



CARTA PORTE

—
Overview and FAQs

July 2023



Carta Porte

- **What is Carta Porte?**

“Carta porte” is an annex to the Digitalized Tax Receipts (CFDI) that will help Mexican tax authority (SAT by its Spanish acronym) certify the ownership/type of goods, origin/destination, mode of transportation

- **Which shipments are subject to this requirement?**

– All cross-border shipments in and out of Mexico, as well as shipments within Mexico via all modes, including train, truck, vessel and airline

- **Where will Carta Porte be enforced?**

– Carta Porte will only be enforced within Mexican Territory

- **At what point in the shipment process is Carta Porte required?**

– Before the beginning of the shipment in Mexican Territory

- **Who needs to submit Carta Porte to MX SAT?**

– Owners of goods (who carry their own transportation of cargo in Mexico), direct providers of freight transportation and transportation intermediaries responsible for logistics services in Mexico (using their own equipment) will have to generate a CFDI with their Carta Porte

– U.S. customers **are responsible for providing the required information on the waybill** to the MX carriers/railroads so shipments can move into or within Mexican territory

Carta Porte

- What do customers need to provide and to whom?

Commodity Code “UNSPSC” (Clave Producto)

- **What** : Commodity Code per the SAT Catalogue (Clave Producto). It is comparable with Rail Transportation STCC, but different number and format. Shipments using generic commodity will need to provide the actual Commodity Code (Clave Producto) that describes your commodity.
- **Who** : Shipper will be responsible for providing this information
- **How** : The transmission process of this information will be done via EDI404 or other acceptable railroad Bill of Lading system

Note: United Nations Standard Products and Service Code (UNSPSC). Required on all loaded and revenue empty shipments with an origin or destination within Mexico. Also required on all residue last-contained hazardous with an origin or destination within Mexico.”

- **How will I know which Commodity Code (Clave Producto) corresponds to the STCC?**
- Your customs broker may be able to help you determine this code. Here is the link to the SAT Carta Porte website:
<http://omawww.sat.gob.mx/tramitesyservicios/Paginas/documentos/CatalogosCartaPorte20.xls>
(reference the c_ClaveProdServCP tab)
- Mexican Association of Railroads (Asociación Mexicana de Ferrocarriles, A.C.) UNSPSC – STCC Mapping (not a comprehensive list of all possible UNSPSC or STCC codes):
[STCC-SAT Proposed Mapping .pdf \(kcsouthern.com\)](#)

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- What do customers need to provide and to whom (cont.)?

Mexico Tariff Code (Fracción Arancelaria)

- **What** : The Mexico Tariff Rate Code is comparable to the Harmonized Schedule Tariff code, but different number and format. The code source is Mexican Tax Authority (SAT) in the links below :

[Trámites y Servicios \(sat.gob.mx\)](#) : • [Catálogo vigente a partir del 12 de diciembre de 2022.](#)

- **Who** : Your customs broker will be best equipped to provide you the customs tariff code
- **How** : The transmission process of this information will be done via EDI404 or other acceptable railroad Bill of Lading system

Mexico Unit Packaging Code (Clave Unidad)

- **What** : Mexico Unit Packing Code is the code that specifies the smallest package type the product is offered. The code source is Mexican Tax Authority (SAT) in the link below :

http://omawww.sat.gob.mx/tramitesyservicios/Paginas/documentos/catCFDI_V_4_23032023.xls

- **Who** : Shipper will be responsible for providing this information
- **How** : The transmission process of this information will be done via EDI404 or other acceptable railroad Bill of Lading system

Note: "Required on all international loaded and revenue empty moves into or out of Mexico, including those processed through ocean ports. Also required on all international residue last-contained hazardous moves into or out of Mexico, including those processed through ocean ports.

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- What do customers need to provide and to whom (cont.)?

24 Hour Contact Information

- **What** : A 24-hour contact (name, phone number and email) who is qualified to give Mexican Carta Porte instructions for a shipment.
- **How** : The transmission process of this information will be done via EDI404 or other acceptable railroad Bill of Lading system
- For shipments from the United States or Canada to Mexico (Southbound), this information will be submitted to the origin line haul railroad
- For shipments from Mexico to the U.S. or Canada (Northbound), this information will be submitted to the Mexican carrier/railroad
 - Note: Please contact the origin railroad for more information*
- For any Northbound intermodal shipments documenting with UP (e.g. Purchased Transportation), this information will be submitted to UP

Shipments Using a Generic STCC (e.g. FAK, Auto Parts)

- Based on guidance from the AAR Customer Service Committee, which oversees initiatives to improve the accuracy of data that is exchanged among railroads and customers, the rail industry has agreed to continue accepting generic STCCs to avoid any rating issues (e.g., FAK, auto parts)

*Note: *Customers will be responsible for the accuracy of the information they or their representatives (e.g. custom brokers) provide to Union Pacific.**

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- What do customers need to provide and to whom (cont.)?

All Hazardous Traffic

UN Identification Code “UN Number” of the hazardous substance (Clave Producto Peligroso)

- **What** : Used to convey UN/NA Identification Code of the hazardous substance. The prefix of ‘UN’ or ‘NA’ must be included with the numeric identification code
- **How** : The transmission process of this information will be done via EDI404 or other acceptable railroad Bill of Lading system

Mexico Hazardous Packaging Code (Tipo Embalaje)

- **What** : Mexico Hazardous Packing Code indicates the type of packaging that is required to transport the hazardous material or waste. The code source is Mexican Tax Authority (SAT) in the link below :
<http://omawww.sat.gob.mx/tramitesyservicios/Paginas/documentos/CatalogosCartaPorte20.xls>
(reference the c_TipoEmbalaje tab)
- **Who** : Shipper will be responsible for providing this information
- **How** : The transmission process of this information will be done via EDI404 or other acceptable railroad Bill of Lading system

Note: Required on all hazardous loaded and residue last-contained shipments with an origin or destination within Mexico.

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Shipments from Mexico to the U.S.

UUID (Universally Unique Identifier)

- **What** : The UUID is a 36-character number (32 digits and 4 dashed) provided by the Mexican SAT authorities. It appears as a standard field on electronic documents
- **Who** : Your customs broker will be best equipped to provide you the UUID, although they do not generate it
- **How** : The transmission process of this information will be done via EDI404 or other acceptable railroad Bill of Lading system

Note: Required on all loaded shipments with a rail origin within Mexico to a destination outside of Mexico. Also required on revenue empty shipments with a rail origin within Mexico to a destination outside of Mexico and shipped under an 'A1' Pedimento type.

Carta Porte

- **What is the effective date of Carta Porte?**
 - The entry in effect is January 1, 2022 (Based on SAT publication on November 25, 2021)
Note: January 1, 2022 refers to the actual crossing date. Trial period ends Dec 31, 2023 where fines will be assessed on shipments
- **Are these the final requirements or will there be changes?**
 - As of now, the entire industry is working off the latest version of the rules. Authority (SAT) can make additional changes based on the feedback from the Mexican Railroad association and the Chamber of Industrial Chambers in Mexico.
 - Will we share information on the final rules as it becomes available. If you have additional questions, please reach out to cartaporte@up.com for assistance. To see the latest Carta Porte information, [visit the SAT website.](#)
- **Why Is Carta Porte important?**
 - The Carta Porte requirement is mandatory for all shipments in Mexico. If a shipment does not include this newly required information, it may be at risk of clearance delays and/or interchange delays, as well as border setouts. Customers need to be fully compliant to avoid delayed shipments, additional fees or even penalties on the Mexican portion of the shipment
- **For a Southbound shipment, to whom do I submit the Carta Porte information if UP is the bridge carrier?**
 - To the originating line haul carrier

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- **Will the Despacho Previo (DP) Process for Southbound Shipments change with Carta Porte implementation? If so, please list how.**
 - No. As of now, DP process is not affected. It is separate from the Carta Porte requirement in Mexico.
 - **For a Southbound Shipment, if my car reaches the border without the Carta Porte information, what will happen to it?**
 - Expect more clarity to this question as we continue to discuss with MX railroads.
 - **For a Northbound Shipment, if I do not provide the Carta Porte information, will it start shipping?**
 - For customers documenting with the Mexican Railroads, please consult directly with them
 - For customers documenting with UP (e.g. IMCs): the Mexican railroads will determine their process. In particular for intermodal traffic, the ramp could either reject entrance or hold at ramp until all requirements have been completed to load shipments on Northbound/export trains.
- Note: KCSM will begin rejecting waybills that do not include required Carta Porte information starting 11/1/2022.*
- **What if I do not have the pedimento information before my shipment starts moving? How can I add it to the Carta Porte?**
 - Carta Porte does not need the pedimento to start shipping.

Carta Porte- Transportation Invoice

- **Does the UUID from the transportation invoice with Carta Porte need to be included in the EDI transmission?**
 - No, the transportation invoice with Carta Porte is generated by the MX railroads after the EDI/waybill has been transmitted to UP or to the originating linehaul carrier
- **Is the UUID of the transportation invoice with carta porte required to generate the pedimento?**
 - This is an outstanding item. Mexican SAT needs to resolve a circular reference inconsistency by separating the Carta Porte requirement from the pedimento
 - The circular reference problem is within the rules published by MX SAT: pedimento requires to reference the UUID from the transportation invoice with Carta Porte, and the Carta Porte requires the pedimento number to be generated
 - Except in consolidated pedimentos, where the pedimento number is not referenced in the transportation invoice with Carta Porte; instead, it is required to provide the PDF and XML files of the transportation invoice with Carta Porte in order to close them
 - As mentioned before, the MX Railroads should provide the transportation invoice with Carta Porte before the beginning of the shipment in Mexican Territory.

Note: as mentioned, this UUID from transportation invoice is different from the UUID referenced in the Carta Porte EDI Requirements

Important Links

UP Carta Porte team contact

- Cartaporte@up.com

UP Carta Porte Material

- <https://www.up.com/customers/mexico/>
- [Carta Porte - Overview and FAQs](#)
- [Carta Porte - Bill of Lading FAQ](#)

EDI 404 Standards:

- [Washington Publishing House - Rail Industry EDI Guides](#)
- [AAR - Carta Porte EDI Supplement](#)

Q&A



Disclaimer:

The material contained in this document is based on the draft of the rules published by the Mexican Fiscal Authority (SAT). Requirements, observations, recommendations could vary, once the official norm is published in Mexico's Official Gazette.

For specific requirements of the law not covered in this presentation, enforcement of the law, and/or other items outside of how UP is implementing the law, please visit the SAT website and obtain independent guidance if you have further questions or concerns.