China to Lusaka Sea Freight (Duty Paid)



Sea freight — China to Zambia

Sea Freight from China to Lusaka is quoted at USD 463.5 per cubic metre — about USD 2.78 per kilogram, converting at 167 kg per CBM. Door-to-door transit is 25-45 calendar days. A 100 kg shipment is under one

cubic metre, so it is billed at the 1 CBM minimum: roughly USD 464. That is an indicative freight figure only — duty and tax raised by the destination customs authority depend on the commodity and are quoted separately, and your final cost can be higher or lower.

Rate from

USD 463.5/CBM

Per-kg equivalent

USD 2.78/kg at 1 CBM = 167 KG

Minimum billed

1 CBM

Transit time

25-45 calendar days

Destination

Lusaka, Zambia

Indicative published channel rate for planning, not a quotation. What you actually pay depends on the product and its HS code, chargeable weight, declared value, duty and tax at destination and the exchange rate on the day — it can come in above or below this.

Current Freight Rates

Last updated: 2026-11-04

USD per CBM

Volume	Approx. weight	Rate (USD / CBM)	Per-kg equivalent
1 CBM	≈ 167 KG	**USD 560.07**	**USD 3.36/KG**
2 CBM	≈ 333 KG	**USD 518.40**	**USD 3.11/KG**
3 CBM	≈ 500 KG	**USD 499.88**	**USD 3.00/KG**
5 CBM	≈ 833 KG	**USD 490.62**	**USD 2.94/KG**
8 CBM	≈ 1,333 KG	**USD 497.57**	**USD 2.99/KG**
12 CBM	≈ 2,000 KG	**USD 520.71**	**USD 3.12/KG**
20 CBM	≈ 3,333 KG	**USD 511.45**	**USD 3.07/KG**
30 CBM	≈ 5,000 KG	**USD 479.05**	**USD 2.87/KG**

1 CBM = 167 KG — volume is converted to weight as `L × W × H (cm) ÷ 6000`, so 1 CBM of cargo is treated as 167 KG. The per-kg column is that conversion applied to the rate beside it — useful for comparing this lane against an air quote. Shipments under 1 CBM are billed at the **1 CBM minimum**.

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.

Trade Terms Explained — Who Pays for What

EXW, FOB, CIF, DDP and seven more — see which costs sit with us and which sit with you

The rate above is quoted on one specific trade term. Change the term and you change how much of the journey to Zambia 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.

Service Details

China → Zambia Sea Duty-Paid (tax included)

Shipping from China to Zambia 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 Zambia — 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 Zambia. 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 2,495 per CBM

Last refreshed 2026-08-06.

This service is sold by the cubic metre, so the number that decides your price is volume, not weight. The break-even sits at about 166.7 kg per CBM: below that density you are paying for space, above it the cargo is cheap to move because it uses the rate efficiently. Anything under one cubic metre still pays the one-CBM minimum, which is why part-loads into Zambia are worth consolidating rather than shipping as they are ready.

The consignments that move regularly on this service into Zambia are dominated by kitchenware (https://chinaoceanfreight.com/industries/kitchenware-logistics/) (HS 94), where clearance turns on timber due diligence (EUTR / EUDR) and UK upholstery fire regulations, injection molded parts (https://chinaoceanfreight.com/industries/injection-molded-parts-logistics/) (HS 39 / 40) and bolts (https://chinaoceanfreight.com/industries/bolts-logistics/) (HS 73 / 82 / 83). We publish a handling brief for each, because the difference between a clean clearance and a two-week hold is almost always documentation prepared before the cargo leaves the factory rather than anything that happens in transit.

If you are working from a weight rather than a measurement, the 100 KG (https://chinaoceanfreight.com/china-to-zambia-shipping-cost-100kg/), 300 KG (https://chinaoceanfreight.com/china-to-zambia-shipping-cost-300kg/) and 500 KG (https://chinaoceanfreight.com/china-to-zambia-shipping-cost-500kg/) pages do the conversion for you: each one takes the weight, converts it at 166.7 kg per cubic metre, applies the one-CBM

minimum where it bites, and shows the landed figure that comes out. Send real dimensions when you have them and the number tightens considerably.

If you already know roughly what you are moving, skip the rate maths. The **100 KG (https://chinaoceanfreight.com/china-to-zambia-shipping-cost-100kg/)**, **300 KG (https://chinaoceanfreight.com/china-to-zambia-shipping-cost-300kg/)** and **500 KG (https://chinaoceanfreight.com/china-to-zambia-shipping-cost-500kg/)** pages apply this tariff to a fixed consignment and show the result, including the point where stepping up a tier lowers your cost per kilo. The **China to Zambia Sea Freight Cost (https://chinaoceanfreight.com/china-to-zambia-sea-freight-cost/)** page sets this channel against the alternatives, and **shipping from China to Zambia (https://chinaoceanfreight.com/shipping-from-china-to-zambia/)** is the full destination guide.

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(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 your container to Zambia

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
- Zambia 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 Zambia 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.

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.

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

China to Zambia — 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 Zambia. Use the matching tool below to plan your cargo before requesting a quote.

3D Container Loading Planner

Sea freight to Zambia prices by CBM or container — plan your 20GP/40GP/40HQ loading in 3D, compare utilization, and see exactly how many cartons fit before you commit to a booking.

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

Zambia Sea Freight Checklist

- ✓Confirm whether your Zambia rate is per CBM or per container before comparing quotes.
- ✓Check pallet vs floor-loading: floor loading typically fits 8-12% more cartons per container.
- ✓Ask whether the quote includes destination port charges in Zambia or only ocean freight.
- ✓Photograph the container number, seal, and loading process for insurance evidence.

Frequently Asked Questions

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

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.

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

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 certification is needed to import into Zambia?

For regulated goods, plan for: Pre-shipment conformity certificate. Missing conformity paperwork is the most common clearance hold with the national customs service, so confirm requirements for your HS code before shipping.

Which ports or airports does this route use into Zambia?

Sea cargo to Zambia 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.

How is the shipping cost on this route calculated?

This lane is published per cubic metre with a one cubic metre minimum, so the price follows the space the cargo occupies rather than what it weighs. Where only a weight is known we convert at roughly 166.7 kg per CBM (1,000,000 ÷ 6000) to show an indicative figure; measured dimensions decide the final one. Anything working out below 1 CBM is billed at the 1 CBM minimum.

Historical Price Records

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

Date	1CBM+
2026-11-04 Latest	USD 560.07
2026-10-24	USD 560.02
2026-10-16	USD 559.93
2026-10-10	USD 559.83
2026-09-30	USD 559.79
2026-09-30	USD 560.02
2026-09-30	USD 559.56
2026-09-17	USD 557.24
2026-09-15	USD 556.32
2026-09-15	USD 538.67
2026-09-07	USD 446.07
2026-08-31	USD 446.04
2026-08-19	USD 443.72
2026-08-17	USD 443.69
2026-08-17	USD 443.74
2026-08-06	USD 443.73
2026-08-03	USD 443.74
2026-07-30	USD 443.73
2026-07-20	USD 443.76
2026-07-17	USD 440.33

Date	1CBM+
2026-07-14	USD 440.32
2026-07-07	USD 440.29
2026-07-03	USD 440.31
2026-07-02	USD 440.29
2026-06-30	USD 440.30
2026-06-23	USD 440.29
2026-06-15	USD 440.32
2026-06-08	USD 440.32
2026-05-19	USD 440.28
2026-05-14	USD 440.28

Price Trend

Shipping Zambia 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.

Furniture

Furniture & Home Products

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

Home Storage Products

Furniture & Home Products

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

Exhibition Display Equipment

Retail, Display & Commercial Fixtures

(https://chinaoceanfreight.com/industries/exhibition-display-equipment-logistics/)

Aluminum Coils

Steel & Metal Materials

(https://chinaoceanfreight.com/industries/aluminum-coils-logistics/)

Pipe Fittings

Metal Products & Industrial Components

(https://chinaoceanfreight.com/industries/pipe-fittings-logistics/)

Generators

New Energy, Power & Electrical

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

Ceramic Tiles

Building Materials & Construction Products

(https://chinaoceanfreight.com/industries/ceramic-tiles-logistics/)

Paper Packaging

Wood, Bamboo & Paper Products

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

Packaging Materials

Plastics, Rubber & Packaging

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

Laboratory Furniture

Furniture & Home Products

(https://chinaoceanfreight.com/industries/laboratory-furniture-logistics/)

Fabric

Textiles, Apparel, Footwear & Leather

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

Salon Furniture

Beauty, Personal Care & Wellness

(https://chinaoceanfreight.com/industries/salon-furniture-logistics/)

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

⚡

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 Zambia

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

Zambia clearance requirements → (https://chinaoceanfreight.com/customs-clearance/zambia/)