

## **NORWAY'S NATIONAL EXPERIENCE ON TRADE FACILITATION - ADDITIONAL INFORMATION ON ELECTRONIC CUSTOMS PROCEDURES**

### Addendum

The following communication, dated 26 October 2000, has been received from the Permanent Mission of Norway.

#### **I. THE ELECTRONIC CLEARANCE SYSTEM (TVINN)**

In Norway all customs clearances (import and export) are registered in the electronic clearance system named "TVINN". The declarations can be transmitted electronically from the trader, or they can be presented manually and processed electronically by a customs officer (preferably for private persons).

All declarations undergo an automatic treatment/check in TVINN. The automatic treatment/check can be divided into the following two stages: input control and dynamic control.

##### **1. Input control**

In the input control the declaration undergoes a check to determine whether the message contains all necessary information, for example that the codes in the message are valid and allowed, the correct rates of duty are used and the correct calculation is carried out.

If any defaults are discovered in the input control, the declaration will be denied and returned electronically to the trader with an error message, which also describes the error.

##### **2. Dynamic Control**

The dynamic control is divided into central control filters/parameters, which are registered by the Directorate of Customs and Excise, and local control filters/parameters, which are registered by the local customs office.

(a) Central control filters/parameters are divided into:

Control parameters/filters established by the National Bureau of Statistics. The parameters/filters are based on information given by the traders on previous declarations. This relates for example to the ratio between weight and value or the country of origin of the declared goods. If for example a person declares 5 kg gold with the value of one dollar, the central control filters/parameters will react.

Control filters/parameters based on information concerning valid rules that are registered in TVINN on behalf of different governmental authorities.

- (b) A local customs office develops and regulates the local control filters/parameters. Local filters can be in force in one, several or every customs office in a region.

These local filters/parameters may be directed towards either a specified control or a random test. The local customs office can specify the control to specific declarants, HS-codes, country of origin etc, or any combination of these. Most items on the declaration can be used in this regard. A random test makes a selection in percent of the total amount of declarations.

Declarations without any remarks from the different input controls and dynamic controls will automatically be accepted and returned to the trader. The goods can accordingly be released from the warehouse.

If any defaults are discovered in the input control, the declaration is denied and returned to the trader with an error message describing the error.

Declarations that are not accepted by the dynamic control can be transferred to manual treatment. Manual treatment implies that a customs officer carry out further treatment/control of the declaration. After finishing this treatment/control with a satisfactory result, the declaration is accepted and returned to the trader. The goods can accordingly be released from the warehouse.

### **3. Customs revenue (excises and duty):**

It has not been possible to isolate the costs of the TVINN –system. As a general indication of the system's performance it can be noted that:

Total customs revenue in 1999 was NOK 117 billion, while the total budget for the Tax-, Customs- and Excise Administration was NOK 3,7 billion.

## **II. NEW COMPUTERISED TRANSIT SYSTEM (NCTS)**

The operation of NCTS (New Computerised Transit System) in Norway started 4 September 2000. In this very first initial period the Customs office enters the transit data into the system and these movements are accompanied by the new Accompanying Document. Most transit declarations from Norway are however still started in the "old" paper-based transit system.

We are now in the process of testing the traders' applications against our electronic system, as well as performing international tests against some of the other INA countries. The authorised consignors in Norway must by mid-February 2001 be able to communicate all their transit movements electronically, in order to retain their authorisation after this date.

---