

PRACTICAL GUIDE · PROCUREMENT AND SUPPLY

Importing solar panels, inverters and batteries into Guinea

Remote sites, camps, offices, pumping stations: solar power, often combined with batteries and a generator set, cuts fuel consumption. Importing this equipment into Guinea raises three questions: which classification and duties for each component, how to ship the batteries, and how to make sure of quality.

TRANSXPRESS SARL · Conakry, Guinea October 2026 edition transxpress.co/en/guides/importer-panneaux-solaires-batteries-guinee/

CONTENTS

01 How do you import solar equipment into Guinea?
02 Specify the system properly before buying
03 Classification and customs duty by component
04 Lithium batteries: dangerous goods
05 Quality and certificates: what to require
06 Packing, transport and receipt
07 What we do for you

01 How do you import solar equipment into Guinea?

Have the invoice itemised by component, because each has its own classification: under the official tariff, photovoltaic panels (subheading 8541.43) are in the 0% customs duty band, inverters (heading 85.04) in the 5% band and batteries (heading 85.07) in the 20% band, all with 18% VAT. If the system includes lithium batteries, the shipper must declare them as dangerous goods. Finally, require the data sheets, test certificates and serial numbers before paying the balance.

02 Specify the system properly before buying

Sizing is a job for an engineering firm or an integrator: daily consumption, required autonomy, share covered by solar and by the generator. The request for quotation must then describe each component precisely.

- Panels: technology, peak power, tolerance, behaviour in heat, product and performance warranty.
- Inverters: type (grid-tied, off-grid or hybrid), compatibility with the chosen batteries, protection rating against dust and water, operating temperature range.
- Batteries: chemistry (lithium iron phosphate, other lithium, lead-acid), usable capacity, rated cycle life, battery management system (BMS), warranty terms.
- Mounting structures, cables, protection devices, enclosures: often left out of offers, though they have their own customs classification.

© 2026 TRANSXPRESS SARL · Protected document, no reproduction without written permission

03 Classification and customs duty by component

The ECOWAS Common External Tariff (CET), as applied in Guinea, classifies the components of a solar installation under different headings. Under the official tariff:

- Photovoltaic cells assembled in modules or made up into panels (8541.43): 0% customs duty band, 18% VAT.
- Inverters and battery chargers (heading 85.04, static converters): 5% band, 18% VAT.
- Electric accumulators, including lithium-ion and lead-acid batteries (heading 85.07): 20% band, 18% VAT.
- Structures, cables and electrical switchgear fall under their own headings, according to material and function.

On top of these duties come the levies set by the tariff. The basis is the customs value, usually the CIF value; the amount payable is the customs assessment. Specific measures in favour of renewable energy, or a regime specific to your project, may exist under the regulations in force: check before shipment and prepare the document granting them.

> A single « solar kit » invoice complicates the declaration. Ask for an invoice that itemises each component, with quantities, values and references.

04 Lithium batteries: dangerous goods

Lithium batteries are classified as dangerous goods for transport, by sea as well as by air. The rules come from the International Maritime Dangerous Goods Code (IMDG Code) and from the IATA regulations for air freight. Complying with them is the shipper's job, but the buyer must plan for them.

- The manufacturer supplies the report of the United Nations transport tests for lithium cells and batteries, and the safety data sheet.
- The shipper issues the dangerous goods declaration, and packs and labels the packages under the applicable rules.
- Not every carrier or flight accepts batteries; by air, limits apply in particular to the state of charge. Check feasibility and extra cost before choosing the transport mode.
- Lead-acid batteries are also subject to specific transport rules.
- A damaged battery or one of doubtful origin must not be shipped.

05 Quality and certificates: what to require

- Data sheets for each component, matching the references on the invoice.
- Certificates of conformity with the international standards applicable to photovoltaic modules, inverters and batteries, issued by a recognised laboratory.

© 2026 TRANSXPRESS SARL · Protected document, no reproduction without written permission

- For panels, the list of serial numbers and the factory output measurements, pallet by pallet.
- Warranty terms: who handles a claim, with which supporting documents, and how a defective product is replaced from Guinea.
- For a large order, a pre-shipment inspection checks quantities, labelling and packing.

06 Packing, transport and receipt

- Panels travel on pallets, often standing on edge, chocked and strapped. They tolerate shocks and loads placed on top poorly.
- When the container is unstuffed, handle pallets with a forklift and note any damaged pallet on the delivery documents. A micro-crack is not always visible to the naked eye: check the panels at installation.
- Store panels dry and as the manufacturer instructs, and batteries in a cool, ventilated room away from heat sources.
- For delivery to site, use a covered truck and careful offloading; poor tracks are the main cause of breakage.

07 What we do for you

TransXpress consults suppliers based on your sizing, buys the panels, inverters and batteries, arranges pickup with a shipper who knows the dangerous goods rules, clears the goods in Conakry and delivers them to your site. Send us the component list or the sizing of your installation, and the delivery address.

? Frequently asked questions

Do solar panels pay customs duty in Guinea?

Under the official tariff (ECOWAS CET), photovoltaic panels under subheading 8541.43 are in the 0% customs duty band, but bear 18% VAT and the levies set by the tariff. The exact amount is the customs assessment.

Can lithium batteries be shipped by air?

Yes, under conditions: the shipper must declare them as dangerous goods, pack and label them under air regulations, and not every carrier accepts them. Sea freight is often simpler for large volumes.

TRANSXPRESS

© 2026 TRANSXPRESS SARL · Protected document, no reproduction without written permission

Why ask for an invoice itemised by component?

Because panels, inverters, batteries and structures do not share the same classification or customs duty. An itemised invoice avoids declaration errors and delays.

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.

TRANSXPRESS

© 2026 TRANSXPRESS SARL · Protected document, no reproduction without written permission

TRANSXPRESS

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

transxpress.co/#devis

WHATSAPP

+224 610 36 36 52

EMAIL

info@transxpress.co

OFFICE

Résidence Micheline, Camayenne, Dixinn, Conakry

© 2026 TRANSXPRESS SARL, RCCM GN.TCC.2022.B.01359. All rights reserved. This document is protected by copyright: any reproduction, distribution or adaptation, in whole or in part, without the written permission of TRANSXPRESS SARL is prohibited. Online version: transxpress.co/en/guides/importer-panneaux-solaires-batteries-guinee/