

Aggregated export pipeline. *One agreement.*

The appointed freight forwarder for the TSCF—X programme handles every export shipment for every TSCF—X exporter under a single Master Service Agreement. Bank-backed payment. PSI-certified cargo. Hub-verified loading. Documentation-clean every time.

8–10

CYCLES PER EXPORTER / YEAR

37-day average tenor on revolving facility. Cycles compound across the programme's exporter base.

6

TSCF—X COMMODITIES

Cashew, shea, sesame, cocoa, soya, sorghum — corridor-diverse pipeline across India, Vietnam, EU, China, North America.

1

MASTER SERVICE AGREEMENT

Single appointment covers the whole programme. No per-trade negotiation, no per-exporter onboarding.

SPEAK TO US TODAY

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MIZIBA

INSTITUTIONALISING RURAL TRADE

Real shipment. *Real fees.*

A typical 40' container cashew shipment, USD 80,000 FOB Tema. Hub loading at Bole. Inland haulage to your CFS at Tema. PSI inspection. Container packing. BL drafted and consigned to bank. Vessel departs. Below is the fee structure and disbursement timeline.

TSCF—X • FREIGHT FORWARDER FEE TIMELINE			
40' container — Bole hub to Mumbai vessel <i>in five days.</i>			
Shipment USD 80,000		Forwarder fees USD 1,600	
		Handover 5 days	
		Source Bank escrow	
DAY 0	Hub loading confirmed You receive booking instruction with PSI certificate, weighbridge, GPS, photo evidence pack	Documentation in	TRIGGER
DAY 1-3	Inland haulage Bole → Tema GPS-tracked transit; insurance active; container delivered to your CFS	USD 750	HAULAGE
DAY 3-4	Container handling & port Container stuffing, sealing, weighing; port handling charges	USD 350	HANDLING
DAY 4	Documentation package BL draft, CoO, packing list, phytosanitary, customs declarations	USD 200	DOCUMENTATION
DAY 4	Customs clearance Export entry; GRA processing; port release; vessel manifest	USD 300	CLEARANCE
DAY 5	Total disbursed from escrow Direct bank transfer on freight booking confirmation — before vessel sails	USD 1,600	YOU PAID

FEES PAID FROM BANK ESCROW

Before vessel sails

USD 1,600

PER 40' CONTAINER

Fee structure is indicative; the Master Service Agreement specifies exact rates, surcharges, and inland haulage tariffs by origin hub. Marine insurance is procured under Miziba's master open cargo policy and is not a forwarder cost.

One forwarder. Many exporters. Compounding volume.

Each TSCF—X exporter completes 8–10 export cycles per year. Year 1 programme target: 5 active exporters. Year 2 target: 10 active exporters across six commodities and four shipping corridors. On the worked example fee basis, that is **USD 72K–144K of annual fee revenue from a single Master Service Agreement** — without bidding for a single shipment.

Five things in. *Bank-paid out.*

The TSCF—X freight appointment is open to one Ghanaian freight forwarder per programme cycle, selected on operational track record and Tema port standing. What it removes is the per-trade overhead that has historically made agricultural export logistics a low-margin, high-friction business.

WHAT YOU NEED

Five qualifications. Established Ghanaian forwarders typically have all five.

- **Tema port operating presence**
CFS access, container handling capacity, established relationships with shipping lines and port authority.

- **Customs broker licence**
Current GRA-issued licence in good standing.
Demonstrated export entry capacity for agricultural commodities.

- **Inland haulage capacity**
Northern Ghana to Tema corridor capability — own fleet or contracted carriers under your control.

- **Documentation team**
BL drafting, CoO processing, phytosanitary coordination, vessel booking. Two-year minimum operational record.

- **Bank-acceptable agreement standing**
Capacity to execute under the bank-acceptable Master Service Agreement framework with the Finance Partner.

WHAT YOU DO NOT NEED

Six frictions every export forwarder carries today. None apply on the programme.

- × **Per-trade fee negotiation**
Fees fixed under the Master Service Agreement. No bidding. No per-shipment quotes.

- × **Chasing exporters for handling fees**
The bank escrow disburses your fees on freight booking confirmation — before vessel sails.

- × **Documentation chasing**
Hub loading evidence, PSI certificate, weighbridge, GPS pack delivered to you. You produce the BL, CoO, customs entry.

- × **Vessel slot risk before exporter pays**
Bank facility deploys against verified loading. Volume is committed before you book the vessel.

- × **Marine insurance procurement**
Miziba's master annual open cargo policy covers every TSCF—X shipment. Per-shipment certificate issued.

- × **Per-exporter onboarding rounds**
One Master Service Agreement covers every TSCF—X exporter, every commodity, every corridor.

THE APPOINTMENT DIFFERENCE

“ The bank escrow pays your handling fees. The exporter is not part of the payment. The buyer is not part of the payment. Your counterparty for fee collection is the Finance Partner’s escrow — bank-grade, on schedule, every shipment.

From hub loading to *vessel departure*.

The TSCF—X freight workflow is identical for every shipment, every commodity, every corridor. Six steps from hub loading instruction to vessel departure. Documentation pre-supplied; fees disbursed before you hand over to the carrier.

01	<p>Hub loading instruction received.</p> <p>You receive the booking instruction with the full hub evidence pack: weighbridge certificate, bag count, PSI inspector certificate, GPS device ID, photo documentation, sealed sample ID. Container booking and vessel slot reserved.</p>	<p>DAY 0</p> <p><i>Miziba operations delivers evidence pack</i></p>
02	<p>Inland haulage Northern Ghana → Tema.</p> <p>Container truck departs the TradePoint hub. GPS-tracked through the corridor. Marine insurance (Miziba master policy) active from loading point. Estimated transit two to three days depending on origin hub.</p>	<p>DAY 1-3</p> <p><i>Your fleet or contracted carrier</i></p>
03	<p>Container packing at your CFS.</p> <p>Container delivered to your Container Freight Station. Stuffing, weighing, sealing. Container seal numbers recorded against the Trade ID. SGS or Bureau Veritas inspector verifies and re-issues PSI certificate against the container seal if required by the buyer's LC.</p>	<p>DAY 3-4</p> <p><i>Your CFS + PSI inspector</i></p>
04	<p>BL drafted — consigned to bank.</p> <p>You draft the bill of lading and consign it to the Finance Partner, not to the exporter and not to the buyer. CoO, phytosanitary, packing list, customs entry — full documentation package issued. Bank's BL endorsement is the final security control.</p>	<p>DAY 4</p> <p><i>Documentation team BL to bank</i></p>
05	<p>Vessel sails. Escrow disburses your fees.</p> <p>On freight booking confirmation and bank-endorsed BL issuance, the escrow disburses your handling fees directly to your account. Vessel sails. Marine cargo insurance follows the vessel. You are paid for the shipment before goods leave Tema.</p>	<p>DAY 5</p> <p><i>Bank escrow direct to your account</i></p>
06	<p>Vessel arrives. Bank releases BL.</p> <p>On arrival at destination port and confirmation of buyer's LC settlement, the bank releases the BL to the buyer. Buyer takes possession. Atomic waterfall settles the underlying trade. Your role is complete; the next shipment booking instruction is the next day.</p>	<p>DAY 30-37</p> <p><i>Bank-released BL to buyer</i></p>

Ready to be the *appointed* forwarder?

Bring your Tema CFS profile, customs broker licence, two-year operational record. We will complete appointment within two weeks.

SPEAK TO US

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EXPORT CORRIDORS *India · Vietnam · China · EU · North America*