

# China to UK Sea Freight (Duty Unpaid, DPD)

China Ocean Freight · chinaoceanfreight.com/freight-rates/uk\_sea\_dpd\_duty

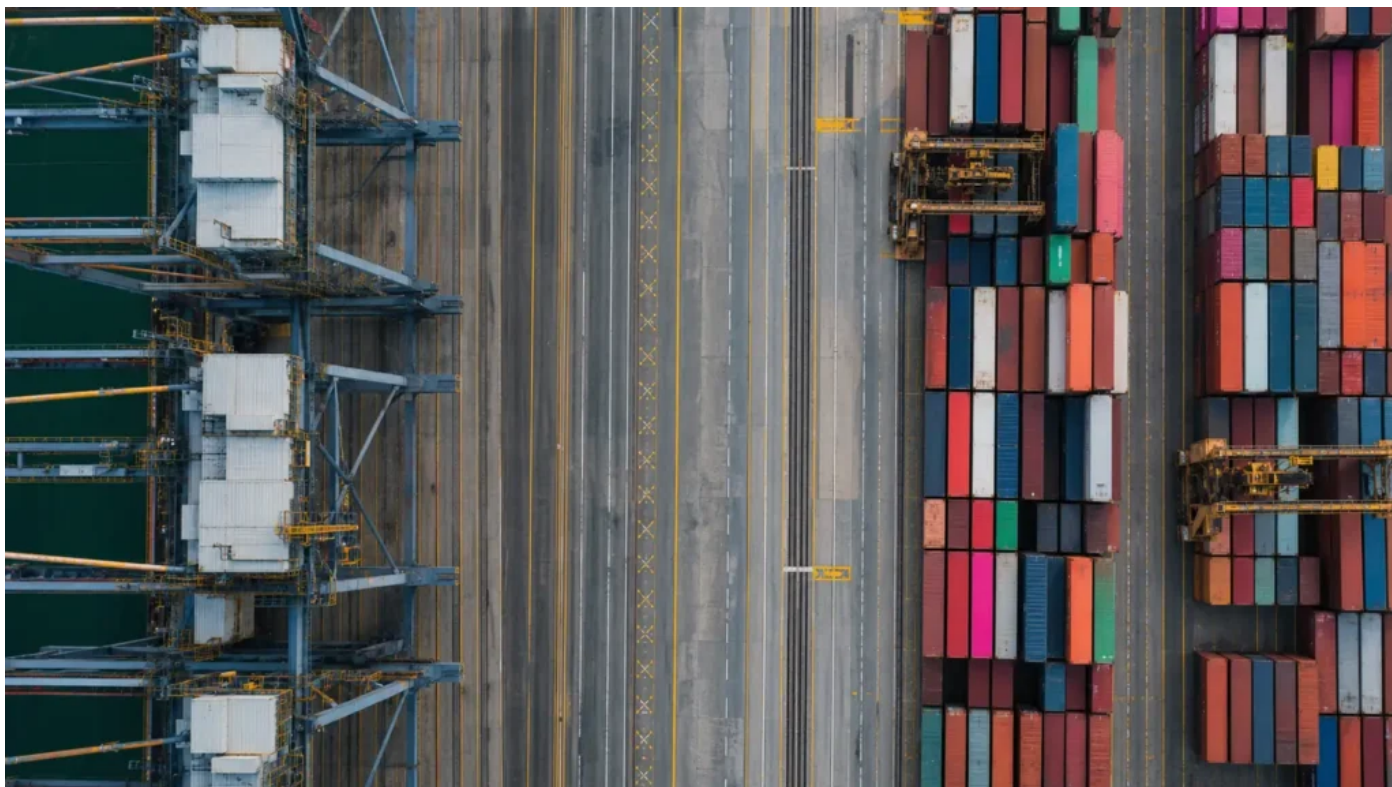
1. [Home](#)
2. [Routes](#)
3. Europe
4. Shipping...

SEA United Kingdom · DPD Sea Self-Tax/Deferred Updated 2026-08-14

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

Sea Freight

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



Sea freight — China to United Kingdom

Sea Freight from China to UK starts at USD 1.32 per kilogram, with door-to-door transit of 25-45 calendar days. A 100 kg shipment works out at roughly USD 132 including duty, clearance by the destination customs authority, and final delivery.

Rate from

USD 1.32/kg

Transit time

25-45 calendar days

Destination

UK, United Kingdom

Customs authority

the destination customs authority

Duty-free threshold

GBP 135

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) |
|---------|-----------------|
| 15 KG   | USD 2.76        |
| 16 KG   | USD 2.64        |
| 17 KG   | USD 3.36        |
| 18 KG   | USD 3.22        |
| 19 KG   | USD 3.10        |
| 20 KG   | USD 2.99        |
| 21 KG   | USD 2.89        |
| 22 KG   | USD 2.80        |
| 23 KG   | USD 3.02        |
| 30 KG   | USD 2.52        |
| 50 KG   | USD 1.95        |
| 100 KG  | USD 1.39        |
| 150 KG  | USD 1.27        |
| 200 KG  | USD 1.18        |
| 505 KG  | USD 0.90        |
| 850 KG  | USD 0.95        |
| 1700 KG | USD 1.03        |
| 2500 KG | USD 1.02        |
| 3400 KG | USD 0.77        |

## 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 United Kingdom 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<br>Loading<br>on<br>truck               | 2 Export<br>customs<br>declaration                  | 3<br>Carriage<br>to port<br>of<br>export               | 4<br>Unloading<br>at port of<br>export                  | 5<br>Loading<br>on<br>vessel /<br>aircraft                  | 6 Main<br>carriage                     | 7 Cargo<br>insurance                   | 8<br>Unloading<br>at port of<br>import                | 9<br>Loading<br>on<br>truck at<br>import                | 10<br>Carriage to<br>destination               |
|-------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|----------------------------------------|-------------------------------------------------------|---------------------------------------------------------|------------------------------------------------|
| EXW Ex Works            | Buyer<br>Buyer —<br>Loading<br>on truck   | Buyer Buyer<br>— Export<br>customs<br>declaration   | Buyer<br>Buyer —<br>Carriage<br>to port of<br>export   | Buyer<br>Buyer —<br>Unloading<br>at port of<br>export   | Buyer<br>Buyer —<br>Loading<br>on<br>vessel /<br>aircraft   | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| FCA Free Carrier        | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Buyer<br>Buyer —<br>Carriage<br>to port of<br>export   | Buyer<br>Buyer —<br>Unloading<br>at port of<br>export   | Buyer<br>Buyer —<br>Loading<br>on<br>vessel /<br>aircraft   | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| FAS Free Alongside Ship | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Buyer<br>Buyer —<br>Loading<br>on<br>vessel /<br>aircraft   | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| FOB Free On Board       | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| CFR Cost and Freight    | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |

| Term                                        | 1<br>Loading<br>on<br>truck               | 2 Export<br>customs<br>declaration                  | 3<br>Carriage<br>to port<br>of<br>export               | 4<br>Unloading<br>at port of<br>export                  | 5<br>Loading<br>on<br>vessel /<br>aircraft                  | 6 Main<br>carriage                     | 7 Cargo<br>insurance                             | 8<br>Unloading<br>at port of<br>import                  | 9<br>Loading<br>on<br>truck at<br>import                  | 10<br>Carriage to<br>destination                 |
|---------------------------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|--------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|
| CIF Cost,<br>Insurance<br>and<br>Freight    | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Seller<br>Seller —<br>Cargo<br>insurance         | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import   | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import   | Buyer Buyer<br>— Carriage<br>to<br>destination   |
| CPT<br>Carriage<br>Paid To                  | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |
| CIP<br>Carriage<br>and<br>Insurance<br>Paid | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Seller<br>Seller —<br>Cargo<br>insurance         | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |
| DAT<br>Delivered<br>At<br>Terminal<br>(DPU) | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import   | Buyer Buyer<br>— Carriage<br>to<br>destination   |
| DAP<br>Delivered<br>At Place                | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |

| Term                          | 1<br>Loading<br>on<br>truck               | 2 Export<br>customs<br>declaration                  | 3<br>Carriage<br>to port<br>of<br>export               | 4<br>Unloading<br>at port of<br>export                  | 5<br>Loading<br>on<br>vessel /<br>aircraft                  | 6 Main<br>carriage                     | 7 Cargo<br>insurance                             | 8<br>Unloading<br>at port of<br>import                  | 9<br>Loading<br>on<br>truck at<br>import                  | 10<br>Carriage to<br>destination                 |
|-------------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|--------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|
| DDP<br>Delivered<br>Duty Paid | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>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 → United Kingdom DPD Sea Self-Tax/Deferred**

Sea freight from China to United Kingdom, 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.

Cargo on this service moves through Felixstowe, Southampton and London Gateway. The rate covers the leg to the discharge port; inland delivery beyond the quay is costed against the delivery address, not the country. Expect 2–4 days of dwell at destination before release.

This channel is quoted duty paid, which means the figure below already carries import duty and tax for United Kingdom — you are not asked for a second payment at the border. For reference, the underlying regime is: VAT 20%; duty 0–12% by commodity code. 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 United Kingdom. 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**

- **15-45** — USD 6.79 per KG
- **46+** — USD 5.27 per KG
- **101+** — USD 4.77 per KG
- **250+** — USD 4.77 per KG

Last refreshed 2026-08-06.

Discharge for United Kingdom on this service is at Felixstowe, Southampton and London Gateway. 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.

Rate cards are hard to read against a real order, so we also publish worked examples at fixed weights: [100 KG](#), [300 KG](#) and [500 KG](#), each showing what that shipment actually costs door to door on this lane. If you are still choosing between transport modes the [China to United Kingdom Sea Freight Cost](#) comparison is the better starting point, and [shipping from China to United Kingdom](#) covers the whole journey rather than just the freight.



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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 United Kingdom

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

LCL cargo on this lane bills on the greater of weight and volume, so a dense pallet and a light bulky one of the same size do not cost the same. Past roughly 15 CBM it is worth asking us for an FCL comparison — a full container usually undercuts consolidation at that point, and it removes the co-loading risk that comes with sharing a box.

- 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
- Routing on this lane is via Felixstowe, Southampton and London Gateway — inland delivery beyond that point is quoted against the delivery address
- Clearance at destination is handled by HM Revenue & Customs (HMRC)
- United Kingdom de-minimis: GBP 135 — commercial consignments sit above it and are dutiable in full
- Destination conformity: UKCA/CE marking for regulated goods

On the duty side, the applicable regime is: VAT 20%; duty 0–12% by commodity code. 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 GBP 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

We publish these figures so you can budget, but the assessment that binds is the one [HM Revenue & Customs](#) makes on your declaration. Where a shipment is large enough that a percentage point matters, check their current tariff guidance rather than ours.

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.

For a wider view of how importing into United Kingdom actually works — documentation norms, inspection behavior, the paperwork that tends to hold shipments — the [U.S. ITA guide to United Kingdom customs regulations](#) is a useful independent read alongside our own lane notes.

China to United Kingdom — Shipping Reference Data

|                                  |                                         |
|----------------------------------|-----------------------------------------|
| Main sea gateways                | Felixstowe, Southampton, London Gateway |
| Destination customs authority    | HM Revenue & Customs (HMRC)             |
| De-minimis / duty-free threshold | GBP 135                                 |
| Import tax & duty regime         | VAT 20%; duty 0-12% by commodity code   |
| Local currency                   | GBP                                     |
| Typical clearance / dwell time   | 2-4 days                                |
| Peak / busy season               | Sep-Nov                                 |
| Conformity & certification       | UKCA/CE marking 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 United Kingdom. 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 →](#)

United Kingdom Sea Freight Checklist

- Confirm whether your United Kingdom rate is per CBM or per container before comparing quotes.
- Verify the receiver's customs import capability in United Kingdom for DDP terms before booking.
- Declare accurate gross weight — VGM misdeclaration delays vessels and triggers fines.
- Reserve loading space 5-7 days before the sailing cut-off for this route during peak season.

Frequently Asked Questions

How long does DPD Sea Self-Tax/Deferred from China to United Kingdom take?

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 2–4 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 United Kingdom?

Clearance is handled by HM Revenue & Customs (HMRC). The regime is: VAT 20%; duty 0–12% by commodity code, with a de-minimis position of GBP 135. Under DDP these are pre-paid, so nothing is collected on arrival.

When does capacity tighten on the China–United Kingdom 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 United Kingdom?

HM Revenue & Customs (HMRC) 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 (UKCA/CE marking for regulated goods). We file these under DDP.

Which ports or airports does this route use into United Kingdom?

Sea cargo to United Kingdom clears through Felixstowe, Southampton, London Gateway; air freight clears via LHR (Heathrow), STN (Stansted), EMA. 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 United Kingdom?

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

## Historical Price Records

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

| Date             | 15-45    | 46+      | 101+     | 250+     |
|------------------|----------|----------|----------|----------|
| 2026-08-14Latest | USD 2.76 | USD 1.75 | USD 1.31 | USD 1.07 |
| 2025-12-29       | USD 2.75 | USD 1.75 | USD 1.31 | USD 1.07 |

### Price Trend

## Shipping United Kingdom 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.

- Baby Products Consumer Goods & Gifts
- Bathroom Accessories Consumer Goods & Gifts

- [E-commerce Fulfilment E-commerce & Retail Channels](#)
- [Bearings Metal Products & Industrial Components](#)
- [Automation Equipment General Machinery & Industrial Equipment](#)
- [Electronics Manufacturing Equipment Specialised Production Machinery](#)
- [Generators New Energy, Power & Electrical](#)
- [Automotive Parts Automotive & Vehicles](#)
- [Prefabricated Building Building Materials & Construction Products](#)
- [Plumbing Products Building Materials & Construction Products](#)
- [Injection Molded Parts Plastics, Rubber & Packaging](#)
- [Art Ceramics Glass & Ceramic Products](#)

[All 139 industry guides →](#)

Shipping from China to United Kingdom (UK): Sea Shipping Cost — DPD

## Contact Us

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

### Direct Contact

[sales@chinaoceanfreight.com](mailto:sales@chinaoceanfreight.com)

China → United Kingdom 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 United Kingdom

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

[United Kingdom clearance requirements →](#)