

China to Riyadh Air Freight (Furniture)

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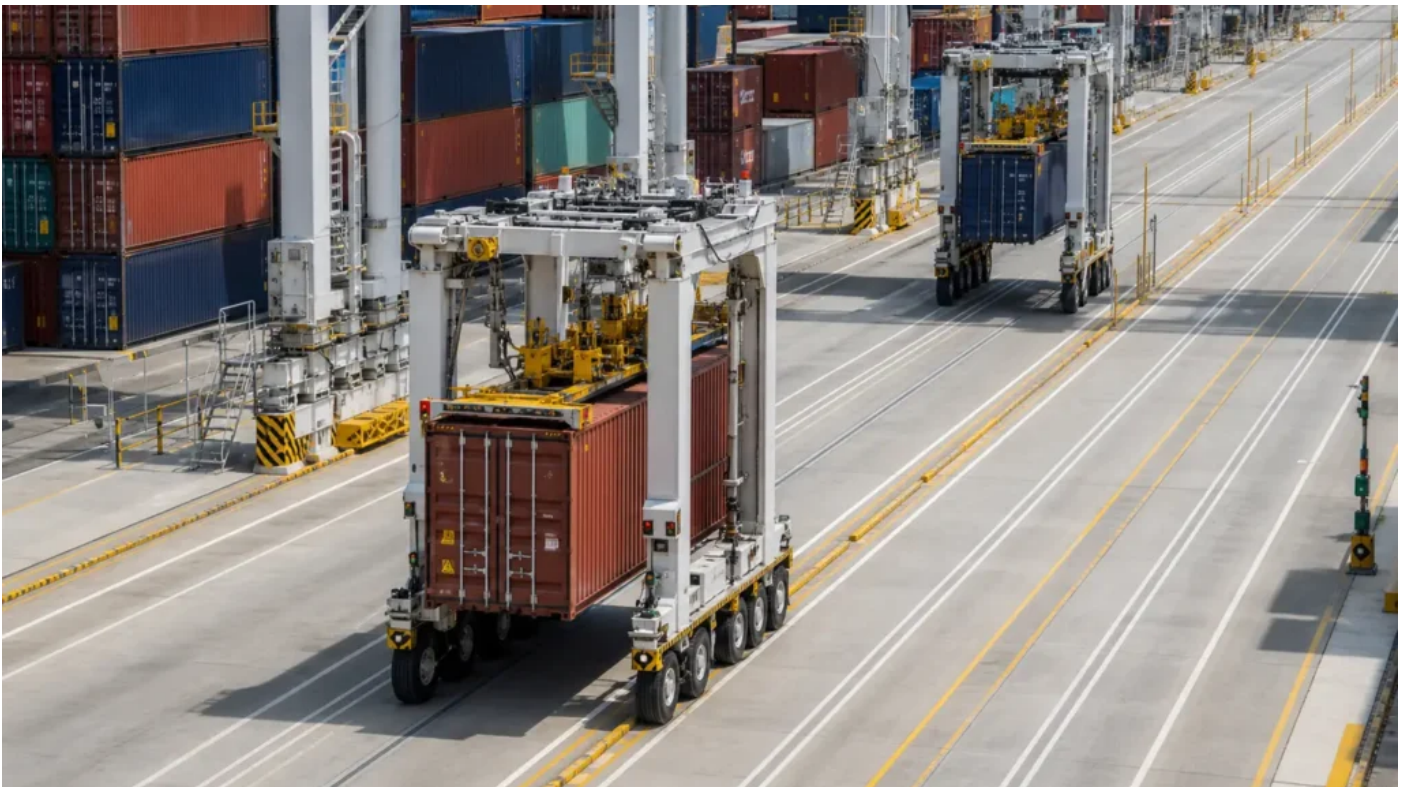
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→ AIR Saudi Arabia · Heavy Cargo – Class A Furniture Updated 2026-08-14

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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 Saudi Arabia

Air Freight from China to Riyadh starts at USD 7.36 per kilogram, with door-to-door transit of 5-10 business days. A 100 kg shipment works out at roughly USD 736 including duty, clearance by the destination customs authority, and final delivery.

Rate from	
	USD 7.36/kg
Transit time	
	5-10 business days
Destination	
	Riyadh, Saudi Arabia
Customs authority	
	the destination customs authority
Duty-free threshold	
	SAR 1,000

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)
1 KG	USD 20.56
2 KG	USD 13.61
3 KG	USD 11.30
4 KG	USD 10.14
5 KG	USD 9.45
6 KG	USD 10.14
7 KG	USD 9.64
8 KG	USD 9.27
9 KG	USD 8.98
10 KG	USD 8.75
11 KG	USD 9.19
12 KG	USD 8.98
13 KG	USD 8.80
14 KG	USD 8.65
15 KG	USD 8.52
16 KG	USD 8.40
17 KG	USD 9.12
18 KG	USD 8.98
19 KG	USD 8.86
20 KG	USD 8.75
21 KG	USD 8.65
22 KG	USD 8.56
23 KG	USD 8.78
30 KG	USD 8.29
50 KG	USD 7.92
100 KG	USD 7.36

Weight	Rate (USD / KG)
150 KG	USD 7.32
200 KG	USD 7.22
505 KG	USD 6.94
850 KG	USD 6.99
1700 KG	USD 7.08
2500 KG	USD 7.06
3400 KG	USD 6.81

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 Saudi Arabia 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 → Saudi Arabia Heavy Cargo - Class A Furniture

Air freight from China to Saudi Arabia, quoted per KG. 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.

Cargo on this service moves through JED (Jeddah), RUH (Riyadh) and DMM. Clearance happens at the arrival airport, so an inland consignee adds a trucking leg on top of the transit time quoted here. Expect 4–8 days of dwell at destination before release.

This rate is freight only. Import charges for Saudi Arabia are assessed separately on arrival — VAT 15%; duty 5–15% (up to 25% on some goods) — and whoever is named as importer of record is liable for them. If you would rather have one all-in number, ask us for the duty-paid version of this lane.

Space on this lane tightens through Sep–Nov, which is peak season for Saudi Arabia. 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

- **1+** — USD 313 per KG

Last refreshed 2026-08-06.

We fly this lane into JED (Jeddah), RUH (Riyadh) and DMM. Clearance happens at the arrival airport rather than at the delivery address, which matters if your consignee is inland: the customs step and the trucking step are separate, and only the first sits inside the transit time quoted above.

If you already know roughly what you are moving, skip the rate maths. The [10 KG](#), [21 KG](#), [50 KG](#) and [100 KG](#) 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 Saudi Arabia Air Freight Cost](#) page sets this channel against the alternatives, and [shipping from China to Saudi Arabia](#) is the full

destination guide.



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Additional Information

What This Rate Covers — and What It Does Not

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
- Routing on this lane is via JED (Jeddah), RUH (Riyadh) and DMM — inland delivery beyond that point is quoted against the delivery address
- Clearance at destination is handled by Zakat, Tax and Customs Authority (ZATCA)
- Saudi Arabia de-minimis: SAR 1,000 — commercial consignments sit above it and are dutiable in full
- Destination conformity: SABER/SASO conformity certificate

On the duty side, the applicable regime is: VAT 15%; duty 5–15% (up to 25% on some goods). 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 SAR 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

Every duty and tax figure quoted on this page is our working estimate for planning, not a ruling. The binding rate for your consignment is whatever [ZATCA \(Saudi Zakat, Tax and Customs Authority\)](#) applies against your declared HS code on the day of entry, and their published guidance is the source to check before you commit stock.

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.

If this is your first shipment into Saudi Arabia, the [Saudi Arabia 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.

China to Saudi Arabia — Shipping Reference Data

Main air gateways	JED (Jeddah), RUH (Riyadh), DMM
Destination customs authority	Zakat, Tax and Customs Authority (ZATCA)
De-minimis / duty-free threshold	SAR 1,000
Import tax & duty regime	VAT 15%; duty 5–15% (up to 25% on some goods)
Local currency	SAR
Typical clearance / dwell time	4–8 days
Peak / busy season	Sep–Nov
Conformity & certification	SABER/SASO 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 Air Route

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

3D Carton Packing Calculator

Before tendering this Heavy Cargo – Class A Furniture 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 →](#)

Saudi Arabia Air Freight Checklist

- Compare volumetric weight ($L \times W \times H \div 6000$) with actual weight — the higher one is billed.
- 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.
- Label every carton with destination, carton number, and total count (e.g. 3/12).

Frequently Asked Questions

How long does Heavy Cargo – Class A Furniture from China to Saudi Arabia take?

Air freight on this route runs about 5–10 business days door-to-door, plus roughly 4–8 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 Saudi Arabia?

Clearance is handled by Zakat, Tax and Customs Authority (ZATCA). The regime is: VAT 15%; duty 5–15% (up to 25% on some goods), with a de-minimis position of SAR 1,000. Under DDP these are pre-paid, so nothing is collected on arrival.

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

Yes — battery cargo by air follows IATA PI966/PI967; we run certified battery channels via JED (Jeddah), RUH (Riyadh), DMM. Brand-goods and DG paperwork are handled within the DDP service. Surcharges apply.

What certification is needed to import into Saudi Arabia?

For regulated goods, plan for: SABER/SASO conformity certificate. Missing conformity paperwork is the most common clearance hold with Zakat, Tax and Customs Authority (ZATCA), so confirm requirements for your HS code before shipping.

What does DDP shipping to Saudi Arabia include on this route?

DDP means one price covering freight, the duty/tax owed to Zakat, Tax and Customs Authority (ZATCA), and last-mile delivery to your door in Saudi Arabia. There are no surprise charges at destination.

How is the shipping cost on this route calculated?

We compare actual gross weight against volumetric weight ($L \times W \times H \div 6000$) and charge the greater, rounded up to the next kilogram, then apply the per-KG rate shown in the table above.

Historical Price Records

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

Date	1+
2026-08-14Latest	USD 20.56
2025-12-29	USD 20.56

Price Trend

Shipping Saudi Arabia 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.

- Automated Storage Equipment Construction, Mining & Material Handling
- Electrical Cabinets New Energy, Power & Electrical
- Automotive Glass Automotive & Vehicles
- Doors & Windows Building Materials & Construction Products
- Paper Packaging Wood, Bamboo & Paper Products
- Packaging Materials Plastics, Rubber & Packaging
- Connectors Electronic Components & Semiconductors
- Consumer Electronics Consumer Electronics & Smart Devices
- Air Conditioning Equipment Home Appliances, HVAC & Commercial
- Kitchenware Furniture & Home Products
- Home Textiles Textiles, Apparel, Footwear & Leather
- Medical Device Medical, Laboratory & Precision Instruments

All 139 industry guides →

Shipping from China to Saudi Arabia (Riyadh Warehouse): Air Shipping Rates

Contact Us

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

Direct Contact

sales@chinaoceanfreight.com

China → Saudi Arabia 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 Saudi Arabia

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

[Saudi Arabia clearance requirements →](#)