



## Carta Porte Overview

### Q&A Document:

#### Q: What is “Carta Porte”?

A: “Carta Porte” is an annex to the Digitalized Tax Receipts (CFDI) that will help the Mexican Tax Authority (SAT) certify the ownership/type of goods, origin/destination and mode of transportation.

#### Q: Which shipments are subject to this requirement?

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

#### Q: Where will Carta Porte be enforced?

A: Carta Porte will only be enforced within Mexican Territory.

#### Q: At what point in the shipment process is Carta Porte required?

A: Before the beginning of the shipment in Mexican Territory.

#### Q: Who needs to submit Carta Porte to SAT?

A:

- 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.
- Canada and U.S. customers are responsible for providing the required information on the waybill to the Mexico carriers/railroads so shipments can move into or within Mexican territory.

#### Q: Why Is Carta Porte important?

A: 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 setouts. Customers need to be fully compliant to avoid delayed shipments, additional fees or even penalties on the Mexican portion of the shipment.

#### Q: What is the effective date of Carta Porte?

A: The effective date has been updated to January 1, 2022.

#### Q: On shipments originating with Canadian Pacific, what is required?

A: Effective January 1, 2022, Carta Porte information must be submitted directly by Shipper on all shipments via EDI or by billing via CP Customer Station.

#### Q: What if Shipper is not currently using EDI version 5010 or higher and cannot use CP Customer Station to web bill?

A: Please contact our EDI support team at 1-888-333-8111 to see if an alternate solution may be available.

#### Q: Who do I contact for support with EDI Billing?

A: Please contact CP EDI Services [CP\\_EDIServices@cpr.ca](mailto:CP_EDIServices@cpr.ca)

#### Q: Who do I contact for support with web billing (Customer Station)?

A: Please contact CP eBusiness Support [eB\\_Support@cpr.ca](mailto:eB_Support@cpr.ca)



**Q: When submitting Carta Porte information, what do customers need to provide and to whom?**

**A:** Please use the following table:

Name	All Traffic		Export(s) out of Mexico	All Hazardous
	Commodity Code (Clave Producto)	Customs Tariff Code (Fracción Arancelaria)	UUID (Universally Unique Identifier)	UN/NA Identification Code of the hazardous substance (Clave Producto Peligroso)
<b>Description</b>	Commodity Code per the SAT Catalogue (Clave Producto). It is comparable with Rail Transportation STCC, but different number and format.	The Tariff Rate Code is comparable to the Harmonized Schedule Tariff code, but different number and format.	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	A four digit number used by both the United Nations and/or the U.S. Department of Transportation
<b>Accountable</b>	Shipper; may need to consult SAT Catalogue	Shipper; customs broker should be able to assist	Shipper; customs broker should be equipped to provide you the UUID, although they do not generate it	Shipper
<b>Method</b>	EDI, CP Customer Station, other acceptable railroad Bill of Lading system  United States/Canada to Mexico: submitted to the origin line-haul railroad Mexico to United States/Canada: submitted to Mexican carrier/railroad			
<b>Useful Links</b>	The Mexican Railroad Association developed a mapping for STCC vs. SAT catalogue for the main carload products identified as moved by rail (500-600 products) Link: <a href="https://www.kcsouthern.com/pdf/Rail-Resource-Center/STCC-SAT%20Proposed%20Mapping%20.pdf">https://www.kcsouthern.com/pdf/Rail-Resource-Center/STCC-SAT%20Proposed%20Mapping%20.pdf</a>	The code source is Mexican Tax Authority (SAT) in the link below <a href="http://omawww.sat.gob.mx/tramitesyservicios/Paginas/documentos/c-FraccionArancelaria08012021.xls">http://omawww.sat.gob.mx/tramitesyservicios/Paginas/documentos/c-FraccionArancelaria08012021.xls</a>		

**Q: What if I am unable to submit the Carta Porte data elements via EDI on January 1, 2022**

**A:**

- Shipper/Customer may utilize CP Customer Station and its Bill of Lading system to submit billing that includes required Carta Porte data elements. For questions regarding CP's Bill of Lading system or to request access, please contact CP's eBusiness team at 1-888-333-8111.
- For customers who have not utilized CP's Bill of Lading systems (ISI, CWEB), it is recommended that you reach out to our eBusiness team in advance of January 1, 2022 to ensure access is properly established and users are familiar with submission process.

**Q: Are these the final requirements or will there be changes?**

**A:**

- As of now, the entire industry is working off the latest draft version of the rules. Authority (SAT) has yet to publish the final version based on the feedback from the Mexican Railroad Association and the Chamber of Industrial Chambers in Mexico.
- If you have additional questions, please reach out to CP Customer Service for assistance. To see the latest Carta Porte information, visit the SAT website [Portal of procedures and services - SAT](#)



## Carta Porte – EDI Requirements

### Summary:

- EDI 404 capability with CP available effective January 01, 2022;
- Shipper must utilize EDI version 5010 or later; CP Station can be utilized in lieu of EDI if version upgrade is necessary;
- No new segments are being introduced ;
- New qualifiers for existing segments
  - N9\*UUI (Universally Unique Identifier)
  - N9\*MTC (Customs Tariff Code [Fracción Arancelaria])
  - N9\*MHC (UN/NA Identification Code of the hazardous substance [Clave Producto Peligroso])
  - REF\*UNC (Commodity Code [Clave Producto])
  - N10 Segment (Commodity description, package type & quantity, etc.)
- All commodities must be listed in separate L5 segments, as well as the new N7/REF/N10 section;
- The N7/REF loop is required for every instance of an N7 segment on the EDI 404. Each unique piece of equipment on a single Bill of Lading requires its own REF loop;
- For Multi-Commodity shipments, each relevant commodity must be presented in its own REF loop within the N7 loop. All unique commodities in a single shipment must have their specific SAT codes presented.

### New element qualifiers and characteristics to existing segments

- N9\*UUI (Universally Unique Identifier)
  - When UUI is used in the N901, the maximum allowed length of the N902 increases to 50 characters.
  - Required on all loaded shipments with a rail origin in Mexico to a rail destination outside Mexico. Also required on revenue empty shipments with 'A1' Pedimento type.
- N9\*MHC (UN/NA Identification Code of the hazardous substance)
- N9\*MTC (Customs Tariff Code [Fracción Arancelaria])  
[http://omawww.sat.gob.mx/tramitesyservicios/Paginas/documentos/c\\_FraccionArancelaria08012021.xls](http://omawww.sat.gob.mx/tramitesyservicios/Paginas/documentos/c_FraccionArancelaria08012021.xls)
- REF\*UNC (Commodity Code (Clave Producto))  
<https://www.kcsouthern.com/pdf/Rail-Resource-Center/STCC-SAT%20Proposed%20Mapping%20.pdf>
- N10 Segment
  - At least one instance of this segment is required when REF01 is 'UNC'. Additional instances are required when different package types (N1010) exist for the same commodity within a single shipment.
  - When REF01 is 'UNC', the following are required
    - N1001 - Piece count for that particular commodity
    - N1002 - SAT Commodity Description
    - N1007 - Weight Unit Code
    - N1008 - Weight of that particular commodity
    - N1011 - Required when ultimate origin country is outside North America
    - N1012 - Required when ultimate destination country is outside North America

**Disclaimer:** The material contained in this document is based on the draft of the rules published by the Mexican Tax 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 document, enforcement of the law, and/or other items outside of how Canadian Pacific is implementing the law, please visit the SAT website and obtain independent guidance if you have further questions or concerns.