

RESPONSE.

**PROPOSED SERVICE AREA FOR THE
ALTERNATIVE SITE FRAMEWORK
FOR
FOREIGN TRADE ZONE #81
PORTSMOUTH, NEW HAMPSHIRE**

The proposed Service Area will be the counties of **Rockingham** and **Strafford** adjacent to the **CBP Port of Portsmouth**; the counties of **Cheshire**, **Hillsborough**, **Merrimack**, and **Sullivan** adjacent to the **CBP Port of Manchester**; the portions, detailed below, of the counties of **Carroll** and **Belknap**, adjacent to the **CBP Port of Portsmouth**; and the portions, detailed below, of the county of **Grafton** adjacent to the **CBP Port of Manchester**. These counties or portions of counties meet the adjacency requirement (15 CFR 400.11(b)(2)(i)) of 60 miles or 90 minutes driving time from the borders of the respective CBP Ports of Entry listed above. The PDA-DHP is the only FTZ Grantee in the State of New Hampshire and its charter permits PDA-DHP to sponsor FTZ activity throughout the State.

The following identifies the Northernmost boundary of the proposed ASF Service Area, East to West by means of the New Hampshire State Highway System and U.S. Interstate Highway System. All N.H. municipalities south of this Northernmost boundary are included in the proposed ASF Service Area (see attached map and Service Area Correspondence, Attachment A).

The parts of **Grafton County** on, or South of, the description below, adjacent to the **CBP Port of Manchester**:

- a. Starting at the Vermont and N.H. State Line, at Orford, N.H., traveling East on State Route 25A to
- b. Wentworth, N.H, continuing Southeast on State Route 25/118 to
- c. West Plymouth, N.H., continuing East on State Route 3A/25 to
- d. Plymouth, N.H., continuing South on Interstate Highway 93 to
- e. Ashland, N.H., continuing on State Route 3/25 Northeast to Holderness and from there continuing Southeast on State Route 25 to East Holderness, N.H. and to the Grafton and Belknap County Line.

The parts of **Belknap County** on, or South of, the description below, adjacent to the **CBP Port of Portsmouth**:

- a. Starting at the Grafton and Belknap County Line, traveling South on State Route 25 to

- b. The Intersection with State Route 25B, traveling East on State Route 25B to the Belknap and Carroll County Line.

The parts of **Carroll County** on, or South of, the description below, adjacent to the **CBP Port of Portsmouth**:

- a. Starting at the Belknap and Carroll County Line, traveling Northeast on State Route 25 to South Tamworth, N.H., and continuing East on State Route 25 to
- b. West Ossipee, N.H., continuing Southeast on State Route 16/25 to
- c. Center Ossipee, N.H., continuing East-northeast on State Route 25 to
- d. Freedom, N.H., and on to the New Hampshire/Maine State Line.

The Grantee will continue to sponsor subzones outside of the "service area" with the concurrence of local U.S. Customs and Border Protection.

3. If your zone was not the first FTZ established for your CBP port of entry (entitlement zone), explain why the existing zone(s) is not adequately serving the "convenience of commerce" (needs of potential users) for the proposed service area/proposed expansion sites. (You are welcome to contact the FTZ Staff for guidance on addressing this question.) Cite evidence to support all assertions.

RESPONSE. Not Applicable.

GENERAL JUSTIFICATION FOR REORGANIZATION OR EXPANSION

4. Explain the need for the proposed reorganization or expansion of your FTZ under the ASF, including current and projected levels of international trade in the community. Describe the local economy's strengths and weaknesses, in general, including established and emerging industries and particular challenges. Indicate how reorganizing or expanding your FTZ under the ASF ties to local/state/regional economic development plans.

RESPONSE.

[Question 4, first of three parts. Explain the need for the proposed reorganization or expansion of your FTZ under the ASF, including current and projected levels of international trade in the community.]

The Pease Development Authority, as Grantee of FTZ # 81, is actively engaged in reorganizing their "Traditional Site Framework" under the FTZ regulations to the more up to date "Alternative