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- There is currently no customs preclearing system in place for motor transport across the Mexico-U.S. border.

Rail:

- The new customs preclearing ("despacho previo") system through the San Antonio corridor to Laredo/Nuevo Laredo is greatly improving rail efficiency and border-crossing times. All along the border, American railway companies' cars and, in some cases locomotives, now cross into Mexico. As a result, rail shipments can clear the border as fast or faster than truck shipments.
- Rail services and traffic are increasing. More and more scheduled intermodal trains (transporting containers and trailers), double-stack trains, express trains and dedicated trains are coming into service. These trains all originate in the United States.

Marine:

- The marine mode is rarely used for shipments of general merchandise as there are no direct, scheduled services between Canada and Mexico. Bulk and specialized cargoes make up the vast majority of shipments. This lack of scheduled marine services arises because, in most instances, road and rail are more timely and price/service competitive.

Air:

- Air services between Canada and Mexico have improved with a greater number of direct scheduled flights in both directions. Montreal, Toronto and Vancouver enjoy direct commercial services with Mexico City. The majority of air traffic, however, still consists of charter operations and is likely to remain so, at least on the passenger side. Passenger charter operations are not normally conducive to cargo movements as space is restricted and flights are irregular.

Freight Forwarding:

- Freight forwarders can arrange shipments by any transport mode for Canadian exporters to Mexico. They offer a unique service package to first-time exporters as well as to established ones. In many instances,