TRANSXPRESS



PRACTICAL GUIDE · MINING LOGISTICS

How to choose a logistics provider for a mining project in Guinea?

For a mining project in Guinea, logistics drive the schedule: machines, parts, fuel, consumables and materials must reach an often remote site at the right time. Choosing the right provider is therefore an important decision. Here are the questions to ask, and the answers to expect, before signing.

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CONTENTS

01 The essential criteria
02 Is it compliant?
03 Is it present at the port and airport?
04 What transport capacity to the site?
05 References, reporting and cost transparency
06 Warning signs
07 What we do for you

01 The essential criteria

To choose a logistics provider for a mining project in Guinea, check five points: its legal standing and licences, its actual presence at the port and airport of Conakry, its transport capacity to the site, verifiable references on comparable operations, and the transparency of its invoicing, in particular disbursements re-invoiced at actual cost with receipts. A single point of contact who follows the file from end to end is a decisive plus on a long project.

These criteria apply to every provider you consult. Ask each one the same questions and compare the answers in writing.

02 Is it compliant?

- Trade register (RCCM), tax identification number and social security registration up to date.
- Customs broker licence, under the regulations in force, if it declares your goods itself, or the name of the licensed broker it works with.
- Insurance: professional liability, and the insurance terms for goods in transit.
- Ability to issue compliant invoices, with VAT applied to the service according to its tax status.

Ask for copies of the documents and check that they are valid. A serious provider supplies them without difficulty.

On a mining project, also ask the provider about its safety and compliance rules: driver training, vehicle condition, compliance with site access instructions, anti-corruption policy. Operators often impose their own requirements on subcontractors; a provider that already knows them will save you time during vendor approval.

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03 Is it present at the port and airport?

Customs clearance and collection in Conakry require a physical presence: declarants who know the customs declaration system, agents at the terminal, contacts with shipping lines and the airport warehouses. Ask who, in practice, will follow your files, and how the provider learns of a vessel's or a flight's arrival.

- Who prepares and lodges the declarations, and with what experience of mining goods?
- How is free time at the port tracked, to avoid demurrage and storage?
- Does the provider check assessments and terminal and shipping line invoices before payment?

04 What transport capacity to the site?

A mining project combines containers, heavy packages, out-of-gauge machines and sometimes fuel or bulk consumables. Ask which resources are owned and which go through partners, and how continuity is ensured during the rainy season. Using partners is not a weakness in itself: what matters is that the provider remains responsible for the whole operation and can mobilise extra resources during a peak in activity.

- Lowbeds, flatbeds, container trucks: own fleet or identified partners?
- Experience of abnormal load convoys and the permits they require.
- Truck tracking and the procedure in case of an incident on the road.
- Ability to serve the corridors if your project is also supplied through a neighbouring port.

05 References, reporting and cost transparency

Ask for references on comparable operations, without necessarily requiring client names, but with enough detail to judge: type of goods, volume, constraints. If possible, speak with a reference contact.

Reporting is what lets you manage: ask for a sample. Good reporting shows for each shipment the status, the key dates (arrival, declaration, payment, release, delivery) and any blocking points. Also ask how files are numbered and archived: every expense must be traceable to a specific shipment, and every document found quickly in case of an inspection or an audit.

Finally, clarify who your contact will be. On a long project, a single manager who knows your flows, your site constraints and your internal procedures avoids re-explaining every file and speeds up the resolution of incidents.

On invoicing, distinguish two blocks. Disbursements (duties and taxes, port and terminal charges, shipping line, inspection) are paid on your behalf: they must be re-invoiced at actual cost, each backed by a receipt, with no VAT added. The service (clearing fees, transport, coordination) is the provider's revenue; it appears on a separate line and bears VAT. Be wary of an invoice that mixes disbursements and service without supporting documents.

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06 Warning signs

- Promises of guaranteed lead times or of « arrangements » with the authorities.
- Refusal to provide receipts for disbursements.
- An offer far below the others with no explanation of its scope.
- Contacts who change with every file, with no identified manager.
- No contract or written terms.

07 What we do for you

TransXpress, a company registered in Conakry, buys and supplies, organises sea and air freight, declares and clears goods at the port and airport of Conakry, and transports containers and heavy loads in Guinea and to Mali, with a single point of contact. Disbursements are re-invoiced to you at actual cost with their receipts, and our service appears on a separate line. Send us a description of your project, the planned flows and the site location.

? Frequently asked questions

What is a disbursement?

A sum paid by the provider on your behalf (duties, taxes, port charges, shipping line). It must be re-invoiced at actual cost, with the receipt, and no VAT added.

Do you need a single provider for the whole project?

It is not compulsory, but a single point of contact who follows purchasing, freight, customs and transport reduces the loss of information between stages.

How do you check a customs broker's licence?

Ask for a copy of the licence and check its validity with the customs administration.

General information guide written by TransXpress. Customs rules and procedures change: every file is checked against the documents and the regulations in force. This guide is neither a quotation nor a commitment.

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ONE POINT OF CONTACT, FROM THE PORT TO YOUR SITE

Procurement, freight forwarding and customs, heavy transport and equipment rental in Guinea.

TransXpress supports mining, industrial and construction operators in Guinea and on the corridors to Mali and Sierra Leone. A name, a number and a few words are enough: we call you back within 24 business hours.

QUOTE

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