China to Rio de Janeiro Sea Freight: Container Rates and Schedule Sea Freight

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

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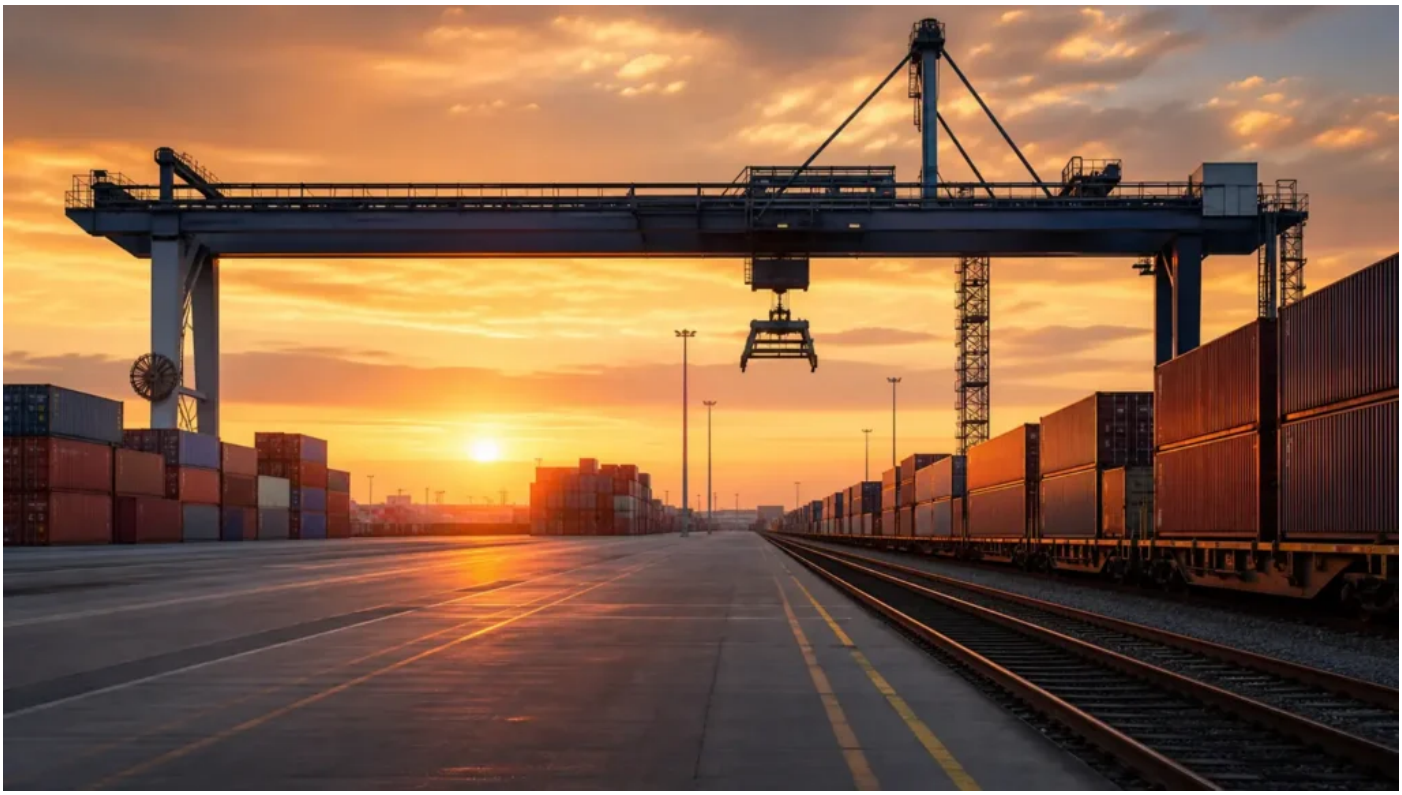
□□ Sea Freight

Door-to-door transit 25-45 calendar days. Duty and final delivery are inside the published rate.



Sea freight — China to Brazil

Sea Freight from China to Rio de Janeiro Sea Freight: Container Rates and Schedule 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

Rio de Janeiro Sea Freight: Container Rates and Schedule, Brazil

Customs authority

the destination customs authority

Duty-free threshold

USD 50 for consignments between individuals only

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

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1. Loading...

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 Brazil 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 t destinatio
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 Buye — 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 Buye — 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 Buye — 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 Buye — 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 Buye — 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 t destinatio
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 Buye — 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 Selle — 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 Selle — 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 Buye — 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 Selle — 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 t destinatio
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 Selle — 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

Shanghai → Rio de Janeiro Container Shipping

Ocean freight from China to Brazil on a full-container basis, loading at Shanghai for discharge at Rio de Janeiro. Because the rate is per container, the way to lower your cost per unit is to fill the box properly rather than to negotiate the freight — a 40HQ at 85% utilization is almost always cheaper per CBM than a 20GP packed tight. Transit is typically 32–42 days port to port.

Port-to-port means exactly that: the rate ends at the Rio de Janeiro terminal gate. Typical dwell at destination runs 7–15 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

- **40HQ** — USD 7,800 per container

Ocean cargo on this lane discharges at Santos, Paranaguá and Itajaí. Which one your container routes through is decided by the sailing we book rather than by you, and it moves the inland leg far more than it moves the ocean rate, so if your consignee sits closer to one of them say so at booking and we will bias the routing that way.

Delivery does not stop at the gateway. We run inland to Belo Horizonte, Campinas, Navegantes, Paranagua and Itapoa among others, and each of those has its own destination guide covering the port or airport it clears through, the realistic inland transit to add on top of the figures above, and the local clearance quirks worth knowing before you ship: see all Brazil destinations we cover, 14 in total.

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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 Brazil

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

What This Rate Covers — and What It Does Not

The Shanghai to Rio de Janeiro rate is ocean freight, port to port, for one full container. Origin haulage to Shanghai, export declaration, destination clearance, duty and tax for Brazil, and delivery beyond the Rio de Janeiro terminal all sit outside it and are quoted on request. That split is normal for FCL, and it is why a port-to-port figure should never be compared directly against a door-to-door one.

- Priced per box in USD for 40HQ, not per KG or per CBM — utilization is yours to optimize
- Transit 32–42 days port to port port to port on Shanghai to Rio de Janeiro, 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 Receita Federal do Brasil; the consignee must be registered to import
- Destination conformity for Brazil: ANATEL homologation for telecom and radio devices; INMETRO certification for a wide range of consumer goods

Utilization is where the real saving sits on this lane. The rate is per box, so every CBM you leave empty is money already spent — which is why it is worth planning the load before booking rather than after. On the compliance side, Receita Federal do Brasil assesses against your declaration, so the packing list and the commercial invoice need to agree with each other and with the cargo.

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 Receita Federal do Brasil 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.

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 Brazil actually works — documentation norms, inspection behavior, the paperwork that tends to hold shipments — the U.S. ITA guide to Brazil customs regulations is a useful independent read alongside our own lane notes.

China to Brazil — Shipping Reference Data

Main sea gateways	Santos, Paranaguá, Itajaí
Destination customs authority	Receita Federal do Brasil
De-minimis / duty-free threshold	USD 50 for consignments between individuals only
Import tax & duty regime	Import duty 10–35% plus IPI, PIS/COFINS and state ICMS — the compounded effective rate frequently exceeds 60%
Local currency	BRL
Typical clearance / dwell time	7–15 days
Peak / busy season	Sep–Nov
Conformity & certification	ANATEL homologation for telecom and radio devices; INMETRO certification for a wide range of consumer 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 Brazil. Use the matching tool below to plan your cargo before requesting a quote.

□□

3D Container Loading Planner

Sea freight to Brazil 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 →

Brazil Sea Freight Checklist

- Confirm whether your Brazil rate is per CBM or per container before comparing quotes.
- Verify the receiver's customs import capability in Brazil for DDP terms before booking.
- Check pallet vs floor-loading: floor loading typically fits 8-12% more cartons per container.
- Ask whether the quote includes destination port charges in Brazil or only ocean freight.

Frequently Asked Questions

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

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 7–15 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 Brazil?

Clearance is handled by Receita Federal do Brasil. The regime is: Import duty 10–35% plus IPI, PIS/COFINS and state ICMS — the compounded effective rate frequently exceeds 60%, with a de-minimis position of USD 50 for consignments between individuals only. Under DDP these are pre-paid, so nothing is collected on arrival.

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

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

In what currency is this route priced and paid?

Freight is quoted and invoiced in USD; the destination-side currency is BRL. 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 Brazil?

Sea cargo to Brazil clears through Santos, Paranaguá, Itajaí; air freight clears via GRU (São Paulo), VCP (Campinas), GIG (Rio de Janeiro). 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?

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

Inland Delivery Coverage — Brazil

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.

- Itapoa NVT air / Itapoa sea inland same day Guide only — no rates
- Suape REC air / Suape sea inland +1 day Guide only — no rates
- Paranagua CWB air / Paranagua sea inland same day Guide only — no rates
- Navegantes NVT air / Navegantes sea inland same day Guide only — no rates
- Sao Paulo GRU air / Santos sea inland +1 day Guide only — no rates
- Campinas VCP air / Santos sea inland +1 day Guide only — no rates
- Rio de Janeiro GIG air / Rio de Janeiro sea inland +1 day Guide only — no rates
- Curitiba CWB air / Paranagua sea inland +1 day Guide only — no rates

- Belo Horizonte CNF air / Santos sea inland +2 days Guide only — no rates
- Porto Alegre POA air / Rio Grande sea inland +2 days Guide only — no rates
- Manaus MAO air / Manaus sea inland +4 days Guide only — no rates
- Santos GRU air / Santos sea inland same day Guide only — no rates

All Brazil destination guides →

Shipping Brazil 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.

- Wall Panels Building Materials & Construction Products
- Corrugated Packaging Wood, Bamboo & Paper Products
- Glass Packaging Plastics, Rubber & Packaging
- Electronic Switches Electronic Components & Semiconductors
- IoT Devices Consumer Electronics & Smart Devices
- Furniture Furniture & Home Products
- Home Storage Products Furniture & Home Products
- Fashion Textiles, Apparel, Footwear & Leather
- Laboratory Equipment Medical, Laboratory & Precision Instruments
- Locks & Safes Fire, Safety & Traffic Products
- Salon Furniture Beauty, Personal Care & Wellness
- Pet Products Consumer Goods & Gifts

All 139 industry guides →

Shanghai–Rio de Janeiro Sea Freight: Container Rates and Schedule

Contact Us

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

Direct Contact

sales@chinaoceanfreight.com

Shanghai → Rio de Janeiro 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 Brazil

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

Brazil clearance requirements →

Destination guide

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

Brazil destination guide →