

16th December 2020

End of the EU-UK 'Transition Period'- No.2

Dear Customer,

The BREXIT transition period will end at 23:00 GMT **December 31, 2020**.

From that point onwards, the UK will no longer be part of the EU and the secure filings will be impacted as follows:

- for all cargo that is loaded in the UK or passes through the UK following load calls in or outside EU prior to the call at the UK port, ENS declaration becomes applicable where the vessel service has subsequent calls at EU ports.

Example service: Qingdao-Pusan-Shanghai-Ningbo-Yantian-Singapore-Rotterdam-Southampton-Le Havre-Hamburg-Rotterdam-Singapore

For this example, service ENS is applicable for entry into the EU via **Rotterdam** after the Far East load calls as well for the re-entry into the EU at **Le Havre** following the vessel call at **Southampton**.

The ENS declaration should contain data for cargo discharging as well as cargo remaining on board at the EU ports.

As a result, the documentation cut off time for cargo loaded in the UK is set at **48 hours** prior to vessel arrival at the UK port.

- From **January 1, 2021**, UK customs will continue to demand receipt of an ENS declaration for all cargo discharged, transhipped or remaining on board at a UK port for cargo originating from outside the EU.
- From **July 1, 2021**, cargo to the UK (excluding Northern Ireland) originating from within the EU requires mandatory ENS declaration.

For Northern Ireland, the UK and the EU have agreed that Northern Ireland will remain part of the EU's Safety and Security Zone. As a result, standard EU-ENS rules remain applicable for Northern Ireland. For example, this means that an EU ENS declaration is applicable for cargo traffic between-Southampton and Belfast, whereas the UK-ENS becomes applicable for traffic between Northern Ireland and UK ports.

- UK customs have set up the Safety and Security (S&S) platform for the receipt of these ENS messages.

For these UK-ENS messages, the same 24-hour rule (declaration of cargo loaded 24 hours prior to vessel load) applies as for EU-ENS and documentation cut-off timing is **48 hours** prior to vessel departure.

For UK-ENS, in case EORI numbers are not available for Consignee and Notify parties, full address details are mandatory for cargo discharging in the UK and therefore will have to be included in the shipping instruction.

ONE has taken all necessary steps to comply with the various changes in the customs declarations and has implemented application changes as well as updated registrations with EU and UK customs.

Ocean Network Express (Europe) Ltd and its partners continue to work hard to facilitate a smooth transition to the future EU-UK relationship and will endeavour to minimise inconvenience to its customers; always subject to and in accordance with ONE's standard terms and conditions of carriage. That said, there does remain a risk that delays will be encountered at UK and EU Ports as a result of the United Kingdom's departure from the European Union leading up to and after the end of the transition period. We trust that ONE's valued customers will continue to work with us at this time in order to minimise inconvenience for all