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Mexico's VUCEM – Time to Get Technical

2012 FEBRUARY 7

by Integration Point Global Trade
News Team

tags: [Comprobante de Valor Electronico \(COVE\)](#), [Integration Point](#),
[Mexican Customs](#), [Mexican Foreign Trade's Unique Portal](#), [Ventanilla
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In a webcast on Mexican Foreign Trade's Unique Portal, [Ventanilla Unica de Comercio Exterior Mexicano \(VUCEM\)](#), Lalo Solorzano of [Integration Point](#) discussed the significance of VUCEM, its process and requirements, and more. Included in the VUCEM process is the relevance and utility of a document submitted via VUCEM called Comprobante de Valor Electronico (COVE). During the [Automation for Mexican Trade – VUCEM Explained](#) webcast, there were several questions that could not be answered due to time constraints. As promised in the webcast, those questions and answers from Mr. Solorzano will be posted here on this blog. We have divided the questions and answers into four different categories with the [first blog post](#) covering general VUCEM information, the [second blog post](#) covering COVE details, and the [third blog post](#) covering roles and responsibilities. Today's post, and the final post from the VUCEM webcast, is about the technicalities involved in VUCEM.

Q: Is it possible to generate an interface between the VUCEM website and our Annex 24 software? If not, how can this feedback get handled with inventory control?

A: Yes, a company should be able to send the file through an interface between the Annex 24 software and VUCEM. This is a functionality that the Annex 24 software vendor should already provide. If you have more questions, contact Integration Point to find out about how the Integration Point solution automates the entire process.

Q: Is this a secure connection to Mexican Customs, or would a company need to white list their firewall?

A: The connection is via an HTTPS portal, and thus is secured.

Q: Will it be possible to cancel an operation that has been sent to SAT via VUCEM?

A: Technically, it is possible to cancel a shipment. Once a file is transmitted, the company will get an almost instant response from Mexican Customs with the reference number (eDocument). To cancel, a shipment that eDocument will have to be referenced.

Q: As a supplier to the automotive industry, does the shipper have to be registered or does the consignee enter that information?

A: The responsibility is on the actual importer or exporter of record. So, if the shipper is the importer/exporter of record, then yes, the shipper has to be registered.

Q: The automotive industry has always had special treatments (specific rules, etc.), so what will be the impact for this industry? More specifically concerning times of importation, thousands of transactions,

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Thank you!

Integration Point

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etc. to send the invoices via web service?

A: The intention is to have the same method of transmission for any industry in Mexico. However, in the past, Mexican Customs has adapted to certain scenarios and may change their process if they see that a specific industry, such as Automotive, will require a different process. Currently the intention is to have the same process for all industries.

Did you miss the webcast or would like to share it with others in your organization? You can view the on-demand [webcast here](#).

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