Service & Regulatory impacts

(as of October 26, 2026)

Important updates to EU Product Identifier (PID) requirements

There are important updates regarding the Product Identifier (PID) data requirements mandated by the European Union (EU).

Recognizing the challenges businesses may face in preparing for the PID requirements taking effect on 1 November 2026, the European Commission has asked the EU Member States to take a pragmatic and collaborative approach during a transitional period to minimise trade disruption, currently expected to end early 2027.

FedEx will apply interim measures to align with this approach when the PID is missing to ensure business continuity.

Customers should not view this as a postponement of their compliance obligations. FedEx strongly recommends that customers continue their preparations without delay and provide PID information for all applicable shipments (goods sold through distance sales with an intrinsic value not exceeding EUR 150).

Temporary impact due to Timisoara Airport runway repairs

Timisoara International Airport, in Romania, has announced that its runway will be temporarily closed from 2 November to 22 November 2026 to allow for scheduled repair works.

As this situation is outside FedEx's control, temporary adjustments to our operations will be required during this period. As a result, import and export air shipments transiting through Timisoara hub will experience an estimated additional transit time of one day during the respective period.

Once the airport completes the repair works and the runway reopens, FedEx expects to resume regular operations and standard transit times.

We apologize for any inconvenience this external disruption may cause and appreciate your understanding.

For real-time updates on your shipments, please continue to use our online tracking tools or contact your Sales representative.

Operational Update: FedEx Service to the Middle East

FedEx continues to monitor the situation in the Middle East, and we are actively adjusting our operations for continued service to and from the region.
Due to recent events in Saudi Arabia, we have temporarily paused FedEx direct flights from Paris (CDG) to Riyadh (RUH). Contingency plans have been activated to maintain service to the region.

June 2026 - Israel B2C Imports – VAT Exemption Threshold Decreased to $75

Effective immediately, the VAT (Value Added Tax) exemption threshold for personal shipments into Israel has been reduced.

Background

Previously, shipments valued up to $130 were exempt from the 18% VAT. Under the updated regulation, the exemption now applies only to shipments valued at up to $75.

What this means for you

- This change applies only to personal (B2C) imports and does not affect commercial shipments.
- The exemption covers VAT only. Any applicable customs clearance or related service charges may still apply, regardless of shipment value.
- There are no changes to the existing regulations governing personal imports or their eligibility requirements.

MAY 2026: EU–Mercosur Interim Trade Agreement (iTA) to apply from May 1, 2026

Background

On January 17, 2026, the EU (on behalf of its 27 Member States) and the Mercosur bloc (Argentina, Brazil, Paraguay, Uruguay) formally signed:

1. EU–Mercosur Partnership Agreement (EMPA), which covers political dialogue, economic cooperation, and broader institutional provisions; and

2. Interim Trade Agreement (iTA), which covers trade provisions.

Both sides have agreed to reduce tariffs on a range of goods, increase market access, and streamline customs procedures. The agreement will cut tariffs on approximately 91% of EU goods and 95% of Mercosur goods over a period of 10 to 15 years. In addition, both sides have agreed to remove barriers to cross-border trade in services, notably for digital and financial services.

The iTA reflects the trade and investment liberalization pillar of the EMPA and will act as a standalone agreement until the full partnership agreement enters into force.

Note: Bolivia joined Mercosur in 2024 and may accede to the agreement in the future.

What has changed?

On May 1, 2026, the EU-Mercosur Interim Trade Agreement (iTA) entered into provisional application. It will remain in force until the EMPA enters into effect.

The iTA paves the way for:

- Tariff reductions
- Opens access to new markets
- Enables better trade terms in key sectors such as agriculture, automotive, pharmaceutical and chemicals

It also includes provisions on:

- Investment facilitation
- Removal of barriers to cross-border trade in services, especially digital and financial services
- Government procurement, which will allow EU companies to access public tendering processes in Mercosur countries

Rules of origin

Chapter 3 of the iTA on Rules of Origin and Origin Procedures sets the framework for determining if a product originating in the EU or Mercosur may benefit from preferential tariff treatment when imported into the other territory. Under Article 2.4, import duties are eliminated or reduced for goods that comply with the rules of origin. Article 3.16 states that the request for preferential tariff treatment will be based on a communication about the origin.

Impact on FedEx customers

(1) Assess product eligibility: Review Harmonized System classification and whether the products qualify for preferential tariff treatment.

(2) Assess rules of origin applicability: Review sourcing and manufacturing processes, ensuring the required statement of origin and that supporting documentation is available.

(3) Update your internal systems and documentation: Ensure customs documentation includes origin statements — these will need to be provided to FedEx at the time of shipping, or there will be delays at destination at the time of import clearance.

When completing the statement on origin in accordance with the format laid down in Annex 3-C, exporters from the Mercosur countries must always indicate, regardless of the value of the consignment, their national exporter registration number, as follows:

Country	Registration	Digits
Argentina	Single Tax Identification Code (CUIT)	11
Brazil	National Register of Legal Entities (CNPJ)	14
Uruguay	Single Tax Register (RUT)	12

What happens next — EMPA

The EMPA will require ratification as per the domestic legal requirements of each bloc and its member countries before it can fully enter into force. The EU and Mercosur have commenced their respective ratification procedures. Full ratification is expected to take several years, if not longer.

Resources

- EC — Provisional Application Begins 1 May 2026 (guidance)
- EC — EU-Mercosur ITA Guidance on Rules of Origin (31 pages)
- Spain — National Customs Authority Guidance on iTA
- Dutch Customs — Communication No. 33 on EU-Mercosur iTA
- EC — Agreement to Provisionally Apply from 1 May 2026
- EC — EU-Mercosur Agreement Factsheet

- EC — Q&A on the EU-Mercosur Partnership Agreement
- EC — Text of the Agreement

Update to SENT - System for Electronic Transport Supervision in Poland

What is SENT?

SENT is a Polish electronic system for monitoring road and rail transport of so-called sensitive goods. The main goal of the system is to ensure compliance with the regulations of transport of goods and control the flow of sensitive goods in domestic and international transport in order to seal the tax system.

What changes in 2026?

As of March 17, 2026, the system covers more products such as clothing, footwear, and certain kinds of textiles.

Type of goods	Code CN	Actual weight / Number of pieces	Exclusions
Knitted or crocheted clothing and clothing accessories	61	>10 kg	
Non-knitted clothing and clothing accessories	62	>10 kg	
Worn clothing and other worn articles	6309 00 00	>10 kg	
Footwear	64	> 20 pcs in a parcel	Parts of footwear (CN6403)
Mixed shipments of new clothing and footwear	61, 62 lub 64	>10 kg*	If a parcel with mixed goods from two different chapters >10 kg

Knitted clothing is clothing made from knitted fabric, i.e., a textile material created by forming rows or columns of stitches from one or more threads.

Non-knitted clothing (often refered to as woven clothing) is clothing made from woven fabrics rather than knitted fabrics. Fabrics are produced on looms by interlacing two sets of threads (warp and weft) at right angles, which gives the material a stable, stiff, and usually non-stretchable structure.

When the SENT system is applied:

- For road and rail transport with Poland being an origin, destination or in-transit country
- For domestic, international and in-transit B2B type of parcels exceeding weight/number of pieces thresholds; for transport of goods not accompanied by an invoice
- For parcels containing one of the type of goods defined in SENT

When is a FedEx customer obliged to make a SENT declaration?

- In the case of domestic or international transport of goods in parcels weighing more than 31.5 kg (actual weight) each (including those SENT under the transit procedure).
- If the customer does not hold the status of AEO (Authorized Economic Operator).
- If the customer does not have a cooperation agreement with the Head of the National Revenue Administration.

What are the exceptions to SENT obligations?

- Transporting goods to individual customers B2C.

- If the actual weight of the parcel does not exceed **31,5 kg**, and the transport is provided by a registered postal operator.
  Note! FedEx Express Poland sp. z o.o. is a postal operator and can ship goods up to 31.5 kg containing **clothing, footwear and certain kinds of textiles**.
- Transporting courier parcels (postal parcels with an actual weight of up to 20 kg).
  What about Brokers/Middlemen/Logistics Service Providers (LSPs)? If a middleman is not a postal operator, they can ship only **up to 20 kg**.

How to make a SENT declaration?

Carrier, sender or recipient (depending on their function) of certain goods are obliged to fill out the registration form, report the goods in the PUESC system, and e.g. obtain a reference number and provide geolocation data.

Questions and answers:

Q: My customer is shipping clothes to private individuals; do they need to make SENT declaration?
A: Handling of parcels to individual customer (B2C) is excluded from the SENT obligation.

Q: My customer is shipping clothes and footwear directly to its stores located in Poland, do they need to make SENT declaration?
A: The SENT obligation is obligatory if the parcel weight **exceeds 31.5 kg** or if the customer does not hold the status of **AEO** or if the customer does not have a **cooperation agreement** with the Head of the National Revenue Administration. The customer should also check whether such transport can be excluded as not linked to VATable activities, as long as the goods are accompanied by documentation confirming the inter-warehouse transfer.

Q. My customer is shipping clothes, textiles and footwear using IP service, does SENT apply to such parcels?
Handling parcels to and from Poland as well as shipments in-transit are subject to SENT declaration regardless if the service chosen, **uunless parcels qualify for exemption from the obligation to report to SENT.**

Q. Customer wants to ship multiple packages on a pallet. What is the best suggestion for him?
The preferred option is to prepare parcels under 31.5 kg each, with a separate waybill.

More information about system, process, responsibilities and exclusions can be found here:
Service News and Alerts | FedEx Poland
Government news | Poland
PUESC F&Q section | Poland

Regulatory Alert: US imposes temporary import duties under Section 122

The United States imposed a temporary 10% duty on imported articles from all countries, effective February 24, 2026. This additional duty was implemented under Section 122 of the Trade Act of 1974 and will remain in place for 150 days. There are specific exemptions to the duty for certain products, which are outlined below.

Background
On February 20, 2026, a Presidential Proclamation titled “Imposing a Temporary Import Surcharge to Address Fundamental International Payments Problems” established a temporary 10% duty on US imports from all countries, effective February 24, 2026, with certain exemptions identified.

On February 23, 2026, US Customs and Border Protection (CBP) issued Cargo Systems Messaging Service (CSMS) #67844987 providing implementation instructions for the temporary Section 122 duties, which included the

applicable Harmonized Tariff Scheduled of the United States (HTSUS) number and identified duty exemptions.

Timeframe
The temporary Section 122 10% duty applies to "articles that are the product of any country entered for consumption, or withdrawn from warehouse for consumption, on or after 12:01 a.m. eastern standard time on February 24, 2026, and through 12:01 a.m. eastern daylight time on July 24, 2026."

HTSUS number
The Section 122 duty is applied via HTSUS number 9903.03.01, which states:
Except for products described in headings 9903.03.02–9903.03.11, and other than products for personal use included in accompanied baggage of persons arriving in the United States, articles the product of any country, as provided for in subdivision (aa) of US note 2 to subchapter III of chapter 99 of the HTSUS, will be subject to an additional ad valorem rate of 10%.

Exemptions
The CSMS message details the list of exemptions to the Section 122 duty that may be found in Annex I and Annex II of the Presidential Proclamation. Examples of exempted products include:

- 9903.03.02 - Articles loaded onto an ocean vessel at the port of loading and in transit on the final mode of transit prior to entry into the United States, before 12:01 a.m. eastern standard time on February 24, 2026; and are entered for consumption, or withdrawn from warehouse for consumption, before 12:01 a.m. eastern standard time on February 28, 2026.
- 9903.03.05 - Articles of civil aircraft
- 9903.03.06 - Articles subject to Section 232 tariffs
    - Note: While the duty does not "stack" in addition to Section 232 tariffs, if only part of an article is subject to Section 232, then the Section 122 duty applies to the part of the article not covered by Section 232.
- 9903.03.07 - Products of Canada that qualify for duty-free treatment under the United States-Mexico-Canada Agreement (USMCA)
- 9903.03.08 - Products of Mexico that qualify for duty-free treatment under the USMCA
- 9903.03.09 - Products of Costa Rica, the Dominican Republic, El Salvador, Guatemala, Honduras, or Nicaragua that meet the rules of origin for the Dominican RepublicCentral America Free Trade Agreement (DR-CAFTA).
- Articles properly classified in Chapter 98 of the HTSUS, except for:
    - Goods entered under heading 9802.00.80. For these goods, the additional duties apply to the value of the article assembled abroad, less the cost or value of such products of the United States.
    - Goods entered under HTSUS subheadings 9802.00.40, 9802.00.50, and 9802.00.60. For HTSUS subheadings 9802.00.40, 9802.00.50, and 9802.00.60, the additional duties apply to the value of repairs, alterations, or processing performed as described in the applicable subheading

Goods that qualify for an exemption should have any applicable Chapter 99 HTSUS subheading(s) noted on the commercial invoice along with all supporting documentation to substantiate the claim.

Q&A
Q1: Will the temporary Section 122 duty rate remain at 10% or increase to a higher rate?
A1: The current official guidance from the US government sets the rate at 10%, though the statute allows for a higher duty up to a rate of 15%. FedEx will continue to closely monitor the situation and provide updates as they are communicated.

Q2: Is duty drawback available for duties paid related to the Section 122 duties?
A2: Yes, CSMS #67844987 states that duty drawback is available where applicable for duties paid related to Section 122. Content intended for FedEx customers only

Q3: How do I properly certify that my goods qualify for USMCA special tariff treatment?
A3: If your products qualify for special treatment under USMCA, include a completed USMCA Certification of Origin with your shipment documentation. Please visit the Resources section to find the linked USMCA Certification fillable form that includes completion instructions. For shipments valued at or under $2,500, the following low value statement may be included on the shipment documentation and utilized in place of the more extensive USMCA Certification of Origin:

> "I hereby certify that the goods covered by this shipment qualifies as an originating good for the purposes of preferential tariff treatment under USMCA/T-MEC/CUSMA."

Q4: In light of the Section 122 trade action, what steps should be taken when preparing upcoming US import shipments?
A4: FedEx customers shipping products to the US should ensure that their shipment documentation is complete, and all information required for clearance, including a precise commodity description and the 10-digit HTSUS number, is present on the commercial invoice. Additionally, be sure to include any documentation necessary to substantiate Section 122 duty exemptions, such as certifying USMCA origin (see Q3 above) or including statements on the shipment documentation indicating the product is for civil aviation use.

Resources
Presidential Proclamation "Imposing a Temporary Import Surcharge to Address Fundamental International Payments Problems" published February 20, 2026
https://www.whitehouse.gov/presidential-actions/2026/02/imposing-a-temporary-import-surcharge-to-address-fundamental-international-payments-problems/

Annex I of Presidential Proclamation "Imposing a Temporary Import Surcharge to Address Fundamental International Payments Problems" published February 20, 2026
https://www.whitehouse.gov/wp-content/uploads/2026/02/2026Section122.prc_.ANNEX1_.FINAL_.pdf

Annex II of Presidential Proclamation "Imposing a Temporary Import Surcharge to Address Fundamental International Payments Problems" published February 20, 2026
https://www.whitehouse.gov/wp-content/uploads/2026/02/2026Section122.prc_.ANNEX2_.Final_.pdf

CBP CSMS #67844987 published February 23, 2026
https://content.govdelivery.com/bulletins/gd/USDHSCBP-40b3b7b?wgt_ref=USDHSCBP_WIDGET_2&utm_source=906617&utm

FedEx USMCA Certification Fillable Form
https://www.fedex.com/content/dam/fedex/us-united-states/International/upload/FedEx_USMCA_T-MEC_CUSMA_Fillable_Form.pdf

FedEx USMCA Landing Page
https://www.fedex.com/en-us/shipping/international/usmca-trade.html

New postal code requirements for Ireland

Effective 2nd February 2026, Eircodes (postcodes) will be required for all FedEx shipments to and from Ireland. Eircode is Ireland's smart postcode system. It is a 7-digit postcode that is unique and specific to every residential or business postal address.
Without a full and accurate postcode, you will no longer be able to create shipping labels. This change does not affect TNT shipments.
To prepare for this change, we recommend that you review and update your address book and/or databases now.

To find or check an Eircode, you can use Ireland's Eircode finder tool here.
If you have any questions, please contact Customer Service or your sales representative.

Romania: New logistics fee for low-value B2C shipments from outside the EU

Background
The rapid growth of cross-border e-commerce has led to a significant increase in low-value shipments entering the European Union from non-EU countries. To improve customs enforcement and ensure fair competition within the EU market, authorities are updating the rules that apply to these shipments.

What's changing in Romania
From 1 January 2026, a logistics fee of 25 RON* per shipment will apply to B2C shipments with declared value below EUR 150 that enter Romania from outside the EU.
The fee applies regardless of the EU Member State where the goods are cleared for free circulation. As this is a legislative measure, the logistics fee will apply equally to all operators active in the Romanian market.

What to know
- The fee is charged per shipment and is payable at origin by the sender (the seller or, where applicable, the digital platform facilitating the sale).
- Private consumers in Romania will not be charged directly.
- Service providers like FedEx are responsible for collecting, declaring, and transferring the fee to the National Agency for Fiscal Administration (ANAF)
- Shipments that are not delivered to the final recipient (for example, refused or lost shipments) are not subject to the fee.
- Retroactive invoicing: for shipments completed on or after 1 January 2026 that remain uninvoiced, the retroactive contribution may be charged separately through a manual invoice.

Looking ahead
Similar measures aimed at low-value shipments are expected to be introduced in other EU Member States during 2026, although the details may vary by country. We encourage you to regularly visit or bookmark this page for the latest updates.

*NOTE: The conversion amount may vary depending on the shipper's billing currency or country of origin. Please refer to your FedEx or TNT shipping tool or invoice for the applicable charge.