Northbound Mexican Rail Inspection Process

Vehicles Exit the Plant in Mexico

Rail Tracks On-Site Plant Property?

- YES
  - In-Bay Origin Inspection by Rail Carrier / contracted Inspection Company
  - Loaded at plant
  - On Rail Inspection by Rail Carrier / contracted Inspection Company
  - Loaded onto Rail
  - Interchange Inspection

- NO
  - Rail to Customs Yard
  - Customs Inspection Complete & Cargo Cleared
  - FPR In-Bay Inspection by Receiver/contracted Inspection Company
  - Unloaded
  - Staged for pick-up by Haul-Away Carrier

Unloaded

Arrival at Rail Yard

Arrival at Rail Yard

Transportation Inspection?

- YES: UP to KCS
- No if KCS to KCSR

- Transport by Rail Carrier / contracted Inspection Company

- Rail departs for destination

- On-Rail Inspection by Rail Carrier / contracted Inspection Company

- Unloaded

- FPR In-Bay Inspection by Receiver/contracted Inspection Company

- Staged for pick-up by Haul-Away Carrier

Seal Placed on Railcar

Seal number & related railcar number is recorded in carrier’s system

Train Departs

Documents transmitted to U.S. Customs for Clearance

U.S. Customs Cleared?

- NO
  - Rail to Customs Yard
  - Customs Inspection Complete & Cargo Cleared

- YES
  - Customs Red Flagged for Intensive Exam

Interchange Complete

New Seals placed on railcar & noted (cross-matched with original seals) in carrier’s system

Rail departs for destination

Arrival at Destination Railhead

On-Rail Inspection by Rail Carrier / contracted Inspection Company

Unloaded

Interchange Inspection

Outgate

Created by: T. Zarik 01-04-2017