
In the case of an **air shipment**, an airway bill will be issued and would accompany the shipment.

For a **rail shipment**, it is presently most common to ship under a local bill of lading to the border, to be reshipped to the customer in Mexico by a custom-house broker or forwarding agent at the point of entry. A trend is developing to the through bill of lading, where these are offered by the carrier.

When there is a **road shipment**, Mexican law (until provisions of the NAFTA are fully implemented) restricts trucking in Mexico to Mexican companies. Therefore, the bill of lading issued by a Canadian or American trucker will be only to the point of entry in Mexico unless the trucker has a partnership with a Mexican company. If not, a second set of documents, including the bill of lading would be prepared by the company looking after the shipment at the Mexican border.

For a **postal shipment**, a postal declaration is completed and affixed to the shipment.

In all cases, the shipper is advised to retain a copy of all documents.

Use of electronic data interchange (EDI) in trade into Mexico is presently not widespread either in communications with corporate clients or in an interface with government documentary or statutory requirements.