



PACER STACKTRAIN

NEWS ALERT

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Northbound FAK Pre-bill and Pre-file Process for Containers on Stack Cars (Update to Electronic Bulletin No.141)

Effective February 15, 2001, only pre-filed containers will be loaded to stacktrains out of the Mexico origin ramps to include Toluca, Pantaco, Cuautitlan, Queretaro, San Luis Potosi, Monterrey and Ramos Arizpe. To meet the pre-file requirements, customers will need to ensure that a copy of the Mexican Customs Release (Pedimento) is provided to Pacer Stacktrain at origin, USA Pre-file Number, and updates to EDI rail billing.

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. Implementation of the above process has been partially in effect since 11/15/00 at Laredo, Texas when the UPRR placed an embargo on shipments, which are not pre-filed and pre-billed prior to arrival at the border.

Pacer Stacktrain and Union Pacific Railroad are working together to ensure northbound shipments are pre-filed and pre-billed prior to arrival at the border. By not following this process change, your shipments may incur a 24-48 hour delay at a minimum. Pacer will be working closely with all Intermodal Marketing Companies and USA Brokers to avoid these unnecessary delays. Following the new process will reduce the delays at origin and improve yard congestion at the various facilities.

Steps to help customers with this process:

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.