Multi-year Expert Meeting
on Transport, Trade Logistics and Trade Facilitation:

Transport and logistics innovation
towards the review of the Almaty Programme of Action in 2014

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by

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Multi-Year Expert Meeting on Transport, Trade Logistics and Trade Facilitation – 1st Session

Transport and logistics innovation towards the review of the Almaty Programme of Action in 2014

Introduction
Mali maritime cargo transit through Senegal, Guinea, Ivory Coast, Togo and Benin. 

Below are the percentage of Mali transit cargo by country:
- Senegal: 60%
- Guinea: 5%
- Ivory Coast: 30%
- Togo: 3%
- Benin: 2%

Distances between West Maritime Ports and Bamako

<table>
<thead>
<tr>
<th>From Port</th>
<th>To Bamako</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dakar</td>
<td>1340 km</td>
</tr>
<tr>
<td>Conakry</td>
<td>900 km</td>
</tr>
<tr>
<td>Abidjan</td>
<td>1110 km</td>
</tr>
<tr>
<td>Cotonou</td>
<td>1860 km</td>
</tr>
<tr>
<td>Lome</td>
<td>1780 km</td>
</tr>
</tbody>
</table>
Basis on 2100 MT of Rice from World Food program from Lome to Bamako, the trucking cost was US$ 410,106 or US$ 0.11 / MT / km, Port of Conakry compared to other west African ports are as follows:

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<table>
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</thead>
<tbody>
<tr>
<td>Dakar</td>
<td>US$48 / MT</td>
</tr>
<tr>
<td>Abidjan</td>
<td>US$23 / MT</td>
</tr>
<tr>
<td>Lome</td>
<td>US$106 / MT</td>
</tr>
<tr>
<td>Benin</td>
<td>US$97 / MT</td>
</tr>
</tbody>
</table>

Transit corridors institutional, regulatory and management best practices
There are “1987” conventions between Guinea and Mali which regulate the transit cargo and the amount of transit fees to 3% of the merchandise value.

- Amendment of “2005” on 1987 conventions which brings the transit fees to 0.5%.
- Amendment of 2011 with following improvements:

1. Creation of a fund by the Economic Community Of West African States (ECOWAS) for the Chamber of Commerce to ease the payment of transit fees.
2. Creation of a Committee in charge of maritime transit cargo to reduce transit time and bureaucratic burdens.
3. Reduction of fees from US$ 35 / Container to US$ 35 / Trailer or truck.
Regional arrangements including or promoting transit transport schemes

- In Conakry, there is dedicated transit area / warehouses for Mali cargo. The area warehouses are near to the Port.
- There is dedicated Custom department in charge of Mali cargo.
- The cargo is delivered from the transit area to Mali by trucks with Customs officers on board up to the borders.
- Paperwork and documentation after clearance is done manually. No electronic tracking.
The Government of Guinea is working with Bollore to make railroads from Conakry to Mali before 2016.

The Government is working to improve the roads which are the burden for transit cargo compared to other ports.

The Government has allocated 250 acres to Shipping companies in order to develop “Transit areas for Mali cargo” or “Dry Port” outside of Conakry to avoid congestion.

Improvement on Conakry Port and Terminal including port dredging to from 10m to 12m and Terminal extensions.

The Government is working to have a logistic system which can make the flow of cargo easier and smoother.
International conventions and other recommended standards

- Treaty of Economic Community Of West African States (ECOWAS) which promotes free commerce, free transit of cargo and people between Members states.

- In ECOWAS, the commission in charge is Trade, Customs, Taxation, Statistics, Money and Payment.
For transit cargo to Mali, please see Treaty of ECOWAS, Chapter VII, Article 32 which stipulates: “Members States should have common transport and communications policies”.

Chapter VIII, Article 35: Quota, restrictions and trade barriers should be removed from members States.

Chapter VIII, Article 36: All members states should eliminate customs duties and other charges expect those in Article 40 (no fiscal or duties charges in excess of those applied to domestic goods).

According to ECOWAS, the maximum transit time should not exceed 21 days.
Conclusion

Port of Conakry is the closest Port to Mali and the second Port from Europe but still have very low market share on Mali cargo. The country is improving its infrastructures (Port and Roads) in order to increase its market share, but the country needs support from UNCTAD in order to establish very competitive logistics for Mali cargo.

Sources

- Mali transit cargo Trade Committee.
- Treaty of Economic Community Of West African States (ECOWAS)