
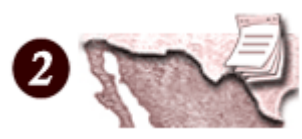






## Process Chart

### For Mexico Bound (Southbound) Traffic

-  U.S. shipper loads car destined for Mexico and sends invoice, packing slip, etc. to forwarding agent and to Mexican Customs Broker.
-  Shipper or forwarding agent files Shipper's Export Declaration (SED) electronically using AESdirect. Paper SEDs presented to BNSF rep at border
-  Shipper or forwarding agent receives ITM number from US Census and furnishes the ITM number to BNSF.
-  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.)
-  Unit arrives at the border, where cleared units are interchanged to Mexican rail carrier.
-  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 Joel Rodriguez at [Joel.Rodriguez@BNSF.com](mailto:Joel.Rodriguez@BNSF.com) or 817-867-6175.