

- goods imported by educational, scientific and non-commercial organizations;
- samples;
- temporary imports destined for repair or in-bond assembly;
- capital and intermediate goods, provided that a written statement of final use accompanies the goods;
- bulk goods, defined as those that “must be weighed or measured in the presence of the consumer at the time of sale,” unless they are covered by a *NOM* requirement;
- couriered packages valued at less than US \$1,000;
- goods imported by duty-free shops;
- imports into border cities and towns;
- live animals; and
- books, magazines and newspapers.

A number of other products may be eligible for exemptions under exceptional circumstances, but require separate application.

COMMON MODES OF TRANSPORT

There are four ways of getting goods from Canada to Mexico: road, rail, ship and air. Of these, road transport is the most popular. In 1993, about half of Canada’s exports to Mexico went by road. Based on the volume of merchandise shipped, the most important Mexican ports of entry are:

- Veracruz and Tampico-Altamira on the Gulf of Mexico, for maritime traffic;
- Manzanillo and Acapulco on the Pacific Coast, for maritime traffic;
- Tijuana in the northwest and Nuevo Laredo in the northeast, for land-based traffic; and
- Mexico City International Airport for air shipments.

The decision about which mode of transport to use depends on a combination of factors including the nature of the product, the costs involved, the time it takes to move the goods, the complexity of the procedures involved and the provision of any additional services. Exporters can purchase transportation services directly through a trucking company, railway, airline cargo office or marine shipping agent, or else they can deal with a freight forwarder.