

Your truck is logged. Payment is *guaranteed*.

TrackGuard logs every kilometre — loading hub to delivery point. The GPS log triggers payment automatically: bank escrow pays your fees within 24 hours of delivery confirmation. No chasing consignors. No partial payments. No disputes.

90+

TRIPS PER TRUCK / YEAR

Three-day average cycle. Twelve to fifteen aggregator trips per month per truck on the corridor.

24h

PAYMENT AFTER DELIVERY

Bank escrow disburses on TrackGuard delivery confirmation. Not 14 days. Not 30 days. Within 24 hours.

1

MASTER HAULAGE AGREEMENT

Single appointment covers every trader, every aggregator, every exporter. No per-trip negotiation.

JOIN THE PLATFORM

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MIZIBA

INSTITUTIONALISING RURAL TRADE

Real trip. *Real timeline.*

A typical 22-tonne cashew haulage trip from Bole TradePoint hub to a freight forwarder’s CFS at Tema. 720 km. Three days door-to-door. GPS-tracked from loading hub to delivery point. Below is the rate structure and disbursement timeline.

TSCF – D • TRANSPORTER PAYMENT TIMELINE

Bole to Tema — 22 tonnes *in three days.*

Distance 720 km	Cargo 22 tonnes	Trip rate GHS 4,800	Source Bank escrow
DAY 0	Dispatch instruction received Trade ID, waybill, consignee details, GPS device serial — delivered to your driver before departure	Documentation in	DISPATCHED
DAY 0	Loading at TradePoint hub Field officer supervises; weighbridge verified; truck sealed; GPS tracker activated	Truck loaded	SEALED
DAY 1-3	Corridor transit Bole → Tema TrackGuard logs route, speed, stops; geofence alerts on deviation; insurance active throughout	GPS logged	IN TRANSIT
DAY 3	Delivery confirmed at consignee Geofence entry triggers; consignee signs delivery; weight reconciled; seal verified intact	Trigger event	DELIVERED
DAY 4	Trip rate paid to your account Direct bank transfer from escrow — 24 hours after delivery confirmation	GHS 4,800	YOU PAID

FULL TRIP RATE INTO YOUR ACCOUNT

In four days

GHS 4,800

PER 22-TONNE LOAD

Trip rate is indicative; the Master Haulage Agreement specifies exact rates by corridor (Bole-Tema, Wenchi-Tema, Techiman-Tema, Kintampo-Kumasi, Tamale-Accra), tonnage band, and return-leg pickup arrangement. Insurance is procured under Miziba’s master open cargo policy.

90+ trips per truck. *Per year.*

One truck on the Bole-Tema corridor can complete 90-120 return cycles per year on the TSCF programme. At GHS 4,800 per one-way trip plus return-leg pickup, that is **GHS 500K-800K of annual haulage revenue per truck on a single Master Haulage Agreement** — without bidding for a single load. A 5-truck fleet compounds to GHS 2.5M-4M.

Five things in. *GPS-paid out.*

The TSCF transporter framework is open to Ghanaian fleet operators serving Northern Ghana corridors with bank-acceptable documentation discipline. What it removes is the per-trip negotiation overhead and the post-delivery payment chase that have made agricultural haulage a cash-flow-strangled business.

WHAT YOU NEED

Five qualifications. Operating fleets typically have all five already.

- **Registered fleet (one truck or more)**
Business registration, owner ID, fleet ownership documents. Owner-operators welcome.

- **DVLA roadworthiness on every truck**
Current Certificate of Roadworthiness, valid insurance, NIC compliance. Two-axle minimum 22-tonne capacity.

- **TrackGuard GPS-receptive**
Each truck accepts a TrackGuard device per trip; driver collects and returns device at hub. Device cost: zero.

- **Comprehensive truck insurance**
Comprehensive cover plus third-party liability. Cargo cover provided by Miziba master policy — not your cost.

- **Bank account & clean operating record**
Any Ghanaian bank. The escrow disburses your trip rate directly within 24 hours of delivery.

WHAT YOU DO NOT NEED

Six frictions every Ghanaian transporter carries today. None apply on the platform.

- ✗ **Per-trip rate negotiation**
Rates fixed under Master Haulage Agreement by corridor and tonnage. No haggling. No discount pressure.

- ✗ **Chasing consignors for trip payment**
Bank escrow pays you within 24 hours of delivery. Not 14 days. Not 30 days. Not when the consignor «gets paid».

- ✗ **Trip dispute negotiation**
The TrackGuard log is the proof-of-service. Mileage, route, stops, delivery time — all logged, all uncontested.

- ✗ **Dead-leg return trips**
Miziba dispatch coordinates return-leg pickups across the corridor. Loaded trucks both ways where possible.

- ✗ **Cargo insurance procurement**
Miziba's master open cargo policy covers every TSCF load. Per-trade certificate issued automatically.

- ✗ **Broker commission deductions**
Miziba dispatches loads directly. Your trip rate is the gross rate; no broker takes a cut.

THE TRACKGUARD DIFFERENCE

“ *The GPS log is your proof-of-service. The geofence-entry event at the consignee triggers the escrow disbursement automatically. Your counterparty for trip payment is not the consignor — it is the bank's ringfenced escrow, paid on confirmed delivery, every trip.* ”

From hub dispatch to *GPS-paid*.

The transporter workflow on TSCF is identical for every load, every corridor, every consignor. Six steps from dispatch to escrow payment. TrackGuard logs the trip; the geofence triggers payment; the escrow settles within 24 hours.

01	<p>Dispatch instruction received.</p> <p>You receive the dispatch instruction the day before pickup: Trade ID, origin TradePoint hub, tonnage, consignee address, rate confirmed. Your driver collects the trip pack on arrival at the hub: waybill, GPS tracker, route plan.</p>	<p>DAY 0</p> <p><i>Miziba dispatch delivers trip pack</i></p>
02	<p>Loading at TradePoint hub.</p> <p>The field officer supervises loading. Weighbridge calibrated and recorded. Bag count verified. Truck sealed; seal number recorded against Trade ID. TrackGuard tracker activated and attached. Photos captured. Truck departs.</p>	<p>DAY 0</p> <p><i>Field officer process verified</i></p>
03	<p>Corridor transit, GPS-logged.</p> <p>TrackGuard logs route, speed, and stops every 60 seconds. Geofence alerts trigger on route deviation. Insurance active throughout. Driver follows the route plan; if breakdown or delay, driver notifies dispatch and the log captures the documented exception.</p>	<p>DAY 1-3</p> <p><i>Your driver + TrackGuard log</i></p>
04	<p>Delivery at consignee.</p> <p>Truck arrives at consignee address. Geofence-entry event recorded automatically. Consignee verifies seal intact, weighs cargo, signs Proof-of-Delivery. Driver returns GPS tracker to Miziba. Delivery.confirmed event issued.</p>	<p>DAY 3</p> <p><i>Consignee signs delivery verified</i></p>
05	<p>Trip rate disbursed from escrow.</p> <p>Within 24 hours of delivery confirmation, the bank disburses the contracted trip rate directly to your account from the ringfenced escrow. The consignor is not part of the payment. The buyer is not part of the payment. The bank pays you.</p>	<p>DAY 4</p> <p><i>Bank escrow direct to your account</i></p>
06	<p>Return-leg dispatch.</p> <p>Miziba dispatch matches your truck to a return-leg pickup where available across the corridor. The next dispatch instruction is sent to your driver. Your truck is back on the platform within hours, not days. Cycle compounds.</p>	<p>DAY 4-5</p> <p><i>Miziba dispatch return-leg matched</i></p>

Ready to *join* the platform?

Bring your fleet documents, DVLA roadworthiness, comprehensive insurance, and bank account. We will complete onboarding within one week.

SPEAK TO US

+233 55 011 1550

iamjoelmarfo@gmail.com

CORRIDORS *Bole—Tema · Wenchi—Tema · Techiman—Kumasi · Tamale—Accra*