Rail Automated Manifest System (AMS)

For US Bound (Northbound) Traffic

Information from U.S. Customs Web Site

Rail AMS lets rail carriers electronically transmit bill information to Customs. When all bills on a train are assigned, the rail carrier transmits a "consist" of the bills and containers in standing car order. This lets Customs review the submitted documentation and determine, in advance, whether the merchandise merits examination or release. The carrier, upon receiving a release from Customs, is able to make decisions on staging cargo, and the importer can arrange for examination, release, and further distribution of the merchandise.

Auto Arrival

Approved rail carriers can electronically arrive their own conveyances at the first U.S. port and do timely updates to manifest records with the actual arrival date.

Secondary Notify Party

Rail carriers can designate up to two additional AMS participants per bill of lading to receive status notifications. Carriers can update bills of lading with arrival and export data for cargo moving on a paperless master in-bond and request Permits to Transfer electronically for in-port cargo movements.

Paperless Master In-bond (MIB) Reporting

Rail carriers approved as paperless MIB participants can transmit bill-of-lading and in-bond data and receive electronic authorization to move the shipment in-bond to a paperless destination port without preparing a CF-7512, Record of In-bond Movement, and CF-7512C. Paperless reporting can be done for Immediate Transportation (IT), Transportation and Exportation (T&E), and Immediate Export (IE) cargo movements. Additionally, participants can electronically update these movements with arrival and export data.

Train Enroute Message

Rail AMS carriers can send Customs a "train enroute" (one hour out) message when they are within 1 hour of reaching the border. This prompts AMS to release the carrier's electronic status notifications for that train.

Automated Line Release

Rail AMS carriers can participate in automated Line Release. The carrier electronically transmits the C4 code (the bar code used in the Line Release

system) before the train arrives at the border. Customs then sends the entry number and the entry status back to the rail carrier. This alleviates the need for Customs inspectors to scan the bar codes manually, thus expediting the flow of cargo.

Electronic Multi-transit or In-transit Border Movements

Rail AMS carriers can receive electronic authorizations that enable them to make multiple crossings into the United States before the cargo reaches the final destination. Carriers can electronically request and receive authorization for moves originating in the U.S. and transiting to Canada before terminating in the U.S.

Broker Download

Rail AMS participants can identify a broker for a particular bill when transmitting bill-of-lading information. This enables the broker to receive a download of the bill data in Customs CATAIR format, and to receive any status notifications for that particular bill.

For all questions and concerns regarding Billing please contact Robert Puentes at Robert.Puentes@BNSF.com or 915-534-2362.

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