

China to Honduras Sea Freight

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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 Honduras

Sea Freight from China to Honduras runs 25-45 calendar days door to door, clearing through the destination customs authority. Duty, customs handling and final delivery are inside the quoted rate. Send weight and dimensions for a firm figure on your cargo.

Transit time

25-45 calendar days

Destination

Honduras

Customs authority

the destination customs authority

Duty-free threshold

USD 100 for courier consignments

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

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Current Freight Rates

Price data updating. [Contact us](#) for current rates.

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 Honduras 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

Ningbo → Puerto Cortes Container Shipping

Full-container sea freight from China to Honduras, Ningbo to Puerto Cortes. A whole box is the right structure once your volume passes roughly 15 CBM, or as soon as the cargo is heavy, oversized or awkward to consolidate with anyone else's — below that threshold LCL usually wins on cost, above it FCL wins on both cost per CBM and handling risk. Transit runs 22–30 days port to port.

Port-to-port means exactly that: the rate ends at the Puerto Cortes terminal gate. Typical dwell at destination runs 4–10 days before the box is available for collection, and that window sits outside the transit figure above. Origin haulage, export declaration, destination clearance, duty and delivery beyond the terminal are all quoted separately, so ask for a door figure if that is what you are comparing against.

Indicative rate. The figures below are benchmarked against current bookings on this lane group. They are a planning reference, not a firm offer — the booking rate is confirmed against the specific sailing when you enquire.

Rate by Container Type

- **40NOR** — USD 4,000 per container
- **40HQ** — USD 5,300 per container

Discharge for Honduras on this service is at Puerto Cortés and Henecán (San Lorenzo). Transit time in the rate table is measured to the port, not to the door: the inland days on top depend on which gateway the box clears through and how far inland the delivery address sits.

If your delivery address is inland rather than at the port, the destination guides are the useful read: [Choloma](#), [La Ceiba](#), [Tegucigalpa](#), [Puerto Cortes](#) and [San Pedro Sula](#) each document their clearing gateway, typical inland transit and local customs behavior, none of which is visible in a rate table. See [all Honduras destinations we cover](#).



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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 Honduras

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

What you are buying on Ningbo to Puerto Cortes is the ocean leg and nothing else: the box on the vessel, from quay to quay. Pre-carriage in China, clearance into Honduras, duty and tax, and the final delivery run beyond Puerto Cortes are each priced separately. Ask for the door figure if you want to compare this against a DDP quote, because the two are not the same number.

- Priced per box in USD for 40NOR and 40HQ, not per KG or per CBM — utilization is yours to optimize
- Transit 22–30 days port to port port to port on Ningbo to Puerto Cortes, subject to the sailing booked
- Heavy and out-of-gauge cargo is core traffic here: machinery, steel, stone, building materials, project pieces
- Cut-off and free time attach to the specific sailing; demurrage begins the day free time expires
- Reefer, dangerous goods and out-of-gauge are priced case by case rather than from the card
- Clearance at destination is handled by Administración Aduanera de Honduras; the consignee must be registered to import

- Destination conformity for Honduras: Health registration for food and cosmetics; conformity for regulated goods

Two things decide whether an FCL booking runs cleanly. The first is container choice: a 40HQ carries roughly 76 CBM against a 20GP's 33, so where the cargo cubes out rather than weighs out, the bigger box is usually cheaper per unit even though it costs more per booking. The second is documentation — the packing list has to match what is physically inside, because Administración Aduanera de Honduras inspects against the declaration rather than against intent.

Paperwork closes more shipments into Honduras 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 Administración Aduanera de Honduras 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.

Classification drives everything downstream: the same carton can attract very different duty depending on the heading it lands in, and the structure those headings come from is [the World Customs Organization Harmonized System](#). If your product sits near a boundary between two headings, resolve it before shipping rather than at the border.

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.

If this is your first shipment into Honduras, the [Honduras 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 Honduras — Shipping Reference Data

Main sea gateways	Puerto Cortés, Henecán (San Lorenzo)
Destination customs authority	Administración Aduanera de Honduras
De-minimis / duty-free threshold	USD 100 for courier consignments
Import tax & duty regime	ISV 15%; Central American common tariff 0–15%
Local currency	HNL
Typical clearance / dwell time	4–10 days
Peak / busy season	Sep–Nov
Conformity & certification	Health registration for food and cosmetics; conformity for regulated goods

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 Honduras. Use the matching tool below to plan your cargo before requesting a quote.



3D Container Loading Planner

Maximize every CBM on this route: load your carton list into the 3D container planner, check space and payload utilization, and download the loading plan for your forwarder.

[Open Container Planner →](#)

Honduras Sea Freight Checklist

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

Frequently Asked Questions

How long does Sea FCL Port-to-Port from China to Honduras take?

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 4–10 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 Honduras?

Clearance is handled by Administración Aduanera de Honduras. The regime is: ISV 15%; Central American common tariff 0–15%, with a de-minimis position of USD 100 for courier consignments. Under DDP these are pre-paid, so nothing is collected on arrival.

What does DDP shipping to Honduras include on this route?

DDP means one price covering freight, the duty/tax owed to Administración Aduanera de Honduras, and last-mile delivery to your door in Honduras. 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.

When does capacity tighten on the China-Honduras 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 documents are required for customs clearance in Honduras?

Administración Aduanera de Honduras 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 (Health registration for food and cosmetics; conformity for regulated goods). We file these under DDP.

Inland Delivery Coverage — Honduras

We deliver beyond the arrival gateway. Each city below has its own destination guide covering the gateway it clears through, typical inland transit time and the local customs picture.

Note — these are reference guides, not quotes. The city pages describe routing, gateways and clearance for each destination. They do not carry rate tables. For pricing to any city listed here, use the rate table on this page or ask us for a quote.

- [San Pedro Sula SAP air / Puerto Cortes sea inland same day](#) Guide only — no rates
- [Tegucigalpa TGU air / Puerto Cortes sea inland +1 day](#) Guide only — no rates
- [Choloma SAP air / Puerto Cortes sea inland same day](#) Guide only — no rates
- [La Ceiba SAP air / Puerto Cortes sea inland +1 day](#) Guide only — no rates
- [Puerto Cortes SAP air / Puerto Cortes sea inland same day](#) Guide only — no rates

[All Honduras destination guides →](#)

Shipping Honduras 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.

- [Base Station Equipment Telecom, Computing & Data Centre](#)
- [Electronic Accessories Consumer Electronics & Smart Devices](#)
- [Hotel Furniture Furniture & Home Products](#)
- [Textiles Textiles, Apparel, Footwear & Leather](#)
- [Bags Textiles, Apparel, Footwear & Leather](#)
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[All 139 industry guides →](#)

Shipping a Container from Ningbo to Puerto Cortes: Cost & Transit

Contact Us

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

Direct Contact

sales@chinaoceanfreight.com

Ningbo → Puerto Cortes 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 Honduras

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

[Honduras clearance requirements →](#)

Destination guide

Gateways, inland legs and clearance context for Honduras — background rather than pricing.

[Honduras destination guide →](#)