



Rail Carrier Manifest

Manifest requirements and resources for importers and carriers utilizing rail transportation are listed below to avoid delays and potential enforcement action.

Please note: Brokers and Freight Forwarders who self-file train sheets are held to the same standard as carriers and are expected to screen data for compliance with manifest regulations.



Manifest Overview

- A train that contains commercial cargo aboard requires a **train sheet**, which lists required information describing the incoming cargo (see [19 CFR 123.91](#)).
- CBP must electronically receive data concerning incoming cargo no later than **2 hours** prior to the cargo reaching the **first port of arrival** in the U.S.
 - Rail carriers must use a **CBP-approved electronic data interchange system** to send required rail cargo information to CBP.



General Requirements

- **Cargo information** presented to CBP must include details such as rail carrier identification, quantity, weight, description and consignee information.
- Transmitted data must be **complete and accurate**.
 - CBP will take into consideration how the rail carrier acquired this information and if they are able to verify it.
- CBP also **requires** this information for shipments transiting through the U.S. Examples include:
 - Cargo transiting the US from Mexico to Canada (or vice versa)
 - Cargo transiting the US from Canada to Canada (or Mexico to Mexico)
 - Cargo unloaded in the US and moved in-bond for exportation from another port
- **Exception:** Domestic cargo transported by rail from one point to another in the U.S. by way of Canada or Mexico is not subject to the advance electronic information filing requirement.



Data Elements (see [19 CF 123.91d](#))

- (1) **Rail Carrier Identification** – the unique Standard Carrier Alpha Code (SCAC) assigned to each carrier by the National Motor Freight Traffic Association
- (2) **Consignee Name and Address** – individual or business name and a valid address with city/province, country, and postal code
- (3) **Cargo Description** – precise description of the cargo or 6-digit HTS codes
- (4) **Total Quantity** – based on the smallest external packaging unit (a container holding 10 pallets with 200 cartons should be described as 200 cartons)
- (5) **Total Weight** – total weight of cargo expressed in pounds or kilograms
- (6) **Scheduled Date/Arrival Time** – day and time the train will arrive at the first port of entry into the U.S.
- (7) **Cargo Origin** – place where rail carrier takes possession of cargo
- (8) **Container Numbers** – for containerized shipments, or rail car numbers
- (9) **Seal Numbers** – for all seals affixed to containers and/or rail cars
- (10) **Hazardous Materials** – any recognized hazardous chemicals or materials



Filing Errors to Avoid

- Manifest does not contain **sufficient description** of merchandise as required by [19 USC 1431](#) and [19 CFR 123.91d\(5\)](#).
 - A description of freight of all kinds (FAK), general cargo and said to contain (STC) are not acceptable.
- Identities of the **shipper/consignee's name** and/or addresses are fictitious, or names are identified as unknown or various.
- **Total quantity** is not properly manifested - the quantity of the smallest external packaging unit is not declared. Counting only visible packaging is not acceptable.

Manifest violations, including failure to file a manifest, incorrect manifest information, overages, and shortages may result in **enforcement action**, including penalties and liquidated damages, holds for examination, or seizure.