

China to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece Rail Freight (Duty Paid, Express)

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

1. [Home](#)
2. [Routes](#)
3. Europe
4. China to...

☐ RAIL Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece · Rail · Duty-Paid Express Updated 2026-08-14

- [Rates](#)
- [Details](#)
- [Info](#)
- [History](#)
- [Contact](#)

☐ Rail Freight

Door-to-door transit 18-28 calendar days. Duty and final delivery are inside the published rate.



Rail freight — China to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece

Rail Freight from China to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece starts at USD 2.92 per kilogram, with door-to-door transit of 18-28 calendar days. A 100 kg shipment works out at roughly USD 292 including duty, clearance by the destination customs authority, and final delivery.

Rate from

USD 2.92/kg

Transit time

18-28 calendar days

Destination

Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece

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.

Contents

Contents

1. Loading...

Current Freight Rates

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

USD per KG

Weight	Rate (USD / KG)
21 KG	USD 4.42
22 KG	USD 4.33
23 KG	USD 4.55
30 KG	USD 4.05
50 KG	USD 3.54
100 KG	USD 2.92
150 KG	USD 2.87
200 KG	USD 2.78
505 KG	USD 2.50
850 KG	USD 2.55
1700 KG	USD 2.63
2500 KG	USD 2.61
3400 KG	USD 2.37

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 Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece 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 → Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece Rail Duty-Paid Express

Rail freight from China to Hungary and 7 other European destinations, quoted per CBM or per KG, whichever bills higher. This is a commercial freight service for cargo moving in volume, not a parcel channel — the rate card below starts where courier pricing stops making sense.

This channel is quoted duty paid, which means the figure below already carries import duty and tax for Hungary and 7 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 Hungary and 7 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 17.90 per KG
- **50+** — USD 16.89 per KG
- **100+** — USD 16.38 per KG

Last refreshed 2026-08-06.



chinaoceanfreight.com

OCEAN FREIGHT | GLOBAL SHIPPING | LOGISTICS

Track your shipment

Enter your tracking number below

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

```

'; return; } var pretty = res.num.substring(0,4) + ' ' + res.num.substring(4,10) + ' ' + res.num.substring(10); var who, target; if
(res.carrier) { who = 'The ' + esc(res.prefix) + ' prefix belongs to ' + esc(res.carrier.name) + ', so this box is theirs. Their
tracking page is the authoritative source for it.'; target = res.carrier; } else if (res.lessor) { who = 'The ' + esc(res.prefix) + '
prefix belongs to ' + esc(res.lessor) + ', a container leasing company rather than a shipping line. A leased box can sail with any
carrier, ' + 'so the number alone does not say who is moving it — use the universal lookup below, or check your bill of lading for the
line.'; target = FALLBACK; } else { who = 'We do not have ' + esc(res.prefix) + ' in our prefix list. The number itself is valid, ' +
'so the universal lookup below will route it to the right line.'; target = FALLBACK; } /* Always offer the universal lookups as well as
the carrier. A carrier site can be down, or simply not show a box that has not reached its network yet, and a dead end at that point
is what generates a support email. */ var alts = ''; for (var i = 0; i < FALLBACKS.length; i++) { var f = FALLBACKS[i]; if (target !==
FALLBACK && i === 0) { /* keep order, still show */ } if (f.url === target.url) { continue; } alts += '

```

- ' + esc(f.name) + ' — ' + esc(f.note) + '

```

'; } box.innerHTML = '

```

```

' + '

```

```

' + esc(pretty) + '

```

```

' + '

```

```

Check digit valid. ' + who + '

```

```

' + '

```

```

' + 'Track on ' + esc(target.name) + " " + '

```

```

' + '

```

```

' + (alts ? '

```

No result there? These free lookups cover the same box from different data sources:

```
' + alts + '
': ') + '
'; /* Copy the number so the carrier's own search box is one paste away. Deliberately not a deep link: these carrier sites are SPAs
whose query parameters change without notice, and a link that quietly stops prefilling looks like a broken tracker. */ var note =
box.querySelector('[data-copy]'); if (navigator.clipboard && navigator.clipboard.writeText) {
navigator.clipboard.writeText(res.num).then(function () { note.textContent = res.num + ' copied — paste it into the tracking box
that opens.'; }, function () { note.textContent = 'Copy ' + res.num + ' and paste it into the tracking box that opens.'; }); } else {
note.textContent = 'Copy ' + res.num + ' and paste it into the tracking box that opens.'; } } function wire(root) { var input =
root.querySelector('.cof-ot-input'); var btn = root.querySelector('.cof-ot-btn'); var box = root.querySelector('.cof-ot-out'); if (!input ||
!btn || !box) return; function go() { var num = normalize(input.value); if (!num) { input.focus(); return; } render(box,
analyze(num)); } btn.addEventListener('click', go); input.addEventListener('keydown', function (e) { if (e.key === 'Enter') {
e.preventDefault(); go(); } }); } function init() { var nodes = document.querySelectorAll('.cof-ot'); for (var i = 0; i < nodes.length;
i++) { wire(nodes[i]); } } if (document.readyState === 'loading') { document.addEventListener('DOMContentLoaded', init); } else
{ init(); } }());
```

Track your container to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece

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 rail 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

What This Rate Covers — and What It Does Not

Rail consignments to Hungary and 7 other European destinations cross several customs territories in transit before they reach the destination office. That makes documentation accuracy matter earlier than it does on an ocean booking: a discrepancy found mid-corridor is far slower and more expensive to fix than the same discrepancy found at a seaport.

- 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 EU customs authority
- Hungary and 7 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.

Every shipment needs a commercial invoice and a packing list that agree with each other, plus destination certification where the commodity requires it. The most common cause of delay we see is not the freight at all — it is a declared value or a goods description that does not match what is in the cartons, which turns a routine clearance into an inspection.

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.

Rail consignments cross several customs territories in transit rather than only at the destination, so classification errors surface mid-corridor rather than at delivery. [ITC Market Access Map](#) is worth checking for the destination heading before the block train departs, because a correction en route is far slower than one made in China.

China to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece — Shipping Reference Data

Main sea gateways	Rotterdam, Antwerp, Hamburg
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 Rail Route

This page covers a Rail freight service from China to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece. Use the matching tool below to plan your cargo before requesting a quote.

3D Carton Packing Calculator

Before tendering this Rail DDP Express 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 →](#)



3D Container Loading Planner

Sea freight to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece 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 →](#)

Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece Rail Freight Checklist

- Label every carton with destination, carton number, and total count (e.g. 3/12).
- Shrink-wrap and corner-protect cartons — air cargo is transloaded multiple times.
- Keep single cartons under 30 KG for air handling to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece to avoid overweight surcharges.
- Book 2-3 days before your target ETD; same-day air bookings usually carry premium rates.

Frequently Asked Questions

How long does Rail DDP Express from China to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece take? Rail freight on this route runs about 18–28 calendar 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 Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece? 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.

When does capacity tighten on the China–Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece lane? Space and rates tighten around Sep–Nov, plus the China-side windows of Chinese New Year (Jan/Feb) and Golden Week (early Oct). Book 1–2 weeks earlier in these periods.

What does DDP shipping to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece include on this route?

DDP means one price covering freight, the duty/tax owed to the national EU customs authority, and last-mile delivery to your door in Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece. There are no surprise charges at destination.

Which ports or airports does this route use into Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece?
Sea cargo to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece 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.

Can you ship special cargo (batteries, branded goods) to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece?

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

Historical Price Records

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

Date	21+	50+	100+
2026-08-14Latest	USD 4.42	USD 3.54	USD 2.92
2025-12-29	USD 4.41	USD 3.54	USD 2.92

Price Trend

Shipping Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece 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.

- [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](#)
- [5G Equipment Telecom, Computing & Data Centre](#)
- [Headphones Consumer Electronics & Smart Devices](#)
- [Home Furniture Furniture & Home Products](#)
- [Garden Products Furniture & Home Products](#)

- [Footwear Textiles, Apparel, Footwear & Leather](#)
- [Medical Furniture Medical, Laboratory & Precision Instruments](#)
- [Display Stands Retail, Display & Commercial Fixtures](#)

[All 139 industry guides →](#)

[China to Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece Fre...](#)

Contact Us

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

Direct Contact

sales@chinaoceanfreight.com

[China → Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece 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 Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece

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

[Hungary / Lithuania / Sweden / Finland / Austria / Slovakia / Slovenia / Greece clearance requirements →](#)