

IMPORTANT INFORMATION ABOUT ZONE SCHEDULES

This zone schedule is being made available pursuant to 15 CFR 400.44(e), which states: “The Board shall make copies of zone schedules available on its Web site.”

Availability of this zone schedule on the FTZ Board’s website does not imply that the FTZ Board has approved any rate/charge, policy or other content of this zone schedule. In particular, while the FTZ Board staff intends to conduct spot checks over time, zone schedules are not reviewed for compliance with the public utility requirement (19 U.S.C. 81n, 15 CFR 400.42) prior to making the zone schedules available via the Board’s website.

Pursuant to 15 CFR 400.44(b)(4), a grantee may not assess any specific rate or charge for which the amount – or formula for calculating the amount – does not appear in the zone schedule that the grantee has submitted to the FTZ Board.

Complaints about a grantee’s compliance with statutory and regulatory requirements related to public utility and uniform treatment – including rate or charge amounts/formulas, a grantee assessing a rate or charge amount/formula that does not appear in its zone schedule, and a grantee not affording uniform treatment under like conditions – may be presented to the FTZ Board under 15 CFR 400.45 (which also allows for complaints to be made on a confidential basis, if necessary).

Questions or concerns may be addressed to the FTZ Board staff at (202) 482-2862 or ftz@trade.gov.

Zone Schedule
Foreign-Trade Zone 143
West Sacramento, California

Port of Sacramento

Effective: July 1, 2018

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Foreign Trade Zone Number 143 includes designated property zoned for industrial purposes in the cities of West Sacramento, McClellan, Lincoln and Roseville, California adjacent to the San Francisco/Oakland/Sacramento Customs port of entry.

Grantee: Port of Sacramento

Contact Information: Sacramento-Yolo Port District
Attn: Diane Richards
1110 West Capitol Avenue, 3rd Floor
West Sacramento, CA 95691

Operators: not applicable

INTRODUCTION

On August 6, 1987, the Foreign Trade Zones Board adopted Board Order Number 360, 52 F.R. 30698 (8/17/87), a grant of authority to the Port of Sacramento establishing Foreign Trade Zone Number 143 in West Sacramento, CA (adjacent to the San Francisco/Oakland/Sacramento Customs port of entry). Foreign Trade Zone Number 143 now includes property zoned for industrial purposes at:

1. Port of Sacramento North Terminal (West Sacramento, CA)
2. Seaway International Trade Center (West Sacramento, CA)
3. 2650-60 Boatman Avenue (West Sacramento, CA)
4. McClellan Park (McClellan, CA)
5. Lincoln Airport Business Park (Lincoln, CA)
6. Keysight Technologies (Roseville, CA)

The following sub-zone is also active:

143D: Mitsubishi Rayon Carbon Fiber and Composites, Inc.

ZONE OBJECTIVE

The goal of the foreign trade zone is to help foster an economic environment that will encourage diversification through increase international trade activity. That goal is consistent with the State of California, County of Yolo and City of West Sacramento's, goals of economic development in terms of job retention, job creation and increased capital investment in the community. The Port of Sacramento will operate Foreign Trade Zone Number 143 under public utility principles. The Sacramento-Yolo Port District shall ensure that the reasonable zone needs of the business community are served by its zone project. (Pursuant to 15 CFR §400.41).

PUBLIC AVAILABILITY OF ZONE SCHEDULE

The Zone Schedule for Foreign Trade Zone Number 143 is made available for public viewing at the Port and Foreign Trade Zone office at 1110 West Capitol Ave., 3rd Floor, West Sacramento, California. Members of the public should be aware that the Foreign Trade Zone Number 143 Zone Schedule, including rates and fees, may be revised periodically.

ACCESS TO FOREIGN TRADE ZONE NUMBER 143

The Port of Sacramento undertook a comprehensive study in 1986 to determine what property in the Northern California area was most suited for foreign trade zone utility. All members of the public are allowed equal opportunity to the property designated within Foreign Trade Zone Number 143.

MODIFICATION

As Grantee of Foreign Trade Zone Number 143, only the Port of Sacramento possesses the legal authority to file requests to the Foreign Trade Zones Board to modify or expand the boundaries of the zone, or to approve a subzone. (15 CFR §§ 400.22-400.26). All written requests to the Port of Sacramento for modification of Foreign Trade Zone Number 143 will be considered by the Port of Sacramento. Decisions to grant or deny such requests are within the discretion of the Port of Sacramento. Requests should be sent to:

Foreign Trade Zone Number 143
Attn: Diane Richards
Port of Sacramento
1110 West Capitol Ave., 3rd Floor
West Sacramento, CA 95691-2717
(916) 617-4535

APPROVED OPERATORS

Foreign Trade Zone Number 143 must be operated by or under the contractual oversight of the Port of Sacramento. (15 CFR §400.41). The Port of Sacramento does not serve as operator of individual zone sites. Each user may elect to either operate its own zone site directly or to engage the services of a third-party operator approved by the Port of Sacramento.

No person or entity may serve as a zone operator of Foreign Trade Zone Number 143 without the written consent of the Port of Sacramento. (15 CFR § 400.28, 400.41). All written requests to serve as a zone operator will be considered by the Port of Sacramento. Decisions to grant or

deny requests to serve as an operator of Foreign Trade Zone Number 143 are within the discretion of the Port of Sacramento.

The Port of Sacramento will apply the following criteria to determine if a potential operator is qualified:

- Primary business practice of the entity;
- Prior dealings with the Grantee;
- Reputation in the community and industry;
- Knowledge and background regarding import and export transactions;
- Experience and expertise with Customs regulations and practices;
- Qualifications and education of management; and
- Financial stability and wherewithal.

No operator will be approved by the Port of Sacramento prior to the existence of an executed Grantee-Operator Agreement. Standard Port of Sacramento forms are available at the Foreign Trade Zone Number 143 Office at 1110 West Capitol Ave., West Sacramento, California, upon request.

ACTIVATION PROCEDURES

No operator may activate its zone site with U.S. Customs without the written concurrence of the Port of Sacramento. All such requests for concurrence letters from the Port of Sacramento shall be requested in writing and include the following information:

- Company information, including:
 - Company contact name, address, telephone number and email address;
 - Size of company and number of employees working at FTZ site;
- Category of products to be admitted within the FTZ;
- A detailed outline of the scope of operations that will take place in the FTZ;
- Information regarding any processing or manufacturing that may occur within the FTZ; and
- Map of the area and address to be activated.

Requests should be addressed to:

Foreign Trade Zone Number 143
Port of Sacramento
Attention: Diane Richards
1110 West Capitol Ave., 3rd Floor
West Sacramento, CA 95691-2717
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ZONE RATES

General Purpose Zone Expansion Application Fee	\$7,400
Subzone Application Fee	\$8,400

General Purpose User Annual Fee	\$7,400
Subzone Annual Fee	\$7,400
Site User/Subzone Assignment Fee	\$7,400

The site user annual fee is due as stated in the executed Grantee/Operator Agreement with the Port of Sacramento. Unless otherwise stated in the agreement, the annual fee for each fiscal year is due on **July 1**.

The General Purpose Zone Expansion Application Fee or Subzone Application Fee is due before the Port of Sacramento will file the application with the Foreign Trade Zones Board. In addition to these fees, all application costs will accrue to the party requesting the application.

OPERATOR RATES AND CHARGES

The Port of Sacramento does not charge an operational fee to users. If a zone user elects to utilize the services of a third-party operating company, the operator rates and charges should be independently negotiated between the user and third-party operating company.

