

For Customs and Global Trade Professionals and Trade Associations that need to receive comprehensive [Trade Intelligence](#) in the field of

Customs & Global Trade

Edition 19 for Week 20/2023

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Topic Coverage	Customs processes & procedures (including AEO) Trade Agreements Biosecurity & Veterinary Border Controls (including news or changes relating to seafood trade or Regulation) Indirect Taxes (Customs Duty, Excise, Import VAT) Export Controls, Sanctions Green Customs and Global Trade
Audience	Importers, Exporters, Transport Companies, Retailers, Manufacturers, Food & Feed Producers, Tech, Pharma, Life-Science Companies, Trade Associations, Chambers of Commerce, Institutes, Research Association, Government Officials, Agencies, Customs Brokers, Shippers, Agents, Customs & Tax Advisors, Lawyers
Country Coverage	European Union + selected Member States United Kingdom (with an additional focus on Northern Ireland) United States of America
Required Knowledge Level	This is not a marketing newsletter. Good working knowledge of customs and global trade matters with some practical experience (“L2”) is required to understand & appreciate the updates delivered in this document.
International Institution Coverage	WCO WTO UN (Sanctions, CITES) Other as appropriate

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Union Customs Code Reform Proposals Published, CBAM enters into force, UK-NZ FTA and Focus on Green Customs

My fellow Customs & Global Trade Professionals,

The **G7 summit in Hiroshima** concluded with a range of fresh sanctions to be imposed on Russia and those that help Russia evade sanctions. But, again, the U.S. were the first to act, and we have an extensive report on the significant modifications to the EAR and OFACs' Sanctions List – this is very relevant for non-U.S. based companies, too! Read about the **G7 Sanctions' Announcement** and the U.S. restrictive measures in this edition of your Trade Intelligence Update.

The European Union has made a regulation establishing the **Carbon Border Adjustment Mechanism** (or "CBAM") available to the public. The CBAM will only apply to a specific subset of goods prone to carbon leakage, including iron, steel, cement, aluminium, fertilisers, electric energy production, hydrogen, and some "precursors" and downstream products. Imports of goods covered by CBAM will initially be subject to a reporting requirement beginning in October 2023 and then must present "CBAM certificates" as of 1 January 2026. For further details, [download our report on what Customs Professionals need to know](#).

The EU also resented the long-awaited **reform proposals of the EU Customs Union**. At its core is the new **Customs Data Hub**, perhaps the most transformational element of the EU Customs reform proposals. It can potentially be a driver of trade simplifications and may even end customs filing once and for all for so-called "**Trust and Check**" traders – a superior AEO. **Join our live webinar + Q&A tomorrow at noon (CET)**. Register for free at www.customsmanager.org/events.

The UK is gearing up to enter the UK-Australia and UK- New Zealand Free Trade Agreements into force on 31 May. [We have one detailed support guide for you to download, making meeting the rules of origin with goods from Australia easy](#). The guide for New Zealand is coming next week. With our guides, you can quickly determine the Rules of Origin by answering simple YES or NO questions! So give it a try and let us know.

Speaking of **Rules of Origin**, **Stellantis** was prominent in the news this week, asking for changes to the EU-UK Trade and Cooperation Agreement. **Rules of Origin for the automotive sector** are bound to be too cumbersome. This makes an exciting case study that trainers of Rules of Origin courses can only dream of and is perfect for teaching your team about this fascinating topic. [Download it today](#).

I am off to beautiful Vilnius and Lithuania on Wednesday for a speech at the European Customs Practitioners Conference. If you are there and want to say Hi, get in touch. I'd love to see you.



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Top Featured Highlights of this Edition

Highlight 1: Invitation to the Live Webinar on the EU Customs Reform

The graphic is a yellow banner with a white circle on the right side. Inside the circle is a photograph of several European Union flags on poles. Above the circle is a small black square with the 'CUSTOMS MANAGER' logo. The text on the banner includes: 'LIVE WEBINAR + Q&A', 'New EU Customs Reform Proposals', 'Tuesday, 23 May 2023', '12 PM - 1 PM CET / 11 AM - 12 PM BST', and 'REGISTER ON WWW.CUSTOMSMANAGER.ORG/EVENTS'.

Join us for this Live Webinar + Q&A on the new EU Customs Reform Proposals, presented on 17.05.2023, led by Customs Expert Arne Mielken. Only 100 spaces are available (FCFS)

Join us for this Live Webinar on the EU's new EU Customs Reform proposal, led by Customs Expert Arne Mielken.

He will present the new structure of the Union Customs Code, highlight the fundamental changes, look at the timeline and what happens next and offer some practical tips on what businesses can do to prepare.

The session will also feature a live Q&A. We encourage you to send your questions to info@customsmanager.org beforehand.

Register: www.customsmanager.org/events -> Live Webinar

Highlight 2: CBAM to enter into force 1 October 2023. Download Explainer

This briefing sheds light on the EU's Carbon Border Adjustment Mechanism (CBAM), which is a unique mechanism that aims to ensure that the cost of CO2 emissions is accounted for in the price of goods imported into the EU. The law was published last week in the EU Journal, so this is law that will come into force now.

The topics covered in this briefing include an introduction to CBAM, its objectives, and how it works. It is worth noting that CBAM is not a new tax or import duty, but rather a scheme that works in tandem with the EU Emissions Trading Scheme (EU ETS) by placing a carbon price on foreign goods that is equivalent to that of goods produced in the European Union.

The briefing also covers the specifics of how CBAM will function, which products it will apply to, and whether there are any exclusions. It also addresses how penalties are enforced and how circumvention is avoided.

Finally, the briefing provides key implementation dates, as well as information on where to get support and important links for next steps. We hope you find this briefing helpful in understanding CBAM and its implications.

[Download Briefing Here](#)



Highlight 3: Rules of Origin in the Automotive Industry – The case of Stellantis



From the Financial Times to the Guardian to the BCC and other newspapers, the news was deafening:

[Stellantis warns UK risks exodus of EV production under post-Brexit rules](#)

[Stellantis says U.K. needs to change Brexit deal or face factory closures](#)
[Vauxhall owner probably isn't blameless, but the UK needs to switch on to the car crisis](#)
[Vauxhall-maker warns Brexit may force it to close UK factory](#)

In this briefing, we cover what Stellantis discussed with UK lawmakers about the Rules of Origin, and why they're critical for British automobile manufacturers.

Additionally, we'll explain the fundamental concepts of the TCA's preferential Rules of Origin, and provide guidance for car and component manufacturers on how to comply with the EU-UK TCA Rules of Origin, including the "MaxNOM" and "CTH" Rules.

We'll also explore alternative Rules of Origin in effect until the end of 2023, and new rules from January 1, 2024, to December 31, 2026.

Finally, we'll address some important questions: Can the British automobile manufacturing industry meet these Rules of Origin?

Can Stellantis comply with these Origin requirements?

If not, what are the repercussions, and is it possible to change the Rules of Origin?

[Download Analysis Here](#)