

Sea Freight from China to Pointe-Noire

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1. [Home](#)
2. [Destinations](#)
3. [Congo \(Brazzaville\)](#)
4. [Pointe-Noire](#)
5. Sea Freight

Sea Freight

China → Pointe-Noire · via PNR air / Pointe-Noire sea · clearance by Douanes et Droits Indirects du Congo



Cargo handling on the China-Pointe-Noire lane.

For buyers shipping into Pointe-Noire, the practical question is not the ocean or flight time but what happens after arrival. Pointe-Noire is the port city and oil industry base; cargo enters through PNR air / Pointe-Noire sea, and the inland leg is same-day, so the clearance date is effectively the delivery date.

The clearing authority is Douanes et Droits Indirects du Congo. Historical dwell on this gateway is around 8-18 days, and it lengthens in Oct-Dec.

Duty, tax and clearance into Pointe-Noire

Douanes et Droits Indirects du Congo assesses duty and tax on cargo arriving for Pointe-Noire consignees. Current regime: VAT 18%; CEMAC common external tariff 5–30%, plus community integration levies, with a de-minimis position of No practical de-minimis for commercial cargo.

Conformity is the part most first-time importers underestimate: Pre-shipment inspection (BIVAC/SGS) required for most commercial goods. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

Restrictions and known friction points for Congo (Brazzaville): Pre-shipment inspection is mandatory for most commercial goods and must be arranged before departure. CEMAC levies stack on top of the base tariff. The inland leg to Brazzaville should be quoted separately.

What the routing looks like in practice

Pointe-Noire is one of the better-equipped ports on the Atlantic coast of Central Africa and takes direct Asian calls. Brazzaville is served by the rail and road link inland from Pointe-Noire, and it is also the crossing point to Kinshasa — cargo for the two capitals often shares the same ocean leg but diverges completely at clearance.

Sea gateways used	Pointe-Noire
Sea transit, China to gateway	30–40 calendar days
Gateway serving Pointe-Noire	PNR air / Pointe-Noire sea
Inland leg to Pointe-Noire	Same day from the gateway
Typical clearance / dwell	8–18 days
Peak season to plan around	Oct–Dec



Handling on the PNR air / Pointe-Noire sea routing serving Pointe-Noire.

Pre-shipment checklist for Pointe-Noire

- Ask for the HS code in writing from your supplier and verify the Congo (Brazzaville) duty rate against it yourself.
- Put the Pointe-Noire delivery address, contact name and phone number on the invoice, not just the packing list.
- Declare lithium batteries, magnets, liquids and powders up front — retro-declaring after booking usually means re-planning the whole shipment.
- Book earlier than the transit time suggests during Oct-Dec, when space on this lane tightens.
- Check the de-minimis position (No practical de-minimis for commercial cargo) against your invoice value before you decide how to split the shipment.
- Compare gross weight against volumetric weight ($L \times W \times H \div 6000$) — the higher figure is what gets billed on air and express.

Frequently asked questions

How long does shipping from China to Pointe-Noire take?

China to the Congo (Brazzaville) gateway is 30–40 calendar days. On top of that, allow 8–18 days of clearance with Douanes et Droits Indirects du Congo and a same-day inland leg to Pointe-Noire.

What duty and tax will I pay importing into Pointe-Noire?

Douanes et Droits Indirects du Congo applies: VAT 18%; CEMAC common external tariff 5–30%, plus community integration levies. The de-minimis position is No practical de-minimis for commercial cargo. Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Pointe-Noire.

Which port or airport does cargo for Pointe-Noire clear through?

Cargo for Pointe-Noire is routed via PNR air / Pointe-Noire sea. Sea gateways for Congo (Brazzaville) are Pointe-Noire; air gateways are BZV (Brazzaville Maya-Maya), PNR (Pointe-Noire). We pick whichever gives the shortest total door time for your address.

What certification do I need for Congo (Brazzaville)?

For regulated goods, plan for: Pre-shipment inspection (BIVAC/SGS) required for most commercial goods. Missing conformity paperwork is the single most common cause of a hold, and in most cases it cannot be remedied once the cargo has arrived.

How is the chargeable weight calculated for Pointe-Noire?

We compare actual gross weight against volumetric weight — length × width × height in centimeters divided by 6000 for air — and bill the greater of the two, rounded up to the next kilogram. Light, bulky cargo is almost always billed on volume.

Is sea freight cheaper than air freight into Pointe-Noire?

Per kilo, yes — usually by a wide margin. The trade-off is time: 30–40 calendar days by sea versus 6–9 business days by air to the Congo (Brazzaville) gateway, before clearance and the same-day inland leg. The crossover point is normally somewhere between 100 and 300 kg depending on the density of your cargo.

Other delivery cities in Congo (Brazzaville)

- [China to Brazzaville](#)
- [China to Dolisie](#)
- [China to Ouessou](#)

[All Congo \(Brazzaville\) freight information →](#)

References & official sources

Duty rates, thresholds and conformity requirements for Congo (Brazzaville) change by ministerial decision, sometimes mid-year. The figures on this page are buyer-planning references, not a customs ruling — confirm the current position for your own HS code with Douanes et Droits Indirects du Congo or your broker before you ship.

- [Douanes et Droits Indirects du Congo](#)
- [WTO — Tariff Profiles \(applied MFN duty by country\)](#)
- [IATA — Lithium battery shipping guidance \(PI 965–970\)](#)
- [World Bank — Logistics Performance Index](#)
- [ICC — Incoterms 2020 rules \(DDP, DAP, FOB definitions\)](#)

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Shipping by industry

This page covers the route and clearance picture for the destination. Packing, classification and the compliance step that actually holds a shipment depend on what you are sending — these guides cover that by commodity.

- [Tableware Furniture & Home Products](#)
- [Apparel Textiles, Apparel, Footwear & Leather](#)
- [Hospital Equipment Medical, Laboratory & Precision Instruments](#)
- [Parking Equipment Fire, Safety & Traffic Products](#)
- [Massage Equipment Beauty, Personal Care & Wellness](#)
- [Arts & Crafts Toys, Sports, Outdoor & Leisure](#)
- [Artificial Plants Consumer Goods & Gifts](#)
- [Direct to Consumer E-commerce & Retail Channels](#)
- [Fasteners Metal Products & Industrial Components](#)
- [Pressure Vessels Metal Products & Industrial Components](#)
- [Industrial Boilers General Machinery & Industrial Equipment](#)
- [Solar Panel New Energy, Power & Electrical](#)

[All 139 industry guides →](#)

Checking the Congo (Brazzaville) duty position yourself

Duty and tax figures on this page are planning estimates. The binding assessment is made by Douanes et Droits Indirects du Congo against your declared HS code at the time of entry; where the amount is material, verify the current rate through [ITC Market Access Map](#) before committing to an order.

If you want to sanity-check a duty figure yourself, start from the heading rather than the product name — [the WCO Harmonized System](#) is the underlying nomenclature, and [the WTO Tariff & Trade Data portal](#) holds the applied rates by country pair.

For ocean cargo, restricted commodities move under [the IMO's IMDG Code](#), and the container has to be declared and stowed accordingly. Batteries, flammables and corrosives all have a compliant ocean path; what causes rolled bookings is finding out about them after the container is packed.

On the origin side, export declaration and any commodity inspection requirement fall under [China Customs \(GACC\)](#); we handle that filing as part of the service, but the requirement is theirs, not ours.

Watch: the process behind this route

This guide covers routing and clearance for Pointe-Noire. The video below covers the wider shipping process that sits around it.

Bills of Lading 101 - What Is a Bill of Lading — Flexport. Published on YouTube by a third party; we link it because it explains the process well, not because we produced it or endorse the provider.

Get a rate for Pointe-Noire

This lane is quoted per shipment rather than from a published rate card, because the landed cost depends on the commodity, its density, the conformity requirements above and the delivery point. Send the cargo details and we will come back with a full DDP

figure.

[Request a quote →](#)

Freight Rates to Congo (Brazzaville)

⚖ Cargo Weight (KG)

☐ Enter the actual gross weight of your shipment in kilograms. If you're unsure, fill in the volume fields below and we'll calculate it for you.

☐ Or enter volume (cm) — volumetric weight ÷ 6000

× ×

Non-integers rounded up. Larger of actual vs volumetric is used.

☐ Number of Boxes

Total chargeable weight = weight per box × number of boxes.

⚠ When you have not filled in the volume information, our prices may be inaccurate.

Sea Freight to Pointe-Noire, Congo (Brazzaville): Transit Time, Duty & Clearance

Sea Freight from China to Pointe-Noire, Congo (Brazzaville). Transit 30-40 calendar days to the gateway, 8-18 days dwell, same day inland. Duty, documents and packing.

Get a Quote

Send the cargo details and we respond within one business day with a full DDP figure for Pointe-Noire.

[WhatsApp Us Send Inquiry →](#)

Pointe-Noire by Mode

- [All modes — Pointe-Noire](#)
- [→ Air Freight](#)

Other Cities in Congo (Brazzaville)

- [China to Brazzaville](#)
- [China to Dolisie](#)
- [China to Ouessou](#)

Other Africa Destinations

- [Shipping to Algeria](#)
- [Shipping to Burundi](#)
- [Shipping to Cape Verde](#)
- [Shipping to Comoros](#)
- [Shipping to Djibouti](#)

- [Shipping to Egypt](#)
- [Shipping to Eswatini](#)
- [Shipping to Ethiopia](#)

Customs clearance in Congo (Brazzaville)

Duty and tax position, certification, typical port dwell and what actually holds shipments at this border — plus who files the entry.

[Congo \(Brazzaville\) clearance requirements →](#)