

Shipping Instructions & Examples

For Mexico Bound (Southbound) Traffic

Instructions for shipping Carload Shipments to Mexico

Most shipments destined for entry into Mexico must move on a single waybill.

Where a through-rate is not in place, the EDI, (Electronic Data Interface), between the U.S. and Mexican rail carriers enables the originating rail carrier to provide to the Mexican rail carrier the complete movement instructions as well as the Mexican payer of freight information. This avoids the necessity of re-documenting the shipment with the Mexican rail carrier at the border point. This is referred to as a 'Rule 11' waybill.

Waybilling Examples:

Example of a car shipped to a Mexican destination moving on a through-rate:

Shipper (SH)	John Doe, Chicago, IL
Consignee (CN)	Juan Valdez, Pantaco, DF,
Border Notify Party (FW)	XYZ Forwarding, El Paso, TX, (Eagle Pass, TX, or Brownsville, TX)
Mexican Customs Broker (XR)	Agente Aduanal Cabeza de Vaca
Routing	BNSF - ELPAS – FXE or BNSF - BRWNV - TFM
Shipping Instructions must include the through-rate price authority	

Example of a car shipped to a Mexican destination moving on a Rule 11 basis:

Shipper (SH)	John Doe, Chicago, IL
Consignee (CN)	Juan Valdez, Pantaco, DF,
Payer of Freight to BNSF (PF)	John Doe, Chicago, IL
Mexican freight payer (11)	Xyzsa, Mexico, DF
Border Notify Party (FW)	XYZ Forwarding, El Paso, TX, (Eagle Pass, TX, or Brownsville, TX)
Mexican Customs Broker (XR)	Agente Aduanal Cabeza de Vaca
Routing	BNSF - ELPAS/EAGPA – FXE or BNSF - BRWNV - TFM
Shipping Instructions must include the price authority	

For all questions and concerns regarding Billing please contact Robert Puentes at Robert.Puentes@BNSF.com or 915-534-2362.

For general questions, information, and updates, contact Joel Rodriguez at Joel.Rodriguez@BNSF.com or 817-867-6175.