

# Cost to Ship 300KG from China to Chile

Freight Quote China Shipping Cost Inquiry Tool · [freightquotechina.com/china-to-chile-shipping-cost-300kg](https://freightquotechina.com/china-to-chile-shipping-cost-300kg)

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- Shipping 300KG to Chile From China: \$1,470,000 All-In

Americas ☐ Sea Freight 300 KG

What this shipment size actually costs, and whether consolidating up to the next bracket would be cheaper.

USD 4,900.0/KG Best Rate Now

5 Channels Available

2026-08-14 Last Updated

Shipping 300KG from China to Chile costs approximately USD 1,470,000 all-in, based on a published rate of USD 4,900.0 per kilogram. That figure covers freight, duty and tax to the national customs authority, and delivery to your door, with nothing further to pay on arrival.

Estimated total

USD 1,470,000 for 300KG

By sea

USD 4,900.0/kg, 25-45 days

Customs authority

the national customs authority

Rates last updated 2026-08-14. Figures are published channel prices for planning; the final quote depends on chargeable weight, cargo class and HS code.

## Current Rates — China to Chile (300 KG)

☐ Updated 2026-08-14

| Service                                  | Mode                                 | Rate (USD/KG)      | Total (300 KG) | Details                        |
|------------------------------------------|--------------------------------------|--------------------|----------------|--------------------------------|
| Best Value Sea · FCL Port-to-Port (Spot) | <input type="checkbox"/> Sea Freight | <b>USD 4,900.0</b> | USD 4,900      | <a href="#">View Details →</a> |
| Sea · FCL Port-to-Port (Spot)            | <input type="checkbox"/> Sea Freight | <b>USD 6,300.0</b> | USD 6,300      | <a href="#">View Details →</a> |
| Sea · FCL Port-to-Port (Spot)            | <input type="checkbox"/> Sea Freight | <b>USD 6,300.0</b> | USD 6,300      | <a href="#">View Details →</a> |
| Sea · FCL Port-to-Port (Spot)            | <input type="checkbox"/> Sea Freight | <b>USD 6,300.0</b> | USD 6,300      | <a href="#">View Details →</a> |
| Sea · FCL Port-to-Port (Spot)            | <input type="checkbox"/> Sea Freight | <b>USD 6,300.0</b> | USD 6,300      | <a href="#">View Details →</a> |



## Track your shipment

Enter your tracking number below

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

### Full Weight-Tier Rate Cards

Detailed per-weight pricing for every active route from China to Chile. Each tier reflects the published rate at that exact weight — useful for accurate budgeting at common shipment sizes.

#### Sea FCL Port-to-Port (Spot)

☐ Sea Freight → San Antonio

☐ Best Value at 300 KG

☐ Updated 2026-08-14 ☐ 2 weight tiers ☐ USD pricing

| Bracket | Rate (USD/KG) | @ 300 KG         |
|---------|---------------|------------------|
| 40NOR   | USD 4,900.00  | USD 1,470,000.00 |
| 40HQ    | USD 6,300.00  | USD 1,890,000.00 |

[View full route details →](#)

#### Sea FCL Port-to-Port (Spot)

☐ Sea Freight → San Antonio

☐ Updated 2026-08-14 ☐ 1 weight tiers ☐ USD pricing

| Bracket | Rate (USD/KG) | @ 300 KG         |
|---------|---------------|------------------|
| 40HQ    | USD 6,300.00  | USD 1,890,000.00 |

[View full route details →](#)

### Sea FCL Port-to-Port (Spot)

Sea Freight → San Antonio

Updated 2026-08-14 1 weight tiers USD pricing

| Bracket | Rate (USD/KG) | @ 300 KG         |
|---------|---------------|------------------|
| 40HQ    | USD 6,300.00  | USD 1,890,000.00 |

[View full route details →](#)

### Sea FCL Port-to-Port (Spot)

Sea Freight → San Antonio

Updated 2026-08-14 1 weight tiers USD pricing

| Bracket | Rate (USD/KG) | @ 300 KG         |
|---------|---------------|------------------|
| 40HQ    | USD 6,300.00  | USD 1,890,000.00 |

[View full route details →](#)

### Sea FCL Port-to-Port (Spot)

Sea Freight → Valparaiso

Updated 2026-08-14 1 weight tiers USD pricing

| Bracket | Rate (USD/KG) | @ 300 KG         |
|---------|---------------|------------------|
| 40HQ    | USD 6,300.00  | USD 1,890,000.00 |

[View full route details →](#)

## Customer Reviews — China to Chile Shipping

Verified reviews from importers who have shipped with us to Chile.

### Chile

★★★★★ 4.2 / 5 — Very Good (12 reviews)

★★★★

F\*\*\*\*\*z Chile

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

We tested this lane to Chile with a mid-volume order. The goods were packed better than expected. Tracking updates were not excessive, but they came when something important changed. A practical option when we need predictable landed cost.

March 3, 2026 ✓ Verified

□□□□

**M\*\*\*\*\*z** Chile

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

This was a DDP shipment to Chile for mixed cartons. Lead time was realistic and easy to plan around. Tracking updates were not excessive, but they came when something important changed. Overall a reliable experience for repeat imports.

January 26, 2026

□□□□

**C\*\*\*\*\*s** Chile

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

Booked another door-to-door shipment to Chile through this team. The goods were packed better than expected. Pickup from the supplier was arranged quickly and customs stayed under control. A practical option when we need predictable landed cost.

November 19, 2025 ✓ Verified

□□□□

**S\*\*\*\*\*z** Chile

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

We used this route for a regular replenishment to Chile. The goods were packed better than expected. Transit was close to the estimate and the destination delivery appointment was handled well. A practical option when we need predictable landed cost.

October 23, 2025

□□□□

**C\*\*\*\*\*s** Chile

★★★★★ 5

Supplier Service★★★★★

On-time Shipping★★★★★

## Goods Quality &amp; Transit★★★★★

We used this route for a regular replenishment to Chile. The goods were packed better than expected. The landed price stayed aligned with the quote, which helped our budgeting. Overall a reliable experience for repeat imports. Muy buen servicio y sin cargos sorpresa al final.

August 29, 2025

□□□□

**C\*\*\*\*\*z** Chile

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

We used this route for a regular replenishment to Chile. Lead time was realistic and easy to plan around. Tracking updates were not excessive, but they came when something important changed. Overall a reliable experience for repeat imports. Muy buen servicio y sin cargos sorpresa al final.

August 20, 2025 ✓ Verified

□□□□

**M\*\*\*\*\*s** Chile

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

We used this route for a regular replenishment to Chile. The goods were packed better than expected. The landed price stayed aligned with the quote, which helped our budgeting. Would use the same line again for general cargo.

July 27, 2025 ✓ Verified

□□□□

**F\*\*\*\*\*s** Chile

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

We tested this lane to Chile with a mid-volume order. The goods were packed better than expected. The booking process was straightforward and the team confirmed documents early. A practical option when we need predictable landed cost.

June 13, 2025 ✓ Verified

□□□□

**V\*\*\*\*\*z** Chile

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

This was a DDP shipment to Chile for mixed cartons. Lead time was realistic and easy to plan around. Tracking updates were not excessive, but they came when something important changed. Would use the same line again for general cargo.

May 30, 2025 ✓ Verified

□□□□

**L\*\*\*\*\*z** Chile

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Chile through this team. The goods were packed better than expected. Tracking updates were not excessive, but they came when something important changed. Better coordination than the forwarder we used before.

Muy buen servicio y sin cargos sorpresa al final.

April 16, 2025

□□□□

**L\*\*\*\*\*z** Chile

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Chile through this team. The goods were packed better than expected. The booking process was straightforward and the team confirmed documents early. Would use the same line again for general cargo. Muy buen servicio y sin cargos sorpresa al final.

March 22, 2025

□□□□

**C\*\*\*\*\*z** Chile

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Chile through this team. The goods were packed better than expected. Cartons arrived clean and labels were still readable on delivery. A practical option when we need predictable landed cost.

January 8, 2025 ✓ Verified

[+ Leave a Review](#)

## □ Sea Freight Options

Sea FCL Port-to-Port (Spot) USD 4,900.0/KG →

Sea FCL Port-to-Port (Spot) USD 6,300.0/KG →

Sea FCL Port-to-Port (Spot) USD 6,300.0/KG →

☐ Calculate for a different weight:

## Freight Rates to Chile

Current published rates — USD

☐ SEA

Sea · FCL Port-to-Port (Spot)

**40HQ USD 6,300.00**

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

**40HQ USD 6,300.00**

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

**40HQ USD 6,300.00**

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

**40HQ *On Request***

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

**40NOR USD 4,900.00**

**40HQ USD 6,300.00**

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

**40HQ USD 6,300.00**

Updated 2026-08-14

⚙ Cargo Weight (KG)

☐ Enter the actual gross weight of your shipment in kilograms. If you're unsure, fill in the volume fields below and we'll calculate it for you.

☐ Or enter volume (cm) — volumetric weight ÷ 6000

× ×

Non-integers rounded up. Larger of actual vs volumetric is used.

☐ Number of Boxes

Total chargeable weight = weight per box × number of boxes.

⚠ When you have not filled in the volume information, our prices may be inaccurate.

## 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 Chile 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               |
|--------------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|----------------------------------------|-------------------------------------------------------|---------------------------------------------------------|------------------------------------------------|
| <b>EXW Ex Works</b>            | 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 |
| <b>FCA Free Carrier</b>        | 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 |
| <b>FAS Free Alongside Ship</b> | 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 |
| <b>FOB Free On Board</b>       | 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 |
| <b>CFR Cost and Freight</b>    | 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                 |
|--------------------------------------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|--------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|
| <b>CIF Cost,<br/>Insurance<br/>and<br/>Freight</b>     | 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   |
| <b>CPT<br/>Carriage<br/>Paid To</b>                    | 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 |
| <b>CIP<br/>Carriage<br/>and<br/>Insurance<br/>Paid</b> | 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 |
| <b>DAT<br/>Delivered<br/>At<br/>Terminal<br/>(DPU)</b> | 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   |
| <b>DAP<br/>Delivered<br/>At Place</b>                  | 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                 |
|----------------------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|--------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|
| <b>DDP<br/>Delivered<br/>Duty Paid</b> | 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.

## **Price Trend — Chile**

Historical freight rates from China to Chile for 300 KG shipments. Data sourced from live carrier price feeds.

## **China to Chile — Shipping Reference Data**

Key China-to-Chile import facts buyers should plan around:

|                                         |                                                          |
|-----------------------------------------|----------------------------------------------------------|
| <b>Main sea gateways</b>                | the main container seaport                               |
| <b>Destination customs authority</b>    | the national customs authority                           |
| <b>De-minimis / duty-free threshold</b> | varies by country (often low)                            |
| <b>Import tax &amp; duty regime</b>     | Import duty and local VAT/GST apply; rates vary widely   |
| <b>Local currency</b>                   | USD                                                      |
| <b>Typical port/airport dwell time</b>  | 4-10 days                                                |
| <b>Peak / busy season</b>               | Sep-Nov                                                  |
| <b>Conformity &amp; certification</b>   | Check local conformity and labelling rules per commodity |
| <b>Main air gateways</b>                | the primary international airport                        |

Thresholds and duty bands are buyer-planning references, not formal customs rulings — confirm the exact HS-code rate for your goods before shipping.

Bulk Freight

## Bulk Commercial Freight

Shipping 300 KG from China to Chile is firmly in bulk commercial freight territory. At this volume, sea freight (FCL or LCL) and air charter rates become significantly more competitive. Most importers at this weight range use scheduled sea freight for regular orders and air freight only for urgent replenishments.

- Sea freight FCL (full container) may be cost-effective above 5 CBM
- LCL sea freight rates are quoted per CBM at this range
- Expect customs examination — prepare full documentation
- Insurance recommended for shipments above USD 5,000 value

## Free 3D Loading Tools

Shipping to Chile by air or sea? Plan cartons and container loading in 3D before requesting a quote.



### 3D Carton Packing Calculator

Check how many units truly fit per carton for this Chile shipment: the 3D packing tool computes layers, rotation, and protection gaps from your exact product size.

[Open Packing Tool →](#)



### 3D Container Loading Planner

Sea freight to Chile prices by CBM or container — plan 20GP/40GP/40HQ loading in 3D, mix different box sizes, and check utilization before booking.

[Open Container Planner →](#)

## Which Shipping Method is Best for 300 KG?



### Air Freight

**Transit:** 5-10 business days

**Best at:** Under 300 KG, time-sensitive cargo

Viable

Recommended



### Sea Freight

**Transit:** 25-45 calendar days

**Best at:** Over 100 KG, non-urgent cargo

Recommended



### Rail Freight

**Transit:** 18-28 calendar days

**Best at:** Europe destinations over 50 KG

Europe only

## Transit Times — China to Chile

| Method          | Transit Time        | Notes                                                 |
|-----------------|---------------------|-------------------------------------------------------|
| Sea Freight LCL | 30-50 calendar days | Shared container to Chile port + delivery             |
| Sea Freight FCL | 28-45 calendar days | Full container to Chile port + delivery               |
| Express Courier | 3-7 business days   | DHL/FedEx/UPS door-to-door, high cost for this weight |

## What Affects the Shipping Cost to Chile?

- Actual vs. volumetric weight — carriers charge whichever is higher ( $L \times W \times H \div 6000$  for air)

- Cargo type surcharge — batteries, liquids, and branded goods carry additional fees
- Peak season surcharges — Chinese New Year (Jan/Feb) and Golden Week (Oct) add 15–30%
- Destination area — Chile may have remote area surcharges for certain postal codes
- Declared value — customs duties are calculated on CIF value

## Customs & Documentation for Chile

- De minimis threshold — shipments below local tax threshold may clear duty-free
- Required documents: commercial invoice, packing list, and accurate HS codes
- DDP service includes all import duties — you pay one total price with no surprises
- Battery and liquid goods require additional certification documents
- FDA Prior Notice required for food, supplements, and certain health products
- FCC certification required for electronic devices with radio frequency

## Frequently Asked Questions

How much does it cost to ship from China to Chile?

Current rates for shipping from China to Chile start at USD 4,900.00/KG via Sea FCL Port-to-Port (Spot). For 300 KG, the estimated total is approximately USD 4,900, duty included. Final landed cost depends on the Import duty and local VAT/GST apply; rates vary widely applied by the national customs authority.

What duties and taxes apply when importing into Chile?

Imports into Chile are assessed by the national customs authority. The applicable regime is: Import duty and local VAT/GST apply; rates vary widely. The duty-free / de-minimis position is varies by country (often low). Under our DDP service these charges are pre-paid and included in the per-KG price, so there is nothing to settle on arrival.

Can I track my shipment from China to Chile?

Yes. Air shipments to Chile get an air waybill (AWB) trackable within 24 hours of departure; sea shipments are tracked by bill-of-lading through the carrier portal. We push status at key milestones: departure, arrival at the gateway, clearance by the national customs authority, and final delivery.

What is DDP shipping to Chile and what does it include?

DDP (Delivered Duty Paid) to Chile means one all-inclusive price covering freight, the duty/tax due to the national customs authority, and last-mile delivery to your door. The varies by country (often low) de-minimis position is handled for you, and there are no surprise charges at destination.

What documents are required for customs clearance in Chile?

the national customs authority typically requires: (1) commercial invoice with HS codes and declared value; (2) packing list with weights and dimensions; (3) bill of lading or air waybill; (4) certificate of origin (may lower duty); and (5) any product-specific certification (Check local conformity and labelling rules per commodity). Under DDP we prepare and file these for you.

In what currency are rates to Chile quoted and paid?

Freight to Chile is quoted and invoiced in USD; the local currency on the destination side is USD. Payment is typically due before departure (T/T or PayPal), and because it's DDP you settle the full landed cost once — no destination collect charges.

What certifications are required to import into Chile?

For regulated goods entering Chile, plan for: Check local conformity and labelling rules per commodity. Missing conformity paperwork is the most common cause of clearance holds with the national customs authority, so confirm requirements for your HS code before the cargo leaves China.

When is the busy season for shipping to Chile?

Capacity to Chile tightens around Sep–Nov, on top of the China-side surcharge windows of Chinese New Year (Jan/Feb) and Golden Week (early Oct). Booking 1–2 weeks earlier during these windows protects both space and rate.

## Inland Delivery Coverage — Chile

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.

- [Santiago SCL air / San Antonio sea inland +1 day](#) Guide only — no rates
- [Valparaiso SCL air / Valparaiso sea inland same day](#) Guide only — no rates
- [San Antonio SCL air / San Antonio sea inland same day](#) Guide only — no rates
- [Concepcion CCP air / Coronel sea inland +1 day](#) Guide only — no rates
- [Antofagasta ANF air / Antofagasta sea inland +2 days](#) Guide only — no rates
- [La Serena SCL air / Coquimbo sea inland +1 day](#) Guide only — no rates
- [Temuco ZCO air / San Antonio sea inland +2 days](#) Guide only — no rates

[All Chile destination guides →](#)

## Shipping to Chile by industry

Rates above are lane rates and apply to general cargo. Packing specification, HS classification and the clearance step that matters are all commodity-specific — these guides cover them industry by industry.

- [Massage Equipment Beauty, Personal Care & Wellness](#)
- [Arts & Crafts Toys, Sports, Outdoor & Leisure](#)
- [Artificial Plants Consumer Goods & Gifts](#)
- [Direct to Consumer E-commerce & Retail Channels](#)
- [Fasteners Metal Products & Industrial Components](#)
- [Pressure Vessels Metal Products & Industrial Components](#)
- [Industrial Boilers General Machinery & Industrial Equipment](#)

- [Solar Panel New Energy, Power & Electrical](#)
- [Lithium Battery New Energy, Power & Electrical](#)
- [Bicycle Parts Automotive & Vehicles](#)
- [Wall Panels Building Materials & Construction Products](#)
- [Corrugated Packaging Wood, Bamboo & Paper Products](#)

[All 139 industry guides](#) →

## Related Shipping Rates

### Other Weights to Chile

- [1KG Shipment](#)
- [10KG Shipment](#)
- [21KG Shipment](#)
- [100KG Shipment](#)

### Other Modes to Chile

- [Sea Freight to Chile](#)

### Similar Destinations

- [Shipping to Canada](#)
- [Shipping to United States](#)
- [Shipping to Colombia](#)
- [Shipping to Peru](#)
- [Shipping to Mexico](#)
- [Shipping to Brazil](#)