



BREXIT WORKSHOP - 28.10.2020



Brexit

A portmanteau of "British" and "exit", is the withdrawal of the [United Kingdom](#) (UK) from the [European Union](#) (EU) on 31 January 2020.

The UK is to date the first and only country to formally leave the EU after 47 years of membership and cautious integration within the bloc after it first joined its predecessor the European Communities (EC) on 1 January 1973.

Currently the UK continues to participate in the [European Union Customs Union](#) and [European Single Market](#) during a transition period that will end on 31 December 2020.

Ref: Wikipedia

The UK transition: time is running out

There are new rules for businesses and citizens from 1 January 2021.



Make sure you're ready

Your business, family, and personal circumstances will be affected. Answer a few questions to get a personalised list of actions. You can also sign up for emails to get updates for what you need to do.

[Start here](#)

- ✓ Check
- ✓ Change
- ✓ Go

Transition Period

The transition period (sometimes called the implementation period) will end on 31 December 2020. It cannot be extended beyond that date.



While in transition, the UK remains in both the EU [Customs Union](#) and [Single Market](#).

That means - until the transition ends - most things will stay the same. This includes:

Travelling to and from the EU (including the rules around driving licences and pet passports), 'Freedom of Movement' (the right to live and work in the EU and vice versa). UK-EU trade, which will continue without any extra charges or checks being introduced. Despite many things staying the same the UK has already left the EU's political institutions, including the European Parliament and European Commission.

So while the UK will no longer have any voting rights, it will continue to follow EU rules during the transition. For example, the European Court of Justice will have the final say over any legal disputes.

Ref: BBC News

1st January 2021

The UK will automatically drop out of the EU's main trading arrangements (the single market and the customs union).



The single market means that countries share the same rules on product standards and access to services, whereas the customs union is an agreement between EU countries not to charge taxes (tariffs) on each other's goods.

However, if a new UK-EU trade deal is not agreed in time then tariffs and border checks would be applied to UK goods travelling to the EU - under the rules of the World Trade Organization. The UK also decides what tariffs and checks to impose on EU goods [coming in to the UK].

Tariffs would make UK goods more expensive and harder to sell in the EU, while full border checks could cause long delays at ports. Failure to reach a deal would also result in the UK service industry losing its guaranteed access to the EU, even if a trade deal is reached, it would not eliminate all checks - so UK businesses will need to prepare.

Ref: BBC News



**But what impact does this have on
Workboat Operators and Seafarers?**



UK Workboats working outside of the UK

“A UK Workboat leaving the UK to work in the EU will no longer be covered by the EU Customs Union and Single Market and therefore will be treated as a vessel ‘flying the flag of a Third Country’ (Without a trade agreement)”

Cabotage

Article 1⁽¹⁾ of Regulation (EEC) No 3577/92⁸ liberalises the provision of maritime transport services within EU Member States to all ‘Community Shipowners’ (*those who have their ships registered in, and flying the flag of an EU Member State*).

After the end of the transition period, economic operators who no longer fulfil the conditions laid down in the definition of a Community Shipowner will no-longer enjoy the right to provide Maritime Cabotage services in accordance with this Regulation.

It may be noted that a Member State may, under its national law, decide not to impose restrictions on cabotage by ships flying the flag of a third country.

Ref: [Withdrawal of the UK and EU rules in the field of Maritime Transport](#)
European Commission

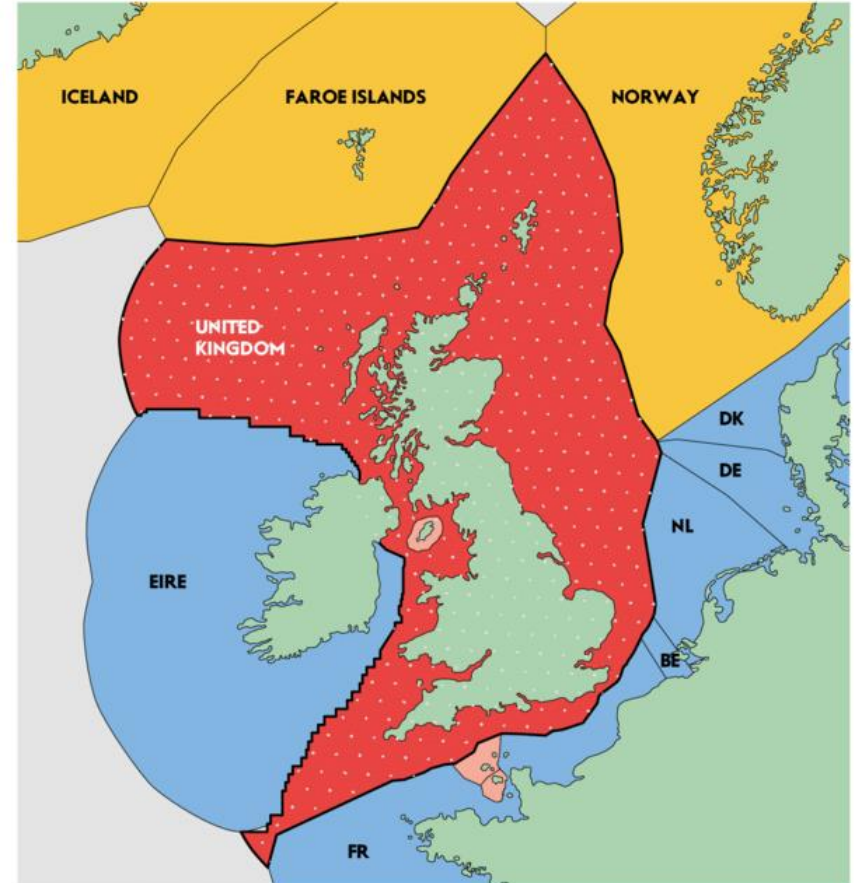


Non-UK Workboats working in the UK

Non-UK vessels wishing to visit the UK for;

- *Port Calls*
- *Build, Repairs or Maintenance*
- *Carrying out work in UK waters*
- *(or other such needs)*

*May continue to do so after the 31st December 2020
without Cabotage Restrictions being implied on them.*



UK Economic Waters, House of Lords 2017



UK Seafarers working outside of the UK

As well as the [actions all travellers need to take](#), there are extra actions if you're travelling to the EU for business. Business travel includes activities such as travelling for meetings and conferences, providing services (even with a charity), and touring art or music. **[AND FOR THE MARITIME INDUSTRY!]**

Entry requirements

The country you're travelling to might have its own entry requirements, or ask you to have certain documents. Check the [entry requirements for the country you're visiting](#).

Professional qualifications

Does the Country you are travelling to accept your British Seafarer Certification? You must check with the relevant Port State before you travel.

Earning money in the EU

You might need to [tell HMRC you'll be working in the EU](#). [Check if you'll need to pay social security contributions](#) in the country you're working in.

Insurance

If you are travelling after 2020, the EHIC Health Insurance will no longer be valid for most UK citizens, Health Insurance will need to be sought. Employers, in addition to this, check whether you need [indemnity insurance for your employees](#).

Taking goods into the EU

Check you've got the right documentation to [take goods to the EU](#).

Ref: gov.uk





Non-UK Seafarers working in UK waters

On the 1st January 2021 onwards, all persons working in the UK or **British waters** must either be a UK resident or citizen or have the right to work in the UK – **there is no exemption for Seafarers.**

Non-UK nationals currently living and working in the UK are required to organise a residency permit **before the end of 2020** in order to continue living and working in the UK following the 31st December 2020.

(Residency Permits for the UK will be available after 1st January 2021 but the criteria to gain one will become stricter and will require a Visa for those who have not lived in the UK prior to 31st December 2020, see the following page)

Vessels engaged in **operations outside of UK waters** and entering the UK for Port Calls, Repairs or Maintenance are classed as international voyages and the need for a Visa does not exist.

Vessels working in **UK waters without having visited or been engaged in activity in a ‘Third Country’s waters’** will be classed as domestic voyages and the full terms of the UK’s new immigration policy for those on board applies.

Ref: Department for Transport





Non-UK Seafarers working in UK waters

Sign up for email alerts to get updates on the new UK Immigration System:

- [If you're an individual](#)
- [if you're a UK organisation or business](#)

On 13 July 2020, the government set out [further details on the UK's points-based system](#).

These new arrangements will take effect from 1 January 2021, once freedom of movement with the European Union (EU) has ended.

It will treat EU and non-EU citizens equally and aims to attract people who can contribute to the UK's economy.

(Irish citizens will continue to be able to enter and live in the UK as they do now).

Visas for EU, EEA and Swiss citizens

For most visas you'll provide a digital photo of your face using a smartphone app. You will not have to give your fingerprints.

For a small number of low volume routes (to be confirmed later this year) you'll need to go to an overseas visa application centre to have your photo taken. Details of how the points system will work are in the [further details document](#).

Visas for Non-EU citizens

You'll continue to submit your fingerprints and a photo at an [overseas visa application centre](#).

Skilled workers

The points-based system will include a route for skilled workers who have a job offer from an approved employer sponsor.

From January 2021, you need to be at the required skill level of [RQF3 or above](#) (equivalent to A level).

You'll also need to be tested to speak English [Marlins test is not accepted] and be paid the relevant salary threshold by your sponsor.

This will be the general salary threshold of £25,600 or the going rate for your job, whichever is higher. If you earn less than this - but no less than £20,480 - you may still be able to apply by 'trading' points on specific characteristics against your salary.

For example, if you have a job offer in a [shortage occupation](#) or have a PhD relevant to the job.

Ref: gov.uk





Employing Non-UK Seafarers to work in the UK

You'll need to [check a job applicant's right to work](#) in the same way as now until 30 June 2021.

Until this date job applicants can prove their right to work in the following ways:

- EU, EEA or Swiss citizens can use their passport or national identity card
- Non-EU, EEA or Swiss citizen family members can use an immigration status document listed in the [right to work checks employer guide](#)
- EU, EEA and Swiss citizens and their family members can use the [online right to work checking service](#)

If an applicant uses the online checking service this will generate a share code.

You must then use the [employers' online service](#) to check their right to work using this share code.

You have a duty not to discriminate against EU, EEA or Swiss citizens. You cannot require them to show you their status under the EU Settlement Scheme until after 30 June 2021. *(Irish citizens will [continue to prove their right to work in the UK](#) as they do now).*

New immigration system from 1 January 2021

A new immigration system will apply to people arriving in the UK from 1 January 2021 and EU citizens moving to the UK to work will need to get a visa in advance. If you're an employer planning to sponsor skilled migrants from 2021, and are not currently an approved sponsor, you should consider [getting approved now](#). You can find more information on the [UK's new points-based immigration system on GOV.UK](#).



Sending parts from the UK to a vessel outside the UK

You may need permission to temporarily move or export goods outside the UK,
for example if you take sales samples to a trade show.

“If you process or repair goods outside the EU you may be able to pay less duty when you re-import your goods!”

You do not need permission to temporarily move goods to an EU country unless they’re controlled,
for example weapons.

Ref: gov.uk

You will need to check with **each** relevant country’s restrictions specifically to establish what controls are in place in regards to the movement of parts in that country.

Ref: Department for Transport



Sending parts from outside the UK into the UK

“This includes UK companies buying or repairing parts outside the UK to be sent into the UK”

Goods sent into the UK will require customs checks (unless future independent agreements rule otherwise)

This also includes parts for Workboats, depending where their parts have been shipped from – they may require to wait in UK customs for checks to be made before continuing their journey to your vessel, in addition; costs may also be incurred.

[Find out more about how the border with the UK will work.](#)

(There will be no substantive change for the movement of goods between [Northern Ireland](#) and the EU, including Ireland.)

- [Prepare to import goods from the EU to Great Britain from 1 January 2021](#)
- [Prepare to export goods from Great Britain to the EU from 1 January 2021](#)

Ref: gov.uk





“These slides have been created by the Workboat Association and although quoting references and providing links by external parties such as the UK Governmental Website. The Workboat Association cannot be held responsible should the misinterpretation or changes to this information occur.”

“It is our advice that stakeholders of the UK (companies or individuals based in the UK or externally) should refer to www.gov.uk for up to date official information regarding UK Borders and International Trade Agreements at all times.”

If you believe a necessary topic is not covered here or that the information within this presentation is incorrect;
[Please contact us here](#)

