

China to Mexico Sea Freight Cost

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- China to Mexico Sea Freight Cost: \$4,100.0/kg, 25-45...

Americas ☐ Sea Freight

Current published rates, transit times and the weight brackets where the price changes.

USD 4,100.0/KG Best Rate Now

4 Channels Available

2026-08-14 Last Updated

Sea Freight from China to Mexico starts at USD 4,100.0 per kilogram, with door-to-door transit of 25–45 calendar days. A 100 kg shipment comes to roughly USD 410,000 including duty, clearance by the national customs authority, and final delivery.

Rate from

USD 4,100.0/kg

Transit time

25–45 calendar days

Gateway

the main container seaport

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 Mexico

☐ Updated 2026-08-14

Service	Mode	Rate (USD/KG)	Details
Best Value Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 4,100.0	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 6,300.0	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 6,300.0	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 6,600.0	View Details →



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 Mexico. 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 → Manzanillo

☐ Best Value at requested weight

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

Bracket	Rate (USD/KG)
40NOR	USD 4,100.00
40HQ	USD 5,400.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

☐ Sea Freight → Manzanillo

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

Bracket	Rate (USD/KG)
40HQ	USD 6,300.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

Sea Freight → Manzanillo

Updated 2026-08-14 1 weight tiers USD pricing

Bracket	Rate (USD/KG)
40HQ	USD 6,300.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

Sea Freight → Manzanillo

Updated 2026-08-14 1 weight tiers USD pricing

Bracket	Rate (USD/KG)
40HQ	USD 6,600.00

[View full route details →](#)

Customer Reviews — China to Mexico Shipping

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

Mexico

★★★★★ 4.1 / 5 — Very Good (19 reviews)

★★★★

D*****a Mexico

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Mexico with a mid-volume order. The goods were packed better than expected. Pickup from the supplier was arranged quickly and customs stayed under control. Overall a reliable experience for repeat imports.

February 21, 2026 ✓ Verified

★★★★

A***s Mexico**

★★★★★ 5

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Mexico for mixed cartons. The goods were packed better than expected. Pickup from the supplier was arranged quickly and customs stayed under control. Overall a reliable experience for repeat imports. La entrega fue ordenada y el seguimiento fue claro.

February 13, 2026 ✓ Verified

□□□□

V***s Mexico**

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Mexico for mixed cartons. Lead time was realistic and easy to plan around. Transit was close to the estimate and the destination delivery appointment was handled well. Better coordination than the forwarder we used before.

December 1, 2025 ✓ Verified

□□□□

V***z Mexico**

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Mexico for mixed cartons. The goods were packed better than expected. Transit was close to the estimate and the destination delivery appointment was handled well. Better coordination than the forwarder we used before.

September 11, 2025 ✓ Verified

□□□□

A***s Mexico**

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Mexico for mixed cartons. Lead time was realistic and easy to plan around. Cartons arrived clean and labels were still readable on delivery. Better coordination than the forwarder we used before. La entrega fue ordenada y el seguimiento fue claro.

August 21, 2025 ✓ Verified

□□□□

A***z Mexico**

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Mexico with a mid-volume order. Lead time was realistic and easy to plan around. The landed price stayed aligned with the quote, which helped our budgeting. Better coordination than the forwarder we used before. La entrega fue ordenada y el seguimiento fue claro.

August 19, 2025

□□□□

F***z** Mexico

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Mexico with a mid-volume order. The goods were packed better than expected. Cartons arrived clean and labels were still readable on delivery. Better coordination than the forwarder we used before.

July 3, 2025 ✓ Verified

□□□□

D***z** Mexico

★★★★★ 3.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Mexico with a mid-volume order. Lead time was realistic and easy to plan around. Pickup from the supplier was arranged quickly and customs stayed under control. Would use the same line again for general cargo.

July 2, 2025 ✓ Verified

□□□□

C***s** Mexico

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Mexico. Lead time was realistic and easy to plan around. Pickup from the supplier was arranged quickly and customs stayed under control. Would use the same line again for general cargo. Muy buen servicio y sin cargos sorpresa al final.

May 24, 2025 ✓ Verified

□□□□

M***z** Mexico

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Mexico. The goods were packed better than expected. Transit was close to the estimate and the destination delivery appointment was handled well. Overall a reliable experience for repeat imports.

May 23, 2025 ✓ Verified

□□□□

L***s** Mexico

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Mexico through this team. Lead time was realistic and easy to plan around. The landed price stayed aligned with the quote, which helped our budgeting. Would use the same line again for general cargo. Muy buen servicio y sin cargos sorpresa al final.

February 28, 2025 ✓ Verified

□□□□

J***z** Mexico

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

The DDP service is excellent — everything included in the quoted price. No additional fees upon arrival.

January 10, 2025 ✓ Verified

□□□□

L***z** Mexico

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Mexico through this team. The goods were packed better than expected. The booking process was straightforward and the team confirmed documents early. Better coordination than the forwarder we used before. Muy buen servicio y sin cargos sorpresa al final.

January 10, 2025 ✓ Verified

□□□□

M***a** Mexico

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Mostly a smooth experience. There was a small delay at the origin port but the team communicated clearly and resolved it quickly.

December 27, 2024 ✓ Verified

□□□□

J***z** Mexico

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Quick turnaround and great packaging. My goods arrived in perfect condition and ahead of the estimated delivery date.

December 11, 2024 ✓ Verified

□□□□

A***z** Mexico

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Good service overall. The freight cost was competitive and the clearance process was handled well.

November 23, 2024

□□□□

C***z** Mexico

★★★★★ 3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Decent service but transit took about a week longer than quoted. Goods arrived undamaged which is the main thing.

November 6, 2024

□□□□

L***z** Mexico

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Very reliable for importing electronics. The declared value process was handled professionally and duties were prepaid.

October 19, 2024 ✓ Verified

□□□□

M***z** Mexico

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Delivery was a few days behind schedule but goods arrived in perfect condition. The DDP coverage was genuinely all-inclusive.

October 1, 2024 ✓ Verified

[+ Leave a Review](#)☐ Calculate for a different weight:

Freight Rates to Mexico

Current published rates — USD

☐ SEA

Sea · FCL Port-to-Port (Spot)

40NOR USD 4,100.00**40HQ USD 5,400.00**

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 USD 6,600.00

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 Mexico 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.

Price Trend — Mexico Sea Freight

Historical freight rates from China to Mexico. Data sourced from live carrier price feeds.

China to Mexico — Shipping Reference Data

Verified shipping reference data for the China → Mexico lane:

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

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

Mid-Volume Commercial

Commercial Freight — Mid Volume

At 100 KG, you're in the commercial freight category — large enough for competitive rates but still within the range where air freight often beats sea freight on cost per delivery cycle. This weight is common for electronics, clothing, and general merchandise restocking shipments going to Mexico.

- Air freight channels offer volume discounts from 100 KG
- Sea freight LCL (shared container) becomes viable above 150 KG
- Most channels require volumetric weight check ($L \times W \times H \div 6000$)
- Rail freight viable for European destinations at this weight

Free 3D Loading Tools for Sea Freight

This page covers Sea Freight from China to Mexico. Plan your cargo with the matching tool before requesting a quote.



3D Container Loading Planner

Not sure if your Mexico cargo fills a 20GP or needs a 40HQ? Simulate cartons, crates, pallets, and mixed box sizes in the 3D container planner.

[Open Container Planner →](#)

Which Shipping Method is Best?

Recommended



Air Freight

Transit: 5-10 business days

Best at: Under 300 KG, time-sensitive cargo

Recommended

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 Mexico

Method	Transit Time	Notes
Air Freight DDP	5-10 business days	From China warehouse to Mexico door
Sea Freight LCL	30-50 calendar days	Shared container to Mexico 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 Mexico?

- 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 — Mexico may have remote area surcharges for certain postal codes
- Declared value — customs duties are calculated on CIF value
- Bunker adjustment factor (BAF) — fuel surcharges added quarterly
- Port terminal handling charges (THC) — charged at origin and destination

Customs & Documentation for Mexico

- 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 Mexico?

Current rates for shipping from China to Mexico start at USD 4,100.00/KG via Sea FCL Port-to-Port (Spot). For 100 KG, the estimated total is approximately USD 4,100, 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 Mexico?

Imports into Mexico 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.

What documents are required for customs clearance in Mexico?

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.

What certifications are required to import into Mexico?

For regulated goods entering Mexico, 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.

Is air or sea freight better for 100 KG to Mexico?

For 100 KG to Mexico, air is usually better on total landed cost despite a higher per-KG rate, because the 30-45 day ocean transit (plus 4-10 days dwell) raises inventory cost. Air also unlocks volume discounts above 100 KG.

Can I ship batteries via Sea Freight to Mexico?

Battery goods by Sea Freight to Mexico follow sea dangerous-goods rules — UN3481 (in equipment) and UN3480 (packed with equipment) need an MSDS. We prepare the DG paperwork as part of the DDP service into the main container seaport.

Can I track my shipment from China to Mexico?

Yes. Air shipments to Mexico 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 the minimum shipment size for shipping to Mexico?

Minimums to Mexico vary by channel: air DDP from about 21 KG (some from 12 KG), sea LCL from roughly 1 CBM, and express courier for single parcels. Below 21 KG, express is usually the most economical way into Mexico.

Inland Delivery Coverage — Mexico

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.

- [Mexico City MEX air / Manzanillo sea inland +2 days](#) Guide only — no rates
- [Guadalajara GDL air / Manzanillo sea inland +1 day](#) Guide only — no rates
- [Monterrey MTY air / Altamira sea inland +2 days](#) Guide only — no rates
- [Puebla MEX air / Veracruz sea inland +1 day](#) Guide only — no rates
- [Queretaro QRO air / Manzanillo sea inland +2 days](#) Guide only — no rates
- [Tijuana TIJ air / Ensenada sea inland +1 day](#) Guide only — no rates
- [Merida MID air / Progreso sea inland +3 days](#) Guide only — no rates
- [Leon BJX air / Manzanillo sea inland +2 days](#) Guide only — no rates
- [Manzanillo GDL air / Manzanillo sea inland same day](#) Guide only — no rates
- [Toluca MEX air / Manzanillo sea inland +2 days](#) Guide only — no rates

[All Mexico destination guides →](#)

Shipping to Mexico 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.

- [Connectors Electronic Components & Semiconductors](#)
- [Consumer Electronics Consumer Electronics & Smart Devices](#)
- [Air Conditioning Equipment Home Appliances, HVAC & Commercial](#)
- [Kitchenware Furniture & Home Products](#)
- [Home Textiles Textiles, Apparel, Footwear & Leather](#)
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Related Shipping Rates

Other Weights to Mexico

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- [21KG Shipment](#)
- [100KG Shipment](#)
- [300KG Shipment](#)

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