Specification
Notification message

Version: 2.0

1st September 2025

Change log

Change	Version	Date
First version of english documentation. Correponds to Norwegian version 1.0.1	1.0	20.09.2024
Second version using Peppol Transactions	2.0	01.09.2025

Table of content

1   Introduction

The Norwegian Customs Authority (Tolletaten) has developed a solution for the digital registration of deliveries that need customs clearance before border crossing. This solution is part of the Customs Authority's new concept called "Digitoll," which encompasses the digitalization of business obligations regarding the import and export of goods to/from Norway (Digital notification and information obligations).
Digitoll does not cover the need for collaboration between the various actors in the supply chain. This particularly applies to the message exchange between the carriers and the freight forwarders, who in the future will have to declare the goods before arrival in Norway.
The Customs Authority has reported that they consider it the responsibility of the business sector to figure out how the future message exchange between the actors in the supply chain should occur. Based on this, a group of carriers and freight forwarders took the initiative to develop a common message standard for the exchange of notifications between carriers and freight forwarders.
The message standard is called Notification message (Adviseringsmelding).
This document describes a version of the message standard using Peppol Logistics transactions. The terms from the original information model will still be used even when the syntax has been switched to UBL. The mapping between the original model and the new syntax can be found in Attachment 1, Message table.

1.1   Scope

This specification describes a common standard for the exchange of Notification messages within transportation specifically directed towards the Norwegian market.
It is aimed to cover all transport modes (road, sea, train and air), but this version is mainly targeted against road transport.

1.2   Target audience

The target audience for this document is actors involved in the type of processes it covers and who will exchange the messages specified. This may include:

- Carriers
- Freight forwarders
- Actors importing and exporting goods
- System vendors
- Customs authority

2   Principles

Actors who will exchange Notification messages must familiarize themselves with the message standard. This includes, among other things:
- Knowing what content should be sent in various use cases and for different message types
- Knowing when the different message types should be sent and what responses are expected
- Knowing how message types and actors should be identified
- Being familiar with code lists used in the message
- Knowing the technical setup for exchanging messages

3   Parties

The diagram below shows the different types of Peppol transaction involved in the exchange of Notification messages between the parties. The Peppol profile being used is Advanced Transport Execution Plan.
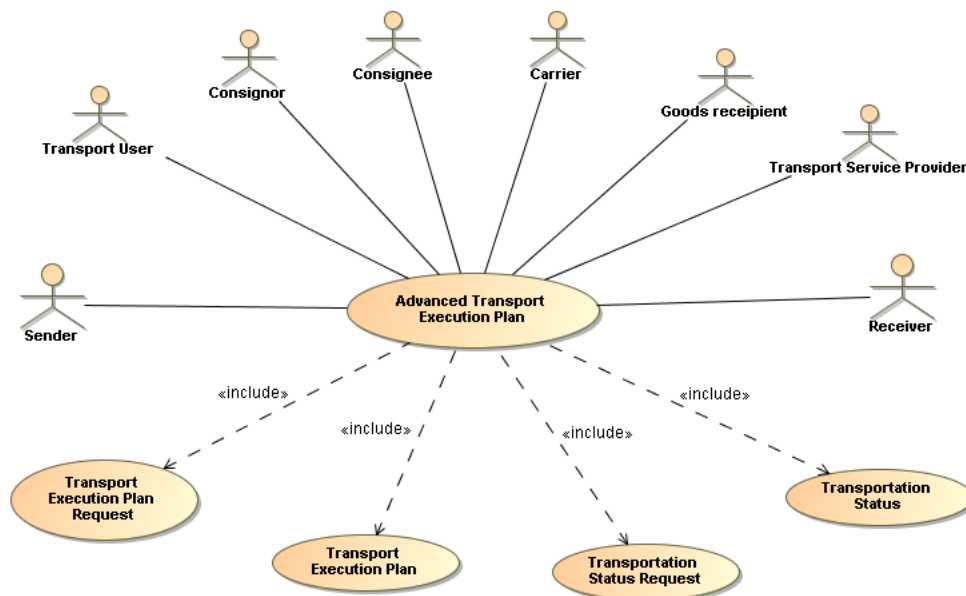
Party	Description
Sender	Sender of the message. May be the customs warehouse keeper, carrier, exporter, freight forwarder or agent.
Receiver	Receiver of the message. May be the freight forwarder, agent, declarant or someone representing the declarant.
Transport User	The party requesting a service related to customs clearance. In most cases the carrier.
Transport Service Provider	The party receiving a request for service. In most cases a freight forwarder.
Consignor	The party exporting goods that needs to be customs cleared. (Seller/Exporter).
Consignee	The party receiving the goods (Buyer/Importer).
Goods receipient	If different from consignee/importer.
Carrier	The party transporting the goods.

4 Processes and Use cases

4.1 Process flow

The diagram below shows the process flow for the exchange of the messages included in the flow. The message types and how they are used is described in the following chapters.
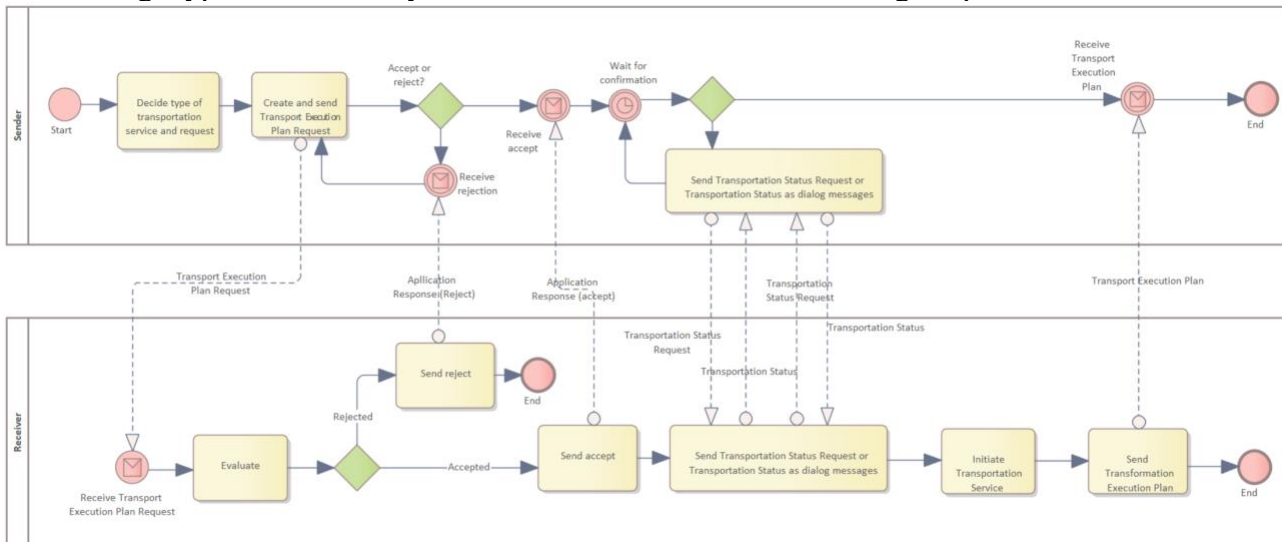
4.2 Message types

The following types of messages are included in the process:
- **Transport Execution Plan Request** initiates a request for the recipient of the message to perform a transport service such as a customs clearance or similar. The content depending of the transportation on the use case described in Chapter 4.3.
  - o Arrival Notice and Domestic Transit
  - o Preborder Declaration
  - o DigitalMO-messages
- **Transport Execution Plan** is the confirmation that the transportation service related to customs clearance will be delivered.
- **Application Response** is an initial acceptance or rejection of the requested transportation service.
- **Transportation Status Request** is a message used to request further information necessary to make clarifications related to the task.
- **Transportation Status** is a response to the request for further information or to give a feed back when a task has been completed.

4.3   Use cases

4.3.1   Use case 1: Arrival Notice and Domestic Transit

This use case describes the use of the Notification message to support the existing process for customs clearing where the actors must declare the goods within 10 days after crossing the border.

Use Case 1	
Name	Arrival Notice and Domestic Transit
Description	The Customs warehouse keeper wants another freight forwarder to either do the customs clearing or register the goods at their customs warehouse.
Roles involved	• Sender (normally a Customs warehouse keeper) • Receiver (normally a freight forwarder a declarant or someone representing the declarant)
Assumptions	• The shipment is registered in a customs warehouse with a goods and position number. • For Domestic transits the receiver must be a legal Customs warehouse keeper.
Flow	1. Sender sends a Transport Execution Plan Request requesting the transportation service "ArrivalNotice" or "DomesticTransit" to receiver. 2. Receiver replys by sending a Application Response with an accept or a reject. If reject the flow stops (and should be restarted again). 3. If Receiver accepts in step above he will respond with a confirmation by sending a Transport Execution Plan. 4. Sender and Receiver may exchange Dialog messages (Transportation Status Request – Transportation Status) during the process.
Result	Sender has either got a rejection or an accept and a final confirmation.
Example files	Attachment 2 provides example-files of ArrivalNotice and DomesticTransit.
User story	Attachment 3 provides description of a user story for use case 1.

4.3.2 Use case 2: Preborder Declaration

This use case describes the use of the Notification message to support Preborder declaration.

| Use Case 2	
Name	Preborder Declaration
Description	A Carrier/Freight forwarder wants a declarant(importer) to start a customs clearance process to be completed at border crossing. This can either be treated as a direct customs clearance or can be registered as a Digital MO.
Roles involved	• Sender (Exporter, Carrier, Freight forwarder or Agent) • Receiver (Declarant, someone representing declarant or Freight forwarder)
Assumptions	• Declarant/Freight forwarder is pre-notified. • Declarant/Freight forwarder has registered relevant information in Tvinn and sent a Tvinn-message to the correct customs office before the carrier arrives at the border. • Receiver must hold permission to do advance declarations against correct border.
Flow	1. Sender sends a Transport Execution Plan Request with a request for a transportation service "PreborderDeclaration" to receiver. 2. Receiver replys by sending a Application Response with an accept or a reject. If reject the flow stops (and should be restarted again). 3. If Receiver accepts in step above he will respond with a confirmation by sending a Transport Execution Plan. 4. Sender and Receiver may exchange Dialog messages (Transportation Status Request – Transportation Status) during the process.
Result	Sender has either got a rejection or an accept and a final confirmation.
Example file	Attachment 2 provides an example-file of a PreborderDeclaration.
User story	Attachment 4 provides description of a user story for use case 2.

4.3.3   Use case 3: Digital customs (Digitoll)

This use case describes the use of the Notification message to support Digital customs in Digitoll which will be mandatory to use in Norway from 1st February 2026.
The diagram below shows the different levels of information required in Digital customs.

- Transport
- Master consignment
- House consignment

Before a transport crosses the border, all levels of information must be completely registered in Digital customs in order for the Customs authority to control and approve each consignment in the transport.
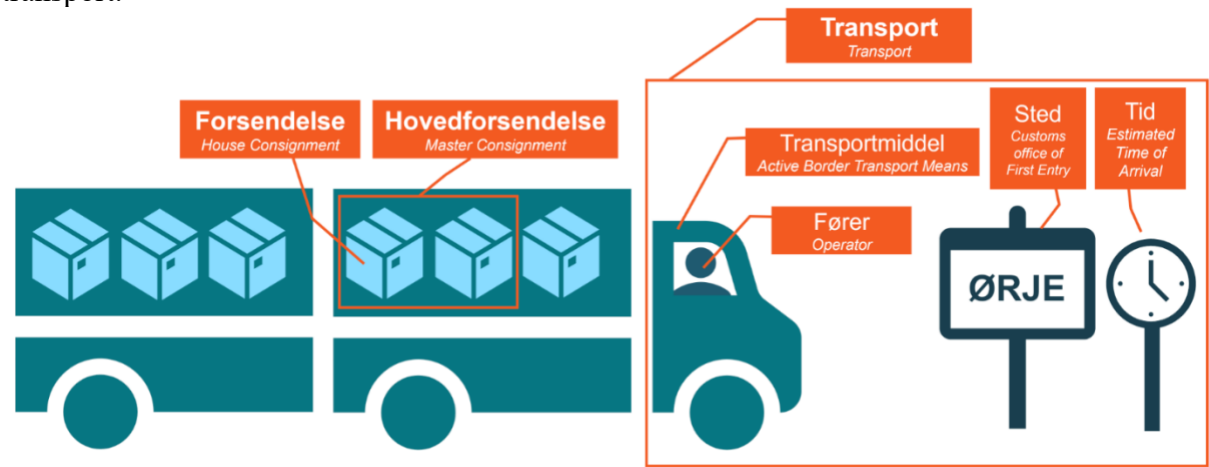
The first version of the message standard covers road transport. Other transport modes will be covered in later versions.

Use Case 3	
Name	Digital customs (Digitoll)
Description	This use case has 4 scenarios: 1. Carrier is responsible for both transport and master consignment and wants a freight forwarder to do customs clearing for one of the house consignments and register this in Digitoll (DigitalMOHouse). 2. Carrier is responsible only for transport and wants a freight forwarder to do customs clearing for master consignment and all house consignments and register these in Digitoll (DigitalMOMaster). 3. Carrier is responsible only for transport and wants a freight forwarder to do customs clearing for one of the house consignments and register this in Digitoll as a direct consignment connected to transport. (DigitalMODirectHouse) 4. Carrier is responsible only for transport and leaves it up to freight forwarder to respond with a master consignment or direct house consignment. (DigitalMOTransport)

Use Case 3	
Roles involved	• Sender (Exporter, Carrier, Freight forwarder or Agent) • Receiver (Declarant, someone representing declarant or Freight forwarder)
Assumptions	a) One company is responsible for both transport and master consignment (DigitalMOHouse). b) One company is responsible for transport and another company is responsible for master consignment (DigitalMOMaster). c) One company is responsible for transport and another company is responsible for house consignment (DigitalMODirectHouse). d) One company is responsible for transport and another company is responsible for master or direct house consignment (DigitalMOTransport)
Flow	1. Sender sends a Transport Execution Plan Request with a request for a transportation service "Digital customs clearance" (DigitalMO-message) to receiver. 2. Receiver replys by sending an Application Response with an accept or a reject. If reject the flow stops (and should be restarted again). 3. If Receiver accepts in step above he will respond with a confirmation by sending a Transport Execution Plan. 4. Sender and Receiver may exchange Dialog messages (Transportation Status Request – Transportation Status) during the process.
Result	Sender has either got a rejection or an accept and a final confirmation.
Example file	Attachment 2 provides an example of all DigitalMO-messages to notify the receiver to do digital customs in Digitoll.
User story	Attachment 5 provides description of a user story for use case 3.

4.3.4   Use case: Dialog Message

The dialog message use case may be included in the three other use cases. The purpose is to solve uncertainties between the sender and receiver in a structured way.

Use Case Dialog message	
Name	Dialog message
Description	The receiver of the Transport Execution Plan Request can issue a Transportation Status Request to get more information about the document they have received. The sender may also initiate a dialog-message.
Roles involved	• Sender/Receiver (Exporter, Carrier, Freight forwarder or Agent) • Sender/Receiver (Declarant, someone representing declarant or Freight forwarder)
Assumptions	A Transport Execution Plan or A Transport Execution Plan Request has been received.
Flow	1. Sender sends a Transportation Status Request with a question 2. Receiver sends back a Transportation Status with an answer.
Result	Sender and receiver have sorted out possible issues by exchanging dialog-messages.
Example file	Attachment 2 provides an example-file of a dialog exchange with a Transportation Status Request and a Transportation Status.

5   Examples with explanations

The chapters below contain message examples with explanations of some of the elements.
Text provided after an arrow (➔) are explanations and are not to be included in the actual message.
Attachment 1 is a Message Table with a complete overview of the message content based on the original information model.
Attachment 2 contains a complete set of example files.

5.1   Transport Execution Plan Request example

Below is an example of a Transport Execution Plan Request for DigitalMOHouse with explanations.

```
<?xml version="1.0" encoding="UTF-8"?>
<ubl:TransportExecutionPlanRequest
xmlns:ubl="urn:oasis:names:specification:ubl:schema:xsd:TransportExecutionPlanRequest-2"
xmlns:cac="urn:oasis:names:specification:ubl:schema:xsd:CommonAggregateComponents-2"
xmlns:cbc="urn:oasis:names:specification:ubl:schema:xsd:CommonBasicComponents-2">
        <cbc:CustomizationID>urn:fdc:peppol.eu:logistics:trns:transport_execution_plan_request:1</cbc:Customization
ID>
        <cbc:ProfileID>urn:fdc:peppol.eu:logistics:bis:advanced_transport_execution_plan:1</cbc:ProfileID>
        <cbc:ProfileExecutionID>b95a9804-79cf-11f0-8de9-0242ac120002</cbc:ProfileExecutionID>  ➔Common
DocumentID for all messages in a conversation. Must be UUID
        <cbc:ID>e2663b86-79cf-11f0-8de9-0242ac120002</cbc:ID>  ➔Unique MessageNumber for this message.
UUID
        <cbc:IssueDate>2025-05-09</cbc:IssueDate>
        <cbc:IssueTime>09:49:00+02:00</cbc:IssueTime>
        <cbc:Note>Some notes from the requester</cbc:Note>
        <cbc:TransportUserRemarks>Some terms for approval</cbc:TransportUserRemarks>  ➔ Terms
        <cac:TransportUserParty>  ➔ Sender (Is represented by element Sender in other messages)
                <cbc:EndpointID schemeID="0198">41955619</cbc:EndpointID>  ➔ Id used for identification in the
Peppol network
                <cac:PartyIdentification>  ➔ Mandatory in Peppol
                        <cbc:ID>41955619</cbc:ID>
                </cac:PartyIdentification>
                <cac:PartyLegalEntity>
                        <cbc:RegistrationName>Transport UserParty A/S</cbc:RegistrationName>
                </cac:PartyLegalEntity>
                <cac:Contact>
                        <cbc:Telephone>0158 1233714</cbc:Telephone>
                        <cbc:ElectronicMail>transport-user@transportuser.dk</cbc:ElectronicMail>
                </cac:Contact>
        </cac:TransportUserParty>
        <cac:TransportServiceProviderParty>  ➔ Receiver (Is represented by element Receiver in other messages)
                <cbc:EndpointID schemeID="0198">85955619</cbc:EndpointID>
                <cac:PartyIdentification>
                        <cbc:ID>85955619</cbc:ID>
                </cac:PartyIdentification>
                <cac:PartyLegalEntity>
                        <cbc:RegistrationName>Transport provider A/S</cbc:RegistrationName>
                </cac:PartyLegalEntity>
        </cac:TransportServiceProviderParty>
        <cac:PayeeParty>  ➔ Goods receipient
                <cac:PartyIdentification>
                        <cbc:ID>234567098</cbc:ID>
```

```
            </cac:PartyIdentification>
            <cac:PartyLegalEntity>
                    <cbc:RegistrationName>Varemottaker A/S</cbc:RegistrationName>
            </cac:PartyLegalEntity>
        </cac:PayeeParty>
        <cac:AdditionalDocumentReference> ➔ References and attachments
            <cbc:ID>inv-123456</cbc:ID>
            <cbc:DocumentType>SenderInvoiceReference</cbc:DocumentType>
            <cac:Attachment>
                    <cbc:EmbeddedDocumentBinaryObject mimeCode="application/pdf"
filename="DigitalMOHouse.pdf">aHR0cHM6Ly90ZXN0LXZlZmEuZGlmaS5uby9wZXBwb2xiaXMvcG9hY2MvY
mlsbGluZy8zLjAvYmlzLw==</cbc:EmbeddedDocumentBinaryObject>
                    <cac:ExternalReference>
                        <cbc:URI>https://documents.semantic.biz?documentID=d1b34d9d-8020-49a2-a43c-
75f5518d77e6</cbc:URI>
                    </cac:ExternalReference>
            </cac:Attachment>
        </cac:AdditionalDocumentReference>
        <cac:MainTransportationService> ➔ Identification of Message type
            <cbc:TransportServiceCode>19</cbc:TransportServiceCode> ➔ Mandatory element In Peppol
            <cbc:TransportationServiceDescription>DigitalMOHouse</cbc:TransportationServiceDescription>
        </cac:MainTransportationService>
        <cac:Consignment> ➔ Master level
            <cbc:ID>12535157654567654</cbc:ID> ➔ Mandatory in Peppol. May contain a dummy value
            <cbc:DeclaredCustomsValueAmount currencyID="NOK">1000</cbc:DeclaredCustomsValueAmount>
            <cbc:GrossWeightMeasure unitCode="KGM">103</cbc:GrossWeightMeasure> ➔ Gross weight
            <cbc:TotalTransportHandlingUnitQuantity
unitCode="EA">1</cbc:TotalTransportHandlingUnitQuantity> ➔ Number of packages
            <cac:CustomsDeclaration>
                    <cbc:ID>3456234567</cbc:ID> ➔ Export From EU/Export ID
                    <cbc:FunctionCode>UGE_EXPORT</cbc:FunctionCode> ➔ Export from EU/Type of  export
                    <cac:AdditionalDocumentReference>
                        <cbc:ID>mnr2342322</cbc:ID>
                        <cbc:DocumentType>N820</cbc:DocumentType> ➔ Type according to code list CL228
+ RETR (Oppstart transittering)
                    </cac:AdditionalDocumentReference>
            </cac:CustomsDeclaration>
            <cac:ConsigneeParty>
                    <cac:PartyName>
                        <cbc:Name>Importer AS</cbc:Name>
                    </cac:PartyName>
            </cac:ConsigneeParty>
            <cac:ConsignorParty>
                    <cac:PartyName>
                        <cbc:Name>Exporter AS</cbc:Name>
                    </cac:PartyName>
            </cac:ConsignorParty>
            <cac:CarrierParty>
                    <cac:PartyLegalEntity>
                        <cbc:RegistrationName>Carrier party A/S</cbc:RegistrationName>
                        <cbc:CompanyID>22448855</cbc:CompanyID>
                    </cac:PartyLegalEntity>
            </cac:CarrierParty>
            <cac:TransportEvent>
              <cac:Period> ➔ Estimated date and time of arrival. UTC-time.
                    <cbc:StartDate>2025-05-29</cbc:StartDate>
                    <cbc:StartTime>10:00:00+01:00</cbc:StartTime>
              </cac:Period>
```

```xml
        </cac:TransportEvent>
        <cac:MainCarriageShipmentStage>
            <cbc:TransportModeCode>1</cbc:TransportModeCode> ➜ Mode of transport according to code
```
list CL018 Mode of transport at the border
```xml
            <cac:TransportMeans>
                <cbc:RegistrationNationalityID>NO</cbc:RegistrationNationalityID>
                <cac:MaritimeTransport>
                    <cbc:VesselID>CFR-12345</cbc:VesselID>
                </cac:MaritimeTransport>
            </cac:TransportMeans>
        </cac:MainCarriageShipmentStage>
        <cac:TransportHandlingUnit> ➜ House level
            <cbc:ID>1</cbc:ID> ➜ Mandatory in Peppol. May contain a dummy value
            <cbc:TransportHandlingUnitTypeCode>ZZ</cbc:TransportHandlingUnitTypeCode> ➜
```
Mandatory in Peppol. Fixed value=ZZ
```xml
            <cac:TransportEquipment>
                <cbc:ID>234567</cbc:ID> ➜ Container identification number
                <cbc:TransportEquipmentTypeCode>CN</cbc:TransportEquipmentTypeCode> ➜ Type
```
code for Container identification number. Fixed value=CN
```xml
            </cac:TransportEquipment>
            <cac:GoodsItem>
                <cbc:Description>Torsk sl u/h fersk fulliset 20kg iso 2-4 kg</cbc:Description>
            </cac:GoodsItem>
            <cac:ShipmentDocumentReference>
                <cbc:ID>243452326</cbc:ID> ➜ House document number
                <cbc:DocumentType>N740</cbc:DocumentType> ➜ House document type acording to
```
code list CL228 Previous Document type
```xml
            </cac:ShipmentDocumentReference>
        </cac:TransportHandlingUnit>
        <cac:OfficeOfEntryLocation>
            <cbc:ID>NO351001</cbc:ID> ➜ Customs office of first entry
        </cac:OfficeOfEntryLocation>
        <cac:DocumentReference>
            <cbc:ID>43452326</cbc:ID> ➜ Master document number
            <cbc:DocumentType>N741</cbc:DocumentType> ➜ Master document type acording to code list
```
CL228 Previous Document type
```xml
        </cac:DocumentReference>
        <cac:DocumentReference>
            <cbc:ID>6</cbc:ID> ➜ Quantity
            <cbc:DocumentType>NumberOfPackages</cbc:DocumentType> ➜ Type of quantity
        </cac:DocumentReference>
    </cac:Consignment>
</ubl:TransportExecutionPlanRequest>
```

5.2 Transport Execution Plan example

Below is an example of a Transport Execution Plan for ConfirmationDigitalMOHouse with explanations shown after arrows (➔).

```xml
<?xml version="1.0" encoding="UTF-8"?>
<ubl:TransportExecutionPlan xmlns:ubl="urn:oasis:names:specification:ubl:schema:xsd:TransportExecutionPlan-2"
              xmlns:cac="urn:oasis:names:specification:ubl:schema:xsd:CommonAggregateComponents-2"
              xmlns:cbc="urn:oasis:names:specification:ubl:schema:xsd:CommonBasicComponents-2">
  <cbc:CustomizationID>urn:fdc:peppol.eu:logistics:trns:transport_execution_plan:1</cbc:CustomizationID>
  <cbc:ProfileID>urn:fdc:peppol.eu:logistics:bis:advanced_transport_execution_plan:1</cbc:ProfileID>
  <cbc:ProfileExecutionID>061d17d4-79d0-11f0-8de9-0242ac120002</cbc:ProfileExecutionID>  ➔ Common
DocumentID for all messages in a notification exchange. Must be UUID.
  <cbc:ID>133b1dee-79d0-11f0-8de9-0242ac120002</cbc:ID>  ➔ Unique MessageNumber for this message. Must be
UUID
  <cbc:IssueDate>2025-05-09</cbc:IssueDate>
  <cbc:IssueTime>09:49:00+02:00</cbc:IssueTime>
  <cbc:Note>Some notes from the requester</cbc:Note>
  <cac:SenderParty>
    <cbc:EndpointID schemeID="0198">85955619</cbc:EndpointID>  ➔ Id used for identification in the Peppol
network
    <cac:PartyIdentification>  ➔ Mandatory in Peppol
      <cbc:ID>85955619</cbc:ID>
    </cac:PartyIdentification>
    <cac:PartyLegalEntity>  ➔ Mandatory in Peppol
      <cbc:RegistrationName>Transport Sender A/S</cbc:RegistrationName>
    </cac:PartyLegalEntity>
    <cac:Contact>
      <cbc:Telephone>0158 1233714</cbc:Telephone>
      <cbc:ElectronicMail>transport-user@transportuser.dk</cbc:ElectronicMail>
    </cac:Contact>
  </cac:SenderParty>
  <cac:ReceiverParty>
    <cbc:EndpointID schemeID="0198">41955619</cbc:EndpointID>
    <cac:PartyIdentification>  ➔ Mandatory in Peppol
      <cbc:ID>41955619</cbc:ID>
    </cac:PartyIdentification>
    <cac:PartyLegalEntity>
      <cbc:RegistrationName>Transport Receiver A/S</cbc:RegistrationName>
    </cac:PartyLegalEntity>
  </cac:ReceiverParty>
  <cac:TransportUserParty>  ➔ Mandatory in Peppol. Same as Receiver
    <cac:PartyIdentification>
      <cbc:ID>41955619</cbc:ID>
    </cac:PartyIdentification>
    <cac:PartyLegalEntity>
      <cbc:RegistrationName>Transport UserParty A/S</cbc:RegistrationName>
    </cac:PartyLegalEntity>
  </cac:TransportUserParty>
  <cac:TransportServiceProviderParty>  ➔ Mandatory in Peppol. Same as Sender
    <cac:PartyIdentification>
      <cbc:ID>85955619</cbc:ID>
    </cac:PartyIdentification>
    <cac:PartyLegalEntity>
      <cbc:RegistrationName>Transport provider A/S</cbc:RegistrationName>
    </cac:PartyLegalEntity>
  </cac:TransportServiceProviderParty>
```

```xml
<cac:AdditionalDocumentReference> ➔ References and attachments
  <cbc:ID>inv-123456</cbc:ID>
  <cbc:DocumentType>SenderInvoiceReference</cbc:DocumentType>
  <cac:Attachment>
    <cbc:EmbeddedDocumentBinaryObject mimeCode="application/pdf" filename="
DigitalMOTransport.pdf">aHR0cHM6Ly90ZXN0LXZlZmEuZGlmaS5uby9wZXBwb2xiaXMMvcG9hY2MvYmlsbGlu
Zy8zLjAvYmlzLw==</cbc:EmbeddedDocumentBinaryObject>
    <cac:ExternalReference>
      <cbc:URI>https://documents.semantic.biz?documentID=d1b34d9d-8020-49a2-a43c-75f5518d77e6</cbc:URI>
    </cac:ExternalReference>
  </cac:Attachment>
</cac:AdditionalDocumentReference>
<cac:MainTransportationService> ➔ Identification of Message type
    <cbc:TransportServiceCode>19</cbc:TransportServiceCode> ➔ Mandatory in Peppol. Fixed value=19
    <cbc:TransportationServiceDescription>DigitalMOHouse</cbc:TransportationServiceDescription>
</cac:MainTransportationService>
<cac:Consignment> ➔ Master level
  <cbc:ID>1</cbc:ID> ➔ Mandatory in Peppol. May contain a dummy value
  <cbc:GrossWeightMeasure unitCode="KGM">103</cbc:GrossWeightMeasure> ➔ Gross weight
  <cac:ConsigneeParty> ➔ Mandatory in Peppol
    <cac:PartyName>
      <cbc:Name>Importer AS</cbc:Name>
    </cac:PartyName>
  </cac:ConsigneeParty>
  <cac:ConsignorParty> ➔ Mandatory in Peppol
    <cac:PartyName>
      <cbc:Name>Exporter AS</cbc:Name>
    </cac:PartyName>
  </cac:ConsignorParty>
  <cac:TransportHandlingUnit> ➔ House level
    <cbc:ID>1</cbc:ID> ➔ Mandatory in Peppol. May contain a dummy value
    <cbc:TransportHandlingUnitTypeCode>ZZ</cbc:TransportHandlingUnitTypeCode> ➔ Mandatory in Peppol.
Fixed value=ZZ
    <cac:GoodsItem>
        <cbc:Description>Torsk sl u/h fersk fulliset 20kg iso 2-4 kg</cbc:Description>
    </cac:GoodsItem>
    <cac:ShipmentDocumentReference>
        <cbc:ID>243452326</cbc:ID> ➔ House document number
        <cbc:DocumentType>N740</cbc:DocumentType> ➔ House document type acording to code list CL228
Previous Document type
    </cac:ShipmentDocumentReference>
  </cac:TransportHandlingUnit>
  <cac:DocumentReference>
    <cbc:ID>43452326</cbc:ID> ➔ Master document number
    <cbc:DocumentType>N741</cbc:DocumentType> ➔ Master document type acording to code list CL228
Previous Document type
  </cac:DocumentReference>
  <cac:DocumentReference>
    <cbc:ID>6</cbc:ID> ➔ Quantity
    <cbc:DocumentType>NumberOfPackages</cbc:DocumentType> ➔ Type of quantity
  </cac:DocumentReference>
</cac:Consignment>
</ubl:TransportExecutionPlan>
```

5.3   Transportation Status Request example

Below is an example of a Transportation Status Request used as dialogue message with explanations shown after arrows (➔).

```xml
<?xml version="1.0" encoding="UTF-8"?>
<ubl:TransportationStatusRequest
xmlns:ubl="urn:oasis:names:specification:ubl:schema:xsd:TransportationStatusRequest-2"
            xmlns:cac="urn:oasis:names:specification:ubl:schema:xsd:CommonAggregateComponents-2"
            xmlns:cbc="urn:oasis:names:specification:ubl:schema:xsd:CommonBasicComponents-2">
  <cbc:CustomizationID>urn:fdc:peppol.eu:logistics:trns:transportation_status_request:1</cbc:CustomizationID>
  <cbc:ProfileID>urn:fdc:peppol.eu:logistics:bis:advanced_transport_execution_plan:1</cbc:ProfileID>
  <cbc:ProfileExecutionID>341c5b68-79d0-11f0-8de9-0242ac120002</cbc:ProfileExecutionID>
```
➔ Common DocumentID for all messages in a notification exchange. Must be UUID
```xml
  <cbc:ID>49ce4692-79d0-11f0-8de9-0242ac120002</cbc:ID>
```
➔ Unique MessageNumber for this message. Must be UUID
```xml
  <cbc:IssueDate>2025-06-06</cbc:IssueDate>
  <cbc:IssueTime>09:29:30+02:00</cbc:IssueTime>
  <cbc:Description>A have a question for a dialog</cbc:Description>
  <cbc:ShippingOrderID>1234</cbc:ShippingOrderID>
```
➔ Mandatory in Peppol. May be a dummy number
```xml
  <cbc:TransportationStatusTypeCode>3</cbc:TransportationStatusTypeCode>
```
➔ Mandatory in Peppol. Fixed value=3
```xml
  <cac:SenderParty>
    <cbc:EndpointID schemeID="0198">41955619</cbc:EndpointID>
    <cac:PartyIdentification>
```
➔ Mandatory in Peppol
```xml
      <cbc:ID>41955619</cbc:ID>
    </cac:PartyIdentification>
    <cac:PartyLegalEntity>
      <cbc:RegistrationName>Transport UserParty A/S</cbc:RegistrationName>
    </cac:PartyLegalEntity>
    <cac:Contact>
      <cbc:Telephone>0158 1233714</cbc:Telephone>
      <cbc:ElectronicMail>transport-user@transportuser.dk</cbc:ElectronicMail>
    </cac:Contact>
  </cac:SenderParty>
  <cac:ReceiverParty>
      <cbc:EndpointID schemeID="0198">85955619</cbc:EndpointID>
    <cac:PartyIdentification>
```
➔ Mandatory in Peppol
```xml
      <cbc:ID>85955619</cbc:ID>
    </cac:PartyIdentification>
      <cac:PartyLegalEntity>
          <cbc:RegistrationName>Transport provider A/S</cbc:RegistrationName>
      </cac:PartyLegalEntity>
  </cac:ReceiverParty>
  <cac:DocumentReference>
      <cbc:ID>inv-123456</cbc:ID>
      <cbc:DocumentType>SenderInvoiceReference</cbc:DocumentType>
          <cac:Attachment>
              <cbc:EmbeddedDocumentBinaryObject mimeCode="application/pdf" filename="Invoice.pdf">
aHR0cHM6Ly90ZXN0LXZlZmEuZGlmaS5uby9wZXBwb2xiaXMvcG9hY2MvYmlsbGluZy8zLjAvYmlzLw==</cbc:EmbeddedDocumentBinaryObject>
              <cac:ExternalReference>
                  <cbc:URI>https://documents.semantic.biz?documentID=d1b34d9d-8020-49a2-a43c-75f5518d77e6</cbc:URI>
              </cac:ExternalReference>
          </cac:Attachment>
  </cac:DocumentReference>
</ubl:TransportationStatusRequest>
```

5.4   Transportation Status example

Below is an example of a Transportation Status used as a dialogue answer with explanations shown after arrows (➔).

```xml
<?xml version="1.0" encoding="UTF-8"?>
<ubl:TransportationStatus xmlns:ubl="urn:oasis:names:specification:ubl:schema:xsd:TransportationStatus-2"
                xmlns:cac="urn:oasis:names:specification:ubl:schema:xsd:CommonAggregateComponents-2"
                xmlns:cbc="urn:oasis:names:specification:ubl:schema:xsd:CommonBasicComponents-2">
  <cbc:CustomizationID>urn:fdc:peppol.eu:logistics:trns:transportation_status:1</cbc:CustomizationID>
  <cbc:ProfileID>urn:fdc:peppol.eu:logistics:bis:advanced_transport_execution_plan:1</cbc:ProfileID>
  <cbc:ProfileExecutionID>81d2aa60-79d0-11f0-8de9-0242ac120002</cbc:ProfileExecutionID>
```
➔ Common DocumentID for all messages in a notification exchange. Must be UUID
```xml
  <cbc:ID>934a9384-79d0-11f0-8de9-0242ac120002</cbc:ID>
```
➔ Unique MessageNumber for this message. Must be UUID
```xml
  <cbc:IssueDate>2025-06-06</cbc:IssueDate>
  <cbc:IssueTime>09:30:30+02:00</cbc:IssueTime>
  <cbc:Description>An answer for the dialog</cbc:Description>
  <cbc:ShippingOrderID>1234</cbc:ShippingOrderID>
```
➔ Mandatory in Peppol. May be a dummy number
```xml
  <cbc:TransportationStatusTypeCode>3</cbc:TransportationStatusTypeCode>
```
➔ Mandatory in Peppol. Fixed value=3
```xml
  <cbc:TransportExecutionStatusCode>102</cbc:TransportExecutionStatusCode>
```
➔ Mandatory in Peppol. Fixed value=102
```xml
  <cac:DocumentReference>
    <cbc:ID>7648779</cbc:ID>
    <cbc:DocumentType>Delivery specification</cbc:DocumentType>
    <cac:Attachment>
      <cbc:EmbeddedDocumentBinaryObject mimeCode="application/pdf"
filename="Documentation.pdf">aHR0cHM6Ly90ZXN0LXZlZmEuZGGlmaS5uby9wZXBwb2xiaXMvcG9hY2MvYmls
bGluZy8zLjAvYmlzLw==</cbc:EmbeddedDocumentBinaryObject>
    </cac:Attachment>
  </cac:DocumentReference>
  <cac:SenderParty>
    <cbc:EndpointID schemeID="0198">85955619</cbc:EndpointID>
    <cac:PartyIdentification>
      <cbc:ID>85955619</cbc:ID>
    </cac:PartyIdentification>
    <cac:PartyLegalEntity>
      <cbc:RegistrationName>Transport provider A/S</cbc:RegistrationName>
    </cac:PartyLegalEntity>
    <cac:Contact>
        <cbc:Telephone>0158 1233714</cbc:Telephone>
        <cbc:ElectronicMail>msreceiver@tplogistics.co.uk</cbc:ElectronicMail>
    </cac:Contact>
  </cac:SenderParty>
  <cac:ReceiverParty>
    <cbc:EndpointID schemeID="0198">41955619</cbc:EndpointID>
    <cac:PartyIdentification>
      <cbc:ID>41955619</cbc:ID>
    </cac:PartyIdentification>
    <cac:PartyLegalEntity>
      <cbc:RegistrationName>Transport UserParty A/S</cbc:RegistrationName>
    </cac:PartyLegalEntity>
  </cac:ReceiverParty>
</ubl:TransportationStatus>
```

5.5   Application Response example

Below is an example of a Application Response used as a receipt message with explanations shown after arrows (➔).

```xml
<?xml version="1.0" encoding="UTF-8"?>
<ApplicationResponse xmlns="urn:oasis:names:specification:ubl:schema:xsd:ApplicationResponse-2"
                     xmlns:cac="urn:oasis:names:specification:ubl:schema:xsd:CommonAggregateComponents-2"
                     xmlns:cbc="urn:oasis:names:specification:ubl:schema:xsd:CommonBasicComponents-2">
    <cbc:CustomizationID>urn:fdc:peppol.eu:logistics:trns:application_response:1</cbc:CustomizationID>
    <cbc:ProfileID>urn:fdc:peppol.eu:logistics:bis:advanced_transport_execution_plan:1</cbc:ProfileID>
    <cbc:ProfileExecutionID>a4726a60-79d0-11f0-8de9-0242ac120002</cbc:ProfileExecutionID> ➔ Common
DocumentID for all messages in a notification exchange. Must be UUID
    <cbc:ID>add14cfc-79d0-11f0-8de9-0242ac120002</cbc:ID> ➔ Unique MessageNumber for this message.
UUID
    <cbc:IssueDate>2025-06-06</cbc:IssueDate>
    <cbc:IssueTime>12:00:00</cbc:IssueTime>
    <cac:SenderParty>
        <cbc:EndpointID schemeID="0198">85955619</cbc:EndpointID>
        <cac:PartyIdentification>
          <cbc:ID>85955619</cbc:ID>
        </cac:PartyIdentification>
        <cac:PartyLegalEntity>
            <cbc:RegistrationName>Transport provider A/S</cbc:RegistrationName>
        </cac:PartyLegalEntity>
        <cac:Contact>
                <cbc:Telephone>0158 1233714</cbc:Telephone>
                <cbc:ElectronicMail>msreceiver@tplogistics.co.uk</cbc:ElectronicMail>
        </cac:Contact>
    </cac:SenderParty>
    <cac:ReceiverParty>
        <cbc:EndpointID schemeID="0198">41955619</cbc:EndpointID>
        <cac:PartyIdentification>
          <cbc:ID>41955619</cbc:ID>
        </cac:PartyIdentification>
        <cac:PartyLegalEntity>
            <cbc:RegistrationName>Transport UserParty A/S</cbc:RegistrationName>
        </cac:PartyLegalEntity>
    </cac:ReceiverParty>
    <cac:DocumentResponse>
        <cac:Response>
                <cbc:ResponseCode>AP</cbc:ResponseCode> ➔ Legal values: AP=Accepted RE=Rejected

        </cac:Response>
        <cac:DocumentReference> ➔ Mandatory in Peppol. A reference to the message being accepted or
rejected
                <cbc:ID> e2663b86-79cf-11f0-8de9-0242ac120002</cbc:ID> ➔ Mandatory in Peppol. Message
number of original request message
                <cbc:IssueDate>2025-06-06</cbc:IssueDate>
                <cbc:DocumentType>TransportExecutionPlanRequest</cbc:DocumentType>
        </cac:DocumentReference>
    </cac:DocumentResponse>
</ApplicationResponse>
```

6   Validation of messages

Messages are validated to verify that they are correct both technically and functionally. Validation should be done both by sender and receiver according to the following rules.

a) Validation of message syntax against the relevant UBL-specification (xsd)
b) Validation of conformity to Peppol business-rules for the relevant Peppol transaction (schematron)
c) Validation of Norwegian rules for the Notification message according to this specification (local implementations)

a) and b) is normally done by the Peppol accesspoint, while c) is done in the applications.

7   Code lists

Code lists that are used are either

- Codes defined by the Customs Authority or created specifically for the Notification message. These are indicated directly in the Message Table in Appendix 1. The Customs Authority's code lists are available here: https://toll.github.io/api/mo-kodeverk.html.
- Codes defined by Peppol as part of their transaction specifications

8   Peppol Identifiers

PEPPOL has defined a PEPPOL Policy for identifiers, policy 8 that specifies how to use identifiers in both its transport infrastructure and within the documents exchanged across that infrastructure. It also introduces principles for any identifiers used in the PEPPOL environment. The policies that apply to this BIS are the following:

8.1   Profiles and messages

All messages contains ProfileID and CustomizationID. ProfileID identifies what business process a given message is part of, and CustomizationID identifies the kind of message and the rules applied.

Profiles are connected to one business process, and may contain multiple document types. Valid document instances shall contain corresponding ProfileID and CustomizationID.

CustomizationID is a string without spaces. The list below contains spaces in CustomizationID to make them easier to read. **Make sure to remove any spaces before use.**

8.2   Customization and Profile identifiers

In the table below you will find the values to be used as the specification identifier and the business process type for this profile.

Type	Element cbc:CustomizationID	Element cbc:ProfileID
Transport execution plan request (Trdm123)	urn:fdc:peppol.eu:logistics:trns:transport_execution_plan_request:1	
Application response (new transaction)	urn:fdc:peppol.eu:logistics:trns:application_response:1	
Transportation Status Request (Trdm 126)	urn:fdc:peppol.eu:logistics:trns:transportation_status_request:1	urn:fdc:peppol.eu:logistics:bis:advanced _transport_execution_plan:1
Transportation Status (Trdm 127)	urn:fdc:peppol.eu:logistics:trns:transportation_status:1	
Transport execution plan (Trdm124)	urn:fdc:peppol.eu:logistics:trns:transport_execution_plan:1	

8.3   Namespaces

The Transport Execution Plan Request data model is bound to [UBL 2.4](#) of the document type {ubl-transport-execution-plan-request}. The target namespace for the Transport Execution Plan Request is: **urn:oasis:names:specification:ubl:schema:xsd:TransportExecutionPlanRequest-2**
The Transport Execution Plan data model is bound to [UBL 2.4](#) of the document type {ubl-transport-execution-plan}. The target namespace for the Transport Execution Plan is:
urn:oasis:names:specification:ubl:schema:xsd:TransportExecutionPlan-2
The Application response data model is bound to [UBL 2.1](#) of the document type {ubl-application-response} The target namespace for the Application Response is:
urn:oasis:names:specification:ubl:schema:xsd:ApplicationResponse-2
The Transportation Status Request data is bound to [UBL 2.3](#) of the document type {ubl-transportation-status-request} The target namespace for the Transportation Status Request is
urn:oasis:names:specification:ubl:schema:xsd:TransportationStatusRequest-2
The Transportation Status data is bound to [UBL 2.3](#) of the document type {ubl-transportation-status } The target namespace for the Transportation Status is
urn:oasis:names:specification:ubl:schema:xsd:TransportationStatus-2

8.4   Peppol envelope (SBDH)

Peppol mandates the use of an SBDH-envelope when exchanging messages in the Peppol network. Many elements in the envelope are predefined and have fixed content. The following elements must be filled out for each message:

- **Sender/Identifier**: Identifier of the sender according to ID in the Peppol address register.
- **Receiver/Identifier**: Identifier of the receiver according to ID in the Peppol address register.
- **DocumentIdentification/Standard**: Namespace for the message-standard.
  Example value=urn:fdc:peppol.eu:logistics:trns:transport_execution_plan:1
- **DocumentIdentification/TypeVersion**: Version of the envelope. Fixed value=1.0
- **DocumentIdentification/InstanceIdentifier**: Unique identifier for the message.
- **DocumentIdentification/Type**: Message-type. Fixed value=adviseringsmelding
- **DocumentIdentification/CreationDateAndTime**: Date and time when the envelope was created.
- **BusinessScope/Scope/Type**: Fixed value=DOCUMENTID
- **BusinessScope/Scope/InstanceIdentifier**:
  Example value=urn:fdc:peppol.eu:logistics:trns:transport_execution_plan:1
- **BusinessScope/Scope/Type**: Fixed value=PROCESSID
- **BusinessScope/Scope/InstanceIdentifier**:
  Fixed value=urn:fdc:peppol.eu:logistics:bis:advanced_transport_execution_plan:1
- **BusinessScope/Scope/Type**: Fixed value=COUNTRY_C1
- **BusinessScope/Scope/InstanceIdentifier**: Country code for the message sender.

Example of a SBDH-envelope is provided on the next page.

```xml
<?xml version="1.0" encoding="UTF-8"?>
<StandardBusinessDocument
  xmlns=http://www.unece.org/cefact/namespaces/StandardBusinessDocumentHeader
  xmlns:xs=http://www.w3.org/2001/XMLSchema>
  <StandardBusinessDocumentHeader>
    <HeaderVersion>1.0</HeaderVersion>
    <Sender>
      <Identifier Authority="iso6523-actorid-upis">0192:9368092YY</Identifier>
    </Sender>
    <Receiver>
      <Identifier Authority="iso6523-actorid-upis">0192:936809219</Identifier>
    </Receiver>
    <DocumentIdentification>
      <Standard> urn:fdc:peppol.eu:logistics:trns:transport_execution_plan_request:1Standard>
      <TypeVersion>1.0</TypeVersion>
      <InstanceIdentifier>3f5e4e2a-dedb-4edb-a788-1b10c8f4bea9</InstanceIdentifier>
      <Type> TransportExecutionPlanRequest</Type>
      <CreationDateAndTime>2025-08-09T17:35:14Z</CreationDateAndTime>
    </DocumentIdentification>
    <BusinessScope>
      <Scope>
        <Type>DOCUMENTID</Type>
        <InstanceIdentifier> urn:fdc:peppol.eu:logistics:trns:transport_execution_plan_request:1</InstanceIdentifier>
      </Scope>
      <Scope>
        <Type>PROCESSID</Type>
        <InstanceIdentifier> urn:fdc:peppol.eu:logistics:bis:advanced_transport_execution_plan:1</InstanceIdentifier>
      </Scope>
      <Scope>
        <Type>COUNTRY_C1</Type>
        <InstanceIdentifier>NO</InstanceIdentifier>
      </Scope>
    </BusinessScope>
  </StandardBusinessDocumentHeader>
</StandardBusinessDocument>
```

Attachment 1 – Message table

Message table Notification message v2.0.xlsx (separate document).
Also including mapping table.
Notation used to represent cardinality in the Message table.

- 1..1 = Mandatory
- 1..n = Mandatory and repeatable
- 0..1 = Optional
- 0..n = Optional and repeatable

Attachment 2 – Example files

Example files.zip.
Complete set of example files provided in a separate document.

Attachment 3 - User story Use case 1: Arrival Notice and Domestic Transit

ARRIVAL NOTICE / DOMESTIC TRANSIT (WAYBILL)

When goods are in transit, it means that a shipment is transported uncleared from location A to B. From A - the first customs warehouse holder, the shipment will be registered in a customs warehouse and assigned a goods number. The Customs Authority must be able to monitor all goods movements into the country, and therefore each consignment must be registered and given an identity that is understandable to both the Customs Authority and the business sector. This means that if there are multiple consignments to be transported, they must be specified separately, e.g., by picking one goods number and assigning each consignment different sub-positions (position numbers). This is only possible by using a Domestic Transit.

The first customs warehouse holder must then determine whether the transit should take place via an Arrival Notice or Domestic Transit. To issue a Domestic Transit, the recipient B must be an approved customs warehouse holder.

The goods number consists of 15 characters and indicates the year, location, customs warehouse holder, date, and dispatch number at the customs warehouse holder on that day.

This can happen in several ways:

1. The truck arrives at the border, and the driver takes the papers to one of the forwarders at the border where the forwarder has information about whether the customer declares themselves or uses another representative to declare for them. The shipment is registered and transported according to a fixed agreement/instruction.
2. The shipment is pre-advised by the owner of the goods, transporter, seller, etc., in advance to another forwarder, who then contacts a border forwarder and requests an Arrival Notice/Domestic Transit for the specified consignment/transport.
3. The shipment arrives with a Transit Document (T1/T2) and can cross the border without re-clearance using the goods number, simply by scanning the transit document. The driver continues to the specified location, and the transit document is closed by an approved forwarder/declaring agent, who then decides whether the shipment should be declared or re-cleared on an Arrival Notice/Domestic Transit to another forwarder/declaring agent. The 10-day rule also applies in this case.
4. No pre-advice, missing documents—the truck remains at the border until documents and information are provided.

Arrival Notice	Domestic Transit
Must include: Truck number, packages, weight, seller, buyer, goods number, position number	Must include: Truck number, packages, weight, seller, buyer, goods number, position number
Re-registered to a new goods number or declared to the procedure for transition to free circulation on another forwarder's goods number	The recipient must be an approved customs warehouse holder to receive a domestic transit document.
	Customs warehouse authorization B, goods physically entering the customs warehouse
Unloading permission must be obtained	Unloading permission must be obtained

For both Arrival Notice and Domestic Transit Document, a follow-up certificate (Rykkattest) must be sent back to the first customs warehouse holder. A follow-up certificate must contain a new goods number or clock and serial number.

Attachment 4 - User story Use case 2: Preborder Declaration

Preborder Declaration

Preborder declaration of goods means that the goods are cleared through customs at the border crossing and delivered to the recipient fully customs cleared.

To carry out such a procedure, it requires that the declarant/forwarder is pre-advised and has entered all relevant information into TVINN and sent the TVINN message to the correct "clock"/customs office before the transporter arrives at the border. The declarant/forwarder must have permission from the Customs Agency to clear goods at the relevant border crossing.

Preborder declaration is also relevant for handheld shipments arriving with couriers by air.

The pre-advisements must contain relevant import documents such as commercial invoices and certificates, as well as standard information on the number of packages, weight, and similar details to satisfactorily complete the TVINN message. This is in addition to other details to be included in box 44 on the TVINN declaration: For courier shipments by air:

- Flight number
- Arrival date and time
- Courier's name

For road transport/vehicle on a vessel:

- Vehicle/truck number
- Estimated arrival date and time
- If applicable, the border crossing if it does not have a Norwegian customs office (e.g., Tärnaby)

These shipments are not registered as goods but are cleared with warehouse code X in box 30 "goods storage location" and a simplified goods number in box 49. The simplified goods number consists of the year and the letter "D" for direct clearance, e.g., "2023D", but the declarant/forwarder's location can also be included, ending with a "D", e.g., "2023 08D". Both variants are approved in TVINN.

For road transport, the driver must report to the customs office at the border crossing and present the import documents, as well as refer to the sequence number and declaration ID on the TVINN message. If all information is correct, the customs officer will approve the import declaration, release the shipment, and the driver can proceed to the recipient and unload the goods.

For handheld shipments, the courier must "choose the red channel" before leaving the duty-free zone at the airport. The courier must have the goods and documents ready for presentation to the customs officer, as well as refer to the relevant sequence number and declaration ID on the TVINN message. If all information is correct, the customs officer will approve the import declaration, release the shipment, and the courier can deliver the goods to the recipient.

Attachment 5 - User story Use case 3: Digital customs (Digitoll)

Use case 3A: A carrier is responsible for Transport and Master level
Scenario A1: The carrier wants a freight forwarder to handle the customs clearance for a house consignment and do the registration in Digitoll.

1. The carrier sends a message to the freight forwarder with the following information:
   - To prioritize tasks:
     - ETA
   - To link HouseConsignment to MasterConsignment:

- - - Transport Document Type
    - Transport Document Reference
    - Organization Number of Carrier (Note: not the sender or representative, even if they have identical values)
  - Optional: To identify the correct HouseConsignment during potential physical inspection:
    - Document Reference at the house level
      - Transport Document Type
      - Transport Document Reference
  - To ensure that the gross weight of the MasterConsignment is equal to the sum of the gross weight of each HouseConsignment submitted:
    - Gross weight of the shipment to be cleared
  - To complete the customs declaration and finalize HouseConsignment:
    - Supporting documents:
      - Commercial invoice
      - Bill of lading
      - Transit document if relevant (alternatively ID in free text)
      - Export document if relevant (alternatively ID in free text)
      - Goods certificate if relevant
      - Packing list if relevant
  - To handle invoicing of advisement afterwards:
    - Carrier's reference (typically Trip number, assignment number, or similar)
2. The freight forwarder confirms (rejections are not covered here).
3. In case of unforeseen changes, this must be communicated in a Dialog message, for example, a change in the type of declaration (it may be necessary to store the goods in a customs warehouse).

We should discuss whether it is appropriate to provide information about the planned declaration type, given the short deadlines. The question is whether it is sufficient to provide this information once the task is completed.

4. The freight forwarder performs one or more customs clearances.
5. The freight forwarder submits one HouseConsignment.
   - Links to MasterConsignment are included:
     - Transport Document Type
     - Transport Document Reference
     - Organization Number of Carrier (Note: not the sender or representative, even if they have identical values)
6. The freight forwarder responds with OK indicating the customs clearance has been completed and the HouseConsignment has been submitted:
   - Total number of packages cleared
   - Gross weight o Declaration type and, if applicable, customs warehouse address
   - Document reference at the house level
     - Transport Document Type
     - Transport Document Reference

Scenario A2: The carrier wants the freight forwarder to carry out the customs clearance for a consignment, but the carrier will submit the HouseConsignment in Digitoll afterwards.

We believe that everyone who has implemented the messaging standard will also be connected to Digital MO. Therefore, this is an unlikely case. If this is implemented, it will be somewhat similar, except that the master reference is not shared in the task, and the declaration ID is returned.

Use case 3B: The carrier wants another party to create the MasterConsignment. Typically in cases of consolidation, sale of loading meters without the carrier having specific information about the cargo.

Premise: The carrier knows who is responsible for submitting the MasterConsignment.

1. The carrier sends a message to the forwarder with the following information:
   a) To prioritize tasks:
      i. ETA
   b) To handle advisory billing afterwards:
      i. Carrier's reference (typically trip number, assignment number or similar)
   c) To use/construct document reference:
      i. Carrier's organization number
      ii. If the carrier wants the carrier's reference to be used:
         1. Master document type and reference
   d) Supporting documents (optional):
      i. Bill of lading
      ii. Other relevant documents
2. Forwarder confirms (rejection is not covered here).
3. Forwarder submits the MasterConsignment and HouseConsignment.
4. Forwarder responds with OK, task completed, and returns the following:
   a) Carrier's organization number
   b) Master document type and reference*
   c) MRN*

- The MRN can change upon updating. The customs authority should offer status inquiries based on carrier ID, document type, and reference (both on the master consignment and house consignment), to avoid the carrier having an outdated MRN in their system.