



Concept Note
Training Workshop on TIR / eTIR and CMR / eCMR of the OIC
Sub-saharan Africa Countries
Casablanca -Kingdom of Morocco -
June 28-29, 2022

Context	<p>The Customs Convention on the International Transport of Goods under Cover of International Road Transport (TIR) Carnets, TIR Convention (1975) facilitates the international carriage of goods by road vehicles or containers. With 77 Contracting Parties, TIR is the only global transit system, which makes it possible to avoid: physical inspections of goods in transit, payments of taxes and duties for the goods en route, use of a national transit guarantee system and national Customs documents and controls African Countries are absent in the TIR Convention.</p> <p>In this regard, the Islamic Development Bank (IsDB), the Islamic Centre for Development of Trade (ICDT) and the United Nations Economic Commission for Europe (UNECE) are planning to organize a workshop on 28-29 June 2022 in Casablanca, Kingdom of Morocco, in order to raise awareness of the importance of this convention in contributing the trade facilitation among on Members Countries.</p>
Objectives	<p>The main objective of the workshop is to present the International Road Transport TIR and the International Carriage of Goods by Road(CMR) conventions to Sub-Saharan countries in order to explain and illustrate all advantages and benefits from their implementation for all stakeholders and therefore assisting them to become contracting parties to these conventions.</p> <p>In case of doubt, Customs authorities have the right to inspect the goods under Customs seal at any time and if necessary, to interrupt the TIR transport and/or to take adequate measures in accordance with national legislation. In view of the strict provisions of the TIR Convention and the interest of all Customs authorities and transport operators to apply these provisions, such interventions should remain exceptional. Customs authorities can therefore reduce routine administrative Customs procedures to a minimum and devote their limited resources to specific control measures based on risk assessment and intelligence information.</p> <p>In 2008, the CMR Convention was expanded with an extra protocol that gives the legal framework and standards for electronically recording and storing consignment note data. Besides saving time and money, transport operators will have more streamlined procedures and secure data exchange. This international legal framework for the</p>

	eCMR also increases the reliability of identification and authentication of signatures, although it does not provide any information on how the signatures in one country can be recognized in another country.
Participants	The workshop is open to all officers of Ministries of Trade dealings with trade facilitation and Customs Administration Manager of the OIC 23 Sub-Saharan Countries. None of these countries is contracting party either to the TIR Convention or the CMR Convention.
Proceeding	<p>During the workshop the Customs administrations will learn regarding the customs control measures at frontiers and the advantages the TIR system has as it reduces the normal requirements of national transit procedures. At the same time the system avoids the need - expensive in manpower and facilities - for physical inspection in countries of transit other than checking seals and the external conditions of the load compartment or container. It also dispenses with the need to operate national guarantees and national systems of documentation.</p> <p>In addition, advantages arise from the fact that the international transit operation is covered by a single transit document, the TIR Carnet, which reduces the risk of presenting inaccurate information to Customs administrations.</p> <p>During the workshop also the Convention on the Contract for the International Carriage of Goods by Road (CMR) will be presented and analyzed which is the standard regulation for goods transport contracts; it was established in 1956 and currently has 53 Contracting Parties. The CMR Convention is associated with a transport document and not with a transit document or procedure as such. However, in some countries and under certain conditions, data from the CMR can be used as a transit Customs declaration. This corresponds to a standard from the revised Kyoto Convention regarding data requirements.</p>
Organizer(s)	<ul style="list-style-type: none"> • Islamic Development Bank (IsDB) • Islamic Centre for Development of Trade (ICDT) • United Nations Economic Commission for Europe (UNECE)
Languages	English and French
Focal Points	<p><u>Islamic Development Bank:</u></p> <ul style="list-style-type: none"> ➤ Mrs. Afrah Salih Khalifa (AKhalifa@isdb.org) <p><u>Islamic Centre for Development of Trade:</u></p> <ul style="list-style-type: none"> ➤ Mrs. Soumya Elhassani (s.elhassani@icdt-oic.org) <p><u>United Nations Economic Commission for Europe:</u></p> <ul style="list-style-type: none"> ➤ Mr. Konstantinos Alexopoulos (konstantinos.alexopoulos@un.org)
Venue and Date	Casablanca: Hotel Farah Golden Tulip, June 28-29,2022
Link for Participation	Link: https://uncdb.unece.org/app/ext/meeting-registration?id=JkzCIL