



TFM LOGISTICS

01 March 2004

BULLETIN No. 4

RULES FOR THE USE OF TFM INTERMODAL EQUIPMENT

This official statement and the rules contained will be effective from April 1st, 2004 until further notice, apply to all Intermodal traffic in containers or trailers interchanged to and carried by TFM, including:

- EMP Containers (Equipment Management Program)
 - NACS Containers (North American Container System)
 - All TFMZ units (Trailers and Chassis)
 - All free-running TOFC's & VPIZ's
- All other trailers and containers, except private equipment and those specifically exempted.

**The daily Per Diem (Equipment Use) charge will be:
\$22 USD / DAY + IVA**

Billed in MEXICAN PESOS at the effective exchange rate with the U.S. dollar the day of the application and collection.

RULES

I RESERVATIONS

1. All reservations to be made through TFM Customer Service, except for EMP. EMP equipment reserved through REZ 1.
2. All reservations are valid for twenty-four (24) hours from the date and hour of confirmation, for de "Import Traffic / Door Service" TFM to be confirmed 24 hours in advance.
3. Advance reservations may be made one (1) week in advance of out-gate date.
4. Advance reservations canceled less than twenty-four (24) hours before scheduled out-gate will be charged for one (1) day of equipment use per diem at \$22 USD + IVA.

TFM LOGISTICS

01 March of 2004

Bulletin No. 4

II CUT OFF TIMES to in-gate equipment and deliver required documents:

Salinas Victoria (Monterrey)	16:00 hours
San Luis Potosí	16:30
Queretaro	12:00
Pantaco (Mexico, DF)	14:30

III Ramp Service: IMC PROVIDES DRAYMAN.

1. At TFM Origin: Per Diem Charges begin 48 hours after out-gate to the account of the drayman.
2. At TFM Origin: Document delay charges begin 48 hours after the in-gate to the account of the Mexican Customs Broker.
3. At TFM Origin: The reservation cancels automatically after 24 hours.
4. At TFM Destination: Per Diem Charges for delay in out-gate begin on the fifth working day after placement, to the account of the Mexican Customs Broker..
5. At TFM Destination, Per Diem Charges begin 48 hours after out-gate to the account of the drayman.
6. IF EQUIPMENT IS RETURNED LOADED: The Client (IMC) has 96 per diem free hours from the date and time of out-gate to return equipment.
7. IF STREET INTERCHAGE OCCURS: Per diem charges begin 48 hours after interchange is made, to the account of the drayman who in-gates the equipment.

IV Door Service: TFM LOGISTICS PROVIDES DRAYMAN.

1. At TFM Origin: Per diem charges begin 48 hours after out-gate, to the account of the drayman.
2. At TFM Origin: Per diem charges for delay of documents begin 48 hours after the in-gate, to the account of the Mexican Customs Broker.
3. At TFM Destination: Per diem charges for delay in out-gate begin on the fifth working day after placement, to the account of the Mexican Customs Broker.
4. At TFM Destination: Per diem charges begin 48 hours after out-gate, to the account of the drayman.
5. IF STREET INTERCHANGE OCCURS: Per diem charges begin 48 hours after the interchange occurs, to the account of the drayman who in-gates the equipment.

TFM LOGISTICS

01 March of 2004

Bulletin No. 4

NOTE: IF DRAYMAN IS REQUIRED TO REMAIN WITH EQUIPMENT DURING LOADING/UNLOADING FOR EXCESSIVE TIME; OR, IF DELIVERY/LOADING IS REFUSED BY A CONSIGNEE/SHIPPER; OR, IF THE DRAYMAN IS REQUIRED TO MAKE AN ADDITIONAL MOVE TO A LOCATION OTHER THAN THAT SPECIFIED, TFM OR THE DRAYMAN MAY APPLY A SURCHARGE TO THE SHIPPER/CONSIGNEE.

V Per diem charges for delay of documents and delay to out-gate at Mexican destination terminals will not be applied Saturdays, Sundays or Mexican Federal Holidays.

VI Storage Charges:

As information, the operators of all TFM Mexico Terminals may, independent of TFM, assess equipment storage charges for all loaded intermodal equipment located within the terminal. These charges are not assessed by TFM and are to the account of the Mexican Customs Broker. As of the date of this publication, those charges are as follows:

1.-Salinas Victoria (Monterrey):

Import: 5 days free of charge.

Export: 5 days free of charge.

Thereafter, the daily storage charge is:

Days 6 to 10 : \$25 USD plus IVA

Days 11 to 15: \$30 USD plus IVA

Days 16 to the 20: \$35 USD plus IVA

Day 21 and forward \$50 USD plus IVA.

TFM LOGISTICS

01 March of 2004

Bulletin No. 4

2.-San Luis Potosí:

Import: 5 days free of charge

Export: 5 days free of charge

Thereafter, the daily storage charge is \$15 USD plus IVA.

3.-Querétaro:

Import and Export 4 days free of charge.

Thereafter, the daily storage charge is \$25 USD plus IVA.

4. - Pantaco (Mexico, DF):

Import and Export , 5 days free of charge.

Thereafter, the daily storage charge is:

Days 6 and 7	\$286 MN plus IVA
Days 8 and 9	\$419 MN plus IVA
Day 10 and forward	\$629 MN plus IVA

IMPORTANT NOTICE: In all the terminals, once free days have been exceeded, the daily storage charge applies every day, including Saturdays, Sundays and Mexican Federal Holidays.

VII Street Interchange

TFM will permit a "street interchange" only if (1) the draymen involved have executed with TFM a valid Equipment Interchange Agreement, and (2) a written request for the interchange has been received from the requesting IMC, and approved by TFM Customer Service, at least two hours before the requested date and time of interchange. A format for the written request for the interchange may be obtained from TFM Customer Service.

TFM LOGISTICS

01 March of 2004

Bulletin No. 4

VIII All costs for repair of damage to intermodal equipment which occurs outside a TFM terminal will be the sole responsibility of the drayman who in-gates the equipment, loaded or empty. Failure to pay for such damage may result in the suspension of the the drayman's access to all TFM terminals.

Trailer / Container Clean Out: Effective 15 days after the publication date above, trailers/containers arriving to TFM Intermodal terminals may be denied access to the terminal if not free of debris and garbage. In the event access is permitted and clean out is required, a Clean Out Fee of \$20 USD + IVA will be assessed to the drayman.

IX Excessive Time or Equipment Mis-use.

TFM reserves the right, at its sole discretion, to apply to any IMC, Motor Carrier, Shipper or Receiver a one time charge of \$350 USD plus IVA for excessive time out-gate or equipment mis-use. Such charge will be in addition to any applicable Per Diem costs assessed under the Rules above.

BANKING ACCOUNTS FOR TFM'S DEPOSITS

BANK	PRODUCT	CONTRACT NUMBER	ACCOUNT NUMBER	REFERENCE NUMBER	CLABE
BANAMEX	CONCENTRACION DE FONDOS		870-558186	*	002 18008 70055 81863
BANCOMER	CIE	575498		*	012 18000 44913 47862
SCOTIABANK INVERLAT	COBRANZA CON RECIBO	2053		*	044 18000 10393 37768

NOTE: For deposit direct in bank is used number of account in Banamex or the number of contract in Bancomer and Inverlat in addition to the client's number reference that once we have the relation of these will be provided to them with opportunity.

For the case of electronic transference the key (CLABE) with the reference was used of the client's number.

The liberation, entrance and exit of equipment of Terminal will be authorized by TFM PREVIOUS Logistics DEPOSIT corresponding or TFM in the procedure that marks the Terminal (Pantaco, QRO) according to BULLETIN no. 4.

FAST GUIDE IMPORT PROCEDURE

1. TFM L daily reviews the **Southbound** and the page of **UP**, to take knowledge from the containers that come running to the corresponding Terminal as well as the type on watch, **Door to Door** (27,20) or Rampa-Rampa (25).

2. TFM L verifies in System TFM when they arrived the containers, to program terminal's equipment (chasises) sufficient for their unloading, as well as the date of arrival of each container.

3. TFM L comes to the liberation of each container according to the type on watch, as well as of the chassis as it requires the Customs Agent.

4. For the case on watch door TFM L coordinates and contracts the services of the carrier line.

5. TFM L monitorea the pursuit as much of containers as of chasises, coordinated with Terminal the EIR's registry and applying the regulation corresponding to Bulletin no. 4.

6. TFM L informs to the locality's terminal if a container or tows can access or to the terminal not to have incurred delays, it coordinates the registry and EIR's verification, in case of existing delays or damages will be applied the regulation corresponding to Bulletin no. 4.

FAST GUIDE EXPORT PROCEDURE

1. TFM L daily reviews in Internet (TFM SYSTEM) the requests of intermodal equipment asked for by the IMC.
2. TFM L reviews availability of empty equipment in equipment inventory, notifying to the IMC of the equipment available.
3. TFM L makes the allocation of equipment in the page of (TFM), so that the IMC this in possibility of visualizing the equipment that was assigned to it.
4. In the cases of the services Door TFM L, it will coordinate the drag with the carrier to the plant of the client, previous registry of EIR and regulation Bulletin no. 4.
5. The Customs Agent will make transacts of Pedimento for export and gave to documents and the schedules settled down by the terminals through verifying with each one of the coordinators in terminal that does not have any debit Co the terminal and registry of EIR according to the regulation corresponding to Bulletin no. 4.
6. The coordinators of TFM L will send to the C.A.C. of TFM information of the containers that are loaded for export.
7. The C.A.C. of TFM it designs and it sends the definitive program of load for export to each one of the Terminals according to the established CUT-OFF.
- 8.-TFM L designs plan of in agreement load verifying ENTRY NUMBER and PEDIMENTO OF EXPORT, in case of not counting on anyone of these data will not allow to load the container and/or tows, TFML will notify to C.A.C. for notification to IMC'S.
- 9.- TFM L confirms and verifies EXIT OF TRAIN

ROCEDURE EIR OF EQUIPMENT IN TERMINAL TFM

I. ARRIVAL OF EQUIPMENT BY RAILROAD

1. ARRIVAL OF TRAIN To the TERMINAL the operator of the terminal makes an inspection of the unit to determine the damages of same with base to a EIR, registering in a grafic form the corresponding Format the detected damages.

2. REPORT Of the EVENT OF DAMAGES - the operator of the terminal reports to TFM L the event, giving copy of Format EIR or in its defect the Act of facts of arrival of train.

3. TFM REPORT: TFM L reports damages of arrival of equipment by Train with IMC and/or Railroad of origin, for the case of PRIVATE EQUIPMENT and previous approval on the part of IMC and/or proprietor is come to the authorization of repair with repairer TFM.

4. REGISTRY and PURSUIT TFML - TFM L conserves file with the registry of Format EIR like support and with the purpose of identifying the responsibility of the damage and of making the position to that corresponds, either in origin or to the arrival of the equipment to the Terminal by Railroad.

II EXIT OF EQUIPMENT OF TERMINAL TFM

1. OPERATOR OF TERMINAL and CARRIER - They register in Format EIR been physical of the Equipment, recava company/signature of Carrier and Operator of Terminal.

2. REGISTRY and PURSUIT TFML - TFM L takes file with the registry of Format EIR with the purpose of identifying responsibility in case that it exists damage to the return and it gives on the part of the Carrier.

III ENTRANCE OF EQUIPMENT TO TERMINAL TFM

1. OPERATOR and CARRIER - With EIR of exit the Operator of the Terminal will verify if additional damages exist, comparing format of exit with entrance format to Terminal TFM and signing of conformity on the part of the Carrier and Operator.

2. REGISTRY OF DAMAGES TFM/CARRIER: TFML and Carrier register and sign EIR.

3. REPAIR EQUIPMENT - TFML coordinate repair of the Equipment and negotiate the corresponding charge to the Carrier.