China to Zimbabwe Sea Freight Cost

Sea Freight from China to Zimbabwe is quoted at USD 579.1 per cubic metre (about USD 3.47 per kg at 1 CBM = 167 KG), with door-to-door transit of 25–45 calendar days. A 100 kg shipment is under one cubic metre, so it is billed at the 1 CBM minimum — roughly USD 579. That is an indicative freight figure only: duty and tax raised by the national customs service depend on what the goods are, and the final cost can land above or below it.

Rate from

USD 579.1/CBM

Per-kg equivalent

USD 3.47/kg at 1 CBM = 167 KG

Minimum billed

1 CBM

Transit time

25–45 calendar days

Gateway

the main commercial seaport

Indicative planning references only, not a quotation. Actual cost depends on the product and its HS code, chargeable weight, declared value, destination duty and tax and the exchange rate on the day, and can be higher or lower.

Current Rates — China to Zimbabwe

Updated 2026-11-04

Service	Mode	Rate	Details
Best Value Sea · Duty-Paid (tax included)	Sea Freight	**USD 579.1** /CBM ≈ USD 3.47/KG	**View Details → (https://chinaoceanfreight.com/freight-rates/af_sea_harare_zw/)**

1 CBM = 167 KG — sea LCL lanes are sold by the cubic metre. Volume converts to weight as `L × W × H (cm) ÷ 6000`, so one cubic metre is treated as 167 KG. The ≈ /KG figure is that conversion applied to the CBM rate, for comparison against the air rows. Shipments under 1 CBM are billed at the **1 CBM minimum**.

Sea · Duty-Paid (tax included): Sea LCL is billed per cubic metre with a one cubic metre minimum. 100 kg works out below 1 CBM, so the 1 CBM minimum applies.

How these prices are calculated — chargeable weight and CBM

Freight is not billed on the number on your bathroom scale. It is billed on **chargeable weight**: the greater of actual gross weight and volumetric weight, where volumetric weight is `L × W × H (cm) ÷ 6000`. Denser cargo pays on its weight; light bulky cargo pays on the space it occupies. Whichever is higher is the one you pay — never the lower.

One cubic metre = 167 kg. That is 1,000,000 cm³ ÷ 6000, the same divisor used for the volumetric check, so both sides of this page agree with each other.

Per-CBM channels (sea LCL and sea DDP). The published rate buys one cubic metre, not one kilogram. Where this page knows only a weight, it converts at 167 kg per CBM to show an indicative volume — your measured dimensions decide the real figure.

One CBM minimum. Consolidators bill a one cubic metre floor, so anything that works out under 1 CBM is priced at 1 CBM.

Freight only. These are published freight rates. Duty, tax and customs charges at destination are not a fixed number we can print: they follow your product's HS code, its declared value and the exchange rate applied on the day of entry, so they are confirmed against your actual goods and quoted separately.

Indicative only — the real price can be higher or lower. Nothing on this page is a quotation or a commitment. What you finally pay depends on what the product is, how it is packed, the chargeable weight, the declared value, the destination duty position and the exchange rate at the time. Send the product details, weight and dimensions and we will price your specific

shipment.

chinaoceanfreight.com
OCEAN FREIGHT | GLOBAL SHIPPING | LOGISTICS
(https://chinaoceanfreight.com/)

Track your shipment

Enter your tracking number below

Powered by 17TRACK (https://www.17track.net) — 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 Zimbabwe

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

Updated 2026-11-04 **8 weight tiers** **USD pricing**

Volume	Approx. weight	Rate (USD/CBM)
1 CBM	≈ 167 KG	USD 579.09
2 CBM	≈ 333 KG	USD 537.42
3 CBM	≈ 500 KG	USD 518.91
5 CBM	≈ 833 KG	USD 509.65
8 CBM	≈ 1,333 KG	USD 516.59
12 CBM	≈ 2,000 KG	USD 539.74
20 CBM	≈ 3,333 KG	USD 530.48
30 CBM	≈ 5,000 KG	USD 498.07

View full route details → (https://chinaoceanfreight.com/freight-rates/af_sea_harare_zw/)

Calculate for a different weight:

Freight Rates to Zimbabwe

Current published rates — USD

SEA

Sea · Duty-Paid (tax included)

1 CBM **USD 579.09**

2 CBM **USD 537.42**

3 CBM **USD 518.91**

5 CBM **USD 509.65**

8 CBM **USD 516.59**

12 CBM **USD 539.74**

20 CBM **USD 530.48**

30 CBM **USD 498.07**

Updated 2026-11-04

⚖ **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 Zimbabwe 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.

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	11 Import customs clearance	12 Import duties & taxes
EXW Ex Works	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
FCA Free Carrier	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
FAS Free Alongside Ship	Seller	Seller	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
FOB Free On Board	Seller	Seller	Seller	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
CFR Cost and Freight	Seller	Seller	Seller	Seller	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
CIF Cost, Insurance and Freight	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer

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	11 Import customs clearance	12 Import duties & taxes
CPT Carriage Paid To	Seller	Seller	Seller	Seller	Seller	Seller	Negotiable	Seller	Seller	Seller	Buyer	Buyer
CIP Carriage and Insurance Paid	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Buyer	Buyer
DAT Delivered At Terminal (DPU)	Seller	Seller	Seller	Seller	Seller	Seller	Negotiable	Seller	Buyer	Buyer	Buyer	Buyer
DAP Delivered At Place	Seller	Seller	Seller	Seller	Seller	Seller	Negotiable	Seller	Seller	Seller	Buyer	Buyer
DDP Delivered Duty Paid	Seller	Seller	Seller	Seller	Seller	Seller	Negotiable	Seller	Seller	Seller	Seller	Seller

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.

Where Ocean Starts to Make Sense

At 100 KG the arithmetic changes. LCL groupage becomes bookable, and whether it beats air depends almost entirely on density: cargo that fills space without filling the scale prices badly by air and well by sea. This is the band where measuring your cartons properly stops being housekeeping and starts being the largest single lever on what you pay into Zimbabwe.

- Measure and weigh a packed carton before asking for a quote — density decides the mode
- LCL is billed per cubic metre with a one-CBM floor, so part-loads round upward
- Air volume discounts usually appear around 100 KG; ask where the next break sits
- A week of extra transit is often cheaper than the air premium at this size

What Affects the Shipping Cost to Zimbabwe?

- Density before anything else — one cubic metre is billed as roughly 167 kg, so light bulky cargo pays on the space it occupies
- How well the cargo is packed — wasted void inside a carton is volume you are paying to move
- Sailing week — rates move with vessel space, and the fortnight before Chinese New Year is the sharpest swing of the year
- Where in Zimbabwe it is going — the ocean leg is the stable part; the inland run from the quay is what varies
- Declared value, because duty is assessed on it and an optimistic invoice is the most expensive kind
- Berth waiting — several West African terminals run congestion cycles that add days, not hours
- Payment is settled in USD before departure on most of these lanes
- Bunker adjustment, revised by the line on its own schedule rather than yours
- Terminal handling at both ends, quoted separately from the freight itself

- Free time at destination — demurrage and detention are avoidable and routinely are not avoided

When Does a Full Container Beat Groupage into Zimbabwe?

The switch is decided by **volume, not weight**. Groupage is billed per cubic metre with a one-cubic-metre floor, so its cost climbs in a straight line with your cube. A container is a flat price for the box whether you fill it or not. Those two lines cross somewhere between roughly **12 and 15 m³** on most lanes — below that a consol is cheaper, above it you are paying groupage rates for space a 20GP would have given you outright.

Box	Usable cube	Payload	What it suits
20GP	33 m³	≈ 28 t	Dense cargo — the payload runs out long before the cube does.
40GP	67 m³	≈ 26 t	Twice the space for far less than twice the price. The default for most consolidated buyers.
40HQ	76 m³	≈ 26 t	The extra foot of height pays for itself on anything light and stackable.

> Two things move the crossover on a real booking. Cargo denser than about **167 kg per cubic metre** hits a container's payload limit before its cube, so the box fills on weight and the calculation shifts down. And a container starts accruing **free-time charges** at destination the moment it is discharged — demurrage on the quay, detention off it — which is a cost a consol never hands you. If your cargo sits near the line, send the packed dimensions and we will price both against each other rather than guess.

Free 3D Loading Tools for Sea Freight

This page covers Sea Freight from China to Zimbabwe. Plan your cargo with the matching tool before requesting a quote.



3D Container Loading Planner

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

Open Container Planner → (https://chinaoceanfreight.com/3d-container-loading-planner/)

Transit Times — China to Zimbabwe

Method	Transit Time	Notes
Air, consolidated	5–10 business days	Origin warehouse to the door in Zimbabwe
Ocean LCL (groupage)	30–50 calendar days	Shared box to the quay in Zimbabwe, then inland
Courier	3–7 business days	Integrator door to door — expensive at this size

Which Shipping Method is Best?

Recommended

✈

Air Freight

Transit: 5–10 business days

Best at: Under 300 KG, time-sensitive cargo

Recommended

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

China to Zimbabwe — Shipping Reference Data

Key China-to-Zimbabwe 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

Thresholds and bands here are planning references for buyers, not rulings — confirm the exact HS-code rate for your goods before shipping.

Price Trend — Zimbabwe Sea Freight

Historical freight rates from China to Zimbabwe. Data sourced from live carrier price feeds.

Customs & Documentation for Zimbabwe

- A low-value threshold may let small consignments through without duty — worth checking before you split a shipment
- The entry stands or falls on three documents: a commercial invoice that matches reality, a packing list with real weights and dimensions, and an HS code you can defend

- Under a duty-paid booking we file and settle on your behalf; the duty figure itself still follows your commodity, its declared value and the rate applied on the day
- Cells, aerosols and anything liquid need their paperwork ready before the cargo leaves the factory, not after it lands

Where these Zimbabwe 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 Zimbabwe, the **Zimbabwe 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

What should I budget to move cargo into Zimbabwe?

Pricing into Zimbabwe currently opens at USD 579.09/CBM on Sea DDP w/Tax. At 100 KG, the estimated freight total is approximately USD 579. Final landed cost depends on the Import VAT plus duty 5–35%; pre-shipment inspection common applied by the national customs service.

What is the duty position on imports into Zimbabwe?

Imports into Zimbabwe 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. On lanes sold as DDP these charges are pre-paid inside the rate; on other lanes they are quoted separately once the HS code and declared value are known.

How do you convert between kilograms and CBM on these rates?

Chargeable weight is the greater of actual gross weight and volumetric weight, where volumetric weight is L × W × H in centimetres divided by 6000. One cubic metre therefore equals 167 kg. If a consignment weighs 300 kg but measures out to only 200 kg volumetric, it is charged on the 300 kg — the higher of the two always wins. Sea LCL and sea DDP channels are published per cubic metre rather than per kilogram, with a one cubic metre minimum. Where a page knows only a weight, it converts at 167 kg per CBM to show an indicative volume — 100 kg shows as about 1 CBM. Send real dimensions for a firm figure.

Which terminals actually handle this cargo into Zimbabwe? —

Ocean cargo for Zimbabwe discharges at the main commercial seaport; air arrives via the primary international airport. Which one your consignment routes through is decided by the sailing or allocation we book, and it moves the inland cost far more than it moves the ocean cost. We pick the gateway with the best onward delivery time to your final address and price it into the DDP rate.

When does space get tight on the Zimbabwe lane? —

Capacity to Zimbabwe 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.

How do I follow the cargo once it has sailed? —

Yes. An air consignment carries an AWB that goes live within a day of departure; an ocean booking is followed on the bill of lading through the line's own portal. We push status at the points that matter — sailed, arrived, released by the national customs service, delivered — rather than at every terminal scan.

Can I ship batteries via Sea Freight to Zimbabwe? —

On the water into Zimbabwe, cells are dangerous goods proper — UN3481 where they are installed, UN3480 where they travel packed with equipment) need an MSDS. We prepare the DG paperwork as part of the DDP service into the main commercial seaport.

How small a consignment is worth booking to Zimbabwe? —

It depends which door you come in by. Consolidated air opens around 21 kg, occasionally 12; groupage starts at one cubic metre and rounds up to it; single parcels go integrator. Under 21 kg into Zimbabwe, courier almost always wins on total cost.

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

Sea Freight Shipping Process for Beginners: Complete Factory-to-Door Guide (Every Step Explained) — **Vixnk - English**. 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 Zimbabwe 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.

Metal Products

Metal Products & Industrial Components

(https://chinaoceanfreight.com/industries/metal-products-logistics/)

Storage Tanks

Metal Products & Industrial Components

(https://chinaoceanfreight.com/industries/storage-tanks-logistics/)

Transformers

New Energy, Power & Electrical

(https://chinaoceanfreight.com/industries/transformers-logistics/)

Sanitary Ware

Building Materials & Construction Products

(https://chinaoceanfreight.com/industries/sanitary-ware-logistics/)

Cartons

Wood, Bamboo & Paper Products

(https://chinaoceanfreight.com/industries/cartons-logistics/)

Flexible Packaging

Plastics, Rubber & Packaging

(https://chinaoceanfreight.com/industries/flexible-packaging-logistics/)

Home Decor

Furniture & Home Products

(https://chinaoceanfreight.com/industries/home-decor-logistics/)

Technical Textiles

Textiles, Apparel, Footwear & Leather

(https://chinaoceanfreight.com/industries/technical-textiles-logistics/)

Outdoor Products

Toys, Sports, Outdoor & Leisure

(https://chinaoceanfreight.com/industries/outdoor-products-logistics/)

Fasteners

Metal Products & Industrial Components

(https://chinaoceanfreight.com/industries/fasteners-logistics/)

Electric Motors

General Machinery & Industrial Equipment

(https://chinaoceanfreight.com/industries/electric-motors-logistics/)

Wire & Cable

New Energy, Power & Electrical

(https://chinaoceanfreight.com/industries/wire-and-cable-logistics/)

All 60 industry guides → (https://chinaoceanfreight.com/industries/)

Related Shipping Rates

Other Weights to Zimbabwe

1KG Shipment (https://chinaoceanfreight.com/china-to-zimbabwe-shipping-cost-1kg/)

10KG Shipment (https://chinaoceanfreight.com/china-to-zimbabwe-shipping-cost-10kg/)

21KG Shipment (https://chinaoceanfreight.com/china-to-zimbabwe-shipping-cost-21kg/)

100KG Shipment (https://chinaoceanfreight.com/china-to-zimbabwe-shipping-cost-100kg/)

300KG Shipment (https://chinaoceanfreight.com/china-to-zimbabwe-shipping-cost-300kg/)

Similar Destinations

Shipping to Ghana (https://chinaoceanfreight.com/shipping-to-ghana/)

Shipping to Mali (https://chinaoceanfreight.com/shipping-to-mali/)

Shipping to Tanzania (https://chinaoceanfreight.com/shipping-to-tanzania/)

Shipping to Cameroon (https://chinaoceanfreight.com/shipping-to-cameroon/)

Shipping to Uganda (https://chinaoceanfreight.com/shipping-to-uganda/)

Shipping to DR Congo (https://chinaoceanfreight.com/shipping-to-dr-congo/)

⚡

Answer these and you get a real price, not a range.

These are the exact figures a carrier needs before it will quote. Fill them in once and we can price your cargo the same day — leave them out and we have to come back and ask, which is what turns an hour into a week.

✅

Got it — your enquiry is in.

A freight specialist is looking at it now. You will have a price by email within one working day.

Send it on WhatsApp or email it to us instead

Customs clearance in Zimbabwe

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

Zimbabwe clearance requirements → (https://chinaoceanfreight.com/customs-clearance/zimbabwe/)

Priced routes to Zimbabwe

China to Zimbabwe (Harare) Freight — LCL Shipping Rates, Duty Paid (https://chinaoceanfreight.com/freight-rates/af_sea_harare_zw/)