



PACER STACKTRAIN

NEWS ALERT

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Implementation of Automated Manifest System of Northbound Mexico Loads

Dear Pacer Stacktrain Customer:

With the advent of US customs implementing the Automated Manifest System (AMS) at all Mexico and US borders through which railroads interchange trains, **effective May 2, 2001**, customers will now be required to include additional information in their EDI transmissions to clear and expedite northbound loads.

Briefly, AMS is an electronic system that automates the customs clearance process for rail import shipments. AMS permits the electronic exchange of shipment information, allowing US customs to review the documentation and determine in advance whether a shipment merits examination or release.

The benefits of AMS are:

- 1) Eliminates paper documentation process--which is labor intensive and time consuming
- 2) More accurate and timely shipment information
- 3) Enables US customs, brokers and railroads to proactively monitor and manage shipment clearance
- 4) Reduces customs violations and penalties
- 5) Improves transportation service and assets utilization.

In order for this process to work, Pacer Stacktrain now requires the following information within EDI Rail Orders (404s) from our customers:

- 1) If only one broker is provided, it must appear in the "N1CB", custom broker name. If more than one broker is provided, they must appear in the following segments:
 - a. N1XQ - Canadian Customs Broker
 - b. N1XR - Mexican Customs Broker
 - c. N1XU - US Customs Broker
- 2) The "N1UC", ULTIMATE consignee, or ship-to party (Name of XYZ Company who is physically unloading the lading).
- 3) The "N1SH", ACTUAL shipper (Name of XYZ Company who is physically shipping the lading). In general, this should already be provided in all 404 EDI from customers. It contains the shipper/agent.
- 4) The "N1SF", ultimate consignor, or ship-from party, if different from the actual shipper. This is dependent upon the type of customer.
- 5) For each "N1" described above, we will need the corresponding "N3" and "N4" segments, as appropriate.
- 6) The "M12" segment must be provided when the customer is shipping in-bond as outlined by the "M12" information requirement.
- 7) The "L5" commodity information must be provided. The "L503 STCC (standard tariff commodity code) must not contain 4611110 (FAK).

The information above is described in more detail within the "EDI Rail Carrier, Shipment Information (404 Transaction Set)" provided by APL's Electronic Commerce group.

Once the above information is provided in the customer's EDI to Pacer Stacktrain, the information will be processed, and then transmitted to the railroads, as per AMS requirements.

Please communicate this requirement to all corresponding personnel within your organization. If you have any questions regarding this announcement, please contact your local Pacer Stacktrain representative.