

Mexican Customs

LOGISTICS

Mexican Customs Clearance

Importer: pays duties, taxes and fees,
is responsible for errors

Exporter: provides name, *RFC* etc. for
buyer, name of Mexican customs
broker, shipping documents




 Department of Foreign Affairs and International Trade
 Ministère des Affaires Étrangères et du Commerce International

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 Shipping

A Mexican customs broker must clear all goods entering into Mexico. If the goods arrive by truck, a forwarding agent or logistics company takes possession on the American side of the border, usually at Laredo or Brownsville, Texas.

In most cases, a transportation and exportation (T&E) bond will have been issued by an American broker at the Canada-US border. The American broker closes the T&E at the US-Mexico border. The Mexican broker notifies the importer and arranges for payments of duty and taxes. Ideally, payment will have been pre-arranged. Once the transfers of funds by the broker or importer is made to Mexican customs, the broker issues a *pedimento advanal*, import petition.

Food or agricultural products will be inspected by the *Secretaría de Agricultura, Ganadería y Desarrollo Rural (SAGAR)*, Secretariat of Agriculture, Livestock and Rural Development, on the American side of the border. The health and phytosanitary certificates will be checked before officials issue a “certificate of import”. This must be attached to the *pedimento* before clearing customs. There is an extra fee for this certificate.

Although Canadian tractors are allowed to travel a short distance into Mexico, it is often more convenient to transfer the trailer to a “drayage” tractor, which hauls it over the bridge into Mexico. The broker’s dispatcher meets the tractor at Mexican customs and arranges the clearance into Mexico.

About one truck in ten is randomly selected by computer and gets a red light, pulling it off for a customs inspection, which means unloading the trailer.