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PRACTICAL GUIDE · MINING LOGISTICS

Simandou: logistics and supply for mining projects in Guinea

The Simandou iron ore project, in south-eastern Guinea, started exporting at the end of 2025 with the first cargoes leaving the port of Morébaya. Around the mine, the railway and the port, hundreds of companies import machinery, parts and materials. This guide sums up what you need to know to move them.

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01 Simandou in brief

- A world-class iron ore deposit in the Simandou range, in the south-east of the country.
- The TransGuinean, a railway of about 600 km linking the mining area to the coast.
- An ore port at Morébaya, in the prefecture of Forécariah, south of Conakry.
- First exports at the end of 2025, with a ramp-up planned over several years.

> Production figures and the schedule are for the project operators to state. This guide only covers logistics.

02 What it changes for logistics

A project of this size creates continuous demand: mining machinery, wear parts, tyres, consumables, construction materials, accommodation containers. A large share enters through the port of Conakry before heading inland by road.

Subcontractors, construction companies and suppliers therefore need to master three things: customs clearance in Conakry, long-distance road transport to Forest Guinea and Upper Guinea, and document control for the exemption regimes attached to mining agreements.

03 Importing for a mining project

1. Check the applicable regime: definitive import, temporary admission or exemptions provided by the project agreement.
2. Collect the supplier's documents before shipment: invoice, packing list, serial numbers, certificate of origin.

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3. Choose how the cargo arrives: container, flat rack, RoRo or conventional break bulk, depending on its size.
4. Declare and clear in Conakry, then arrange pickup as soon as the release order and the DO are obtained.
5. Deliver to site, with an abnormal load convoy for heavy or out-of-gauge cargo.

04 The road inland

The roads to Kankan, Kérouané, Beyla or Forest Guinea are long and change with the rainy season. For an out-of-gauge machine, the route must be surveyed, bridges and bends checked, permits requested and an escort arranged.

05 Our role

TransXpress supports mining, industrial and construction operators in Guinea: procurement and supply, freight forwarding and customs clearance at the port of Conakry, heavy transport and convoys, equipment rental. One point of contact follows the file from the supplier to the site.

? Frequently asked questions

Where is Simandou?

In south-eastern Guinea. The ore reaches the coast on the TransGuinean railway to the port of Morébaya, south of Conakry.

Does equipment for Simandou go through Conakry?

A large share of the machinery, parts and materials arrives through the port of Conakry before being trucked inland. The exact route depends on the project and the operator.

Can goods be imported duty-free?

Some projects benefit from exemptions or temporary admission under their agreement. These apply according to specific lists and procedures, to be checked file by file.

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.

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