

TradeWatch



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EU: Proposed customs reform – a modern approach to e-commerce



The European Commission (Commission) announced its long-term plans for the EU Customs Union on 17 May 2023.¹ The Commission envisions implementing a fully revised Union Customs Code (UCC) by 2028. In addition to this general overhaul of the system, specific rules for e-commerce are proposed.²

While time will tell whether it will be possible for the Commission to implement all the measures in the whole package, adopting the proposed rules for e-commerce would lead to a significant alignment between value-added tax (VAT) and customs rules and practice for these shipments. Also, the desired implementation time frame is shorter than for the whole package, starting in 2028.

In this article, we provide a brief overview to explain and classify the proposed e-commerce rules with some suggested action for affected businesses.

The 'deemed supplier'

In 2021, a new concept, the "deemed supplier" was introduced into the EU's VAT Directive to deal with e-commerce. The concept targets electronic interfaces, such as online marketplaces or platforms. It creates a fiction that puts the platform into the supply chain from a VAT perspective – even if the legal contracts are concluded otherwise.

¹ "EU: Customs legislation reform," *TradeWatch* Issue 2 2023, page 24. [Find it here.](#)

² EY has submitted a feedback paper to the European Commission in response to the call for feedback on the proposed EU Customs Reform, *European Commission website.* [Find it here.](#)

It works as follows: When a third-country supplier sells goods to a private customer (B2C) in the EU, in VAT terms, the supplier supplies the goods to the platform, and the platform supplies the same goods to the customer. Hence, a fictitious supply chain for VAT purposes is created. In brief, the first transaction between the supplier and platform does not attract VAT. In contrast, the platform is responsible for the VAT on the transaction to the customer.

After two years of experience with this concept in the VAT world, the Commission proposes to extend it to the customs world. Furthermore, the proposed amendments also extend the scope of the fiction in the VAT Directive, as it currently only applies for consignments with an intrinsic value not exceeding EUR150.

Currently the deeming fiction only applies to distance sales of goods (coming from a third country to an EU customer) and supplies of goods within the EU by a taxable person not established in the Union. In the Commission's proposals regarding the future of VAT, the so-called VAT in the Digital Age (ViDA) proposals,³ among other things, the Commission proposes a deeming fiction also for a specific set of services, namely the supply of short-term accommodation and passenger transportation.

The role of 'importer'

The role of "importer" currently does not exist in the UCC. According to the Commission's proposals, an importer will be defined as any person who has the power to determine and has determined that

goods from a third country are to be brought into the customs territory of the Union. The importer will be responsible for paying the applicable duties and taxes and for ensuring compliance with the various procedural and legislative requirements.

The deemed importer

In addition, the Commission proposes creating the role of the "deemed importer" in the customs world. This is a corresponding concept to the deemed supplier for e-commerce in the VAT world.

The deemed importer builds on the VAT rules. Traders will be defined as deemed importers if they are involved in the distance sale of goods where the VAT supply chain fiction applies, and the person involved uses the Import One Stop Shop (IOSS). Furthermore, the deemed importer – or someone on their behalf – will lodge the customs declaration if the IOSS is used.

Currently, a deemed importer needs an indirect representative if it is not established within the customs territory of the Union. The same holds from the VAT perspective, whereby an intermediary is needed if the supplier has no EU establishment.

These proposals aim to align the customs and VAT rules for e-commerce. In both cases, online platforms become key actors in the chain and assume responsibilities for taxes and duties, thus preventing tax evasion and providing a level playing field for EU businesses. The Commission believes this is a modern approach to dealing with e-commerce transactions.

Simplified tariff regime

With online platforms in the driver's seat for VAT and customs duties, they could face enormous challenges. To manage these challenges, the Commission proposes the introduction of a new simplified tariff treatment for distance sales.

Currently, distance sales up to EUR150 are regarded as goods of "negligible" value and are admitted free of import duties. This provision, according to the Commission proposals, will be abolished. According to the Commission, with several other sources agreeing, this provision causes an imbalance in the market and has led to abuses, such as imports being undervalued to avoid customs formalities and payments.

A five-tier bucket system for distance sales is proposed. The buckets will have 0%, 5%, 8%, 12% and 17% customs rates. For distance sales, goods may be put in one of the five buckets, and the respective customs rate is then applied to the customs value of the goods.

In effect, this bucket-system is intended to replace the exemption system for low-value goods. Other jurisdictions already employ such a system to simplify the tariff treatment for distance sales. The simplified system will be fully optional. Only upon request of the importer will customs duty be charged according to the proposed system.

The simplified tariff treatment will not apply to goods subject to harmonized excise duties or subject to anti-dumping, anti-subsidy and safeguard measures.

³ "VAT in the Digital Age," *European Commission website*, 8 December 2022. [Find it here.](#)



Certain products are further excluded from the scope of the treatment, due to their nature (e.g., iron and steel products, complete industrial plants, goods imported or exported under special circumstances).

Proposed amendments to the VAT Directive

Finally, the Commission proposes changes directly to the VAT Directive, expanding the scope of the deemed supplier mechanism. This treatment currently applies to taxable persons who facilitate, through the use of an electronic interface, distance sales of goods imported from third territories or third countries in consignments of an intrinsic value not exceeding EUR150. In the future, under the Commission's proposals, it will apply regardless of a value threshold. Through this, the EUR150 "customs threshold" will also be removed from the VAT rules.

This deletion must also be seen in the context of the VAT threshold of EUR22, which was abolished effective 1 July 2021. Since then, no low-value exemption for VAT exists within the EU. The abolishment of low-value thresholds can also be regarded as an international trend. Australia, for example, deleted its Goods and Services Tax threshold as of 1 July 2018.⁴ With the now intended abolition of the EUR150 threshold in the deemed supplier fiction, imports will become fully "thresholdless" for both VAT and customs duty purposes.

⁴ "Goods and services tax (GST) when you sell to Australia," *Australian tax authority website*. [Find it here](#).

Actions for businesses

Although these changes are taking place over years, their impact will be significant. Therefore, affected business should begin to examine their likely impact and consider appropriate actions, especially the following aspects:

- ▶ Evaluate the impact of the changes on the business.
- ▶ Evaluate which responsibilities and duties remain with the actual seller or whether these responsibilities will shift to a platform or a marketplace.
- ▶ Consider the impact on customers, pricing, any contractual relationships, and terms and conditions.
- ▶ Implement processes to fulfil any new obligation. ■

For additional information, please contact:

Georgios Filioussis

+ 49 711 9881 11871 | georgios.filioussis@de.ey.com

Olaf Beckmann

+ 49 211 9352 15768 | olaf.beckmann@de.ey.com

Florian Zawodsky

+ 49 30 25471 23118 | florian.zawodsky@de.ey.com

UAE: Navigating the GCC Common Customs Law – complying with the new tax landscape



GCC customs legislation

The Member States of the Cooperation Council for the Arab States of the Gulf (Gulf Cooperation Council or GCC) are: the Kingdom of Bahrain, the Kingdom of Saudi Arabia, the State of Kuwait, the State of Qatar, the Sultanate of Oman and the United Arab Emirates (UAE). They form a customs union known as the GCC Customs Union. Accordingly, the GCC Member States adopted the GCC Common Customs Law¹ in 1999 that unifies customs regulations and procedures across the GCC Customs Union.

UAE Importer of record

The conditions for a company to import goods into the UAE include, but are not limited to, the following:

- ▶ Articles 50, 52, 63 and 110 of the GCC Common Customs Law provide that the Importer of Record (IoR) should be the owner of the goods at the time of import and should be allowed to import within the relevant territory as per its trade license.

- ▶ In turn, the UAE Imports and Exports Processes guide² states that the IoR needs to have a valid trade license issued by a UAE license-issuing authority to import goods into the UAE in its own name. The UAE solely provides trade licenses to locally incorporated companies and local branches (i.e., a local legal presence – entity or branch – is required to have a trade license).
- ▶ The UAE Imports and Exports Processes guide also state that the company should be registered with the Customs Department (i.e., it should have its own customs code to act as the IoR; this code is not provided to foreign companies without a legal presence in the UAE).

The main takeaway is that a foreign entity cannot import goods into the UAE in its own name. Only local entities or branches that own the goods at the time of import can act as the IoR and import the goods into the UAE.

Common practices leading to non-compliance

Foreign groups that have been importing goods under another licensed entity's name into the UAE may not be aware of these rules. The following are some of the deviations observed in the imports process:

¹ "Common Customs Law of the GCC States," *Secretariat General of the Gulf Cooperation Council*. [Find it here](#).

² Imports and Exports Processes issued by the UAE Ministry of Economy Foreign Trade Affairs, published by Motivate motivatepublishing.com

► **Importing goods into the UAE in the name of a customs broker for reselling them in the UAE:**

The foreign owner of the goods issues an invoice to the customs broker solely for customs purposes (no transfer of ownership) before the customs broker imports goods into the UAE under its own name. The foreign company remains the owner of the goods throughout the import process; however, the customs broker is the owner of the goods according to the customs records and, therefore, can act as the IoR without the customs authorities being aware of the actual transaction.

- **Consignment stocks:** The foreign owner of the goods issues a pro forma invoice to its UAE business partner solely for customs purposes (no transfer of ownership) before the business partner imports goods into the UAE under its own name. The foreign company remains the owner of the goods throughout the import process; however, the business partner is the owner of the goods according to the customs records. The goods are stored in the business partner's warehouse in the UAE until a UAE customer places an order. Placing the order triggers a flash title sale by the foreign company to the business partner for goods located in the UAE, followed by a sale by the business partner to the UAE customer.

The common element in these scenarios is the use of a customs invoice to fictionally transfer the ownership of the goods from the foreign company to the customs broker or local business partner solely for customs purposes, while the ownership legally and contractually remains with the foreign company.

The risks associated with such scenarios lie in the artificial transfer of ownership. The customs broker or business partner acting as the IoR becomes liable for customs purposes without being the owner of the goods. In parallel to this, a non-UAE company owns stocks in the UAE and sells goods located in the UAE, triggering a potential VAT liability. Further this transaction would be made by the foreign entity without a valid trade license to stock and sell goods in the UAE.

Impact of the implementation of corporate tax in the UAE

Corporate tax (CT) applies to UAE legal entities and branches for financial years starting on or after 1 June 2023. CT implementation changes the noncompliance risk profile of companies operating under the transactional models set out earlier.

In the above-mentioned practices, the customs invoice artificially transferred ownership of the goods from the foreign entity to the UAE customs broker or business partner, without actual title transfer or consideration paid for the supply of goods. This customs invoice becomes an issue when dealing with CT:

- The customs broker or local business partner does not record the customs invoice (purchase of goods) for accounting purposes. A guiding principle for accounting purposes is that the accounting entries should reflect the economic reality of the underlying transactions; however, it is unclear how to record this invoice, as the transaction is fictional (no transfer of ownership), and the invoice is only used for customs purposes. This discrepancy potentially

creates reputational damage for the business and serious consequences should the Federal Tax Authority regard such accounting processes as unsatisfactory.

- As the foreign entity has ownership of the goods once imported, the tax authority might consider the pro forma invoice as duly raised (as the customs broker or local business partner acting as IoR should be the owner of the goods at the time of import) and complete the fictional arrangement with a resale of the goods from the customs broker or local business partner to the foreign company. This invoice would be considered by the tax authority when calculating the tax base of the entity in the UAE for CT purposes.

In the context of increased synergies between administrative bodies in the UAE, the cooperation between the tax authorities and customs authorities would easily highlight the arrangement in place where the pro forma invoice should be considered for customs purposes but be disregarded for CT and VAT purposes. The use of such pro forma invoices not in accordance with the rules, therefore, proves risky and unsustainable.

Implications for businesses: adapting customs practices to the new tax landscape

In the light of the new tax legislation and the increasing complexity of the UAE tax landscape, businesses may want to redesign their operating models.

Regulatory and tax rules applicable in the UAE, and more broadly in GCC countries, are different from those in other regions in the world, for example, a

local presence is generally required to do business in, and import goods into, GCC countries. This principle has recently been modified in some areas in UAE, with more leeway given to international groups targeting the region (such as Federal Decree-Law No. 26 of 2020 amending the provisions of Federal Law No. 2 of 2015 on Commercial Companies, which annuls the requirement for commercial companies to have a major Emirati shareholder or agent). However, the customs legislation has not followed this trend. The IoR should still be a local entity and it should own the goods at the time of import.

Such specificities need to be considered by international companies when designing regional operating models. In the context of increased regionalization, adopting operating models in the GCC that are used in other regions may not be viable or efficient. It is crucial that processes and procedures adopted in the UAE comply with the GCC customs regulations.

Regional operating models should be reviewed to ensure that the arrangements used comply with all regulatory tax rules in the UAE. ■

For additional information, please contact:

Pascal Cange

+ 97143129330 | pascal.cange@ae.ey.com

Sandra Isabet

+ 97147010353 | sandra.isabet@ae.ey.com



UK: An overview of the Electronic Trade Documents Act

On 20 July 2023, the Electronic Trade Documents Act (ETDA or the Act) 2023 entered into force in the UK, giving certain electronic documents used in trade and trade finance the same legal footing as their hardcopy counterparts. In legalizing electronic documentary transferability, the Act sets a global precedent – providing the evidence base necessary

to prove how the digitization of trade supports international and domestic businesses, which benefit from reduced operational costs and more operational efficiencies, increased trade flow transparency and security, reduced manual-processing errors, and greater resilience against economic shocks like COVID-19 and the war in Ukraine.

What's in the Act?

The UK's ETDA enables businesses, under specific conditions, to convert their hardcopy trade documents into electronic trade documents and for electronic trade documents to be converted into paper-based documents.

In removing the age-old requirement for trade transactions to be documented through paper-based documentation, it is estimated that British businesses trading internationally will receive a GBP1.14 billion boost over the next 10 years and be better equipped to engage with international suppliers, customers and trade service providers.¹

Applicable trade and transport documents reflected in the ETDA include:

- ▶ Bills of exchange
- ▶ Promissory notes
- ▶ Bills of lading
- ▶ Ship's delivery orders
- ▶ Warehouse receipts
- ▶ Mate's receipts
- ▶ Marine insurance policies
- ▶ Cargo insurance certificates

While applicable only in the UK, the ETDA has been drafted to be nonrestrictive in operation, providing businesses with the choice to continue using hardcopy trade documentation or transitioning, at their own pace, to digital trade documentation.

¹ "UK economy to receive £1 billion boost through innovative trade digitalisation act," UK government website, 20 July 2023. [Find it here.](#)



How will the ETDA reform the traditional approach to trade and transport documents?

A typical trade transaction involves the movement of goods and services across borders and between numerous trade stakeholders, requiring linkages between freight, insurance, finance and customs capabilities. For example, a trade transaction that uses trade finance often requires over 100 pages of paper – normally comprising 10–20 separate trade documents. Where a trade transaction involves sea freight, it is not uncommon to see an additional 50 pages included and movement between as many as 30 different trade service providers.

Despite the rapid expansion of international trade, the fundamental processes and supporting laws still rely on practices developed over 100 years ago. For example, as goods make their way from the end of the production line to their final destination, they are accompanied by multiple documents that entitle a holder to claim the performance of obligations reflected in the document, including the ability to transfer the right to claim performance of an obligation when the document is transferred (physically) and possession by a new holder is achieved. It is the process of physically transferring a document that marks the transfer of an obligation, which may include delivering goods or paying a sum of money, as opposed to simply acknowledging existence.

Prior to the ETDA, the UK laws governing these processes were structured on the concept that documents must be physically held or “possessed.” For example, the Bills of Exchange Act 1882² (which applies to promissory notes and bills of exchange) references “bearers,” “holders” and “delivery,” and defines the terms in regard to maintaining and transferring physical possession.

Progress toward the digitization of trade processes

Progress toward digital trade documentation began in 2006 with the United Nations Commission on International Trade Law (UNCITRAL) and its work on the Model Law on Electronic Transferable Records (MLETR). In the UK, the Act was codeveloped by the Law Commission for England and Wales and the UK government, with the active support of the business community.

How will it work in practice?

The ETDA applies equally across England, Wales, Scotland and Northern Ireland, with an additional clause applicable to Scotland only. In operation, the Act requires digital documents to meet certain criteria, ensuring a replication of the key features of paper trade documents. As the Act encompasses a number of different trade and transport documents, the drafters have defined criteria that must be satisfied for documents to be considered “possessable” under the Act.

Key criteria include:

- ▶ Ensuring only one person, or parties acting jointly, can exercise exclusive control over a document at any time
- ▶ Removing any previous holder’s ability to exercise control over a document once it has been transferred

To support these criteria, documents must be transferrable through a “reliable system” to ensure that certain features of an electronic document can replicate the features of its paper-based equivalent. In operation, this means systems capable of:

- ▶ Containing the same trade information as its paper equivalent
- ▶ Remaining distinguishable from any copies or duplicates
- ▶ Ensuring protection against unauthorized alterations
- ▶ Remaining access-restricted to ensure exclusive control can be exercised
- ▶ Ensuring those who possess exclusive control can demonstrate their right to control
- ▶ Divesting exclusive control of the document upon an authorized transfer

² “Bills of Exchange Act, 1882,” *UK government website*, accessed 2 October 2023. [Find it here.](#)

Benefits of digitizing trade processes

The International Chamber of Commerce (ICC) has estimated the digitization of trade documents could generate GBP25 billion in new economic growth by 2024, and free up GBP224 billion in efficiency savings.³

The World Economic Forum (WEF) has found that digitizing trade documents could potentially reduce global carbon emissions from logistics by as much as 12%⁴ by reducing the estimated 28.5 billion paper trade documents printed and flown around the world daily.⁵

Next steps

Work has already started on developing industry-agreed standards required to support adoption, create market certainty for platform providers and participants, and define what constitutes a “reliable system.”

International interoperability will remain crucial for the long-term success of the ETDA. The development and deployment of MLETR-compliant solutions will support trade participants sharing documents and data between parties to a trade transaction outside of the UK. The route to increased interoperability

is ensuring that the ETDA has a cascading effect, providing operational insights to regulators to develop their own MLETR-compliant laws around electronic transferrable records.

For businesses looking to explore the benefits of the ETDA, they should focus efforts on identifying the most appropriate documents within their trade and transportation operations that could be transitioned to an electronic format. The process will involve working closely with their shipping and logistics suppliers to identify and agree efficiency and transparency benefits – and save on hard-copy paper. ■

3 “G7 | Creating a modern digital trade ecosystem,” *UK International Chamber of Commerce website*. [Find it here](#).

4 “Paperless Trading: How does it impact the trade system?” *World Economic Forum website*, October 2017, [Find it here](#).

5 “Digital assets: electronic trade documents. A consultation paper,” *UK Law Commission website*, 30 April 2021, [Find it here](#).



For additional information, please contact:

George Riddell
+ 44 20 7951 9741 | george.riddell@uk.ey.com

Ross Freeman
+ 44 20 7000 3988 | ross.freeman@ey.com

Update on the UK-EU Windsor Framework



On 27 February 2023, negotiations between the UK and EU concluded with the Windsor Framework, amending the text and provisions of the original Northern Ireland Protocol, which was agreed as part of the UK's exit from the EU.¹

The changes under the Windsor Framework include easements for goods traded from Great Britain to Northern Ireland, simplifications to the application of EU value-added tax (VAT) rules for certain goods for consumption in Northern Ireland, and new governance mechanisms. However, much of the detailed guidance is still to be published ahead of the new measures being phased in.

In this article, we take stock of the current situation and look ahead.

Further guidance provided

The Windsor Framework has resulted in the implementation of a comprehensive set of solutions that tackle the issues people and entities encountered when moving goods to and from Northern Ireland since the UK's Withdrawal Agreement from the EU. This includes the introduction of new green and red lanes that signify a revamped goods checking system and special arrangements relating to labeling requirements for medicines and certain products under the Northern Ireland Retail Movement Scheme.

The implementation of the Windsor Framework is intended to take place in a staged manner from 2023 through 2025.

Green lanes

- ▶ Per the latest guidance on the UK Internal Market Scheme,² the full effect of the new "green lane" for moving goods from Great Britain to Northern Ireland will begin in September 2024. This new checking system for qualifying traders

¹ "UK and EU amend Northern Ireland Protocol with Windsor Framework," *EY website*, 4 March 2023. [Find it here.](#)

² "Apply for authorisation for the UK Internal Market Scheme if you bring goods into Northern Ireland," *UK tax authority website*, 9 June 2023. [Find it here.](#)

builds on the current trusted trader scheme and aims to considerably reduce the required customs procedures and checks for goods. Imports made using the green lane will need to be labeled “Not for EU” to negate the possibility of entering the EU single market.

- ▶ Traders that cannot access the green lane benefits will be compensated through a new tariff reimbursement scheme, if the trader can demonstrate that its goods did not ultimately enter the EU. This new scheme is in an expansion of current customs duty waivers.

Northern Ireland Retail Movement Scheme

- ▶ Traders can now register for the Northern Ireland Retail Movement Scheme (NIRMS),³ which went into effect on 1 October 2023. NIRMS replaced the former Scheme for Temporary Agrifood Movements into Northern Ireland (STAMNI), meaning that all traders selling or facilitating the movement of retail food and drink into Northern Ireland can register, including retailers selling finished goods to end customers, wholesale suppliers and those providing goods to the public sector.

As EU animal and plant health requirements and UK public health and consumer protection standards will apply for all included products (e.g., for fisheries, organics), relevant traders can make use of the scheme to avoid costly certification and assurance processes, while also meeting UK public health rules. Affected goods will move into Northern Ireland based on a single general certificate. NIRMS is seen as an expansion to STAMNI, as it encompasses a much wider range of traders.

Sanitary and phytosanitary controls

- ▶ In addition to NIRMS, there was a further change on 1 October 2023 for plant health labeling, called the Northern Ireland plant health label (NIPHL)⁴ scheme. The purpose of this scheme is to ensure that adequate checks for diseases and pests are carried out on relevant goods and that they may be traced.

Under this scheme, traders can move covered goods (including plants and seeds, seed potatoes, and used agricultural machinery and vehicles) without a phytosanitary certificate.

Goods moved with a valid NIPHL must follow certain procedures, including that the movement must be between an authorized professional operator in Great Britain and a registered professional operator in Northern Ireland, and the goods may not enter the Republic of Ireland or other EU countries.



³ “Northern Ireland Retail Movement Scheme,” *UK tax authority website*, 1 September 2023. [Find it here.](#)

⁴ “Moving plants from Great Britain to Northern Ireland,” *UK tax authority website*, 22 September 2023. [Find it here.](#)

Medicines authorizations and packaging

- ▶ The Windsor Framework lays out how marketing authorization for medicines⁵ is to be covered between the UK and EU. Beginning in January 2025, medicines may only be lawfully placed in the Northern Ireland market with a valid authorization from the UK, ending the application of any EU rules. Traders of medicines in Northern Ireland will be licensed by the Medicines and Healthcare products Regulatory Agency (MHRA), allowing for the same packaging and labeling across the rest of Great Britain.

Any new products falling under the scope of these changes must be labeled clearly with “UK only” to be allowed onto the UK market (including Northern Ireland). Products with this labeling will not be available on the market in the Republic of Ireland and the rest of the EU. All other EU serialization and barcodes based on the EU Falsified Medicines Directive will no longer be required. A single deadline for these new packaging changes has been set out by the MHRA for 31 December 2024. After this point, manufacturers of medicines may no longer use legacy EU packaging standards.

Subsidy control

- ▶ The Windsor Framework introduces a new subsidy control agreement, which relates to the practical application of Article 10 (i.e., the scope and application of EU State aid rules in Northern Ireland, the assessment of subsidies that constitute State aid, and the management of the application of the Framework in relation to agri-fish measures and services). It is intended to help public authorities to make a risk assessment before granting a subsidy, either individually or via a scheme, to determine whether it falls within the scope of the Framework. The guidance to this new mechanism⁶ shows how this may be done to enable public authorities to grant subsidies with greater confidence.

For additional information, please contact:

George Riddell | + 44 20 7951 9741 | george.riddell@uk.ey.com

Lewis Murphy | + 353 1 221 2911 | lewis.murphy@ie.ey.com

Stormont Brake

- ▶ The Windsor Framework also included a new democratic governance safeguard for Northern Ireland that can be enabled if EU rules “significantly” change or new ones are introduced for regulation relating to trade and agriculture. This mechanism, called the Stormont Brake (the Brake), was included in the Framework as a response to concerns about a democratic deficit in Northern Ireland. The Brake allows the Northern Ireland Assembly to object to such changes if it passes a petition of concern threshold.

Increasing UK-EU regulatory divergence

The UK-EU relationship continues to evolve, and the Windsor Framework requires both sides to meet regularly to monitor implementation across the different areas of the Framework.

However, the regulatory regime in both the UK and the EU also continues to evolve – with significant divergence in trade regimes envisioned over the coming years. The most pressing example is the EU Carbon Border Adjustment Mechanism (CBAM), which entered into force on 1 October 2023.

The CBAM regime introduces a new reporting requirement (and eventual cost obligation) for companies importing iron and steel, aluminum, fertilizer, concrete, hydrogen, and electricity into the EU. As Northern Ireland is already part of the island of Ireland electricity market, east-west electricity trade will likely need to submit CBAM declarations, as will goods traded from Great Britain to Northern Ireland that are “at risk” of entering the EU. This would require the EU to add CBAM to the Windsor Framework’s annexes and may constitute the first test of the Stormont Brake.

UK businesses should remain vigilant to regulatory divergence between the UK and EU, which may impact their operations. ■

⁵ “Windsor Framework medicines announcement,” *UK tax authority website*, 9 June 2023. [Find it here.](#)

⁶ “Guidance on the scope and application of Article 10 of the Windsor Framework,” *UK tax authority website*, 9 June 2023. [Find it here.](#)

Europe, Middle East, India and Africa

Bulgaria

- ▶ New energy contribution for transfers of natural gas of Russian origin (31 October 2023)

East African Community

- ▶ East African Community implements tariff changes for the Financial Year 2023/24 (26 July 2023)

European Union

- ▶ EU Council adopts new renewable energy rules and rules for promotion of sustainable aviation fuels under Fit for 55 (01 November 2023)
- ▶ EU – Compliance obligations for EU CBAM (16 October 2023)
- ▶ European Commission adopts final Implementing Regulation for transitional phase of CBAM (18 August 2023)
- ▶ EU Commission and Council take steps as part of the circular economy action plan – new rules on textiles and batteries (21 July 2023)

France

- ▶ France submits new e-invoicing timetable to Parliament (25 October 2023)
- ▶ France postpones electronic invoicing initially scheduled for 1 July 2024 (02 August 2023)

Germany

- ▶ Germany to lower reporting thresholds for energy and electricity tax subsidies (27 October 2023)

Ghana

- ▶ Ghana issues Budget Statement and Economic Policy for the 2024 Financial Year (27 November 2023)

Global

- ▶ OECD releases tax report to G20 Finance Ministers and seventh annual progress report of the Inclusive Framework (07 November 2023)
- ▶ EY Global Tax Controversy Flash Newsletter (Issue 63) – Free trade agreements provide opportunities for global businesses – but may increase controversy risk (10 October 2023)
- ▶ Global Tax Policy and Controversy Watch (20 July 2023)

Italy

- ▶ Italy's new Enabling Law for Tax Reform foreshadows positive changes to cooperative compliance program (28 September 2023)
- ▶ Italy approves framework for major tax reform, including BEPS Pillar Two principles (25 August 2023)

Ireland

- ▶ Budget 2024 – The EY Perspective (06 October 2023)

Kenya

- ▶ Kenya Revenue Authority unveils guidelines for customs clearance at port of entry for passengers (22 November 2023)
- ▶ Kenya High Court ruling provides clarity on what constitutes manufactured tobacco (10 November 2023)
- ▶ Kenya enacts tax changes under Finance Act, 2023 (20 July 2023)

Poland

- ▶ Polish Government seeks annulment of CBAM regulation in European Court of Justice (15 August 2023)

Saudi Arabia

- ▶ Saudi Arabia announces ninth wave of Phase 2 e-invoicing integration (21 November 2023)
- ▶ Saudi Arabia approves new operating procedures of the General Secretariat of Zakat, Tax and Customs Committees (20 November 2023)
- ▶ Saudi Arabia further extends tax amnesty initiative until 31 December 2023 (31 July 2023)

South Africa

- ▶ South Africa's 2023 draft Tax proposals (02 August 2023)

Turkey

- ▶ Türkiye removes right to deduct import VAT calculated due to certain trade policy measures (01 December 2023)
- ▶ Türkiye increases additional customs duty rates on textile industry (26 October 2023)

United Kingdom

- ▶ UK announces tax measures for growth in Autumn Statement 2023 (22 November 2023)

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**Michael
Leightman**
EY Americas
Global Trade
Partner

Contacts



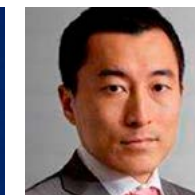
Sharon Martin
EY LLP US Global
Trade Partner



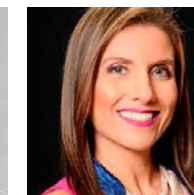
Rocio Mejia
EY Latin America
North Global Trade
Leader



**William
Methenitis**
TradeWatch Editor



Yoichi Ohira
EY Japan Indirect
Tax Leader



Carolina Palma
EY Costa Rica
Global Trade
Leader



Waine Peron
EY Latin America
Global Trade
Leader



**Martijn
Schippers**
EY Netherlands,
Indirect Taxation
and Global Trade



Paul Smith
EY Oceania Global
Trade Leader

Contacts

Global Trade contacts by jurisdiction

| Americas | | | Asia-Pacific | |
|--|---|--|--|--|
| Argentina | Colombia | United States | Australia | Korea (South) |
| Sergio Stepanenko ▶ + 54 11 4318 1648 | Gustavo Lorenzo ▶ + 57 14847225 | Doug Bell ▶ + 1 202 327 7455 | Luke Branson ▶ + 61 3 9288 8369 | Dongo Park ▶ + 82 23 787 4337 |
| Brazil | Costa Rica | Jay Bezek ▶ + 1 704 331 1975 | Kylie Norman ▶ + 61 2 9248 4765 | Malaysia |
| Ian Craig ▶ + 55 21 32637362 | Carolina Palma ▶ + 506 2459 9727 | Lynlee Brown ▶ + 1 858 535 7357 | China Mainland | Jalbir Singh Riar ▶ + 60 3749 58329 |
| Fernando Fagiani ▶ + 55 11 2573 6913 | Mexico | Sergio Fontenelle ▶ + 1 212 466 9780 | Lynette Dong ▶ + 86 21 2228 4107 | New Zealand |
| Cesar Finotti ▶ + 55 11 2573 6465 | Karla Cardenas ▶ + 52 664 681 7844 | Nathan Gollaher ▶ + 1 312 879 2055 | Yi Dong ▶ + 86 21 2228 4107 | Paul Smith ▶ + 64 9 348 8409 |
| Gabriel Martins ▶ + 55 21 3263 7201 | Roberto Chapa ▶ + 52 818 152 1853 | Michael Heldebrand ▶ + 1 408 947 6820 | Yao Lu ▶ + 86 139 1015 1448 | Philippines |
| Canada | Rocio Mejia ▶ + 52 555 283 8672 | Michael Leightman ▶ + 1 713 750 1335 | Shubhendu Misra ▶ + 852 9664 0842 | Singapore |
| Sylvain Golsse ▶ + 1 4169 325165 | Jorge Nasif ▶ + 52 551 101 7327 | Sharon Martin ▶ + 1 312 879 4837 | Bryan Tang ▶ + 86 21 2228 2294 | Donald Thomson ▶ + 65 6309 8636 |
| The Caribbean | Peru | Bill Methenitis ▶ + 1 214 969 8585 | Hong Li Wang ▶ + 86 10 5815 2307 | Taiwan |
| Rose Boevé ▶ + 599 0 430 5076 | Giancarlo Riva ▶ + 51 1411 4448 | Bryan Schillinger ▶ + 1 713 750 5209 | Hai Dong Xu ▶ + 86 21 2228 3216 | Vivian Wu ▶ + 886 2 2728 8833 |
| | | Prentice Wells ▶ + 1 408 947 5438 | Tina GY Zhang ▶ + 86 10 58152197 | Thailand |
| | | Shane Williams ▶ + 1 713 751 5715 | Japan | William Chea ▶ + 662 264 9090 |
| | | | Yumi Haraoka ▶ + 81 3 3506 2110 | Vietnam |
| | | | Yoichi Ohira ▶ + 81 3 3506 2110 | Anh Tuan Thach ▶ + 84 28 3629 7366 |

Contacts

Global Trade contacts by jurisdiction continued

| Europe, Middle East, India and Africa | | | | |
|--|---|--|---|--|
| Albania, Bulgaria, Kosovo and North Macedonia | Germany | Krishna Kanth Kotagiri ▶ + 91 99 6388 4466 | Bastiaan Kats ▶ + 31 88 40 73806 | Turkey |
| Milen Raikov ▶ + 359 2 8177 155 | Rafik Ahmad ▶ + 49 6196 996 22586 | Suresh Nair ▶ + 91 22 6192 2004 | Martijn Schippers ▶ + 31 88 407 9160 | Sercan Bahadir ▶ + 90 212 408 53 41 |
| Austria | Richard J Albert ▶ + 49 211 9352 17756 | Agneshwar Sen ▶ + 91 98 11167838 | Jeroen Scholten ▶ + 31 88 407 1009 | Yakup Gunes ▶ + 90 212 408 58 38 |
| Theresa Arlt ▶ + 43 1 211 70 1102 | Robert Boehm ▶ + 49 211 9352 10529 | Ireland | Norway | Sedat Tasdemir ▶ + 90 212 408 52 57 |
| Belgium | Nadin Nottekämper ▶ + 49 211 9352 26138 | Ciarán Behan ▶ + 353 1 2211445 | Øystein Arff Gulseth ▶ + 47 982 06 387 | United Kingdom |
| Antoine De Donder ▶ + 32 2 749 36 90 | Frank-Peter Ziegler ▶ + 49 6196 996 14649 | Neil Byrne ▶ + 353 1 2212370 | Narve Løvø ▶ + 47 982 06 238 | Onelia Angelosanto ▶ + 44 161 234 0508 |
| Erwin De Vos ▶ + 32 2 774 93 75 | Greece | Colin Doolin ▶ + 353 1 2212949 | Poland | Marc Bunch ▶ + 44 20 7980 0298 |
| Jef d'Hollander ▶ + 32 4 851 58 852 | Nicoleta Merkouri ▶ + 30 697 3773203 | Italy | Slawomir Czajka ▶ + 48 71 711 88 93 | Penelope Isbecque ▶ + 44 113 298 2447 |
| Christina Horckmans ▶ + 32 2 774 93 22 | Hungary | Alessandra Di Salvo ▶ + 39 335 7361484 | Spain | Sally Jones ▶ + 44 20 7951 7728 |
| Philippe Lesage ▶ + 32 2 774 92 69 | Attila Fulop ▶ + 36 30 559 1364 | Kenya/rest of Africa | Pedro Gonzalez-Gaggero ▶ + 34 954 665 246 | Shenshen Lin ▶ + 44 20 7951 2063 |
| Kristof Verbist ▶ + 32 2 774 90 86 | Aron Nagy ▶ + 36 1 451 8636 | Hadijah Nannyomo ▶ + 254 20 2886000 | South Africa/rest of Africa | George Riddell ▶ + 44 20 7951 9741 |
| Keshia Wagner ▶ + 33 6 61 08 49 83 | India | Middle East and North Africa | Johnathan B Fillis ▶ + 27 11 772 5040 | |
| | Ruchi Bhat ▶ + 91 98 6044 1874 | Pascal Cange ▶ + 971 4 3129330 | Sweden | |
| Denmark | Preetham Chennaveerappa Narasim ▶ + 91 98 8012 0381 | Ramy Rass ▶ + 971 4 7010900 | Zoran Dimoski ▶ + 46 8 52059260 | |
| Anne-Mette Høiriis ▶ + 45 51582559 | Dhruv Gupta ▶ + 91 98 1080 7942 | Netherlands | Switzerland | |
| France | Sourabh Jain ▶ + 91 98 1800 9094 | Walter de Wit ▶ + 31 88 407 1390 | Ashish Sinha ▶ + 41 58 286 5906 | |
| Marguerite Trzaska ▶ + 33 1 46 93 84 32 | | Caspar Jansen ▶ + 31 88 407 1441 | | |

Global and Editorial contacts

Americas and Asia-Pacific contacts

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