

Cost to Ship 50KG from China to Saudi Arabia

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

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Middle East → Air Freight Sea Freight 50 KG

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

USD 7.9/KG Best Rate Now

2 Channels Available

2026-08-14 Last Updated

Shipping 50KG from China to Saudi Arabia costs approximately USD 396 all-in, based on a published rate of USD 7.92 per kilogram. That figure covers freight, duty and tax to Zakat, Tax and Customs Authority (ZATCA), and delivery to your door, with nothing further to pay on arrival.

Estimated total

USD 396 for 50KG

By air

USD 7.92/kg, 5-10 days

By sea

USD 174.9/kg, 25-45 days

Customs authority

Zakat, Tax and Customs Authority (ZATCA)

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 Saudi Arabia (50 KG)

Updated 2026-08-14

Service	Mode	Rate (USD/KG)	Total (50 KG)	Details
Best Value Heavy Cargo - Class A Furniture	→ Air Freight	USD 7.9	USD 396	View Details →
Sea · Freight - Class A Furniture	Sea Freight	USD 174.9	USD 8,743	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 Saudi Arabia

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

Heavy Cargo - Class A Furniture

→ Air Freight → Riyadh Warehouse

Best Value at 50 KG

Updated 2026-08-14 33 weight tiers USD pricing

Weight	Rate (USD/KG)	@ 50 KG
1 KG	USD 20.56	USD 1,028.00
2 KG	USD 13.61	USD 680.50
3 KG	USD 11.30	USD 565.00
4 KG	USD 10.14	USD 507.00
5 KG	USD 9.45	USD 472.50
6 KG	USD 10.14	USD 507.00
7 KG	USD 9.64	USD 482.00
8 KG	USD 9.27	USD 463.50
9 KG	USD 8.98	USD 449.00
10 KG	USD 8.75	USD 437.50
11 KG	USD 9.19	USD 459.50
12 KG	USD 8.98	USD 449.00
13 KG	USD 8.80	USD 440.00
14 KG	USD 8.65	USD 432.50
15 KG	USD 8.52	USD 426.00
16 KG	USD 8.40	USD 420.00
17 KG	USD 9.12	USD 456.00
18 KG	USD 8.98	USD 449.00
19 KG	USD 8.86	USD 443.00
20 KG	USD 8.75	USD 437.50
21 KG	USD 8.65	USD 432.50
22 KG	USD 8.56	USD 428.00
23 KG	USD 8.78	USD 439.00
30 KG	USD 8.29	USD 414.50
50 KG	USD 7.92	USD 396.00
100 KG	USD 7.36	USD 368.00

Weight	Rate (USD/KG)	@ 50 KG
150 KG	USD 7.32	USD 366.00
200 KG	USD 7.22	USD 361.00
505 KG	USD 6.94	USD 347.00
850 KG	USD 6.99	USD 349.50
1700 KG	USD 7.08	USD 354.00
2500 KG	USD 7.06	USD 353.00
3400 KG	USD 6.81	USD 340.50

[View full route details →](#)

Sea Freight - Class A Furniture

Sea Freight → Riyadh Warehouse
Updated 2026-08-14 1 weight tiers USD pricing

Bracket	Rate (USD/KG)	@ 50 KG
1CBM+ CBM	USD 187.50	USD 9,375.00

[View full route details →](#)

✈ Air Freight Options

Heavy Cargo - Class A Furniture USD 7.9/KG →

Sea Freight Options

Sea Freight - Class A Furniture USD 174.3/KG →

Calculate for a different weight:

Freight Rates to Saudi Arabia

Current published rates — USD

✈ AIR
Heavy Cargo - Class A Furniture

- 1 KG **USD 20.56**
- 2 KG **USD 13.61**
- 3 KG **USD 11.30**

4 KG **USD 10.14**

5 KG **USD 9.45**

6 KG **USD 10.14**

7 KG **USD 9.64**

8 KG **USD 9.27**

9 KG **USD 8.98**

10 KG **USD 8.75**

11 KG **USD 9.19**

12 KG **USD 8.98**

+ 21 more weight steps...

Updated 2026-08-14

→ AIR

Small Parcel – Built-in Battery

0-16 *On Request*

Updated 2026-08-14

→ AIR

Small Parcel – General (No Battery)

0-16 *On Request*

Updated 2026-08-14

☐ SEA

Sea · Freight – Class A Furniture

1CBM+ CBM **USD 187.50**

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 Saudi Arabia 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 — Saudi Arabia

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

China to Saudi Arabia — Shipping Reference Data

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

Main sea gateways	Jeddah Islamic Port, King Abdulaziz (Dammam), Jubail
Destination customs authority	Zakat, Tax and Customs Authority (ZATCA)
De-minimis / duty-free threshold	SAR 1,000
Import tax & duty regime	VAT 15%; duty 5–15% (some goods up to 25%)
Local currency	SAR
Typical port/airport dwell time	4–8 days
Peak / busy season	Sep–Nov
Conformity & certification	SABER / SASO certificate of conformity required
Main air gateways	JED (Jeddah), RUH (Riyadh), DMM (Dammam)

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 Saudi Arabia.

- 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 Saudi Arabia 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 Saudi Arabia 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 Saudi Arabia 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 Saudi Arabia

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

- 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 — Saudi Arabia may have remote area surcharges for certain postal codes
- Declared value — customs duties are calculated on CIF value

Customs & Documentation for Saudi Arabia

- 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 Saudi Arabia duty figures come from

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 [ZATCA \(Saudi Zakat, Tax and Customs Authority\)](#) 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.

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.

If this is your first shipment into Saudi Arabia, the [Saudi Arabia 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 Saudi Arabia?

Current rates for shipping from China to Saudi Arabia start at USD 7.92/KG via Heavy Cargo – Class A Furniture. For 50 KG, the estimated total is approximately USD 396, duty included. Final landed cost depends on the VAT 15%; duty 5–15% (some goods up to 25%) applied by Zakat, Tax and Customs Authority (ZATCA).

What duties and taxes apply when importing into Saudi Arabia?

Imports into Saudi Arabia are assessed by Zakat, Tax and Customs Authority (ZATCA). The applicable regime is: VAT 15%; duty 5–15% (some goods up to 25%). The duty-free / de-minimis position is SAR 1,000. 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 Saudi Arabia and what does it include?

DDP (Delivered Duty Paid) to Saudi Arabia means one all-inclusive price covering freight, the duty/tax due to Zakat, Tax and Customs Authority (ZATCA), and last-mile delivery to your door. The SAR 1,000 de-minimis position is handled for you, and there are no surprise charges at destination.

Is air or sea freight better for 50 KG to Saudi Arabia?

For 50 KG to Saudi Arabia, air is usually better on total landed cost despite a higher per-KG rate, because the 30–45 day ocean transit (plus 4–8 days dwell) raises inventory cost. Air also unlocks volume discounts above 100 KG.

How long does shipping from China to Saudi Arabia take?

Door-to-door transit to Saudi Arabia: air freight 5–10 business days, sea LCL 30–50 days, sea FCL 28–45 days. On arrival, allow roughly 4–8 days of clearance/dwell at the gateway. All times include customs clearance under DDP.

How is chargeable weight calculated for Saudi Arabia 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.

Can I track my shipment from China to Saudi Arabia?

Yes. Air shipments to Saudi Arabia 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 Zakat, Tax and Customs Authority (ZATCA), and final delivery.

What certifications are required to import into Saudi Arabia?

For regulated goods entering Saudi Arabia, plan for: SABER / SASO certificate of conformity required. Missing conformity paperwork is the most common cause of clearance holds with Zakat, Tax and Customs Authority (ZATCA), 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 Saudi Arabia 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 Saudi Arabia 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.

- [Restaurant Furniture Retail, Display & Commercial Fixtures](#)
- [Amusement Equipment Toys, Sports, Outdoor & Leisure](#)
- [Gifts Consumer Goods & Gifts](#)
- [Amazon FBA E-commerce & Retail Channels](#)

- [Metal Fabrication Metal Products & Industrial Components](#)
- [Cutting Tools Metal Products & Industrial Components](#)
- [Compressors General Machinery & Industrial Equipment](#)
- [Automated Storage Equipment Construction, Mining & Material Handling](#)
- [Electrical Cabinets New Energy, Power & Electrical](#)
- [Automotive Glass Automotive & Vehicles](#)
- [Doors & Windows Building Materials & Construction Products](#)
- [Paper Packaging Wood, Bamboo & Paper Products](#)

[All 139 industry guides →](#)

Related Shipping Rates

Other Weights to Saudi Arabia

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

Other Modes to Saudi Arabia

- [Air Freight to Saudi Arabia](#)
- [Sea Freight to Saudi Arabia](#)

Similar Destinations

- [Shipping to UAE](#)

Shipping 50KG to Saudi Arabia From China: \$396 All-In

Shipping 50KG from China to Saudi Arabia costs about USD 396 all-in. That is USD 7.92 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 Saudi Arabia

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

Other Middle East Destinations

- [Shipping to UAE](#)

Customs clearance in Saudi Arabia

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

[Saudi Arabia clearance requirements →](#)

Priced routes to Saudi Arabia

- [China to Saudi Arabia \(Riyadh Warehouse\) Freight — LCL Shipping Rates, Duty Paid](#)
- [Shanghai to Jeddah FCL Ocean Freight Rates | 20GP & 40HQ](#)
- [Ship Ningbo to Dammam — FCL Container Cost from China](#)
- [Shipping a Container from Ningbo to Jeddah: Cost & Transit](#)
- [Shipping a Container from Shanghai to Dammam: Cost & Transit](#)
- [Shipping from China to Saudi Arabia \(Riyadh Warehouse\): Air Shipping Rates](#)