

Cost to Ship 50KG from China to Kenya

China Ocean Freight · chinaoceanfreight.com/china-to-kenya-shipping-cost-50kg

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Africa ➔ Air Freight ☐ Sea Freight 50 KG

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

USD 24.9/KG Best Rate Now

2 Channels Available

2026-08-14 Last Updated

Shipping 50KG from China to Kenya costs approximately USD 1,243 all-in, based on a published rate of USD 24.9 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 1,243 for 50KG

By air

USD 24.9/kg, 5-10 days

By sea

USD 73.5/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 Kenya (50 KG)

Updated 2026-08-14

Service	Mode	Rate (USD/KG)	Total (50 KG)	Details
Best Value Air · Duty-Paid Cleared	➔ Air Freight	USD 24.9	USD 1,243	View Details →
Sea · Duty-Paid (tax included)	☐ Sea Freight	USD 73.5	USD 3,674	View Details →



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 Kenya

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 Kenya. Each tier reflects the published rate at that exact weight — useful for accurate budgeting at common shipment sizes.

Air DDP Cleared

→ Air Freight → NBO

Best Value at 50 KG

Updated 2026-08-14 13 weight tiers USD pricing

Weight	Rate (USD/KG)	@ 50 KG
21 KG	USD 25.60	USD 1,280.00
22 KG	USD 25.51	USD 1,275.50
23 KG	USD 25.73	USD 1,286.50
30 KG	USD 25.23	USD 1,261.50
50 KG	USD 24.86	USD 1,243.00
100 KG	USD 24.31	USD 1,215.50
150 KG	USD 23.84	USD 1,192.00
200 KG	USD 23.75	USD 1,187.50
505 KG	USD 23.05	USD 1,152.50
850 KG	USD 23.11	USD 1,155.50
1700 KG	USD 22.77	USD 1,138.50
2500 KG	USD 22.75	USD 1,137.50
3400 KG	USD 22.51	USD 1,125.50

[View full route details →](#)

Sea DDP w/Tax

Sea Freight → Nairobi

Updated 2026-08-14 1 weight tiers USD pricing

Bracket	Rate (USD/KG)	@ 50 KG
1CBM+ CBM	USD 86.11	USD 4,305.50

[View full route details →](#)

✈ Air Freight Options

Air DDP Cleared USD 24.9/KG →

Sea Freight Options

Sea DDP w/Tax USD 72.9/KG →

Calculate for a different weight:

Freight Rates to Kenya

Current published rates — USD

✈ AIR

Air · Duty-Paid Cleared

21 KG **USD 25.60**

22 KG **USD 25.51**

23 KG **USD 25.73**

30 KG **USD 25.23**

50 KG **USD 24.86**

100 KG **USD 24.31**

150 KG **USD 23.84**

200 KG **USD 23.75**

505 KG **USD 23.05**

850 KG **USD 23.11**

1700 KG **USD 22.77**

2500 KG **USD 22.75**

[+ 1 more weight steps...](#)

Updated 2026-08-14

🚢 SEA

Sea · Duty-Paid (tax included)

1CBM+ CBM **USD 86.11**

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

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

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

Historical freight rates from China to Kenya for 50 KG shipments. Data sourced from live carrier price feeds.

China to Kenya — Shipping Reference Data

Key China-to-Kenya import facts buyers should plan around:

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.

Mid-Volume Commercial

Commercial Freight — Mid Volume

At 50 KG, you're in the commercial freight category — large enough for competitive rates but still within the range where air freight often beats sea freight on cost per delivery cycle. This weight is common for electronics, clothing, and general merchandise restocking shipments going to Kenya.

- Air freight channels offer volume discounts from 100 KG
- Sea freight LCL (shared container) becomes viable above 150 KG
- Most channels require volumetric weight check ($L \times W \times H \div 6000$)
- Rail freight viable for European destinations at this weight

Free 3D Loading Tools

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

3D Carton Packing Calculator

Check how many units truly fit per carton for this Kenya shipment: the 3D packing tool computes layers, rotation, and protection gaps from your exact product size.

[Open Packing Tool →](#)



3D Container Loading Planner

Sea freight to Kenya prices by CBM or container — plan 20GP/40GP/40HQ loading in 3D, mix different box sizes, and check utilization before booking.

[Open Container Planner →](#)

Which Shipping Method is Best for 50 KG?

Recommended



Air Freight

Transit: 5-10 business days
Best at: Under 300 KG, time-sensitive cargo

Recommended



Sea Freight

Transit: 25-45 calendar days
Best at: Over 100 KG, non-urgent cargo
Not cost-effective



Rail Freight

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

Transit Times — China to Kenya

Method	Transit Time	Notes
Air Freight DDP	5-10 business days	From China warehouse to Kenya door
Sea Freight LCL	30-50 calendar days	Shared container to Kenya 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 Kenya?

- 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 — Kenya 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 Kenya

- 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 Kenya 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.

On the air side, anything with a cell or a battery in it, plus liquids, powders, magnets and aerosols, is governed by [the IATA Dangerous Goods Regulations](#). Those articles are not refused outright, but they need to be declared at booking so the shipment is built correctly — declaring them late is the single most common cause of an air consignment being offloaded.

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

Frequently Asked Questions

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

Current rates for shipping from China to Kenya start at USD 24.86/KG via Air DDP Cleared. For 50 KG, the estimated total is approximately USD 1,243, 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 Kenya?

Imports into Kenya 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 documents are required for customs clearance in Kenya?

the national customs service typically requires: (1) commercial invoice with HS codes and declared value; (2) packing list with weights and dimensions; (3) bill of lading or air waybill; (4) certificate of origin (may lower duty); and (5) any product-specific certification (Pre-shipment conformity certificate often mandatory). Under DDP we prepare and file these for you.

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

DDP (Delivered Duty Paid) to Kenya 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.

Can I track my shipment from China to Kenya?

Yes. Air shipments to Kenya get an air waybill (AWB) trackable within 24 hours of departure; sea shipments are tracked by bill-of-lading through the carrier portal. We push status at key milestones: departure, arrival at the gateway, clearance by the national customs service, and final delivery.

How is chargeable weight calculated for Kenya shipments?

We compare actual gross weight against volumetric weight ($L \times W \times H \div 6000$ for air) and charge whichever is greater, rounded up to the next kilogram. For 50 KG this matters most when cargo is light but bulky — consolidating cartons can drop you into a cheaper bracket.

How long does shipping from China to Kenya take?

Door-to-door transit to Kenya: air freight 5–10 business days, sea LCL 30–50 days, sea FCL 28–45 days. On arrival, allow roughly 7–21 days (congestion common) of clearance/dwell at the gateway. All times include customs clearance under DDP.

What certifications are required to import into Kenya?

For regulated goods entering Kenya, 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.

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 Kenya before and are still working out how to structure the order.

Air Freight from China: Soaring Through the Skies of Global Trade — SINO Shipping. 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 Kenya 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.

- [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](#)
- [Injection Molded Parts Plastics, Rubber & Packaging](#)
- [Art Ceramics Glass & Ceramic Products](#)
- [Base Station Equipment Telecom, Computing & Data Centre](#)
- [Electronic Accessories Consumer Electronics & Smart Devices](#)
- [Hotel Furniture Furniture & Home Products](#)
- [Textiles Textiles, Apparel, Footwear & Leather](#)
- [Bags Textiles, Apparel, Footwear & Leather](#)

[All 139 industry guides →](#)

Related Shipping Rates

Other Weights to Kenya

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

Other Modes to Kenya

- [Air Freight to Kenya](#)
- [Sea Freight to Kenya](#)

Similar Destinations

- [Shipping to Ghana](#)
- [Shipping to Mali](#)

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

Shipping 50KG to Kenya From China: \$1,243 All-In

Shipping 50KG from China to Kenya costs about USD 1,243 all-in. That is USD 24.9 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 Kenya

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

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 Kenya

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

[Kenya clearance requirements →](#)

Priced routes to Kenya

- [Kenya \(Nairobi\) Ocean Freight Cost from China | Sea Duty-Paid \(tax included\)](#)
- [Ship Ningbo to Mombasa — FCL Container Cost from China](#)

- [Shipping a Container from Shanghai to Mombasa: Cost & Transit](#)
- [Shipping from China to Kenya \(NBO\): Air Shipping Rates](#)