

PRACTICAL GUIDE · INTERNATIONAL FREIGHT

Importing goods from Dubai to Guinea: sea, air and documents

Dubai is one of the major sourcing markets for Guinean companies: machine parts, tyres, vehicles, electrical equipment, materials, consumer goods. Suppliers there often hold stock, and sea and air links to West Africa are plentiful. Here is how to organise purchasing, transport and clearance through to Conakry.

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01 Importing from Dubai: the short answer

To import from Dubai to Guinea, you buy from a supplier based in the United Arab Emirates, the goods leave by ship from the port of Jebel Ali or by air from Dubai, and they are then declared and cleared at Conakry port or airport. The most important point is often origin: many products sold in Dubai were made elsewhere, and it is their country of manufacture that must appear on the documents.

02 Dubai, a re-export hub

Dubai brings together importers and distributors who buy in Asia, Europe or America and resell to Africa, the Middle East and Central Asia. Many transactions go through free zones, where goods are stored and then shipped on.

- Advantage: stock available, mixed quantities from a single supplier, and sourcing lead times often shorter than ordering direct from the factory.
- Caution: the seller is not always the manufacturer. Check the brand, part number and condition (new, refurbished, used) before paying.
- Typical products: spare parts for machinery and vehicles, tyres, lubricants, generators, electrical equipment, vehicles, electronics, building materials.

03 By sea or by air?

By sea, goods usually leave from the port of Jebel Ali, in a full container or in groupage, with or without transhipment depending on the line's service. This is the solution for large volumes, vehicles and heavy goods.

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By air, Dubai is a major air cargo hub with links to West Africa. Air freight suits urgent parts, electronics and high-value packages. Dangerous goods (batteries, lubricants, aerosols, gases) follow strict rules and some can only travel by sea.

> Always compare both options on total landed cost: freight, insurance, duties and taxes calculated on the CIF value, arrival charges and transport to site.

04 The documents to gather

- The supplier's commercial invoice, with a precise description, quantities, unit prices, Incoterm and country of origin of each item.
- The packing list: number of packages, gross and net weight, dimensions.
- The bill of lading (B/L) for sea freight, or the air waybill (AWB) for air freight.
- The certificate of origin.
- Depending on the goods: technical data sheet, certificate of conformity, phytosanitary certificate for plant products, vehicle documents (title, chassis number).
- The importer's tax identification number (NIF) and, where applicable, the import authorisations in force.

Check that the description, weight and number of packages are identical on every document. A discrepancy between the invoice and the bill of lading is one of the first causes of goods being held on arrival.

05 The certificate of origin: why it matters

For Guinean customs, the origin of goods is the country where they were made or sufficiently processed, not the country they were shipped from. A part made in Asia and resold in Dubai remains of Asian origin.

- For re-exported goods, ask for a certificate of origin that states the real country of manufacture, issued under the rules of the issuing body in the Emirates.
- Goods from outside ECOWAS are taxed under the ECOWAS Common External Tariff (CET), at rates of 0, 5, 10, 20 or 35 % depending on the product; the declared origin must be accurate and supported.
- An incorrect origin, or one inconsistent with the product markings, can lead to in-depth inspection, correction and penalties.

> If the product is marked « made in » a given country, the invoice and the certificate of origin must state the same country.

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06 Payment and purchasing precautions

Purchases in Dubai are often paid by bank transfer, sometimes in advance. For a first order, ask for photos and the part numbers of the actual goods, a detailed proforma invoice and, for a large order, a pre-shipment check. Confirm international payment terms and the documents required with your bank.

Also state the Incoterm on the proforma invoice: a price ex warehouse in Dubai and a price delivered Conakry do not cover the same costs, and the value declared to customs must include freight and insurance to Conakry.

07 What we do for you

TransXpress consults suppliers in Dubai, buys on your behalf, organises pickup and consolidation through its partner agents, ships by sea or air, clears in Conakry and delivers to your site. Send us the list of items, part numbers, quantities and, if you already have it, your supplier's proforma invoice.

? Frequently asked questions

Should Dubai be declared as the country of origin?

No, unless the goods were made there. Origin is the country of manufacture; Dubai is then the country of consignment or shipment.

Do goods from Dubai pay reduced duties in Guinea?

No. They come from a non-ECOWAS country and are taxed under the ECOWAS CET according to their classification, plus the levies and VAT provided for in the tariff. The exact amount is the one on the customs assessment.

Can purchases from several suppliers in Dubai be combined?

Yes. Goods can be consolidated in a warehouse in Dubai and then shipped in a single container or a single air shipment.

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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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.

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