TRANSXPRESS



PRACTICAL GUIDE · TRANSPORT AND CORRIDORS

Delivering to Upper Guinea: logistics and transport from Conakry to Kankan and Siguiri

Kankan is the great trading hub of Upper Guinea, and Siguiri the heart of a very active gold region, close to the Malian border. Delivering to these towns from the port of Conakry means organising a long journey across the country, often with heavy or valuable goods. Here are the points to prepare.

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01 How do you move goods from Conakry to Kankan and Siguiri?

The usual solution is direct road transport from the port of Conakry, by container truck, flatbed or lowbed depending on the goods, heading inland via Kindia and Mamou, then on to Upper Guinea as far as Kankan, and from there to Siguiri. The goods are cleared in Conakry for home use, or travel under a transit regime if they are bound for neighbouring Mali.

It is a long rotation: the truck leaves the port area, crosses several regions and often has to return empty if no return load is found. The choice of truck, driver and departure time matters as much as the price.

Before booking, gather the information that determines the type of truck: weight and dimensions of each package, number of containers, unloading equipment available on arrival, and the date by which the goods must be on site. A package beyond standard gauges requires a lowbed and abnormal load permits, to be requested well before departure. For several trucks, a grouped departure makes tracking and reception on site easier.

02 The route and its sensitive points

- Leaving Conakry and its suburbs, often congested: departures are scheduled to avoid peak hours.
- Hilly areas in Middle Guinea, with climbs and descents that strain brakes and engines, especially for a loaded lowbed.
- Sections that deteriorate depending on the season, particularly during the rains.
- Checkpoints along the road, where the truck's and the goods' documents must be presented.
- The last kilometres to operating sites, often on tracks, whose condition must be confirmed before departure.

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> Always have the route condition confirmed by drivers who have driven it recently: it changes from one season to the next.

03 Typical cargo to Upper Guinea

Upper Guinea lives largely from gold, agriculture and trade with Mali. Flows from Conakry reflect this economy.

- Equipment and consumables for small-scale or industrial gold mining: pumps, generators, crushers, wear parts, pipes.
- Construction machinery and trucks, often delivered on lowbeds.
- Fuel and lubricants, carried by authorised tankers and operators.
- Building materials: cement, reinforcing steel, roofing sheets.
- Food products and general trade goods, in containers or packed bulk.

Some goods, especially chemical or dangerous products, are subject to specific rules on authorisation, packing and transport. Check them with the competent authority before ordering.

04 Convoys and load security

A long journey with valuable goods requires rigorous organisation. Without going into the detail of the measures, a few principles apply to any inland delivery.

- Run trucks in an organised convoy when several vehicles leave for the same destination.
- Track the trucks' position and keep regular contact with the drivers.
- Seal the containers and record the seal numbers at departure and arrival.
- Lash and cover flatbed loads properly, and check the lashing at stops.
- Plan stages and overnight stops in safe places, and limit night driving.
- Limit the circulation of information on the nature and value of loads.

> Insurance covering inland transport to the site is strongly recommended for these journeys: check that your policy does not stop at the port of Conakry.

05 Documents on board

- The consignment note, detailing packages, weights and container or seal numbers.
- Proof of customs clearance (declaration, receipt, release order) or, for goods in transit to Mali, the transit regime documents.

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- The vehicle's and driver's documents, valid and up to date.
- For an abnormal load, the corresponding movement permits.
- The delivery note to be signed on arrival, with any reserves.

06 Return loads

On a long rotation, the empty return weighs heavily on transport cost. A return load to Conakry, for example agricultural produce, empty containers to return or equipment to send back for repair, improves the economics of the operation.

- Group your returns (worn parts, machines to repair, empty containers) with the outbound deliveries.
- Plan the return of empty containers to the shipping line's depot to avoid detention charges.
- Flag your regular needs in advance so that rotations can be organised.

07 What we do for you

TransXpress clears your goods at the port of Conakry, organises transport to Kankan, Siguiri and the rest of Upper Guinea, with truck tracking and complete documents, and coordinates the return of empty containers. Send us the list of packages with weights and dimensions, the exact delivery location and the target date.

? Frequently asked questions

Can a container be delivered directly to a site near Siguiri?

Often yes, subject to the condition of the access track and the unloading equipment on site. Otherwise, the container can be unstuffed in Kankan or Siguiri and the goods delivered by a lighter truck.

Must the goods be cleared in Conakry?

Yes if they are used in Guinea. If they are bound for Mali, they can travel under a transit regime to the border, according to the rules in force.

Is an escort needed?

It depends on the goods, their value and the applicable rules. An abnormal load may require an escort set by its movement permit.

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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