



# PACER STACKTRAIN

NEWS ALERT

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## *Northbound Pre-bill and Pre-file Process for Containers on Stack Cars*

Both the Mexican and American governments require that all merchandise crossing the border be customs cleared. To avoid freight holds or cut outs, the railroads require that all shipments be pre-billed and pre-filed.

The rail billing is generated by Pacer Stacktrain's customer, the IMC, via EDI to Pacer Stacktrain. Pacer transmits, via EDI, the corresponding billing to the Mexican and Union Pacific railroads.

The IMC must set up a process for their customers to send a copy of their invoice to the Mexican Customs Broker. In addition, to the U. S. Customs Broker, who will process the importation documentation.

The Mexican Customs Broker presents the Pedimento (shipper's export declaration) to Mexican Customs with a copy of the invoice for review and authorization. Once the merchandise has been cleared for export, the broker will give a copy of the pedimento to Pacer Stacktrain for shipment. The broker will also send a copy to their counterpart at the border to complete the exportation process with Customs.

With a copy of the invoice, the U.S. Customs Broker will prepare the electronic filing in Customs' AMS system (Automated Manifest System).

### **Required Information by the AMS:**

Equipment initial and number

Shipper's name, street address, city, province/state, postal / zip code

Ultimate consignee, street address, province/state, postal / zip code

Importer's name, street address, province/state, postal / zip code

Customs Broker's name, province/state, postal / zip code

Total number of pieces and unit of measure

Total weight and unit of measure

Complete and accurate description of all goods (as example "FAK" no longer acceptable)

Country of origin of the goods

Value and currency

Complete rail routing

If shipment is moving in bond, the six position harmonized code is required

If shipment is hazardous, advance notice is required

### **Required Documentation**

Customs Form 3461 Invoice (if not complete, copy of packing list is required)

If shipment is going to Canada, the T&E entry must be filed prior to crossing

Once information has been entered into the AMS system, a reference number (ENTRY NUMBER) is assigned to each pre-file. This number must be provided to the railroads to avoid delays.

Pacer Stacktrain is hiring a Customer Service Representative in Laredo, Texas. One of the primary accountabilities of this individual will be to contact the Customs Brokers to obtain the corresponding entry number. Pacer Stacktrain will provide these numbers to the origin ramp to ensure that the container will be loaded on the train. The entry number will also be added to Pacer's train loading plan, which will ensure that the merchandise has been pre-filed.

The above process will expedite the customs process, but will not guarantee against a "customs intensive inspection" on a specific container by U.S. Customs.

Implementation of the above process has been partially in effect since 11/15/00 at Laredo, Texas. The UPRR has placed an embargo on shipments, which are not pre-filed and pre-billed prior to arrival at the border. This delay can cause an impact of up to 24-48 hours of railroad transit time.

