

Your Cargo, Handled End to End.

Williot Logistics moves cargo by sea, air and road, clears it through customs and delivers it to your site. You deal with one team from the first enquiry to proof of delivery.

What we do

- **Freight Forwarding**
Sea, air and road, origin to destination
- **Customs Clearance and Documentation**
Declarations, duties and permits
- **Warehousing and Distribution**
Secure storage and onward delivery
- **Road Haulage and Last-Mile Delivery**
From port or warehouse to your site
- **Project and Heavy Cargo**
Oversized equipment, planned and escorted
- **Export Logistics**
Packing, booking and export documents



○ Origin ○ Sea, air or road ○ Port and customs ○ Warehouse ● Your site

Williot
GROUP

● A Williot Group Company

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Inside This Profile

Who we are, what we move, how we keep cargo compliant and safe, and how to start a shipment. Select any chapter or page to go straight to it.



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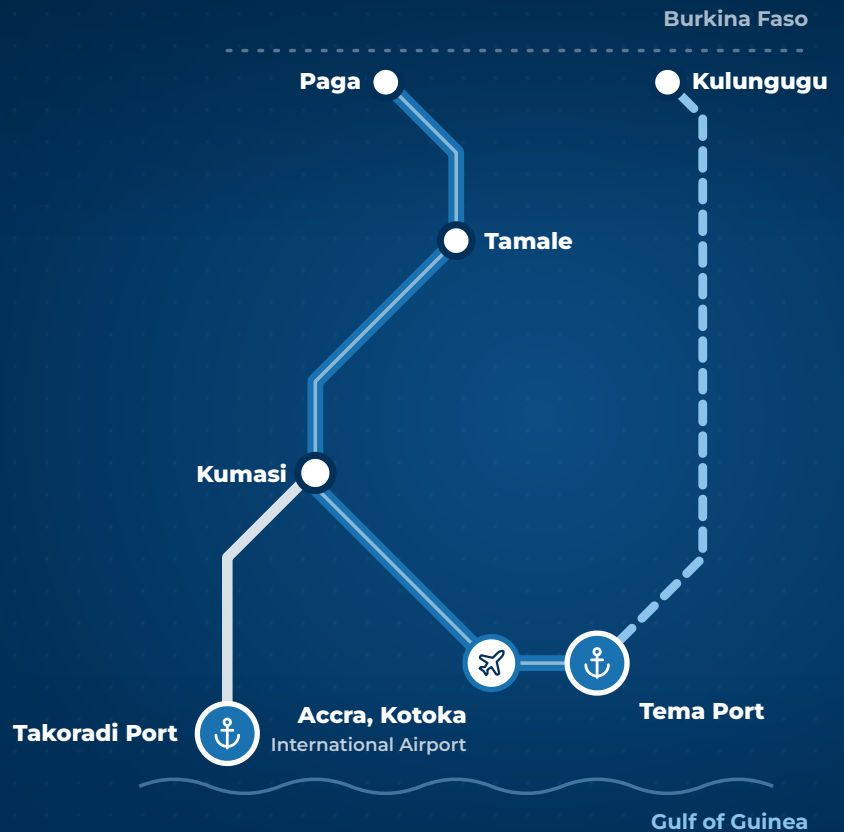
Sea, air, road The freight modes we manage for every client	Six services From freight forwarding to export logistics	Port to site One team for the whole chain, start to finish	Six companies In the Williot Group, of which we are one
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Ghana's Gateways

Seaports at Tema and Takoradi, the air cargo terminal at Kotoka International Airport, and the road corridors north to the Burkina Faso border. Schematic, not to scale.

- Central corridor
- Eastern corridor



01

02 What we do

03 Customs and safety

04 Working with us

Chapter 01 of 04

About Williot Logistics

The freight and supply-chain company of the Williot Group, and the way we run every shipment.

In this chapter

- Who we are
- Part of the Williot Group
- Vision and approach
- Ghana's gateways

04

04

05

05

One team from the port to the project site.

Freight, customs, storage and delivery, planned as one chain.

Chapter pages

04 to 05



01 · Who we are

Freight and Supply Chains That Keep Projects Moving



We move goods for the Williot Group's companies and for outside clients, from the port to the project site.

Williot Logistics is the freight and supply-chain company of the Williot Group. We manage sea, air and road freight, clear cargo through customs, store it until it is needed and deliver it to the point where the work happens.

We handle the whole chain, so you deal with one team from the first enquiry to proof of delivery. One coordinator owns each shipment: plans the route, checks the paperwork and keeps you informed until the cargo arrives.

We plan around the date the site or the buyer needs the goods, not the date the ship docks. Construction materials and plant, solar and battery equipment, engineering supplies and agricultural exports each move to a schedule set by the project or the order.



Williot-branded trucks in the Williot Group

Freight and supply chain

Our sector within the Williot Group

Ghana

Where we are based and where our routes start

Sea, air and road

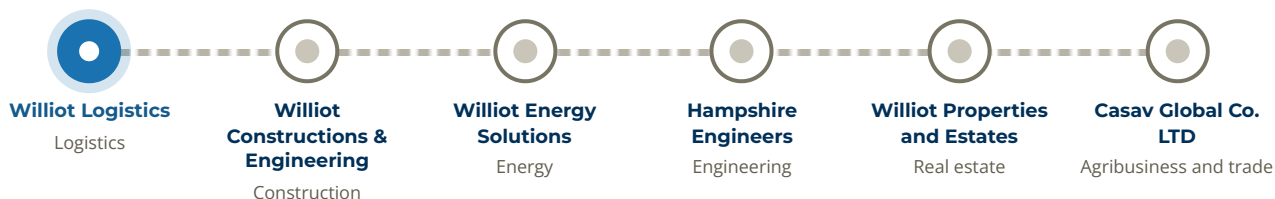
The modes we book and manage

Group and outside clients

The same service for both

Part of the Williot Group

We are one of six companies in the Williot Group. Through our integrated group of companies, a client can bring in building, engineering, energy and property expertise alongside the freight.



Cargo we move

Construction materials

Plant and equipment

Solar and battery systems

Engineering supplies

Agricultural exports

General cargo



01 · Vision and approach

On Site When the Work Needs It



Our Vision

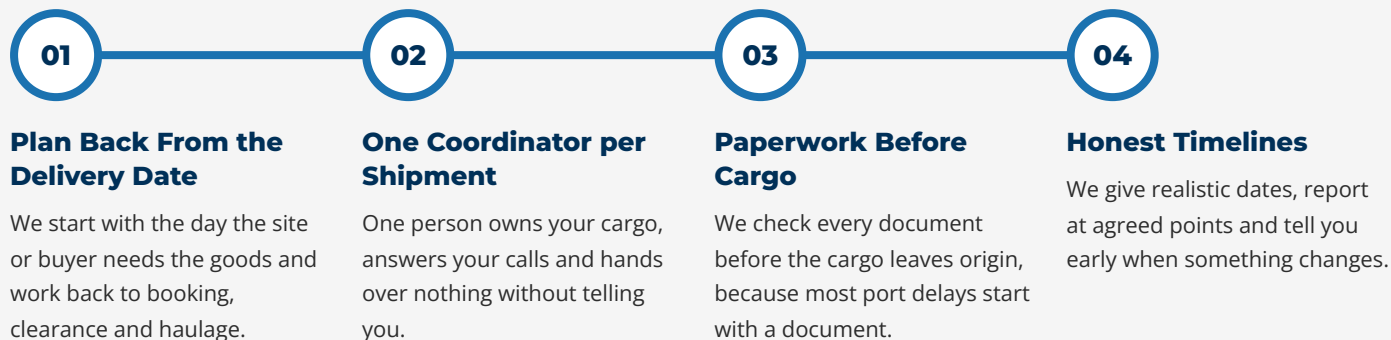
To be the logistics partner that projects and exporters in Ghana trust to move their cargo safely, on time and with every document in order.



Our Mission

We plan each shipment around the client's deadline, get the paperwork right first time and tell the client where the cargo stands at every stage.

How We Approach Every Shipment



Ghana's Gateways and Corridors



Tema Port

Ghana's largest port and main container gateway, east of Accra. Most of the country's imports arrive here.



Takoradi Port

The Western Region port, serving mining, oil and gas, and routes to central and northern Ghana.



Kotoka International Airport

Accra's international airport and the main gateway for air cargo, close to Tema.



Road Corridors North

The central corridor runs from Accra through Kumasi and Tamale to Paga on the Burkina Faso border; the eastern corridor runs from Tema to Kulungugu.

Both seaports are run by the Ghana Ports and Harbours Authority. We plan each route around the gateway that suits the cargo, its destination and its deadline.

01 About us

02

03 Customs and safety

04 Working with us

Chapter 02 of 04

What We Do

Six services, one process from enquiry to proof of delivery, and the planning that heavy and oversized cargo needs.

In this chapter

- Our six services
- How a shipment moves, port to site
- Project and heavy cargo

07

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09

Sea, air and road freight, managed from origin to destination.

Use one service, or hand us the whole chain.

Chapter pages

07 to 09



02 · Our services

Six Services, One Chain



Each service stands on its own, and each one connects to the next. Most clients use several: we forward the freight, clear it, hold it and deliver it on the day the site is ready.



Freight Forwarding

01

Sea, air and road freight, booked and managed from origin to destination.

- Full container (FCL) and shared container (LCL) loads
- Air freight for urgent or high-value items
- Carrier booking and bill of lading or air waybill checks



Customs Clearance and Documentation

02

Import and export declarations, duties and permits, handled for you.

- Tariff classification and value checks
- Duty and tax estimates before the cargo arrives
- Permits and certificates for regulated goods



Warehousing and Distribution

03

Secure storage and onward delivery, so goods wait safely until they are needed.

- Goods received, checked and recorded on arrival
- Storage until the site or buyer is ready
- Deliveries called off in the order you need them



Road Haulage and Last-Mile Delivery

04

Trucks from the port or warehouse to your site.

- Trucks and trailers matched to the load
- Deliveries timed to site access and offloading
- Signed proof of delivery for every drop



Project and Heavy Cargo

05

Oversized equipment and plant, with routes and lifting arranged.

- Route surveys, permits and escorts
- Lifting plans agreed before the cargo arrives
- Delivery sequenced to the build programme



Export Logistics

06

Packing, container booking and documents for exporters.

- Packing and container loading supervised
- Export declarations and certificates of origin
- Agricultural exports, such as cassava products

Three modes, one point of contact



Sea
Bulk, containers, plant



Air
Urgent and high-value



Road
Port, warehouse, site

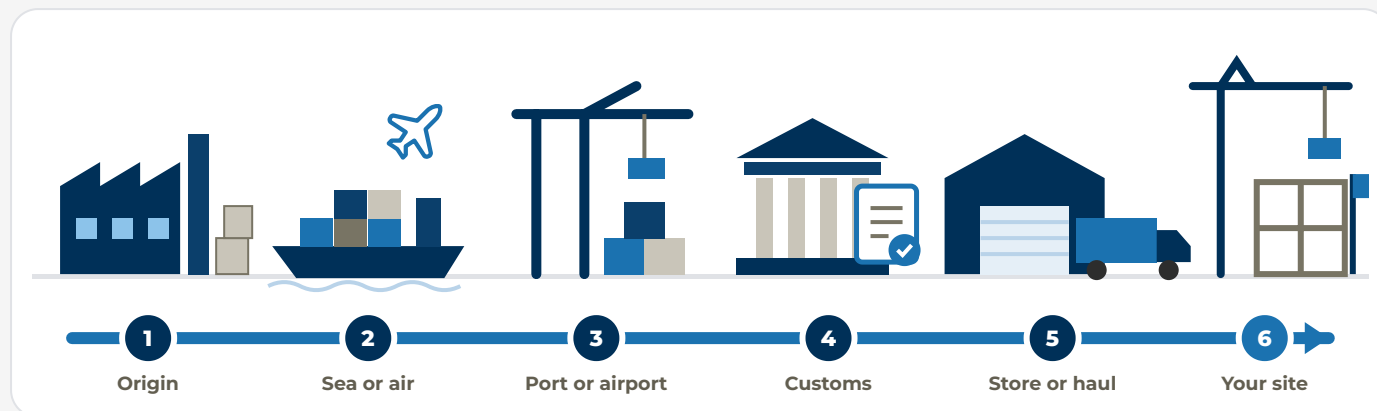


02 · How a shipment moves

From the Supplier's Door to Your Site



Every shipment follows the same six stages, whether it is one pallet or a full project. You know what happens next, and you receive a document or update at each stage.



01 Quote and Plan

Tell us what you are shipping, where it is going and when it must arrive. We plan the route and send a written quote with its currency stated, for example USD or GHS.

You receive: **a written quote and plan**

02 Book and Collect

We book space with the carrier, collect the supplier's documents and check them against your order before the cargo leaves origin.

You receive: **a booking confirmation**

03 Arrive and Declare

We follow the vessel or flight, prepare the customs declaration before arrival and confirm duties and charges with you.

You receive: **an arrival notice**

04 Clear and Release

We answer customs queries, attend any physical examination and obtain release once duties are paid through the official channel.

You receive: **a release notice**

05 Store or Haul

Cargo goes straight to site, or into storage until the site is ready. Trucks are matched to the load and the route.

You receive: **a delivery schedule**

06 Deliver and Close

We deliver to the agreed point, collect a signed proof of delivery and send the full document pack with the invoice.

You receive: **proof of delivery**



Updates at agreed points. Before the shipment starts, we agree with you when you will hear from us and how: by phone or by email. If a date moves, you hear it from your coordinator first, with the reason and the new plan.

02 · Project and heavy cargo

Planned Around the Load, the Route and the Site



Generators, transformers, plant, structural steel and containerised solar and battery systems do not fit a standard truck or a standard plan. We plan each move in five stages before the cargo leaves origin.

01

Load Data

We confirm dimensions, weights, centre of gravity and lifting points for every piece, from the supplier's drawings and packing list.

02

Route Survey

We check the road from port to site: bridges, height clearances, bends, overhead cables, road surface and the site entrance.

03

Permits and Escorts

We apply for the permits an abnormal load needs, plan travel times and arrange escort vehicles where the route or the rules require them.

04

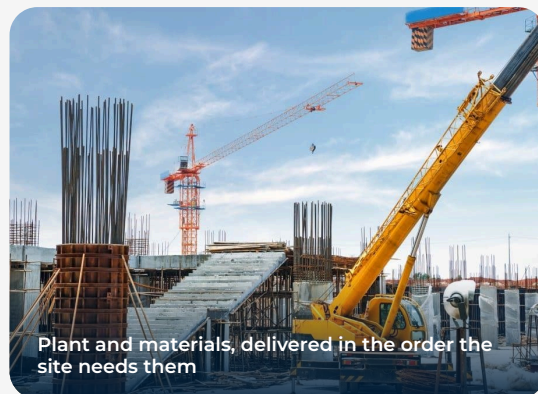
Lifting and Handling

We agree the lifting plan, cranes and rigging with the lifting contractor and the site team before the cargo arrives.

05

Delivery Sequence

We deliver in the order the build programme needs, and check that the site is ready to receive each load before it leaves the port.



What We Ask You For

- ✓ Packing list with the size and weight of every piece
- ✓ Drawings showing lifting points
- ✓ The date the site needs each item
- ✓ Site access details and the lifting equipment on site

Cargo We Plan For



Generators and transformers



Construction plant and machinery



Structural steel and long loads



Containerised solar and battery systems



Crated equipment and spare parts



Legal limits apply on every road. In Ghana, loads above the legal size or weight limits need a permit from the Ghana Highway Authority, and the permit does not exempt a truck from axle load checks. We build both into the route plan from the start.



01 About us

02 What we do

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04 Working with us

Chapter 03 of 04

Customs and Safety

How we keep the paperwork right, the cargo secure and every journey within the rules.

In this chapter

- Customs clearance, step by step
- The documents a shipment needs
- Safety and compliance
- Before every trip

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Most port delays start with a document.

We check every one before the cargo lands, and we keep every journey within the law.

Chapter pages

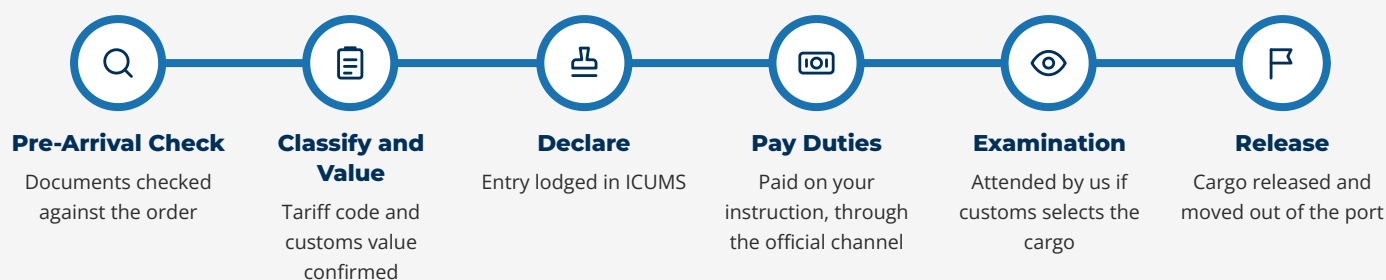
11 to 12



03 · Customs and documentation

Paperwork Right Before the Cargo Lands

Ghana processes import and export declarations through ICUMS, the Ghana Revenue Authority's single-window customs system, and declarations are lodged by licensed customs house agents. We prepare each entry before the cargo arrives, so clearance starts the day it lands.



The Documents a Shipment Usually Needs

Document	What it does	Usually provided by
Commercial invoice	States the value and description of the goods, which customs uses to assess duty.	The supplier
Packing list	Lists the contents, weight and size of every package, for checks and handling.	The supplier
Bill of lading or air waybill	The carrier's receipt and contract of carriage. An original bill of lading also controls who can collect the cargo.	The shipping line or airline
Certificate of origin	Shows where the goods were made, which can affect the duty rate.	The exporter
Permits and certificates	Needed for regulated goods, such as food, chemicals or lithium batteries, from the relevant agency.	The importer, with our help
Insurance certificate	Proves cover while the goods are in transit, where the sale terms require it.	Buyer or seller, per the Incoterms



Export Documents

For exporters we prepare the export declaration and certificate of origin, and coordinate the certificates a buyer's market requires, such as a phytosanitary certificate for plant products.



Duties, Taxes and Currency

We estimate duties and taxes before the cargo arrives, and every quote states its currency by ISO code, for example GHS or USD. You approve each payment before we make it.



03 · Safety and compliance

Safe Loads, Safe Roads, Clean Records



A shipment is only a success if it arrives without harm to people, the cargo or the road. These are the commitments we work to on every job, for the group's companies and for outside clients alike.

**Secure Loads**

Cargo is secured, checked before departure and checked again at stops, with lashings, chocks and covers suited to the load.

**Fit Vehicles, Rested Drivers**

Vehicles are inspected before each trip. Drivers are briefed on the load and the route, and journeys are planned with rest breaks.

**Legal Weights and Sizes**

We load within legal axle limits and obtain permits for abnormal loads before they move, never after.

**Dangerous Goods Declared**

Lithium batteries, fuels and chemicals are declared, packed and labelled to the rules for each mode: the IMDG Code by sea and the IATA Dangerous Goods Regulations by air.

**Site Rules Respected**

Our people wear the protective equipment the site requires, follow its induction and rules, and use a banksman when reversing or offloading.

**Honest Declarations**

We declare goods truthfully, pay duties only through the official channel and keep a record of every transaction for your audit.

Before Every Trip

The checks we make before a load leaves the port, the warehouse or the yard.

- | | | |
|--|--|---|
| ☒ Documents match the cargo on the truck | ☒ Load secured, weight within axle limits | ☒ Vehicle checked: tyres, brakes, lights |
| ☒ Driver briefed on the route and the load | ☒ Site told the arrival time and confirmed ready | ☒ Insurance responsibilities confirmed under the agreed Incoterms |

The Rules We Work Within

Customs

Ghana Revenue Authority procedures, with entries lodged in ICUMS

Roads

Ghana Highway Authority axle load limits and abnormal load permits

Dangerous goods

The IMDG Code by sea and the IATA Dangerous Goods Regulations by air

Sale terms

Incoterms, which set who pays for and insures each leg



If something goes wrong, you hear it from us first. We report damage, loss or delay as soon as we know, with photographs, the cause if known and the next steps.



01 About us

02 What we do

03 Customs and safety

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Working With Us

Who we serve, why shippers choose us and how to start a shipment.

In this chapter

- Group companies and outside clients
- Why work with Williot Logistics
- Questions shippers ask
- Contact and next steps

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**The same team,
process and reporting
for every client.**

Inside the Williot Group or outside it.

Chapter pages

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04 · Who we serve

One Chain for the Group, Open to Every Shipper



We sit next to the companies that buy, build and sell the cargo, so freight is planned with the project, not after it. Outside clients get the same team, the same process and the same reporting.

Serving the Williot Group



Williot Constructions & Engineering

Construction materials, plant and equipment, delivered to site in the order the build needs them.

Williot Energy Solutions

Imported solar panels, inverters and lithium battery systems, declared and handled as dangerous goods where the rules require.

Hampshire Engineers

Engineering and specialist equipment for infrastructure and development projects.

Williot Properties and Estates

Materials and fittings for residential and commercial developments across Greater Accra.

Casav Global Co. LTD

Cassava products for local and international buyers, with export documents and shipping handled by us.

Outside Clients

Importers, exporters, contractors and developers who need cargo moved, cleared and delivered with care.



Construction and infrastructure



Energy and solar



Agriculture and food exports



Real estate development



Retail and general trade



Integrated projects. When a client works with several Williot Group companies, we plan deliveries with the builder and the engineers on one programme, so materials, equipment and people reach the site in the right order.



04 · Why work with us

Why Shippers Work With Williot Logistics

**One Group, One Chain**

Logistics sits next to the companies that build, supply and sell, so projects and exports are planned together.

**A Named Coordinator**

One person owns your shipment from quote to proof of delivery, and answers your calls.

**Compliance First**

Correct paperwork and truthful declarations, so goods do not sit at the port waiting for a document.

**Built for Projects**

Equipment and materials arrive in the order the site needs them, with heavy loads planned in advance.

**Clear Reporting**

Updates at the points we agree with you, and early warning when a date moves.

**Written, Itemised Quotes**

Every quote lists what is included and what is not, in a stated currency, before any work starts.

Our Commitments to You

- ✓ A written quote before we start
- ✓ One named contact for each shipment
- ✓ Updates at agreed points
- ✓ Payments made only with your approval
- ✓ Signed proof of delivery
- ✓ A full document pack at the end

Questions Shippers Ask**What documents do I need to import goods?**

Usually the commercial invoice, packing list and bill of lading or air waybill, plus any permit your product needs. We confirm the exact list with your quote.

How long will clearance take?

It depends on the port, the paperwork and whether customs examines the cargo. We give an estimate with your quote and update it if anything changes.

Who do I call about a shipment in progress?

Your coordinator, whose details come with your booking confirmation.



04 · Get in touch

Tell Us What You Are Moving

Send us the details of your cargo and your deadline. We reply with a route, a written quote and the name of the coordinator who will look after your shipment.

For a Fast Quote, Send Us

- ✓ What the cargo is, and whether it is hazardous
- ✓ Weight and size, or the packing list
- ✓ Where it is now and where it must go
- ✓ Sea, air, road, or not sure yet
- ✓ The date it must arrive
- ✓ Any lifting or site access needs



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