

# Cost to Ship 500KG from China to Benin

China Ocean Freight · chinaoceanfreight.com/china-to-benin-shipping-cost-500kg

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Africa Sea Freight 500 KG

What this shipment size actually costs, and whether consolidating up to the next bracket would be cheaper.

USD 76.6/KG Best Rate Now

1 Channels Available

2026-08-14 Last Updated

Shipping 500KG from China to Benin costs approximately USD 38,305 all-in, based on a published rate of USD 76.6 per kilogram. That figure covers freight, duty and tax to the national customs service, and delivery to your door, with nothing further to pay on arrival.

Estimated total

USD 38,305 for 500KG

By sea

USD 76.6/kg, 25-45 days

Customs authority

the national customs service

Rates last updated 2026-08-14. Figures are published channel prices for planning; the final quote depends on chargeable weight, cargo class and HS code.

## Current Rates — China to Benin (500 KG)

Updated 2026-08-14

| Service                                   | Mode        | Rate (USD/KG) | Total (500 KG) | Details                        |
|-------------------------------------------|-------------|---------------|----------------|--------------------------------|
| Best Value Sea · Duty-Paid (tax included) | Sea Freight | USD 76.6      | USD 38,305     | <a href="#">View Details →</a> |



# chinaoceanfreight.com

OCEAN FREIGHT | GLOBAL SHIPPING | LOGISTICS

## Track your shipment

Enter your tracking number below

Powered by 17TRACK — supports 2,000+ carriers worldwide

```

'; return; } var pretty = res.num.substring(0,4) + ' ' + res.num.substring(4,10) + ' ' + res.num.substring(10); var who, target; if
(res.carrier) { who = 'The ' + esc(res.prefix) + ' prefix belongs to ' + esc(res.carrier.name) + ', so this box is theirs. Their
tracking page is the authoritative source for it.'; target = res.carrier; } else if (res.lessor) { who = 'The ' + esc(res.prefix) + '
prefix belongs to ' + esc(res.lessor) + ', a container leasing company rather than a shipping line. A leased box can sail with any
carrier, ' + 'so the number alone does not say who is moving it — use the universal lookup below, or check your bill of lading for the
line.'; target = FALLBACK; } else { who = 'We do not have ' + esc(res.prefix) + ' in our prefix list. The number itself is valid, ' +
'so the universal lookup below will route it to the right line.'; target = FALLBACK; } /* Always offer the universal lookups as well as
the carrier. A carrier site can be down, or simply not show a box that has not reached its network yet, and a dead end at that point
is what generates a support email. */ var alts = ''; for (var i = 0; i < FALLBACKS.length; i++) { var f = FALLBACKS[i]; if (target !==
FALLBACK && i === 0) { /* keep order, still show */ } if (f.url === target.url) { continue; } alts += '

```

- ' + esc(f.name) + ' — ' + esc(f.note) + '

```

'; } box.innerHTML = '

```

```

' + '

```

```

' + esc(pretty) + '

```

```

' + '

```

```

Check digit valid. ' + who + '

```

```

' + '

```

```

' + 'Track on ' + esc(target.name) + " " + '

```

```

' + '

```

```

' + (alts ? '

```

No result there? These free lookups cover the same box from different data sources:

```
' + alts + '
': ') + '
'; /* Copy the number so the carrier's own search box is one paste away. Deliberately not a deep link: these carrier sites are SPAs
whose query parameters change without notice, and a link that quietly stops prefilling looks like a broken tracker. */ var note =
box.querySelector('[data-copy]'); if (navigator.clipboard && navigator.clipboard.writeText) {
navigator.clipboard.writeText(res.num).then(function () { note.textContent = res.num + ' copied — paste it into the tracking box
that opens.'; }, function () { note.textContent = 'Copy ' + res.num + ' and paste it into the tracking box that opens.'; }); } else {
note.textContent = 'Copy ' + res.num + ' and paste it into the tracking box that opens.'; } } function wire(root) { var input =
root.querySelector('.cof-ot-input'); var btn = root.querySelector('.cof-ot-btn'); var box = root.querySelector('.cof-ot-out'); if (!input ||
!btn || !box) return; function go() { var num = normalize(input.value); if (!num) { input.focus(); return; } render(box,
analyze(num)); } btn.addEventListener('click', go); input.addEventListener('keydown', function (e) { if (e.key === 'Enter') {
e.preventDefault(); go(); } }); } function init() { var nodes = document.querySelectorAll('.cof-ot'); for (var i = 0; i < nodes.length;
i++) { wire(nodes[i]); } } if (document.readyState === 'loading') { document.addEventListener('DOMContentLoaded', init); } else
{ init(); } }());
```

## Track a container to Benin

Ocean cargo is tracked by container number rather than by a parcel barcode. Enter yours below: we validate the number, identify the line that owns the prefix, and send you to that line's own tracking page.

Container number

A container number is four letters and seven digits, for example MSKU6090510. The last digit is a check digit, so a typo can be caught here rather than by an empty result on the carrier's site. We validate it in your browser — the number is not sent to us or to anyone else.

## Full Weight-Tier Rate Cards

Detailed per-weight pricing for every active route from China to Benin. Each tier reflects the published rate at that exact weight — useful for accurate budgeting at common shipment sizes.

### Sea DDP w/Tax

Sea Freight → Cotonou

Best Value at 500 KG

Updated 2026-08-14 1 weight tiers USD pricing

| Bracket   | Rate (USD/KG) | @ 500 KG      |
|-----------|---------------|---------------|
| 1CBM+ CBM | USD 90.28     | USD 45,140.00 |

[View full route details →](#)

## Sea Freight Options

Sea DDP w/Tax USD 76.6/KG →

Calculate for a different weight:

## Freight Rates to Benin

Current published rates — USD

SEA

Sea · Duty-Paid (tax included)

1CBM+ CBM **USD 90.28**

Updated 2026-08-14

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.

## Trade Terms Explained — Who Pays for What

The rate above is quoted on one specific trade term. Change the term and you change how much of the journey to Benin is already inside the price. The table below maps the eleven common Incoterms® against the twelve cost stages of a door-to-door shipment, so you can see exactly where our responsibility ends and yours begins.

- **Seller** — Cost and arrangement sit with the seller / shipper.
- **Buyer** — Cost and arrangement sit with the buyer / consignee.
- **Negotiable** — Not fixed by the rule — agree it in the contract.

Responsibility for each shipment stage under each Incoterms rule

| Term                    | 1<br>Loading<br>on<br>truck               | 2 Export<br>customs<br>declaration                  | 3<br>Carriage<br>to port<br>of<br>export               | 4<br>Unloading<br>at port of<br>export                  | 5<br>Loading<br>on<br>vessel /<br>aircraft                  | 6 Main<br>carriage                     | 7 Cargo<br>insurance                   | 8<br>Unloading<br>at port of<br>import                | 9<br>Loading<br>on<br>truck at<br>import                | 10<br>Carriage to<br>destination               |
|-------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|----------------------------------------|-------------------------------------------------------|---------------------------------------------------------|------------------------------------------------|
| EXW Ex Works            | Buyer<br>Buyer —<br>Loading<br>on truck   | Buyer Buyer<br>— Export<br>customs<br>declaration   | Buyer<br>Buyer —<br>Carriage<br>to port of<br>export   | Buyer<br>Buyer —<br>Unloading<br>at port of<br>export   | Buyer<br>Buyer —<br>Loading<br>on<br>vessel /<br>aircraft   | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| FCA Free Carrier        | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Buyer<br>Buyer —<br>Carriage<br>to port of<br>export   | Buyer<br>Buyer —<br>Unloading<br>at port of<br>export   | Buyer<br>Buyer —<br>Loading<br>on<br>vessel /<br>aircraft   | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| FAS Free Alongside Ship | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Buyer<br>Buyer —<br>Loading<br>on<br>vessel /<br>aircraft   | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| FOB Free On Board       | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| CFR Cost and Freight    | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |

| Term                                        | 1<br>Loading<br>on<br>truck               | 2 Export<br>customs<br>declaration                  | 3<br>Carriage<br>to port<br>of<br>export               | 4<br>Unloading<br>at port of<br>export                  | 5<br>Loading<br>on<br>vessel /<br>aircraft                  | 6 Main<br>carriage                     | 7 Cargo<br>insurance                             | 8<br>Unloading<br>at port of<br>import                  | 9<br>Loading<br>on<br>truck at<br>import                  | 10<br>Carriage to<br>destination                 |
|---------------------------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|--------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|
| CIF Cost,<br>Insurance<br>and<br>Freight    | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Seller<br>Seller —<br>Cargo<br>insurance         | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import   | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import   | Buyer Buyer<br>— Carriage<br>to<br>destination   |
| CPT<br>Carriage<br>Paid To                  | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |
| CIP<br>Carriage<br>and<br>Insurance<br>Paid | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Seller<br>Seller —<br>Cargo<br>insurance         | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |
| DAT<br>Delivered<br>At<br>Terminal<br>(DPU) | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import   | Buyer Buyer<br>— Carriage<br>to<br>destination   |
| DAP<br>Delivered<br>At Place                | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |

| Term                          | 1<br>Loading<br>on<br>truck               | 2 Export<br>customs<br>declaration                  | 3<br>Carriage<br>to port<br>of<br>export               | 4<br>Unloading<br>at port of<br>export                  | 5<br>Loading<br>on<br>vessel /<br>aircraft                  | 6 Main<br>carriage                     | 7 Cargo<br>insurance                             | 8<br>Unloading<br>at port of<br>import                  | 9<br>Loading<br>on<br>truck at<br>import                  | 10<br>Carriage to<br>destination                 |
|-------------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|--------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|
| DDP<br>Delivered<br>Duty Paid | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |

EXW Ex Works

Buyer takes over at the seller's door and carries every cost from there. Lowest quoted price, highest buyer workload.

FCA Free Carrier

Seller clears the goods for export and hands them to the carrier the buyer nominated.

FAS Free Alongside Ship

Sea and inland waterway only. Seller delivers alongside the vessel; loading is on the buyer.

FOB Free On Board

Sea and inland waterway only. Risk passes once the goods are on board. The most common buying term.

CFR Cost and Freight

Seller pays the main carriage but carries no insurance obligation; risk still passes on loading.

CIF Cost, Insurance and Freight

As CFR, plus the seller must buy and pay for cargo insurance (minimum cover unless you agree more).

CPT Carriage Paid To

Any mode. Seller pays carriage through to the named destination; insurance is not obligatory.

CIP Carriage and Insurance Paid

As CPT, plus the seller must insure the cargo through to the named destination.

**DAT Delivered At Terminal (DPU)**

Seller delivers unloaded at the named terminal. Renamed DPU (Delivered at Place Unloaded) in Incoterms® 2020.

**DAP Delivered At Place**

Seller delivers to your address ready for unloading; import clearance and duty stay with the buyer.

**DDP Delivered Duty Paid**

Seller carries everything through to your door, duty and tax included. Highest quoted price, least buyer workload.

**Two things worth flagging.** Under CIF and CIP the seller is obliged to buy cargo insurance and pay the premium; under every other term insurance is optional, and we recommend buyers arrange their own cover so a loss or damage in transit is recoverable. And this table is a working summary for planning purposes — the binding definitions are the ones published by the International Chamber of Commerce in the Incoterms® rules, so confirm the exact term wording in your sales contract before you ship.

## Price Trend — Benin

Historical freight rates from China to Benin for 500 KG shipments. Data sourced from live carrier price feeds.

## China to Benin — Shipping Reference Data

Reference figures that shape cost and transit on the China-Benin route:

|                                  |                                                            |
|----------------------------------|------------------------------------------------------------|
| Main sea gateways                | the main commercial seaport                                |
| Destination customs authority    | the national customs service                               |
| De-minimis / duty-free threshold | No practical de-minimis on most routes                     |
| Import tax & duty regime         | Import VAT plus duty 5–35%; pre-shipment inspection common |
| Local currency                   | USD (freight priced in USD)                                |
| Typical port/airport dwell time  | 7–21 days (congestion common)                              |
| Peak / busy season               | Oct-Dec                                                    |
| Conformity & certification       | Pre-shipment conformity certificate often mandatory        |
| Main air gateways                | the primary international airport                          |

Thresholds and duty bands are buyer-planning references, not formal customs rulings — confirm the exact HS-code rate for your goods before shipping.

Bulk Freight

## Bulk Commercial Freight

Shipping 500 KG from China to Benin is firmly in bulk commercial freight territory. At this volume, sea freight (FCL or LCL) and air charter rates become significantly more competitive. Most importers at this weight range use scheduled sea freight for regular orders and air freight only for urgent replenishments.

- Sea freight FCL (full container) may be cost-effective above 5 CBM
- LCL sea freight rates are quoted per CBM at this range
- Expect customs examination — prepare full documentation
- Insurance recommended for shipments above USD 5,000 value

## Free 3D Loading Tools

Shipping to Benin by air or sea? Plan cartons and container loading in 3D before requesting a quote.

### 3D Carton Packing Calculator

Air rates to Benin bill by chargeable weight — simulate your carton fill in 3D (including mixed products in one box) and cut dimensional-weight waste before you book.

[Open Packing Tool →](#)



3D Container Loading Planner

Squeeze more out of every CBM to Benin: load your carton list in 3D, verify space and payload utilization, and export the loading plan.

[Open Container Planner →](#)

Which Shipping Method is Best for 500 KG?



Air Freight

**Transit:** 5-10 business days  
**Best at:** Under 300 KG, time-sensitive cargo  
Premium Only  
Recommended  
☐

Sea Freight

**Transit:** 25-45 calendar days  
**Best at:** Over 100 KG, non-urgent cargo  
Recommended  
☐

Rail Freight

**Transit:** 18-28 calendar days  
**Best at:** Europe destinations over 50 KG  
Europe only

Transit Times — China to Benin

| Method          | Transit Time        | Notes                                                 |
|-----------------|---------------------|-------------------------------------------------------|
| Sea Freight LCL | 30-50 calendar days | Shared container to Benin port + delivery             |
| Sea Freight FCL | 28-45 calendar days | Full container to Benin port + delivery               |
| Express Courier | 3-7 business days   | DHL/FedEx/UPS door-to-door, high cost for this weight |

What Affects the Shipping Cost to Benin?

- Actual vs. volumetric weight — carriers charge whichever is higher (L×W×H÷6000 for air)

- Cargo type surcharge — batteries, liquids, and branded goods carry additional fees
- Peak season surcharges — Chinese New Year (Jan/Feb) and Golden Week (Oct) add 15–30%
- Destination area — Benin may have remote area surcharges for certain postal codes
- Declared value — customs duties are calculated on CIF value
- Port congestion surcharges apply to certain African ports seasonally
- Currency exchange — most African routes price in USD, paid before departure

## Customs & Documentation for Benin

- De minimis threshold — shipments below local tax threshold may clear duty-free
- Required documents: commercial invoice, packing list, and accurate HS codes
- DDP service includes all import duties — you pay one total price with no surprises
- Battery and liquid goods require additional certification documents

## Where these Benin duty figures come from

This is a multi-country channel, so duty treatment differs by destination and the numbers here are a planning baseline only. [ITC Market Access Map](#) resolves the applicable tariff for a specific origin and destination pair, which is the fastest way to check the country you are actually shipping to.

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.

If this is your first shipment into Benin, the [Benin Country Commercial Guide](#) covers the practical import environment in more depth than a rate page reasonably can, and it is written by a party with no stake in your booking.

## Frequently Asked Questions

How much does it cost to ship from China to Benin?

Current rates for shipping from China to Benin start at USD 76.61/KG via Sea DDP w/Tax. For 500 KG, the estimated total is approximately USD 38,305, duty included. Final landed cost depends on the Import VAT plus duty 5–35%; pre-shipment inspection common applied by the national customs service.

What duties and taxes apply when importing into Benin?

Imports into Benin are assessed by the national customs service. The applicable regime is: Import VAT plus duty 5–35%; pre-shipment inspection common. The duty-free / de-minimis position is No practical de-minimis on most routes. Under our DDP service

these charges are pre-paid and included in the per-KG price, so there is nothing to settle on arrival.

What is DDP shipping to Benin and what does it include?

DDP (Delivered Duty Paid) to Benin means one all-inclusive price covering freight, the duty/tax due to the national customs service, and last-mile delivery to your door. The No practical de-minimis on most routes de-minimis position is handled for you, and there are no surprise charges at destination.

When is the busy season for shipping to Benin?

Capacity to Benin tightens around Oct-Dec, on top of the China-side surcharge windows of Chinese New Year (Jan/Feb) and Golden Week (early Oct). Booking 1-2 weeks earlier during these windows protects both space and rate.

Should I use FCL or LCL sea freight for 500 KG to Benin?

For 500 KG to Benin, LCL through the main commercial seaport is usually right unless cargo exceeds ~5-6 CBM or ships regularly. FCL becomes economical above roughly 15,000-18,000 KG and removes commingling risk during clearance by the national customs service.

In what currency are rates to Benin quoted and paid?

Freight to Benin is quoted and invoiced in USD; the local currency on the destination side is USD (freight priced in USD). Payment is typically due before departure (T/T or PayPal), and because it's DDP you settle the full landed cost once — no destination collect charges.

What certifications are required to import into Benin?

For regulated goods entering Benin, plan for: Pre-shipment conformity certificate often mandatory. Missing conformity paperwork is the most common cause of clearance holds with the national customs service, so confirm requirements for your HS code before the cargo leaves China.

What is the minimum shipment size for shipping to Benin?

Minimums to Benin vary by channel: air DDP from about 21 KG (some from 12 KG), sea LCL from roughly 1 CBM, and express courier for single parcels. Below 21 KG, express is usually the most economical way into Benin.

## Watch: how this shipment works end to end

The rates above answer the cost question. This covers the mechanics — useful if you have not shipped to Benin before and are still working out how to structure the order.

Bill of Lading Explained (BOL) | Types, Components & Full Beginner Guide | Shipping Document — 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.

## Shipping to Benin by industry

Rates above are lane rates and apply to general cargo. Packing specification, HS classification and the clearance step that matters are all commodity-specific — these guides cover them industry by industry.

- [Sheet Metal Metal Products & Industrial Components](#)

- [Storage Tanks Metal Products & Industrial Components](#)
- [Electric Motors General Machinery & Industrial Equipment](#)
- [Agricultural Drones Agriculture & Livestock Equipment](#)
- [Wire & Cable New Energy, Power & Electrical](#)
- [Automotive Lighting Automotive & Vehicles](#)
- [Flooring Building Materials & Construction Products](#)
- [Cartons Wood, Bamboo & Paper Products](#)
- [Flexible Packaging Plastics, Rubber & Packaging](#)
- [Capacitors Electronic Components & Semiconductors](#)
- [Smart Home Products Consumer Electronics & Smart Devices](#)
- [Refrigeration Equipment Home Appliances, HVAC & Commercial](#)

[All 139 industry guides →](#)

## Related Shipping Rates

### Other Weights to Benin

- [1KG Shipment](#)
- [10KG Shipment](#)
- [21KG Shipment](#)
- [100KG Shipment](#)
- [300KG Shipment](#)

### Other Modes to Benin

- [Sea Freight to Benin](#)

### Similar Destinations

- [Shipping to Ghana](#)
- [Shipping to Mali](#)
- [Shipping to Tanzania](#)
- [Shipping to Cameroon](#)
- [Shipping to Uganda](#)
- [Shipping to DR Congo](#)

Shipping 500KG to Benin From China: \$38,305 All-In

Shipping 500KG from China to Benin costs about USD 38,305 all-in. That is USD 76.6 per kg with duty and delivery included.

Updated Aug 2026.

## Get a Quote

Respond within 24 hours with a full landed-cost quote on your preferred trade term.

[WhatsApp Us Send Inquiry →](#)

## Other Weights to Benin

- [1KG — Benin](#)
- [10KG — Benin](#)
- [21KG — Benin](#)
- [100KG — Benin](#)
- [300KG — Benin](#)

## Other Africa Destinations

- [Shipping to Ghana](#)
- [Shipping to Mali](#)
- [Shipping to Tanzania](#)
- [Shipping to Cameroon](#)
- [Shipping to Uganda](#)
- [Shipping to DR Congo](#)

## Customs clearance in Benin

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

[Benin clearance requirements →](#)

## Priced routes to Benin

- [Benin \(Cotonou\) Ocean Freight Cost from China | Sea Duty-Paid \(tax included\)](#)