



# INLAND IN MEXICO

beyond the ocean

Ocean Network Express (ONE) offers logistics solutions that combine experience and knowledge to adapt to the needs of our customers. Supported by an infrastructure of logistics partners in the main cities, business centers and economic zones where key commercial activities in Mexico are being developed, ONE's extensive network ensures reach to our customers through truck services, railways and terminals.

## Our Offer:

- Competitive inland rates
- More than 300 routes throughout Mexico
- More than 12 depots on Mexican territory
- Dedicated transportation for Reefers and Dangerous Goods containers<sup>1</sup>

## Benefits:

- Exoneration of guarantee deposit
- The empty pick up or return container is under ONE's control
- Ocean Network Express as your unique point of contact
- Reduction and avoidance of delays on land

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<sup>1</sup> For Reefer and Dangerous cargo our offer is only by truck service

For further information please do not hesitate and contact your local ONE sales office or visit [www.one-line.com](http://www.one-line.com)



## All Truck Service

### Single Service:

**I.** Used in cases when a specific delivery is requested, such as lack of space in consignee's facilities, short time or any other special request or operational matter is considered.

**II.** It is recommended for those shipments that only have one container and customer cannot wait for the match at/to Port in Mexico. (Match searching may take 7 days, because external factor could be considered, and they are not under ONE's control).

**III.** This inland mode is used for Dangerous goods (IMO) shipments<sup>2</sup>.

### Tandem Service (also known as Full service):

**I.** This is the most typical mode used in Mexico for those customers who have 2 containers. In the cases 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 container going to the same port / final destination.

| Type of service | Containers<br>(boxes) per<br>truck | Weight limits [Ton.] <sup>*3</sup> |       |
|-----------------|------------------------------------|------------------------------------|-------|
|                 |                                    | 20ft                               | 40ft  |
| Single          | 1                                  | 26.00                              | 24.00 |
| Tandem (Full)   | 2                                  | 24.00                              | 22.00 |

\*tare not included



Single



Tandem (Full)

<sup>2</sup> For IMO cargo the inland mode must be in single truck only

<sup>3</sup> All inland operations and weight limits are subject for local regulations accordingly with the Norma Oficial Mexicana (NOM 12)

## Inland in Mexico

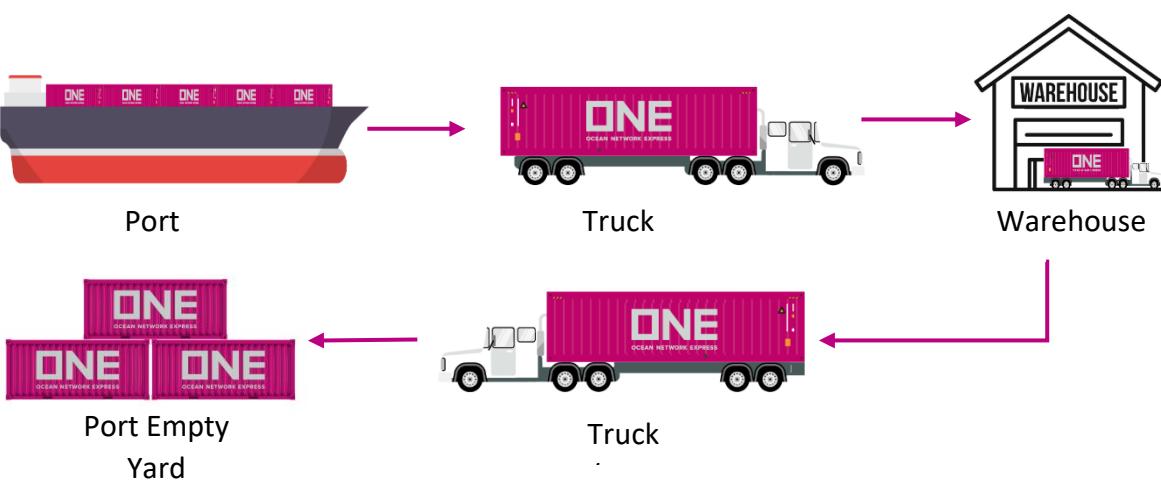
### One Way Service:

- I. This mode is used for those shipments that can be delivered at internal yards, this is one of the most common practices 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(s) discharge(d) from vessel and trucker pick it up to be delivered to destination, then the empty container will be returned at an internal yard. For export cargo is vice versa from warehouse to port.



### Round Trip Service:

- I. Container(s) discharge(d) from vessel and trucker pick it up to be delivered to final destination, then the empty container will be returned back at a port of discharge yard. For export cargo is vice versa from empty yard at port to warehouse to port.



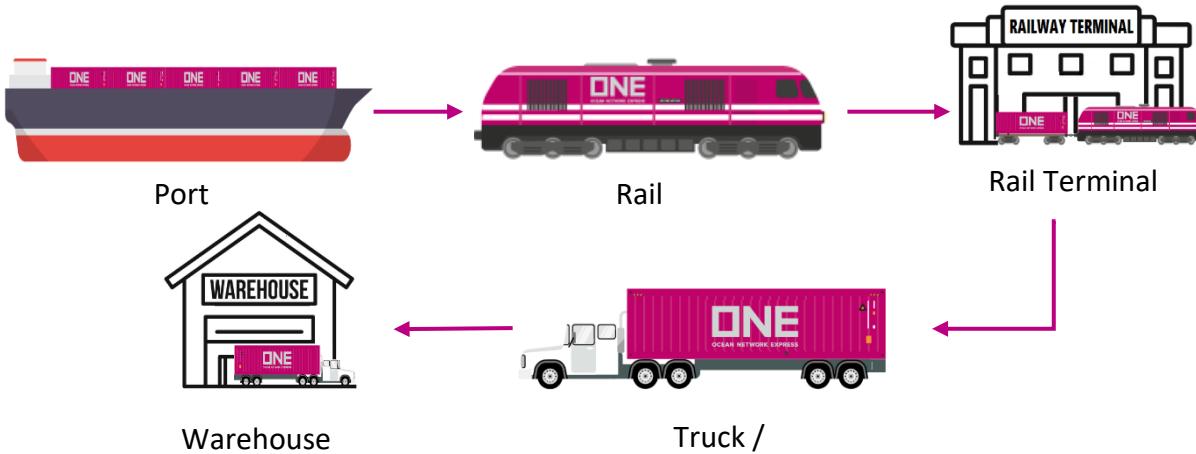
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## Inland in Mexico

### Rail Truck Service<sup>4</sup>

- I. Commonly used in those cases where high weight cargo is needed, or lower rate is requested



### Rail Ramp<sup>4</sup>

- 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



| Type of service | Weight limit [Ton.] <sup>5</sup> |         |
|-----------------|----------------------------------|---------|
|                 | 20ft                             | 40ft    |
| Rail + Truck    | 25.99                            | 24.00   |
| Rail ramp       | 25.99                            | payload |

\*tare not included

<sup>4</sup> On Rail+Truck & Rail Ramp services the haulage for IMO or Reefer cargo is not allowed

<sup>5</sup> All inland operations and weight limits are subject for local regulations accordingly with the Norma Oficial Mexicana (NOM 12)

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