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PRACTICAL GUIDE · MINING AND EQUIPMENT

Fuel tanks and storage on a mine site in Guinea: importing and installing

A fleet of haul trucks, loaders and generator sets burns a lot of diesel, and a remote mine site must store enough not to depend on every tanker. Storage is prepared like a small project: choice of tanks, import, transport to site, installation and safety.

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01 How do you import and install fuel tanks on a mine site?

First define the volume to store and the type of tank (single-wall in a bund, double-wall, or containerised tank with built-in pump), then import the tanks empty and clean, declared according to their material and equipment: under the official tariff, a large-capacity steel tank without mechanical equipment is classified under heading 73.09, 10% duty band, 18% VAT. Large tanks travel as out-of-gauge loads. On site, the location, slab, bunding and authorisations must be ready before delivery, in line with the regulations in force.

02 Which types of tank for a remote site?

- Single-wall tank, horizontal or vertical, set in a masonry bund: the classic solution for large volumes, but the bund requires civil works.
- Double-wall tank: the second shell holds a leak from the first; a leak detector monitors the space between them. It reduces bunding works.
- Containerised tank: the tank is built into a frame with the dimensions of a shipping container, often with pump, meter, filters and hose reel. It is easy to ship and to move, which suits sites that advance.
- Skid tank and day tank: small capacities, for a generator set or a workshop.
- Plastic tanks: for small volumes and certain products only; check their compatibility with the fuel and their resistance to sunlight.

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03 Sizing the storage and its equipment

The volume is calculated from the consumption of the fleet and generators, the delivery frequency and the risk of the road being cut, especially in the rainy season. Several medium tanks often give more flexibility than one very large tank: servicing one tank does not stop dispensing, and each tank remains transportable.

- Dispensing pump and meter, to track consumption per machine.
- Filtration and water separator: water and particles in diesel damage injectors.
- Level gauge, vent, overfill protection during filling.
- Offloading point accessible to the tanker, with a containment area.
- Earthing and equipotential bonding, to prevent static sparks.

04 Importing the tanks: classification, documents and condition

Classification depends on the material and the equipment. Under the official tariff, large-capacity iron or steel tanks without mechanical or thermal equipment are classified under heading 73.09 (small containers fall under heading 73.10) and fall in the 10% customs duty band, with 18% VAT. Plastic tanks for the same use (heading 39.25) fall in the 20% band. A tank delivered with built-in pump, meter and dispensing may fall under another heading: ask your customs broker to confirm the classification from the data sheet before shipment.

- Detailed commercial invoice (tank, accessories, parts), packing list with weights and overall dimensions, bill of lading (B/L), certificate of origin.
- Drawings and data sheet: capacity, thicknesses, wall type, coating.
- Manufacturer's leak test certificate.
- Tanks travel empty. A used tank must be cleaned and gas-freed, with a cleanliness certificate: any fuel residue changes the transport rules.
- If your project benefits from a special regime, the document granting it must be ready before arrival.

05 Moving an empty tank: an out-of-gauge load

Empty, a tank is light for its volume, but its diameter and length often exceed the road gauge. From origin it ships on a flat rack or as break bulk; in Conakry it is loaded on a lowbed or low-loader trailer.

- Road transport of an out-of-gauge load follows the rules for abnormal loads: permit, route and escort according to the regulations in force and the dimensions of the load.
- A route survey identifies bridges, power lines, tight bends and urban sections.
- The tank's coating is protected during lashing: suitable straps, chocks, no chains directly on the steel.

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- Use the lifting lugs provided by the manufacturer, and plan a crane for offloading on site.
- Containerised tanks follow the same flow as an ordinary container, which greatly simplifies logistics.

06 Installation and safety on site

- Location: away from accommodation, kitchens, welding shops and any ignition source, at distances set by the regulations in force and your site rules.
- Slab or foundation sized for the full tank, and a bund for single-wall tanks.
- Clear access for the tanker, in every season.
- Suitable fire extinguishers, spill kit, signage and no-smoking rules.
- Written offloading and dispensing procedures, and operator training.
- Authorisations: hydrocarbon storage may require a declaration or an authorisation from the competent authorities (hydrocarbons, environment), depending on the regulations in force and the volume. Check with them before installation, and inform your insurer.
- Placement and connection are carried out by the manufacturer's technician or a qualified installer.

07 What we do for you

TransXpress consults manufacturers, buys the tanks and their accessories, arranges shipping, clears them in Conakry and transports them to site, including as abnormal loads, in coordination with your installer. Send us the volume to store, the type of tank you want and the site location.

? Frequently asked questions

Which tank suits a mine site that moves?

A tank built into a container frame, often with pump and meter, ships and moves like an ordinary container. It suits advancing sites and temporary installations well.

What is the customs duty on a fuel tank in Guinea?

Under the official tariff, a large-capacity steel tank without mechanical equipment (heading 73.09) is in the 10% band, with 18% VAT. A tank with built-in pump and dispensing may fall under another heading; the exact amount is the customs assessment.

Is an authorisation needed to store fuel on a site?

Hydrocarbon storage may be subject to declaration or authorisation depending on the volume and the regulations in force. Check with the competent authorities before installation.

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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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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.

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