



# INLAND IN MEXICO

## beyond the ocean

### All Truck



#### SINGLE MODE

- I.** Used in the cases that specific delivery is requested, like lack of space in consignee's facilities, short time or any other specific operation.
- II.** It is recommended for those shipments that only have one container and customer cannot wait for the match at POD. (Match searching may take 7 days, because we need to consider external factors that are not under ONE control).
- III.** This inland mode is used for IMO shipments (Dangerous goods can't be loaded in tandem mode).
- IV.** The maximum weight for this mode accordingly to Mexican regulations known as NOM12 (Norma Oficial Mexicana) is 23 tons + tare.



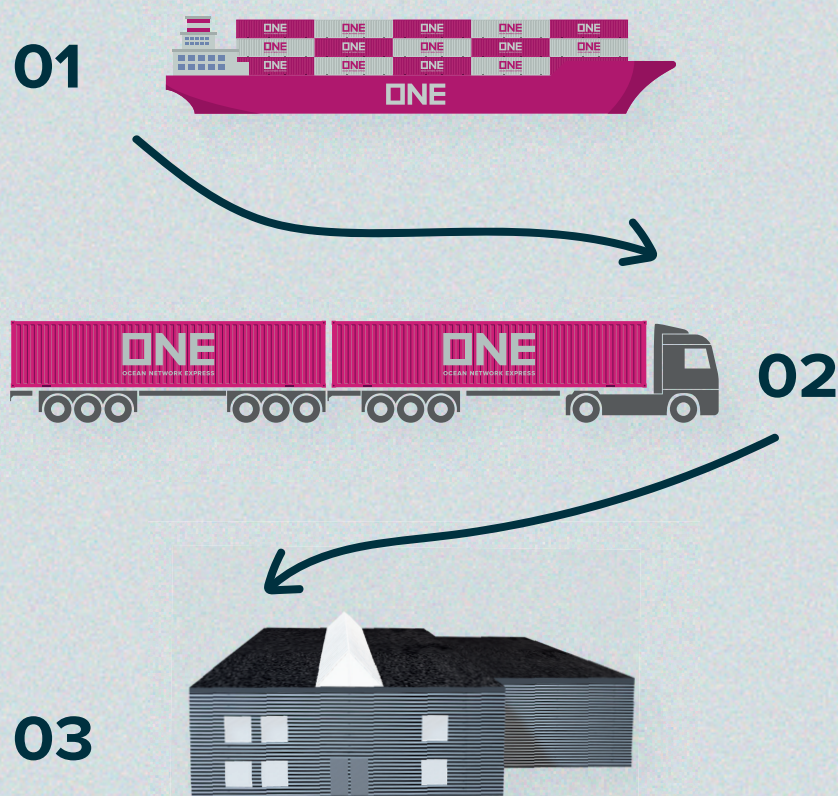
#### TANDEM MODE (full)

- I.** This is the most typical mode used in Mexico, and is used for those customers that have 2 containers, but when the customer has only 1 container, we can search for a match with another customer if requested, this could take 7 days approximately to find another box going to the same final destination.
- II.** In this mode the maximum weight allowed according to Mexican regulations known as NOM12 (Norma Oficial Mexicana) is 21 tons + tare.



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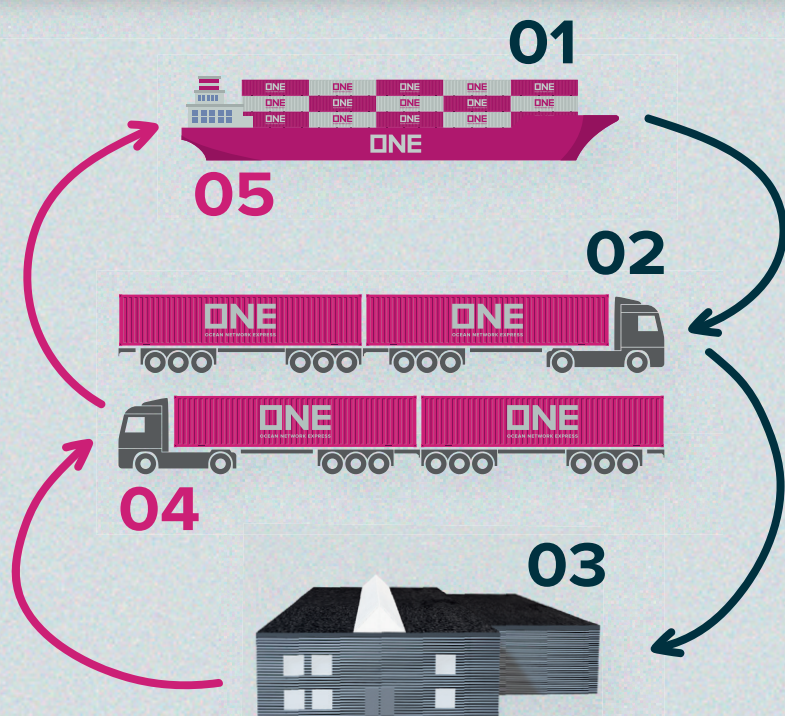
## One Way



**I.** This mode is used for those shipments that can be delivered at internal yards, this is one of the most common practice in Mexico for the inland haulage, it is necessary to request the service in advance as it might not be available for every destination.

**II.** Container comes from vessel and trucker takes it to be delivered to its final destination, then the empty container will be delivered at an internal yard.

## Round Trip

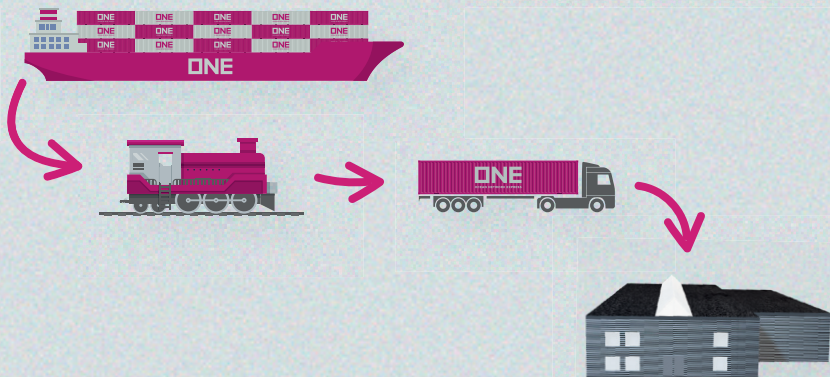


- I.** Container is discharged from vessel
- II.** Container is taken by trucker to deliver it at final destination
- III.** Container is destuffed in the warehouse or final destination
- IV.** Empty containers are returned to the port yard.



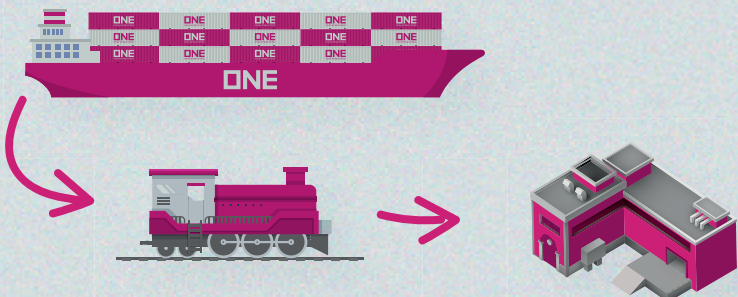
# INLAND IN MEXICO

## Rail Truck



I. Commonly used in those cases where high weight cargo is needed (+ 25 tons + tare, maximum 27 tons + tare) or lower rate is requested.

## Rail Ramp



I. This mode is used for those shipments that can be delivered up to rail ramp, and the customer is responsible for the last mile, or for those shipments that are using the maximum payload, some customers move the container with their own transports from the rail ramp to the final delivery or some of them destuff the container at rail ramp.

## Internal Yards



### WEST COAST PORTS

#### MANZANILLO

- 1 CIMA
- 2 CNTRS PACIF.
- 3 CONTECON
- 4 HAZESA
- 5 SSA
- 6 TMM

#### LAZARO CÁRDENAS

- 1 APM
- 2 HUTCHISON
- 3 LCTPC (HPH)

### EAST COAST PORTS

#### ALTAMIRA

- ATM
- IPM
- TMM

#### TUXPAN

- SSA

#### VERACRUZ

- CIMA
- ICAVE
- TMM
- TPS

### YARDS

#### MONTERREY

- 1 AFLEX
- 2 IMEX
- 3 KCS
- 4 TRANE

#### GUANAJUATO

- 1 SILAO
- 2 SALAMANCA

#### SLP

- 1 ISTASA

#### MEXICO CITY

- 1 APM
- 2 FVM
- 3 TPS

#### TOLUCA

- 1 PUERTA MÉXICO

#### AGUASCALIENTES

- 1 TMM

#### QUERETARO

- 1 FSEVICIO
- 2 SID
- LITION

#### GUADALAJARA

- 1 IMEX
- 2 INTERMODAL

These internal yards are those points where equipment can be delivered, but drop off cost will be analyzed case by case as it depends on the space availability to avoid the drop off cost in every yard.



# INLAND IN MEXICO

## Metropolitan Areas

These metropolitan areas can be considered at same cost as the main city, as an example if you have a shipment to be delivered to Zapopan the correct area and cost must be Guadalajara. Also must be filled in to the contract as the main city.



### MEXICO CITY

Naucalpan de Juárez  
Tlalnepantla de Baz  
Cuautitlán  
Cuautitlán Izcalli  
Tultitlán  
Nezahualcóyotl  
Coacalco  
Ecatepec de Morelos  
Los Reyes la Paz  
Huehuetoca  
Satélite

### GUADALAJARA

Tlaquepaque  
Zapopan  
Tlajomulco de Zuñiga  
Tonalá  
El Salto

### MONTERREY

Apodaca  
General Escobedo  
Guadalupe  
Salinas Victoria  
San Pedro Garza García  
San Nicolás de Los Garza  
García  
Santa Catarina

### QUERETARO

Santa Rosa de Jauregi  
El Marques de Querétaro  
Santiago de Querétaro  
Juriquilla

### TOLUCA

Lerma  
San Mateo Atenco  
Metepéc  
Ocoyoacac

## When To Use It?

These are the most common points to consider in the selection of the correct inland mode, in most cases mode is selected by the consignee, they already knows the place where shipment will be delivered.

But is important to know this in order to give the correct advice to customer and provide all the information that help them to choose the correct rates for the correct logistic process.

A cost difference exist between each kind of inland mode:

- I. All Truck Single Mode: is 40% higher compared with tandem mode, this because the single mode is for a specific shipments that must comply with the previous points explained in the above table.
- II. All Truck Full in Round Trip Mode: is also 40% higher compared with one way mode, this because the round trip mode retourn the empty containers to port.



# INLAND IN MEXICO

## Main Points To Consider

### Inland Mode

#### All Truck Single

### Better to Use

- For Dangerous Goods.
- High value goods (Needs Custody).
- For Heavy Weight cargo (Until 23 tons + tare)
- Lack of space in consignee's facilities, short time or any other specific operation.
- For specific or non common deliveries (out of metropolitan zones)

### Not Use

- If customer have pair volume (Even numbers per BL).
- When competitive rate is request and delivery will be into Metropolitan Areas (Mexico City, Guadalajara, Monterrey, Queretaro).

#### All Truck Tandem (full)

- For those shipments that have pair volume.
- Shipments that do not require any specific or short time operation (good space in consignee's facilities).
- For Low Weight cargo (until 21 tons + tare).
- For all the Metropolitan Zones (common deliveries, Mexico City, Guadalajara, Monterrey, Queretaro).

- For Dangerous Shipments.
- When customer do not have enough space in their facilities.
- When the geographical zone do not allow the entrance of two containers at the same time (road not wide, no space in facilities or other specific operation).
- For Shipments that have short time or specific operation in the delivery process.

#### Rail Truck

- For Heavy Cargo that have more than 25 Tons + tare (Maximum 27 tons + tare).
- For shipments that do not have specific time to delivery (no urgent shipments).
- Lower rate is requested.

- For Dangerous Shipments.
- For Reefer cargo.
- When the customer only have 1x20'DC (Rail not make matches).
- For Shipments that have short time or high value.

#### Rail

- For Shipments that need to use the maximum payload.
- Customer is responsible for the last mile.
- For shipments that do not have specific time to deliver (no urgent shipments).
- Lower rate is requested.

- For Dangerous Shipments.
- For Reefer cargo.
- When the customer only have 1x20'DC (Rail not make matches).
- For Shipments that have short time or high value.
- When the customer needs a door delivery.

## Additional Information

\*If you have any comments or doubts please do not hesitate and contact your local ONE sales office.

\*\*The time and other specific request must be consulted with your local ONE office.

\*All destinies that are not shown in the metropolitan areas map, must be quoted case by case and customer must provide the ZIP code.

\*Free drop off and cost should be reviewed case by case at Mexico Office Marketing.



[www.one-line.com/en/contact-us](http://www.one-line.com/en/contact-us)