moscow Russia; Istanbul, Turkey; and Sharjah, UAE.

Information about those flights includes, but is not limited to, the following:

Tail No.	Serial No.	Aircraft type	Departure/arrival cities	Dates
EW-455PA	61421	737-8ZM (B738)	Doha, QA/Minsk, BY	May 27, 2023.
EW-455PA	61421	737-8ZM (B738)	Sharjah, AE/Minsk, BY	June 2, 2023.
EW-455PA	61421	737-8ZM (B738)	Istanbul, TR/Minsk, BY	June 4, 2023.
EW-455PA	61421	737-8ZM (B738)	Moscow, RU/Minsk, BY	June 5, 2023.
EW-455PA	61421	737-8ZM (B738)	Minsk, BY/Moscow, RU	June 6, 2023.
EW-456PA	61422	737-8ZM (B738)	Kutaisi, GE/Minsk, BY	May 25, 2023.
EW-456PA	61422	737-8ZM (B738)	Hurghada, EG/Minsk, BY	June 2, 2023.
EW-456PA	61422	737-8ZM (B738)	Antalya, TR/Minsk, BY	June 3, 2023.
EW-456PA	61422	737-8ZM (B738)	Istanbul, TR/Minsk, BY	June 4, 2023.
EW-456PA	61422	737-8ZM (B738)	Antalya, TR/Minsk, BY	June 6, 2023.
EW-457PA	61423	737-8ZM (B738)	Tbilisi, GE/Minsk, BY	May 28, 2023.
EW-457PA	61423	737-8ZM (B738)	Antalya, TR/Minsk, BY	May 31, 2023.
EW-457PA	61423	737-8ZM (B738)	Moscow, RU/Minsk, BY	May 31, 2023.
EW-457PA	61423	737-8ZM (B738)	Hurghada, EG/Minsk, BY	June 4, 2023.
EW-457PA	61423	737-8ZM (B738)	Antalya, TR/Minsk, BY	June 5, 2023.
EW-254PA	26294	737-3Q8 (B733)	Baku, AZ/Minsk, BY	May 29, 2023.
EW-254PA	26294	737-3Q8 (B733)	Moscow, RU/Minsk, BY	May 30, 2023.
EW-254PA	26294	737-3Q8 (B733)	Minsk, BY/Moscow, RU	May 31, 2023.
EW-254PA	26294	737-3Q8 (B733)	Baku, AZ/Minsk, BY	June 4, 2023.
EW-254PA	26294	737-3Q8 (B733)	Baku, AZ/Minsk, BY	June 6, 2023.
EW-544PA	35139	737-8K5 (B738)	Moscow, RU/Minsk, BY	May 29, 2023.
EW-544PA	35139	737-8K5 (B738)	Tbilisi, GE/Minsk, BY	May 30, 2023.
EW-544PA	35139	737-8K5 (B738)	Istanbul, TR/Minsk, BY	May 31, 2023.
EW-544PA	35139	737-8K5 (B738)	Antalya, TR/Minsk, BY	June 1, 2023.
EW-544PA	35139	737-8K5 (B738)	Antalya, TR/Minsk, BY	June 4, 2023.

III. Findings

Under the applicable standard set forth in section 766.24 of the Regulations and my review of the entire record, I find that the evidence presented by BIS convincingly demonstrates that Belavia has acted in violation of the Regulations and the TDO; that such violations have been significant, deliberate and covert; and that given the foregoing and the nature of the matters under investigation, there is a likelihood of imminent violations. Therefore, renewal of the TDO is necessary in the public interest to prevent imminent violation of the Regulations and to give notice to companies and individuals in the United States and abroad that they should avoid dealing with Belavia in connection with export and reexport transactions involving items subject to the Regulations and in connection with any other activity subject to the Regulations.

IV. Order

It is therefore ordered:

First, Belavia Belarusian Airlines, 14A Nemiga str., Minsk, Belarus, 220004, when acting for or on their behalf, any successors or assigns, agents, or employees may not, directly or indirectly, participate in any way in any transaction involving any commodity, software or technology (hereinafter collectively referred to as “item”) exported or to be exported from the United States that is subject to the EAR, or in any other activity subject to the EAR including, but not limited to:

A. Applying for, obtaining, or using any license (except directly related to safety of flight), license exception, or export control document;

B. Carrying on negotiations concerning, or ordering, buying, receiving, using, selling, delivering, storing, disposing of, forwarding, transporting, financing, or otherwise servicing in any way, any transaction involving any item exported or to be exported from the United States that is subject to the EAR except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations; or

C. Benefitting in any way from any transaction involving any item exported or to be exported from the United States that is subject to the EAR, or from any other activity subject to the EAR except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations.

Second, that no person may, directly or indirectly, do any of the following:

A. Export, reexport, or transfer (in-country) to or on behalf of Belavia any item subject to the EAR except directly related to safety of flight and authorized

by BIS pursuant to section 764.3(a)(2) of the Regulations;

B. Take any action that facilitates the acquisition or attempted acquisition by Belavia of the ownership, possession, or control of any item subject to the EAR that has been or will be exported from the United States, including financing or other support activities related to a transaction whereby Belavia acquires or attempts to acquire such ownership, possession or control except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations;

C. Take any action to acquire from or to facilitate the acquisition or attempted acquisition from Belavia of any item subject to the EAR that has been exported from the United States except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations;

D. Obtain from Belavia in the United States any item subject to the EAR with knowledge or reason to know that the item will be, or is intended to be, exported from the United States except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations; or

E. Engage in any transaction to service any item subject to the EAR that has been or will be exported from the United States and which is owned, possessed or controlled by Belavia, or service any item, of whatever origin, that is owned, possessed or controlled

by Belavia if such service involves the use of any item subject to the EAR that has been or will be exported from the United States except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations. For purposes of this paragraph, servicing means installation, maintenance, repair, modification, or testing.

Third, that, after notice and opportunity for comment as provided in section 766.23 of the EAR, any other person, firm, corporation, or business organization related to Belavia by ownership, control, position of responsibility, affiliation, or other connection in the conduct of trade or business may also be made subject to the provisions of this Order.

In accordance with the provisions of sections 766.24(e) of the EAR, Belavia may, at any time, appeal this Order by filing a full written statement in support of the appeal with the Office of the Administrative Law Judge, U.S. Coast Guard ALJ Docketing Center, 40 South Gay Street, Baltimore, Maryland 21202–4022.

In accordance with the provisions of section 766.24(d) of the EAR, BIS may seek renewal of this Order by filing a written request not later than 20 days before the expiration date. A renewal request may be opposed by Belavia as provided in section 766.24(d), by filing a written submission with the Assistant Secretary of Commerce for Export Enforcement, which must be received not later than seven days before the expiration date of the Order.

A copy of this Order shall be provided to Belavia, and shall be published in the **Federal Register**.

This Order is effective immediately and shall remain in effect for 180 days.

Dated: June 7, 2023.

Matthew S. Axelrod,

Assistant Secretary of Commerce for Export Enforcement.

[FR Doc. 2023–12538 Filed 6–12–23; 8:45 am]

BILLING CODE 3510–DT–P

DEPARTMENT OF COMMERCE

International Trade Administration

U.S. Hydrogen Industry Roundtable

AGENCY: International Trade Administration.

ACTION: Notice of a roundtable discussion on challenges and opportunities for strengthening the supply chain and export competitiveness of the U.S. hydrogen industry.

SUMMARY: Through this notice, the International Trade Administration (ITA) of the Department of Commerce announces a roundtable discussion with U.S. industry representatives and U.S. government officials. ITA invites applications from a wide array of industry representatives to participate in the roundtable, ranging from existing manufacturers of goods and providers of services to prospective new market entrants. Participants will have products that are or will be produced in the United States along the hydrogen value chain.

DATES:

Event: The roundtable will be held in a virtual format on June 29, 2023 from 1 p.m. to 4 p.m., eastern daylight time.

Event Registration: ITA will evaluate registrations based on the submitted information (see below) and inform applicants of selection decisions, which will be made on a rolling basis until 25 participants have been selected.

ADDRESSES: *Event:* The roundtable will be held via WebEx and the link for the meeting will be provided to registered participants.

FOR FURTHER INFORMATION CONTACT:

Maureen Clapper, Senior Advisor, ITA, at or Charles Saad, Clean Technology Trade Specialist, at Hydrogen.Economy@trade.gov.

SUPPLEMENTARY INFORMATION: The International Renewable Energy Agency (IRENA) estimates that, as of 2021, only 1% of global hydrogen output was produced with low greenhouse gas emission methods. To meet the most ambitious climate goals, including those set forth in Executive Order 14008 (“Tackling the Climate Crisis at Home and Abroad,” January 27, 2021), the use of renewable and low carbon hydrogen would need to scale dramatically. The United States holds several unique advantages that give it the potential to become a powerhouse in the global hydrogen industry, with domestic hydrogen deployment already expected to grow substantially. Despite this strong domestic capacity for hydrogen production, U.S. firms may face export competitive challenges and market access issues. The Hydrogen Council’s October 2022 report, *Global Hydrogen Flows*, draws attention to the need for “development of mutually recognized robust and tradeable certification schemes for hydrogen.”

ITA seeks individual company input and views at the June 29, 2023 roundtable regarding the hydrogen industry value chain, including on the following topics:

- The current state of upstream manufacturing for hydrogen in the

United States, including electrolyzers, fuel cells, compressors, storage tanks, and other related and enabling equipment;

- Supply chain constraints, including with respect to platinum group metals or interconnection with the electrical grid;

- The potential contribution of U.S. hydrogen producers towards the Biden Administration’s overarching clean energy goals as set out in Executive Order 14008 “Tackling the Climate Crisis at Home and Abroad” (January 27, 2021);

- Challenges facing the hydrogen industry, including those that may inhibit the export competitiveness of products derived by the U.S. hydrogen industry value chain;

- How to help ensure that the build out of the hydrogen economy, with an emphasis on hydrogen production, proceeds apace while mitigating carbon emissions; and

- Company expectations on industry readiness for exports, including any potential challenges or obstacles.

The event is closed to press and public. Industry participation is limited to 25 qualifying company representatives. Officials from the Department of Energy, Department of State, and other relevant agencies will also be invited to participate in the discussion.

Selection

Company representatives interested in applying to attend the roundtable should submit the below information to Hydrogen.Economy@trade.gov by no later than June 23, 2023. ITA will evaluate applications based on the submitted information (and based on the criteria below) on a rolling basis until 25 participants have been selected and inform applicants of selection decisions.

Participants should be at a sufficiently senior level to be knowledgeable about their company’s capabilities, interests, growth objectives, and challenges with respect to production of clean hydrogen within the U.S. hydrogen value chain. Each selected participant may invite one additional person from their company as a non-participating observer. This will be administered by reaching out before the roundtable using provided contact information to request participants submit information about their observer.

Applicants should include the following information in their request to attend the roundtable:

- Name of proposed attendee and short bio;