

# Sea Freight from China to Mumbai

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## ☐ Sea Freight

China → Mumbai · via BOM air / Nhava Sheva sea · clearance by Central Board of Indirect Taxes and Customs (CBIC)



Cargo handling on the China-Mumbai lane.

Mumbai is financial capital and the largest single import market, and it is served through BOM air / Nhava Sheva sea. That combination is what actually sets your delivery date on this lane — the inland leg is same-day, so the clearance date is effectively the delivery date.

On the destination side, Central Board of Indirect Taxes and Customs (CBIC) handles clearance; budget 3-8 days of dwell before the cargo is released.

## Import duty and tax position for Mumbai

Central Board of Indirect Taxes and Customs (CBIC) assesses duty and tax on cargo arriving for Mumbai consignees. Current regime: Basic customs duty 0–20% plus IGST 5–28% plus a social welfare surcharge of 10% of the duty, with a de-minimis position of No commercial de-minimis; gift relief up to INR 5,000 only.

Conformity is the part most first-time importers underestimate: BIS registration under the Compulsory Registration Scheme for electronics; WPC/ETA approval for wireless devices; the consignee must hold a valid Importer-Exporter Code (IEC). Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

**Restrictions and known friction points for India:** BIS registration for electronics is enforced strictly and cannot be fixed after arrival. Toys, steel and several electronics categories need quality-control-order compliance. Confirm the consignee's IEC and GSTIN before the goods leave China.

## Routing and transit on this lane

India is the largest South Asian lane but the least DDP-friendly. Duty and IGST must be paid against the consignee's own IEC and GSTIN, so a true door-to-door DDP where the forwarder acts as importer is rarely possible — in practice the structure is DAP with duty prepaid on the buyer's behalf. Clarify this before quoting, because it changes who can recover the IGST input credit.

|                               |                                             |
|-------------------------------|---------------------------------------------|
| Sea gateways used             | Nhava Sheva (JNPA, Mumbai), Mundra, Chennai |
| Sea transit, China to gateway | 7–14 calendar days                          |
| Gateway serving Mumbai        | BOM air / Nhava Sheva sea                   |
| Inland leg to Mumbai          | Same day from the gateway                   |
| Typical clearance / dwell     | 3–8 days                                    |
| Peak season to plan around    | Aug–Nov                                     |



Handling on the BOM air / Nhava Sheva sea routing serving Mumbai.

## What to sort out before the cargo leaves China

- Confirm the consignee in Mumbai can act as importer of record — Central Board of Indirect Taxes and Customs (CBIC) will not release cargo to an unregistered party.
- Book earlier than the transit time suggests during Aug–Nov, when space on this lane tightens.
- Get the conformity paperwork moving early: BIS registration under the Compulsory Registration Scheme for electronics; WPC/ETA approval for wireless devices; the consignee must hold a valid Importer-Exporter Code (IEC).
- Compare gross weight against volumetric weight ( $L \times W \times H \div 6000$ ) — the higher figure is what gets billed on air and express.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.
- Ask for the HS code in writing from your supplier and verify the India duty rate against it yourself.

## Frequently asked questions

How long does shipping from China to Mumbai take?

China to the India gateway is 7–14 calendar days. On top of that, allow 3–8 days of clearance with Central Board of Indirect Taxes and Customs (CBIC) and a same-day inland leg to Mumbai.

What duty and tax will I pay importing into Mumbai?

Central Board of Indirect Taxes and Customs (CBIC) applies: Basic customs duty 0–20% plus IGST 5–28% plus a social welfare surcharge of 10% of the duty. The de-minimis position is No commercial de-minimis; gift relief up to INR 5,000 only. Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Mumbai.

Which port or airport does cargo for Mumbai clear through?

Cargo for Mumbai is routed via BOM air / Nhava Sheva sea. Sea gateways for India are Nhava Sheva (JNPA, Mumbai), Mundra, Chennai; air gateways are DEL (Delhi), BOM (Mumbai), MAA (Chennai). We pick whichever gives the shortest total door time for your address.

Can you deliver door-to-door in Mumbai?

Yes. Delivery to a Mumbai address is quoted as one figure covering freight, duty and tax owed to Central Board of Indirect Taxes and Customs (CBIC), and the same-day inland leg. Confirm whether your consignee wants the goods at a warehouse, a marketplace fulfillment center or a shop front, because the last-mile requirement differs.

What documents does Central Board of Indirect Taxes and Customs (CBIC) require?

A commercial invoice with HS codes, a packing list, the bill of lading or air waybill, a certificate of origin where it lowers duty, and any product certification (BIS registration under the Compulsory Registration Scheme for electronics; WPC/ETA approval for wireless devices; the consignee must hold a valid Importer-Exporter Code (IEC)). We prepare and file these as part of the service.

Is sea freight cheaper than air freight into Mumbai?

Per kilo, yes — usually by a wide margin. The trade-off is time: 7-14 calendar days by sea versus 2-5 business days by air to the India 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 India

- [China to Mundra](#)
- [China to Nhava Sheva](#)
- [China to Delhi NCR](#)
- [China to Bengaluru](#)
- [China to Chennai](#)
- [China to Hyderabad](#)
- [China to Pune](#)
- [China to Ahmedabad](#)
- [China to Kolkata](#)
- [China to Surat](#)
- [China to Jaipur](#)
- [China to Kochi](#)

[All India freight information →](#)

## References & official sources

Duty rates, thresholds and conformity requirements for India 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 Central

Board of Indirect Taxes and Customs (CBIC) or your broker before you ship.

- [Central Board of Indirect Taxes and Customs \(CBIC\)](#)
- [Indian Customs tariff and ICEGATE](#)
- [Bureau of Indian Standards \(BIS\)](#)
- [WTO — Tariff Profiles \(applied MFN duty by country\)](#)
- [WCO — Harmonized System nomenclature](#)
- [IMO — IMDG Code for dangerous goods by sea](#)
- [IATA — Lithium battery shipping guidance \(PI 965-970\)](#)

Page data last reviewed: 8 2026.

## 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.

- [Display Stands Retail, Display & Commercial Fixtures](#)
- [Toys Toys, Sports, Outdoor & Leisure](#)
- [Baby Products Consumer Goods & Gifts](#)
- [Bathroom Accessories Consumer Goods & Gifts](#)
- [E-commerce Fulfilment E-commerce & Retail Channels](#)
- [Bearings Metal Products & Industrial Components](#)
- [Automation Equipment General Machinery & Industrial Equipment](#)
- [Electronics Manufacturing Equipment Specialised Production Machinery](#)
- [Generators New Energy, Power & Electrical](#)
- [Automotive Parts Automotive & Vehicles](#)
- [Prefabricated Building Building Materials & Construction Products](#)
- [Plumbing Products Building Materials & Construction Products](#)

[All 139 industry guides →](#)

## Checking the India duty position yourself

Every duty and tax figure quoted on this page is our working estimate for planning, not a ruling. The binding rate for your consignment is whatever [Indian Central Board of Indirect Taxes and Customs](#) applies against your declared HS code on the day of entry, and their published guidance is the source to check before you commit stock.

Most landed-cost surprises trace back to classification rather than freight. [the WCO Harmonized System](#) defines the heading structure every customs administration builds on, and [ITC Market Access Map](#) will show you the duty a given heading attracts in this destination.

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.

For a wider view of how importing into India actually works — documentation norms, inspection behavior, the paperwork that tends to hold shipments — the [U.S. ITA guide to India customs regulations](#) is a useful independent read alongside our own lane notes.

## Watch: the process behind this route

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

LCL vs FCL | Difference Between Full Container Load & Less than Container Load | Which is better ? — 10 Min For Supply Chain.

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 Mumbai

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](#) → [See the India route page](#) →

## Freight Rates to India

☞ 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.

China to Mumbai Sea Freight: Rates, Transit and Clearance

Moving cargo to Mumbai by sea freight — 7-14 calendar days transit, 3-8 days port dwell, duty assessed by Central Board of Indirect Taxes and Customs (CBIC).

## Get a Quote

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

[WhatsApp Us Send Inquiry](#) →

## Mumbai by Mode

- [All modes — Mumbai](#)
- [✈ Air Freight](#)

## Other Cities in India

- [China to Mundra](#)
- [China to Nhava Sheva](#)
- [China to Delhi NCR](#)
- [China to Bengaluru](#)
- [China to Chennai](#)
- [China to Hyderabad](#)
- [China to Pune](#)
- [China to Ahmedabad](#)

## Other South Asia Destinations

- [Shipping to Bangladesh](#)
- [Shipping to Maldives](#)
- [Shipping to Nepal](#)
- [Shipping to Pakistan](#)
- [Shipping to Sri Lanka](#)

## Route Page

- [India DDP route details →](#)
- [All freight destinations →](#)

## Customs clearance in India

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

[India clearance requirements →](#)

## Priced routes to India

- [Shanghai to Chennai Container Shipping — 20GP Rates](#)
- [Shanghai to Mundra FCL Ocean Freight Rates | 20GP & 40HQ](#)

- [Shanghai to Nhava Sheva FCL Ocean Freight Rates | 20GP & 40HQ](#)
- [Shekou to Kolkata FCL Ocean Freight Rates | 20GP & 40HQ](#)
- [Shekou to Mundra Container Shipping — 20GP Rates](#)
- [Shekou-Nhava Sheva Sea Freight: Container Rates and Schedule](#)