

China to Cotonou Sea Freight (Duty Paid)

China Ocean Freight · chinaoceanfreight.com/freight-rates/af_sea_cotonou_bj

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☐ SEA Benin · Sea · Duty-Paid (tax included) Updated 2026-08-14

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☐ Sea Freight

Door-to-door transit 25-45 calendar days. Duty and final delivery are inside the published rate.



Sea freight — China to Benin

Sea Freight from China to Cotonou starts at USD 77.1 per kilogram, with door-to-door transit of 25-45 calendar days. A 100 kg shipment works out at roughly USD 7,708 including duty, clearance by the destination customs authority, and final delivery.

Rate from

USD 77.1/kg

Transit time

25-45 calendar days

Destination

Cotonou, Benin

Customs authority

the destination customs authority

Duty-free threshold

No practical de-minimis

Published channel rate for planning. The final quote depends on chargeable weight, cargo class and HS code.

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Current Freight Rates

Last updated: **2026-08-14**

USD per CBM

Weight / Volume	Rate (USD / CBM)
1CBM+ CBM	USD 90.28

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 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.

Service Details

China → Benin Sea Duty-Paid (tax included)

Shipping from China to Benin by sea freight, priced per CBM or per KG, whichever bills higher. The tiers below are the live rate card for this channel; they move with the market, so the refresh date under the table is the date the numbers were last confirmed rather than the date the page was built.

This channel is quoted duty paid, which means the figure below already carries import duty and tax for Benin — you are not asked for a second payment at the border. For reference, the underlying regime is: Import VAT + duty 5–35%; PSI common. Duty-paid pricing is worth comparing carefully against a duty-unpaid quote, because the cheaper headline number is frequently the one that excludes the tax.

Space on this lane tightens through Oct-Dec, which is peak season for Benin. Rates published outside that window are not a reliable guide to what you will pay inside it, so if your order lands in peak, book earlier rather than budgeting from an off-peak figure.

Current Rate Card

- **1CBM+** — USD 3,611 per CBM

Last refreshed 2026-08-06.

The table above prices the lane, but most buyers arrive with a consignment already in mind. If yours has a known weight, the [100 KG](#), [300 KG](#) and [500 KG](#) breakdowns run this tariff against a fixed shipment so you see a landed number rather than a rate per kilo, and the [China to Benin Sea Freight Cost](#) page sets every channel we run on this lane side by side. For the wider picture including documentation and duty, start from [shipping from China to Benin](#).



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Track your shipment

Enter your tracking number below

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

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'; 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 your container to Benin

Ocean cargo is tracked by container number, not by a parcel barcode. Enter yours below: we check it is a valid number, identify the line that owns it, and take you straight to that line's tracking page for this ocean service.

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.

Additional Information

Booking Conditions and Destination Requirements

LCL cargo on this lane bills on the greater of weight and volume, so a dense pallet and a light bulky one of the same size do not cost the same. Past roughly 15 CBM it is worth asking us for an FCL comparison — a full container usually undercuts consolidation at that point, and it removes the co-loading risk that comes with sharing a box.

- General commercial cargo. Battery, magnetic, liquid and powder content must be declared at booking, not on arrival
- Rates are quoted against the current sailing or departure; peak-season surcharges apply where the carrier levies them
- Clearance at destination is handled by the national customs service
- Benin de-minimis: No practical de-minimis — commercial consignments sit above it and are dutiable in full
- Destination conformity: Pre-shipment conformity certificate

On the duty side, the applicable regime is: Import VAT + duty 5–35%; PSI common. Those are planning references rather than a ruling: the rate that binds is the one assessed against your declared HS code at the moment of entry, and classification is where most landed-cost surprises actually originate.

Paperwork closes more shipments into Benin late than freight does. Invoice, packing list and any certificate of origin have to describe the same goods at the same value, and the description has to be specific enough to classify — 'electronic parts' is not a description, it is an invitation to be examined.

Where these numbers come from

Duty and tax figures on this page are planning estimates. The binding assessment is made by the national customs service against your declared HS code at the time of entry; where the amount is material, verify the current rate through [ITC Market Access Map](#) before committing to an order.

If you want to sanity-check a duty figure yourself, start from the heading rather than the product name — [the WCO Harmonized System](#) is the underlying nomenclature, and [the WTO Tariff & Trade Data portal](#) holds the applied rates by country pair.

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.

On the origin side, export declaration and any commodity inspection requirement fall under [China Customs \(GACC\)](#); we handle that filing as part of the service, but the requirement is theirs, not ours.

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

China to Benin — Shipping Reference Data

Main sea gateways	the main commercial seaport
Destination customs authority	the national customs service
De-minimis / duty-free threshold	No practical de-minimis
Import tax & duty regime	Import VAT + duty 5–35%; PSI common
Local currency	USD
Typical clearance / dwell time	7–21 days
Peak / busy season	Oct–Dec
Conformity & certification	Pre-shipment conformity certificate

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

Free 3D Loading Tools for This Sea Route

This page covers a Sea freight service from China to Benin. Use the matching tool below to plan your cargo before requesting a quote.



3D Container Loading Planner

Wondering whether your cargo fills a 20GP or needs a 40HQ for this Benin route? The 3D container planner simulates cartons, crates, pallets, and even mixed box sizes in one container.

[Open Container Planner →](#)

Benin Sea Freight Checklist

- Confirm whether your Benin rate is per CBM or per container before comparing quotes.
- Photograph the container number, seal, and loading process for insurance evidence.
- Declare accurate gross weight — VGM misdeclaration delays vessels and triggers fines.
- Reserve loading space 5-7 days before the sailing cut-off for this route during peak season.

Frequently Asked Questions

How long does Sea DDP w/Tax from China to Benin take?

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 7–21 days of clearance/dwell once it reaches the gateway. All times include customs clearance under DDP terms.

What duties and taxes apply when importing into Benin?

Clearance is handled by the national customs service. The regime is: Import VAT + duty 5–35%; PSI common, with a de-minimis position of No practical de-minimis. Under DDP these are pre-paid, so nothing is collected on arrival.

Which ports or airports does this route use into Benin?

Sea cargo to Benin clears through the main commercial seaport; air freight clears via the primary international airport. We route through whichever gateway gives the fastest onward delivery to your address and build it into the DDP price.

When does capacity tighten on the China–Benin lane?

Space and rates tighten around Oct–Dec, plus the China-side windows of Chinese New Year (Jan/Feb) and Golden Week (early Oct). Book 1–2 weeks earlier in these periods.

Can you ship special cargo (batteries, branded goods) to Benin?

Yes — battery goods by sea follow UN3480/UN3481 rules with an MSDS; we prepare the dangerous-goods paperwork as part of DDP into the main commercial seaport. Surcharges apply.

What documents are required for customs clearance in Benin?

the national customs service typically requires a commercial invoice with HS codes, a packing list, the bill of lading/air waybill, a certificate of origin (may lower duty), and any product certification (Pre-shipment conformity certificate). We file these under DDP.

Historical Price Records

All price updates are recorded here. Use the weekly tabs to browse older entries.

Date	1CBM+
2026-08-14Latest	USD 90.28
2025-12-29	USD 90.28

Price Trend

Shipping Benin cargo by industry

This rate is for the lane. What decides whether the cargo arrives intact is the commodity — how it prices, how it must be packed and loaded, and which compliance step holds it at the border. These guides cover that per industry.

- [Salon Furniture Beauty, Personal Care & Wellness](#)
- [Pet Products Consumer Goods & Gifts](#)
- [Umbrellas Consumer Goods & Gifts](#)
- [Private Label Products E-commerce & Retail Channels](#)
- [Bolts Metal Products & Industrial Components](#)
- [CNC Machines General Machinery & Industrial Equipment](#)
- [Industrial Furnaces General Machinery & Industrial Equipment](#)
- [Solar Inverter New Energy, Power & Electrical](#)
- [Energy Storage System New Energy, Power & Electrical](#)
- [Building Materials Building Materials & Construction Products](#)
- [Construction Hardware Building Materials & Construction Products](#)
- [Plastic Products Plastics, Rubber & Packaging](#)

[All 139 industry guides →](#)

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

Contact Us

Ready to ship? Our team responds within one business day. We also handle sourcing and purchasing.

Direct Contact

sales@chinaoceanfreight.com

China → Benin desk

Our Services

- ✈ Air freight — EXW, FCA, CIP or duty-paid
- 🚢 Sea freight FCL / LCL — FOB, CIF or duty-paid
- 🚊 Rail freight — door-to-door or terminal handover
- China sourcing & purchasing
- Warehouse & consolidation

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 →](#)