

China to Bulgaria / Estonia / Latvia / Hungary Air Freight (Battery, Duty Paid)

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→ AIR Bulgaria / Estonia / Latvia / Hungary · Air · Duty-Paid Battery Cargo Updated 2026-08-14

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→ Air Freight

Door-to-door transit 5-10 business days. Duty and final delivery are inside the published rate.



Air freight — China to Bulgaria / Estonia / Latvia / Hungary

Air Freight from China to Bulgaria / Estonia / Latvia / Hungary starts at USD 6.53 per kilogram, with door-to-door transit of 5-10 business days. A 100 kg shipment works out at roughly USD 653 including duty, clearance by the destination customs authority, and final delivery.

Rate from

USD 6.53/kg

Transit time

5-10 business days

Destination

Bulgaria / Estonia / Latvia / Hungary

Customs authority

the destination customs authority

Duty-free threshold

EUR 150

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 KG

Weight	Rate (USD / KG)
21 KG	USD 8.30
22 KG	USD 8.21
23 KG	USD 8.43
30 KG	USD 7.94
50 KG	USD 7.43
100 KG	USD 6.60
150 KG	USD 6.55
200 KG	USD 6.46
505 KG	USD 6.11
850 KG	USD 6.16
1700 KG	USD 6.24
2500 KG	USD 6.22
3400 KG	USD 5.98

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 Bulgaria / Estonia / Latvia / Hungary 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 → Bulgaria / Estonia / Latvia / Hungary Air Duty-Paid Battery Cargo

Air freight rates from China to Bulgaria and 3 other European destinations. We publish the actual tier structure rather than a single headline number, because the price per kilo on this lane changes materially with consignment size and the tier you land in decides your landed cost more than the headline rate does.

This channel is quoted duty paid, which means the figure below already carries import duty and tax for Bulgaria and 3 other European destinations — you are not asked for a second payment at the border. For reference, the underlying regime is: Import VAT 17–27%; duty 0–12% by TARIC. 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 Sep–Nov, which is peak season for Bulgaria and 3 other European destinations. 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

- **21+** — USD 46.18 per KG
- **45+** — USD 45.17 per KG
- **71+** — USD 44.16 per KG
- **100+** — USD 43.15 per KG
- **500+** — USD 42.64 per KG

Last refreshed 2026-08-06.



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Additional Information

Scope, Exclusions and What to Check Before Booking

Chargeable weight on this service is the greater of actual weight and volumetric weight, with volumetric calculated as length × width × height in centimeters divided by 6000. For anything light and bulky the volumetric figure is the one that bills, which is why carton dimensions are worth optimizing before you book rather than after the cargo is weighed at the airport.

- General commercial cargo. Battery, magnetic, liquid and powder content must be declared at booking, not on arrival
- Chargeable weight is the greater of actual and volumetric weight (divisor 6000)
- Fuel and security surcharges, remote-area delivery and oversize handling are quoted on top where they apply
- Clearance at destination is handled by the national EU customs authority
- Bulgaria and 3 other European destinations de-minimis: EUR 150 — commercial consignments sit above it and are dutiable in full
- Destination conformity: CE marking + IOSS for low-value parcels

On the duty side, the applicable regime is: Import VAT 17-27%; duty 0-12% by TARIC. 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. Duty and tax are settled in EUR at destination.

Before you book, confirm two things with your consignee: that they are registered to import into Bulgaria and 3 other European destinations, and that whoever is named as importer of record accepts the duty liability. Those are dull questions and they are also

the two that most often surface only after the cargo has already sailed.

Where these numbers come from

Duty and tax figures on this page are planning estimates. The binding assessment is made by the national EU customs authority 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.

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.

China to Bulgaria / Estonia / Latvia / Hungary — Shipping Reference Data

Main air gateways	the main gateway airport
Destination customs authority	the national EU customs authority
De-minimis / duty-free threshold	EUR 150
Import tax & duty regime	Import VAT 17–27%; duty 0–12% by TARIC
Local currency	EUR
Typical clearance / dwell time	3–6 days
Peak / busy season	Sep–Nov
Conformity & certification	CE marking + IOSS for low-value parcels

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 Air Route

This page covers a Air freight service from China to Bulgaria / Estonia / Latvia / Hungary. Use the matching tool below to plan your cargo before requesting a quote.

3D Carton Packing Calculator

Before tendering this Air DDP Battery Cargo shipment, check how many units really fit per carton — the 3D packing tool computes layers, rotation, and protective gaps for your exact product dimensions.

[Open Packing Tool →](#)

Bulgaria / Estonia / Latvia / Hungary Air Freight Checklist

- Book 2-3 days before your target ETD; same-day air bookings usually carry premium rates.
- Lithium batteries and liquids need pre-approval on most air routes — declare them upfront.
- Confirm whether the Bulgaria / Estonia / Latvia / Hungary rate includes fuel and security surcharges or lists them separately.
- Shrink-wrap and corner-protect cartons — air cargo is transloaded multiple times.

Frequently Asked Questions

How long does Air DDP Battery Cargo from China to Bulgaria / Estonia / Latvia / Hungary take?

Air freight on this route runs about 5–10 business days door-to-door, plus roughly 3–6 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 Bulgaria / Estonia / Latvia / Hungary?

Clearance is handled by the national EU customs authority. The regime is: Import VAT 17–27%; duty 0–12% by TARIC, with a de-minimis position of EUR 150. Under DDP these are pre-paid, so nothing is collected on arrival.

What certification is needed to import into Bulgaria / Estonia / Latvia / Hungary?

For regulated goods, plan for: CE marking + IOSS for low-value parcels. Missing conformity paperwork is the most common clearance hold with the national EU customs authority, so confirm requirements for your HS code before shipping.

In what currency is this route priced and paid?

Freight is quoted and invoiced in USD; the destination-side currency is EUR. Payment is typically due before departure, and DDP means you settle the full landed cost once.

Which ports or airports does this route use into Bulgaria / Estonia / Latvia / Hungary?

Sea cargo to Bulgaria / Estonia / Latvia / Hungary clears through Rotterdam, Antwerp, Hamburg; air freight clears via the main gateway airport. We route through whichever gateway gives the fastest onward delivery to your address and build it into the DDP price.

What documents are required for customs clearance in Bulgaria / Estonia / Latvia / Hungary?

the national EU customs authority 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 (CE marking + IOSS for low-value parcels). We file these under DDP.

Historical Price Records

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

Date	21+	45+	71+	100+	500+
2026-08-14Latest	USD 8.30	USD 7.26	USD 6.92	USD 6.60	USD 6.06
2025-12-29	USD 8.30	USD 7.26	USD 6.92	USD 6.60	USD 6.06

Price Trend

Shipping Bulgaria / Estonia / Latvia / Hungary 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.

- [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](#)
- [Ceramic Tableware Glass & Ceramic Products](#)

[All 139 industry guides →](#)

Bulgaria / Estonia / Latvia / Hungary Air Cargo Cost from China | Air Duty-Paid Battery Cargo

Contact Us

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

Direct Contact

sales@chinaoceanfreight.com

China → Bulgaria / Estonia / Latvia / Hungary 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 Bulgaria / Estonia / Latvia / Hungary

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

[Bulgaria / Estonia / Latvia / Hungary clearance requirements →](#)