



TOLLETATEN

# **Future digital Customs: Efficient border crossing for freight transport**





Concept for fulfilling obligations digitally:

*Prenotification*

*Declaration*

*Notification and Disclosure of Information*

*Submission*

Norwegian Customs

*Will assess the need for physical presentation, inspection, guidance, or other follow-up*





Today

**BEFORE**

**AT**

**AFTER**

The Norwegian Customs' access to information about the movement of goods relative to border crossing

In the future

**BEFORE**

**AT**

**AFTER**



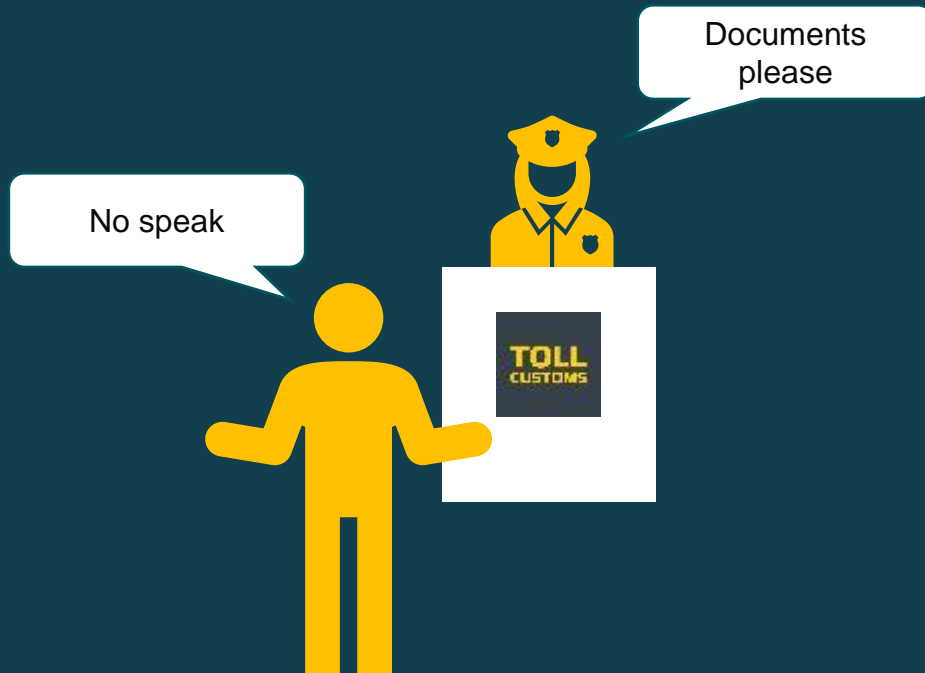
1. Information is submitted digitally

2. Processing and risk assessment

3. Automated border crossing

# Reporting and disclosure of information requirements today and in the future with Digitoll

Today:



Documentation on paper is provided by the carrier upon arrival. All processing must be done manually and physically at the border.

Digitoll:

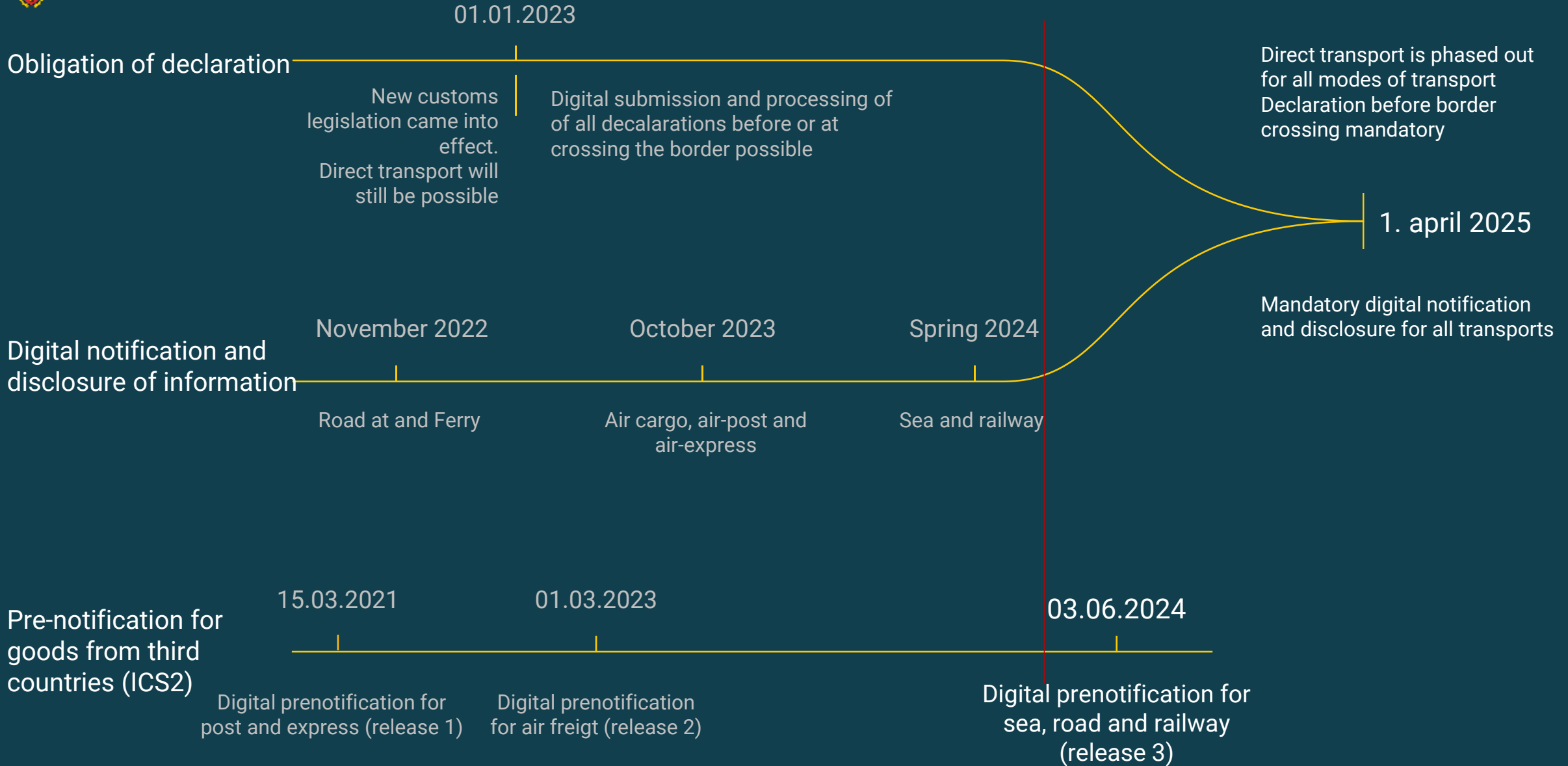


Information about transport and shipment is sent digitally to Customs BEFORE arrival. Customs carries out processing and risk assessments BEFORE the transport arrives at the customs location.

# Why is Norwegian Customs doing this?

- Norwegian Customs has **limited and fragmented information** about transports before they reach the border
- The current process is non-digital
- The non-digital information is not suited for analysis and intelligence purposes
- Sufficient information about transports and consignments is often not provided until after border crossing







# Important stakeholders

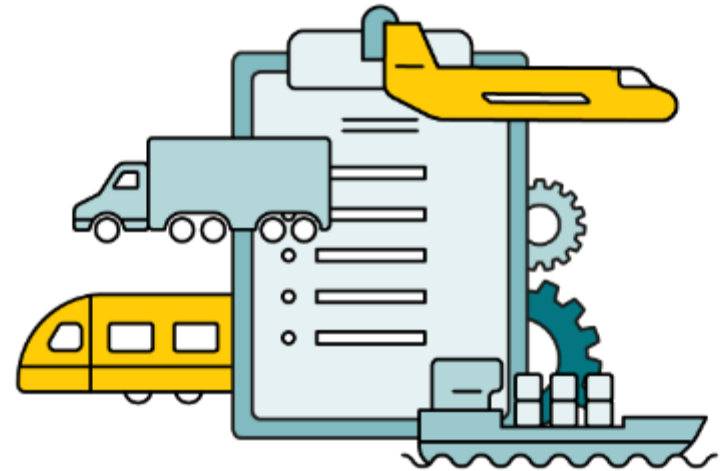
## System suppliers

- System suppliers are a crucial link to Digitoll for most businesses in the sector
- They develop solutions for Digitoll and integrate them with the customers

## Businesses

Various stakeholders of different sizes with diverse roles and needs, including:

- Goods owners
- Freight forwarders
- Declarants
- Transporters



# Advantages of Digitoll

- Counteract illegal goods movement and contribute to fair competition
- Protect society from threats
- Faster clearance of goods = quicker border crossings
- Improved data quality, fewer errors
- Increased efficiency for Norwegian Customs and businesses



# Potential benefits from the business perspective

- Declarations can be submitted 5 days before border crossing.
- Release of most consignments immediately upon border crossing – ready for use upon delivery.
- Smoother and faster border crossing.
- Better conditions for reputable operators.
- Increased digitization leads to increased efficiency for all parties.
- Reduced environmental footprint.



# Challenges with Digitoll

- **From the Business Perspective:**
  - Less flexibility regarding what must be known about the goods before they arrive in Norway
  - Uncertainty about error situations and emergency protocols
  - Increased need for 24/7 staffing
  - Short time for transition to Digitoll
  - The entire value chain must change simultaneously
- **From the Norwegian Customs Perspective:**
  - Increased need for 24/7 staffing
  - New routines and training
  - Re-organization of task distribution



# Measures for businesses

- Information webpages, FAQs, and system documentation
- Digitoll Service Desk
- Webinars and information meetings
- Resource group meetings and one-on-one meetings for businesses and system providers
- Testing in collaboration with system providers
- Driver guidance in multiple languages
- Guidance for adapting to Digitoll at the business level





# Measures for Norwegian Customs

- Information on how Norwegian Customs will operate
- Task distribution – who does what
- Training of personnel at the border and within Norwegian Customs in general
- Training in a test environment
- Preparing the organization for 24/7 operations
- User documentation, routine, and process descriptions




# Digitoll is **live!**

- Businesses can use Digitoll now
- The total volume is still low, but an increasing number of businesses are using Digitoll
- ***175 businesses have access to the Digitoll API***
- ***11500 transports on 17 customas locations have used Digitoll since it became available in the end of 2022.***
- ***Best month so far was April 2024, with 1400 transports***





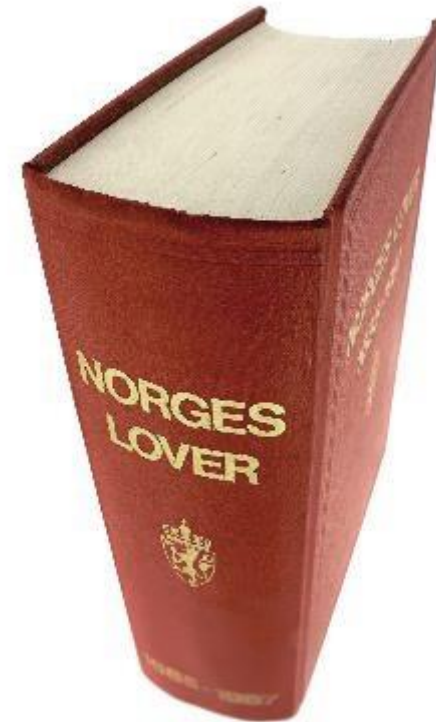
An aerial photograph of a river valley in Norway. A large stone bridge with multiple arches spans across the river. The surrounding hills are covered in dense forest with some autumn-colored trees. A few small houses are visible on the riverbank.

**«Norwegian Customs shall ensure compliance with laws and regulations for cross-border movement of goods»**

Imports and exports - 2800 billion NOK annually

# New legislation

- All imported goods must be subject to a customs procedure, re-exported or waived
- Determination of customs duty must take place upon delivery of a “notification for customs duty” - delivered as part of the declaration
- Main rule: submit the declaration and notification for customs duty electronically





# Declaration requirement for customs warehouses from January 1, 2023

- Goods subject to the obligation to use the EU's Common Health Entry Document (CHED) are covered by the declaration requirement for the customs warehouse procedure from January 1, 2023.
- Goods that are only subject to national plant health regulations are not covered by this provision.
- Goods that are subject to a declaration requirement when placed in a customs warehouse under current law must be declared in the same manner as before.





April 1, 2025

1

Digital reporting and disclosure of information requirements

2

Declaration required no later than at border crossing (direct transport will be discontinued)

3

Declaration requirement for the customs warehouse procedure

# Digital reporting and disclosure of information

## Available for All Modes of Transport:

- Road (November 2022)
- Ferry (March 2023)
- Air (October 2023)
- Rail (March 2024)
- For sea transport, the obligation is fulfilled in SafeSeaNet Norway (declarations can be submitted up to five days before arrival).
- It is mandatory to fulfill the reporting and disclosure requirements digitally from April 1, 2025.

## Transition arrangement

**01.01.2023**

Option for digital submission and processing of reporting and disclosure requirements before/at border crossing facilitated

**01.04.2025**

Requirement for Digital Submission of Reporting and Disclosure of Information

# Phasing out the direct transport scheme

- **January 1, 2023**
  - No changes. It is still possible to directly transport goods to the recipient with declaration up to 10 days afterward.
- **April 1, 2025**
  - Declaration requirement for the customs warehouse procedure is introduced = a declaration must be submitted before or at the latest upon border crossing for all imports.
  - The direct transport scheme is discontinued.

## Transition arrangement

**January 1, 2023**

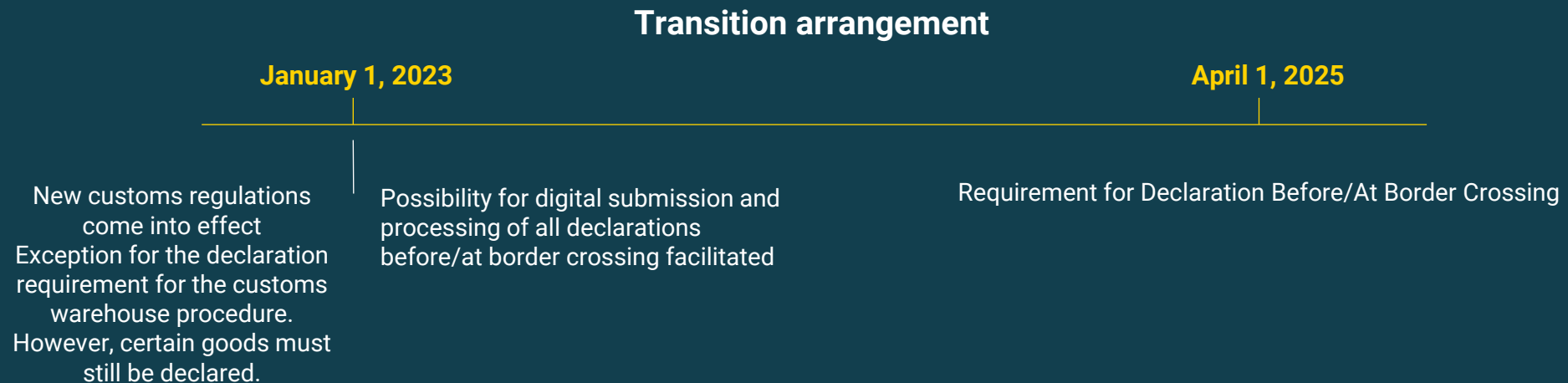
**April 1, 2025**

New Customs Regulations Come into Effect  
Exception for the declaration requirement for the customs warehouse procedure. It is still allowed to directly transport goods to the recipient.

Requirement for Declaration Before/At Border Crossing  
The direct transport scheme is discontinued.

# Declaration requirement for the customs warehouse procedure

- Basis: submission of declaration before or at the latest upon border crossing for all procedures
- Submission of the declaration for the customs warehouse procedure is a significant change for businesses
- There is a need for a transition arrangement



# Public consultations on Digitoll

November 2021	Summer 2022	Winter 2022/23	Summer 2023	November 2023	February 2024
Information on the phasing out of direct transport First step: January 1, 23 Direct transport will begin to be phased out.	Consultation 1: Changes and timeline	Change of timeline following consultation feedback new date announced: April 1, 2025	Consultation 2 with the new regulatory provisions	Consultation 3 on disclosure requirements for all modes of transport	Consultation 4 on easements and exceptions



# Consultation 4

- New customs warehouse scheme – temporary customs warehouse
- Reporting and disclosure of information requirements for aircraft
- Reporting and disclosure of information requirements for trains
- Exception scheme
- Automatic registration of border crossing
- Authorized consignee: permission to break customs seals during transit
- Transit: certain exceptions from the reporting and disclosure of information requirements
- Customs warehouse: goods number and discrepancy reporting
- Reporting, disclosure, and presentation – general exemption provision



# Consultation 4

- Norwegian Customs have received good consultation feedback
- Norwegian Customs acknowledges that there are challenges, as we receive feedback such as:
  - The deadline is too short
  - Data requirements are too extensive
  - Co-transportation is complicated
  - 24/7 operations are demanding
- We are processing the feedback received.
- Working with NHO LT to identify the most important issues for businesses.

**Break**  
**15 Minutes**

# The four obligations

# 1. Prenotification

- Obligation to notify about goods to be imported from countries outside the EU's customs security area (third countries)
- This obligation does not apply to goods coming directly from the EU's customs area, Switzerland, Liechtenstein, or Northern Ireland.





## 2. Declaration

- A declaration is a notification that a good is to be subject to a specific customs procedure
- The person who submits a declaration in their own name or on behalf of someone else is subject to the declaration requirement.
- A customs representative can submit the declaration on behalf of the declarant.
- There are no changes to the responsibilities of the declarants or their representatives towards the customs authorities.





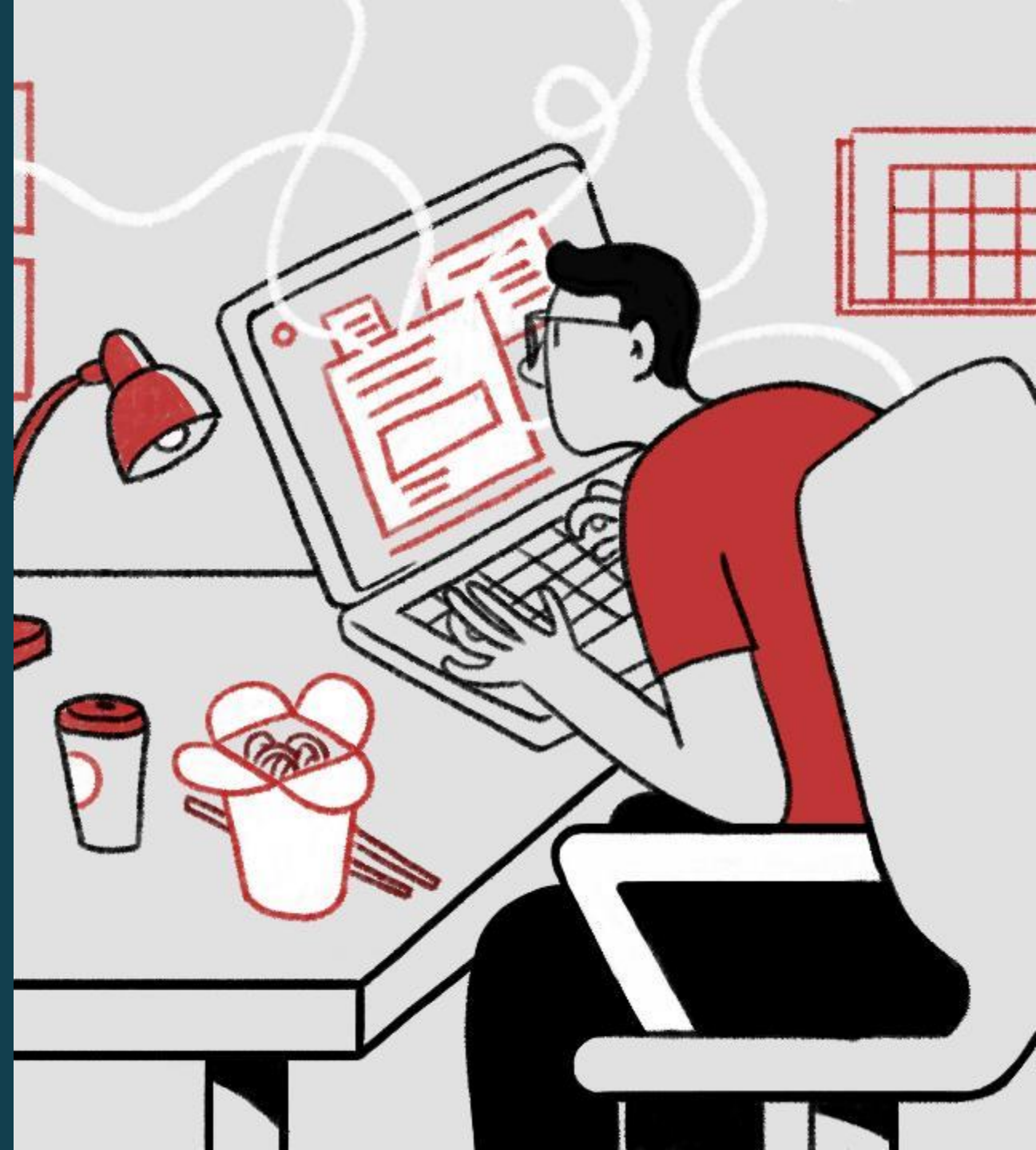
# Submission of declaration

- Declarations must still be submitted in the TVINN system.
- It is possible to submit declarations in TVINN for Digitoll up to five days before arrival in the customs area.
- For border crossing under the procedures of transit and onward transportation, NCTS must still be used.



# What about TVINN?

- "Future Customs Processing" – a concept study is initiated
- The project is planned to start in 2026.
- A new declaration system could be in place in 5-7 years.
- It will consider the entirety of the customs processing procedures, not just the replacement of TVINN.
- All key stakeholders will be taken into account, including importers, exporters, freight forwarders, other authorities/regulatory owners, etc.





## 3. Notification and Disclosure of Information

- Driver's obligation to report arrival to the customs area
- The notification must include information about the means of transport, driver/crew, and goods being carried as cargo.
- A customs representative (e.g., transport company or freight forwarder) can submit the information on behalf of the driver.



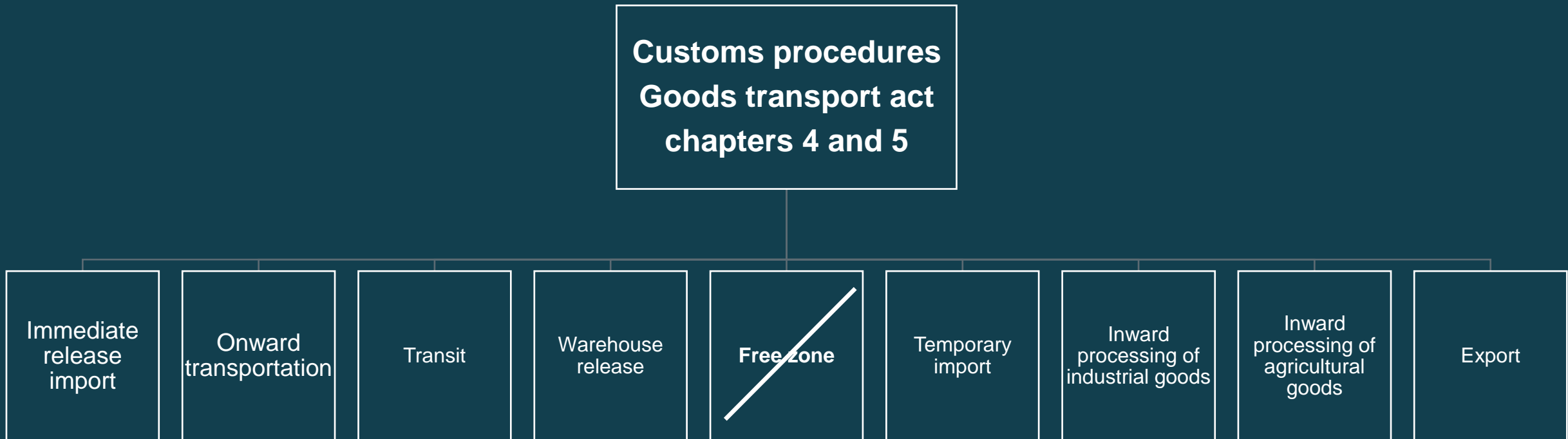
## 4. Submission

- Obligation to physically present goods to the Norwegian Customs for inspection, where and when requested
- This obligation also includes providing relevant information about the goods.
- In the registered movement of goods, the obligation to provide relevant information will, in most cases, be fulfilled along with the reporting and disclosure of information requirements.





# Customs procedures





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# How Digitoll Works

# Mostly APIs

The APIs are similar for the modes of transport: Road, Air, and Rail, and are available in both test and production environments.

- Data submission is done in three levels:
  - Transport
  - Master Consignment
  - House Consignment
- Users can retrieve information on what has been submitted via the Query API.
- Receive routing directions via the Routing API.
- Upload relevant supporting documents via the Document Upload API (document storage).

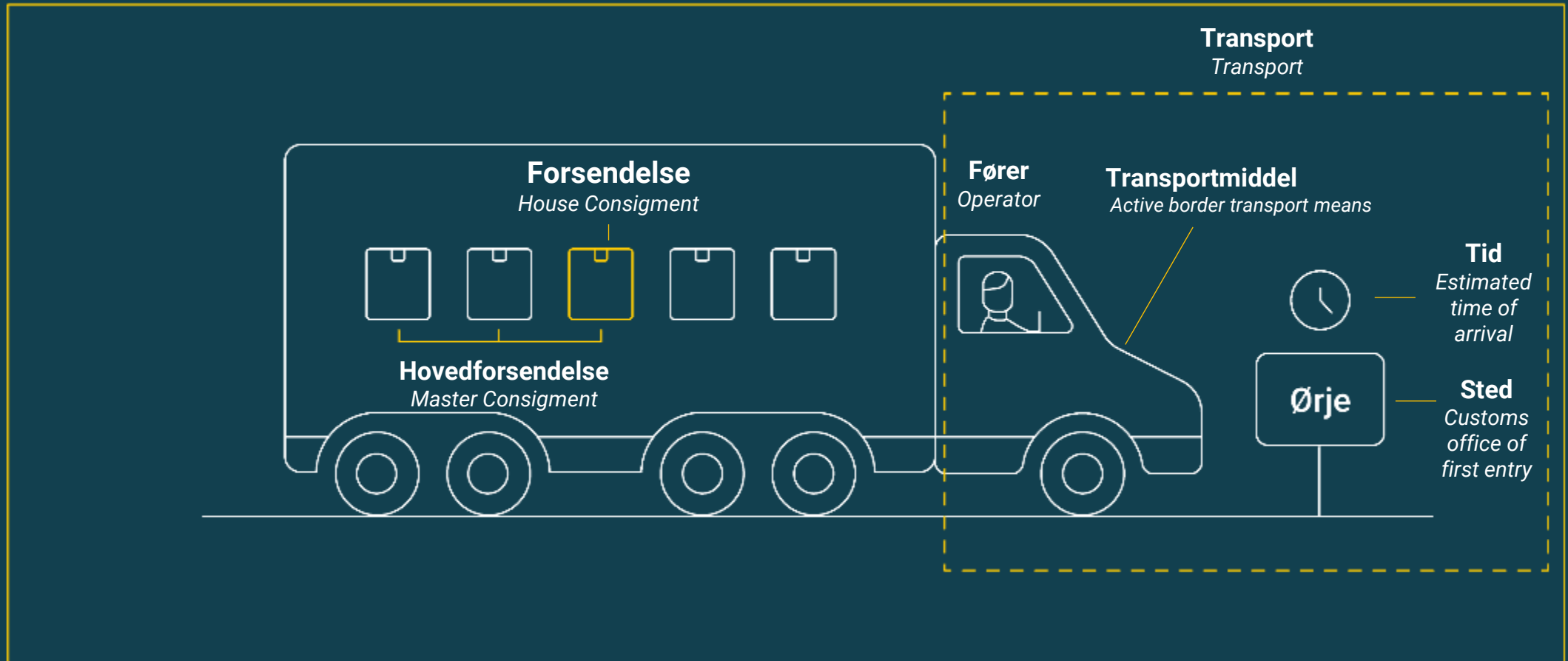
# Reporting and Disclosure API

- Notifications are submitted separately and independently of each other, both in terms of order and sender.
- At the border crossing, the transport notification must contain a list of tracking numbers for all master consignments included in the transport.
- Additionally, the consignments must be linked to the master consignment with a waybill number and linked to the goods declaration.





# Information elements in Digitoll/Reporting and disclosure of information obligation



# Query API

API for businesses to verify consistency of submitted data:

- Check that all master consignments in the transport have been submitted.
- Check the status of all consignments in the transport.
- Check the status of all consignments in a master consignment.
- Check the status of a single consignment.

The status of a consignment indicates whether the submission is complete and gives an indication of what is missing.

Additional interfaces requested by businesses will be made available:

- Shows data structure including weight and status of the transport.
- Shows data structure including weight and status of the master consignment.



# Document storage

- Submission of supporting documents for customs declarations via API.
- Replaces email submission.
- Documents are linked to the declaration, ensuring there is never any doubt about which documents have been submitted.
- Currently voluntary to use.
- Can be used now in connection with document control.





# AES (Automated Export System)

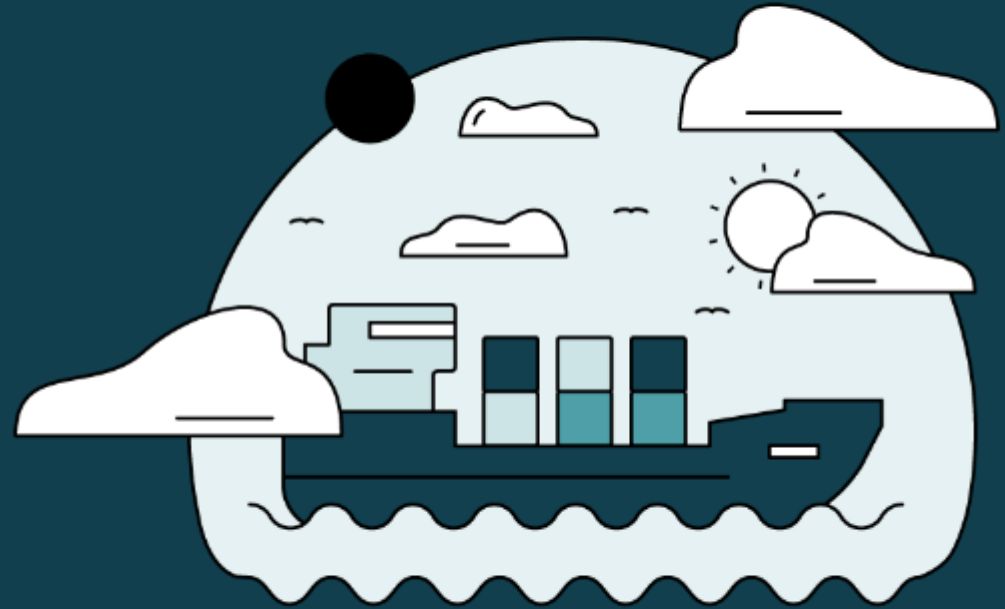
- Common solution for handling outgoing exports from the EU
- Sweden will implement AES in October 2024.
- The interface with Digitoll will be operational from mid-November.
- Automatic confirmation of export for all shipments, manual border control only required in special cases.
- No longer necessary to handle special tax-liable exports separately.





# Digitoll sea

- Sea transport differs from other forms of transport
- Temporary solution pending the implementation of EMSWe.
- Reporting and disclosure requirements are fulfilled in SafeSeaNet as they are today.
- Option to declare goods in TVINN up to 5 days before arrival, with release based on the declared arrival date.
- Includes:
  - Bulk cargo
  - Container
  - Trailer with no tractor
  - Deck cargo

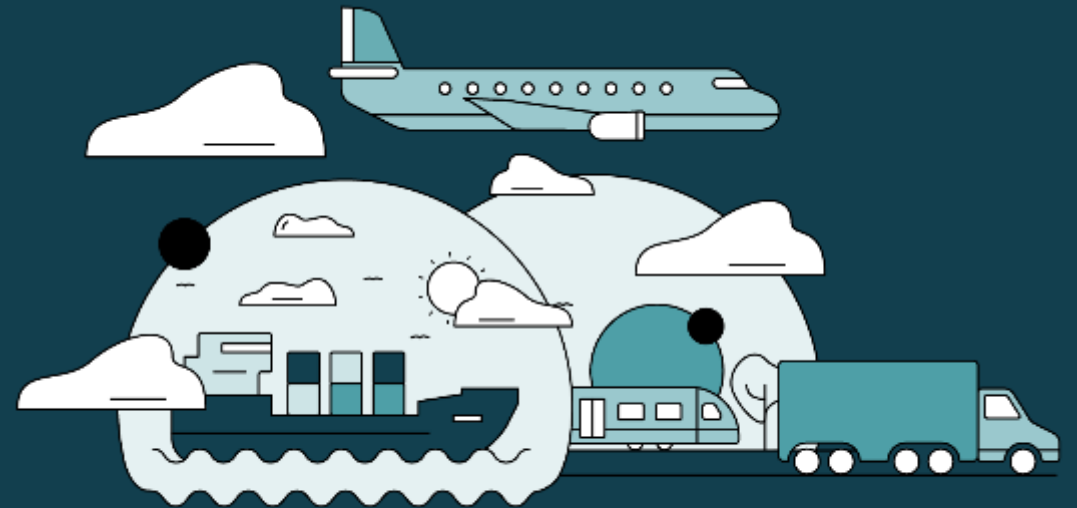


# European Maritime Single Window environment (EMSWe) and SafeSeaNet Norway

- EMSWe (European Maritime Single Window environment) is a regulation implemented in the EEA Agreement and Norwegian legislation, aiming to streamline and harmonize reporting procedures for maritime transport across EU member states.
- National Responsibility: The Norwegian Coastal Administration (Kystverket) is the national authority and coordinator for developing system support for EMSWe requirements by developing a new SafeSeaNet Norway (SSNN).
- Goals: EMSWe aims to harmonize and simplify reporting procedures across EU member states.
- Consultation: A consultation related to EMSWe was published by the Norwegian Coastal Administration in May 2023 (now concluded).
- Collaboration: Norwegian Customs and the Norwegian Coastal Administration are collaborating to facilitate the Norwegian Customs' data collection from the information provided by businesses in SSNN.
- Single Window: Norwegian Customs wants to maintain SSNN as a single window for businesses in the maritime sector. Digitoll for sea transport will function with the same capabilities as other modes of transport when EMSWe is implemented.

# Border crossing solutions

- There are different solutions for automatic detection of arrival and routing at the border.
- Road: at the two largest border stations, Svinesund and Ørje, Norwegian Customs have cameras and signal lights.
- Some border stations also have tablets where one can enter the registration number to receive routing instructions.
- At some smaller border stations, one must go to the customs office and register arrival at the counter to receive routing instructions.
- Air and Rail: border crossing is automatically registered via Avinor and BaneNor when the means of transport arrives, and routing can be retrieved via the APIs.
- Sea: declarations are released based on the declared arrival date using a calendar-based system.
- Norwegian Customs are continually working on improvements to border crossing solutions.



# Brochure for drivers at Svinesund and Ørje

- The brochure is sent digitally to relevant stakeholders
- Print on demand
- Available in eight languages
- You will find them at toll.no:  
[STEP 6: Border crossing and informing the driver – Tolletaten](#)





# ICS2 – pre-notification from third countries

- ICS2 (Import Control System version 2) is the EU's digital goods information system designed to support the implementation of the Security Agreement.
- Through ICS2, Norwegian Customs receives and assesses advance information about goods that are to enter the security zone from third countries. Third countries refer to all countries outside the EU's security zone.
- The security zone consists of: EU member states, as well as Norway, Switzerland, and Liechtenstein.
- ICS2 is being implemented over a period of 4 years in 3 phases.

# PRE-NOTIFICATION FROM THIRD COUNTRIES (ICS2)

## RELEASE 1

March 15, 2021

Ekspressfrakt på fly

Postfrakt på fly



## RELEASE 2

March 1, 2023

All flyfrakt



## RELEASE 3

June 3, 2024

Sjø

Vei

Jernbane

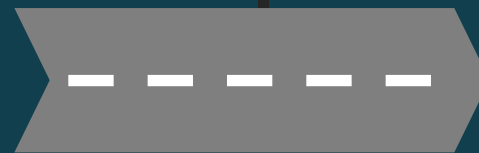
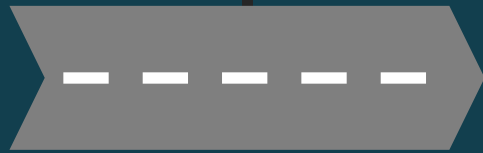


# When to send the pre-notification



EU Common  
Repository  
STI - Shared Trade  
Interface

# Release 3



Start ICS2 R3

Sea Transport

House level filers

Road and Rail  
Transport

June 3, 2024

June 3, 2024 –  
December 4, 2024

December 4, 2024 -  
April 1, 2025

April 1, 2025 –  
September 1, 2025



## Get Started with Digitoll

1

Registrer din bedrift  
i Digitoll



2

Virksomhets-  
sertifikat



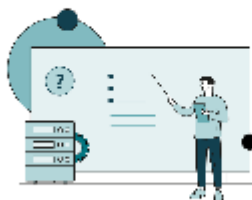
3

Integrasjonsveileder  
(tekniske spesifikasjoner)



4

Testing, ruliner  
og oppløring



5

Bruksveiledning  
sende inn data



6

Grensepassering  
og styring



# Get started with Digitoll

- In order to become register your business in Digitoll you need a Norwegian organizational number, if you don't have one, you will have to obtain one by registering a as a Norwegian business, or you can have a representative with a Norwegian organizational number fulfill the obligation for you
  - Registration is simple – you only need information about the business, contact persons, and the NODI number (if you are submitting a declaration in TVINN).
  - Consider the need for a business certificate.
  - Contact your system provider.
  - Start a dialogue with the actors in your value chain about what information is needed and who will do what.
  - Information on what to consider can be found at toll.no.
  - Letters to subcontractors and partners in Norwegian and English about Digitoll.
  - Try a simple consignment, and feel free to let us know before you try Digitoll for the first time.
- 
- **There is no reason to wait, we encourage you to get familiar with the Digitoll solution!**



# User Experiences - Top 3 Challenges

1. Getting Started (integration – Maskinporten authentication – business certificate).
2. Ensure the notifications are connected with the correct references.
3. Understand how the notifications should be filled out.

Norwegian Customs can assist with questions about Digitoll, contact us if needed!

## More information

- Subscribe to our newsletter (in norwegian)
- Subscribe to [operational status](#)
- Use our [e-courses](#)
- Technical documentation: <https://toll.github.io/>
- Our [FAQ](#)
- [www.toll.no/digitoll](http://www.toll.no/digitoll)
- Contact us: [kontaktsenteret@toll.no](mailto:kontaktsenteret@toll.no)
- For questions about Digitoll: [digitoll@toll.no](mailto:digitoll@toll.no)





An aerial photograph of a large industrial or logistics facility, possibly a truck depot or distribution center. The facility consists of several large, dark-colored buildings with flat roofs. A large paved area is filled with numerous semi-trailers and trucks, many of which are white with red or blue accents. Some trucks have "DSV" branding. The facility is surrounded by a road with a few cars and a truck. In the background, there is a large, open area that appears to be a quarry or a large-scale construction site, with a large pile of grey material. The surrounding landscape is a mix of green grass and trees with yellow and orange autumn foliage. The sky is overcast and grey.

**Thank you for your attention**



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