
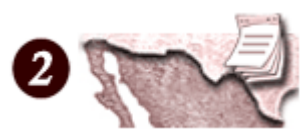






## Process Chart

### For Mexico Bound (Southbound) Traffic

-  1 U.S. shipper loads car destined for Mexico and sends invoice, packing slip, etc. to forwarding agent and to Mexican Customs Broker.
-  2 Shipper or forwarding agent files Shipper's Export Declaration (SED) electronically using AESdirect. Paper SEDs presented to BNSF rep at border
-  3 Shipper or forwarding agent receives ITM number from US Census and furnishes the ITM number to BNSF.
-  4 Shipper's agent at border or Mexican Customs broker submits documentation to BNSF declaring unit has been documented to exit U.S. and enter Mexico. (BNSF system is updated.)
-  5 Unit arrives at the border, where cleared units are interchanged to Mexican rail carrier.
-  6 Upon entry into Mexico, Mexican Customs scans entry documents and decides if shipment must be examined.

Units selected for examination may have to be off-loaded for complete exam to verify piece counts, product description, etc. Many bulk commodities, such as grain or coal, only require a cursory visual verification. If everything is correct as declared, the unit will be released for furtherance to final destination.

For general questions, information, and updates, contact Brian Stoviak at [Brian.Stoviak@BNSF.com](mailto:Brian.Stoviak@BNSF.com) or 817-867-6175.