Cost to Ship 500KG from China to Mexico

Shipping 500KG from China to Mexico costs approximately USD 4,315, based on a published rate of USD 4,315.0 per container. Treat it as a planning estimate for the freight: what you actually pay depends on the product, its HS code, the declared value and the exchange rate on the day, and duty assessed by the national customs authority is quoted separately. The real figure can come in above or below this.

Estimated total

USD 4,315 for 500KG

Billed as

1 container at USD 4,315.0 per container

By sea

USD 4,315.0 per container, 25-45 days

Customs authority

the national customs authority

Indicative planning references only, not a quotation. Actual cost depends on the product and its HS code, chargeable weight, declared value, destination duty and tax and the exchange rate on the day, and can be higher or lower.

Current Rates — China to Mexico (500 KG)

Updated 2026-11-04

Service	Mode	Rate	Billed as	Total (500 KG)	Details
Best Value Sea · FCL Port-to-Port (Spot)	Sea Freight	**USD 4,315.0** /container	1 container	**USD 4,315**	**View Details →** (https://freightquotechina.com/ddp-route/sea_fcl_ningbo_manzanillo/) (https://freightquotechina.com/ddp-route/sea_fcl_ningbo_manzanillo/)
Sea · FCL Port-to-Port (Spot)	Sea Freight	**USD 6,627.5** /container	1 container	**USD 6,628**	**View Details →** (https://freightquotechina.com/ddp-route/sea_fcl_qingdao_manzanillo/) (https://freightquotechina.com/ddp-route/sea_fcl_qingdao_manzanillo/)

Service	Mode	Rate	Billed as	Total (500 KG)	Details
Sea · FCL Port-to-Port (Spot)	Sea Freight	**USD 6,627.5** /container	1 container	**USD 6,628**	**View Details →** (https://freightquotechina.com/ddp-route/sea_fcl_shanghai_manzanillo/) (https://freightquotechina.com/ddp-route/sea_fcl_shanghai_manzanillo/) (https://freightquotechina.com/ddp-route/sea_fcl_shanghai_manzanillo/)
Sea · FCL Port-to-Port (Spot)	Sea Freight	**USD 6,942.9** /container	1 container	**USD 6,943**	**View Details →** (https://freightquotechina.com/ddp-route/sea_fcl_yantian_manzanillo/) (https://freightquotechina.com/ddp-route/sea_fcl_yantian_manzanillo/)

Sea · FCL Port-to-Port (Spot): Priced per container, not per kilogram — the figure is the whole-box price.

Sea · FCL Port-to-Port (Spot): Priced per container, not per kilogram — the figure is the whole-box price.

Sea · FCL Port-to-Port (Spot): Priced per container, not per kilogram — the figure is the whole-box price.

Sea · FCL Port-to-Port (Spot): Priced per container, not per kilogram — the figure is the whole-box price.

How these prices are calculated — chargeable weight

Freight is not billed on the number on your bathroom scale. It is billed on **chargeable weight**: the greater of actual gross weight and volumetric weight, where volumetric weight is `L × W × H (cm) ÷ 6000`. Denser cargo pays on its weight; light bulky cargo pays on the space it occupies. Whichever is higher is the one you pay — never the lower.

One cubic metre = 167 kg. That is 1,000,000 cm³ ÷ 6000, the same divisor used for the volumetric check, so both sides of this page agree with each other.

Freight only. These are published freight rates. Duty, tax and customs charges at destination are not a fixed number we can print: they follow your product's HS code, its declared value and the exchange rate applied on the day of entry, so they are confirmed against your actual goods and quoted separately.

Indicative only — the real price can be higher or lower. Nothing on this page is a quotation or a commitment. What you finally pay depends on what the product is, how it is packed, the chargeable weight, the declared value, the destination duty

position and the exchange rate at the time. Send the product details, weight and dimensions and we will price your specific shipment.

(https://freightquotechina.com/)

Track your shipment

Enter your tracking number below

Powered by 17TRACK (https://www.17track.net) — 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 a container to Mexico

Ocean cargo is tracked by container number rather than by a parcel barcode. Enter yours below: we validate the number, identify the line that owns the prefix, and send you to that line's own tracking page.

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.

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.

Updated 2026-11-04 **2 weight tiers** **USD pricing**

Bracket	Rate (USD/container)	@ 500 KG
40NOR	USD 4,315.01	USD 4,315.01
40HQ	USD 5,681.51	USD 5,681.51

View full route details → (https://freightquotechina.com/ddp-route/sea_fcl_ningbo_manzanillo/)

Updated 2026-11-04 **1 weight tiers** **USD pricing**

Bracket	Rate (USD/container)	@ 500 KG
40HQ	USD 6,627.54	USD 6,627.54

View full route details → (https://freightquotechina.com/ddp-route/sea_fcl_qingdao_manzanillo/)

Updated 2026-11-04 | 1 weight tiers | USD pricing

Bracket	Rate (USD/container)	@ 500 KG
40HQ	USD 6,627.54	USD 6,627.54

View full route details → (https://freightquotechina.com/ddp-route/sea_fcl_shanghai_manzanillo/)

Updated 2026-11-04 | 1 weight tiers | USD pricing

Bracket	Rate (USD/container)	@ 500 KG
40HQ	USD 6,942.89	USD 6,942.89

View full route details → (https://freightquotechina.com/ddp-route/sea_fcl_yantian_manzanillo/)

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

★★★½☆

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
★★★½☆

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

★★★★½

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
★★★★½

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

★★★½☆

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

★★★½☆

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
★★★★½

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

★★★½☆

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

★★★★½

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 (https://freightquotechina.com/ratings/#fr-submit)

◫ Sea Freight Options

Sea FCL Port-to-Port (Spot) **USD 4,315.0/KG →** **(https://freightquotechina.com/ddp-route/sea_fcl_ningbo_manzanillo/)**

Sea FCL Port-to-Port (Spot) **USD 6,627.5/KG →** **(https://freightquotechina.com/ddp-route/sea_fcl_qingdao_manzanillo/)**

Sea FCL Port-to-Port (Spot) **USD 6,627.5/KG →** **(https://freightquotechina.com/ddp-route/sea_fcl_shanghai_manzanillo/)**

Calculate for a different weight:

Freight Rates to Mexico

Current published rates — USD

◫ **SEA**

Sea · FCL Port-to-Port (Spot)

40NOR **USD 4,315.01**

40HQ **USD 5,681.51**

Updated 2026-11-04

SEA

Sea · FCL Port-to-Port (Spot)

40HQ **USD 6,627.54**

Updated 2026-11-04

SEA

Sea · FCL Port-to-Port (Spot)

40HQ **USD 6,627.54**

Updated 2026-11-04

SEA

Sea · FCL Port-to-Port (Spot)

40HQ **USD 6,942.89**

Updated 2026-11-04

⚖ 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.

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	11 Import customs clearance	12 Import duties & taxes
EXW Ex Works	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
FCA Free Carrier	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
FAS Free Alongside Ship	Seller	Seller	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
FOB Free On Board	Seller	Seller	Seller	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
CFR Cost and Freight	Seller	Seller	Seller	Seller	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
CIF Cost, Insurance and Freight	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer

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	11 Import customs clearance	12 Import duties & taxes
CPT Carriage Paid To	Seller	Seller	Seller	Seller	Seller	Seller	Negotiable	Seller	Seller	Seller	Buyer	Buyer
CIP Carriage and Insurance Paid	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Buyer	Buyer
DAT Delivered At Terminal (DPU)	Seller	Seller	Seller	Seller	Seller	Seller	Negotiable	Seller	Buyer	Buyer	Buyer	Buyer
DAP Delivered At Place	Seller	Seller	Seller	Seller	Seller	Seller	Negotiable	Seller	Seller	Seller	Buyer	Buyer
DDP Delivered Duty Paid	Seller	Seller	Seller	Seller	Seller	Seller	Negotiable	Seller	Seller	Seller	Seller	Seller

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

Historical freight rates from China to Mexico for 500 KG shipments. Data sourced from live carrier price feeds.

China to Mexico — Shipping Reference Data

Reference figures that shape cost and transit on the China-Mexico route:

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 labeling rules per commodity
Main air gateways	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 Commercial Freight

Shipping 500 KG from China to Mexico 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 Mexico by air or sea? Plan cartons and container loading in 3D before requesting a quote.

3D Carton Packing Calculator

Air rates to Mexico bill by chargeable weight — simulate your carton fill in 3D (including mixed products in one box) and cut dimensional-weight waste before you book.

Open Packing Tool → (https://freightquotechina.com/3d-packing-layout-tool/)



3D Container Loading Planner

Squeeze more out of every CBM to Mexico: load your carton list in 3D, verify space and payload utilization, and export the loading plan.

Open Container Planner → (https://freightquotechina.com/3d-container-loading-planner/)

Which Shipping Method is Best for 500 KG?



Air Freight

Transit: 5–10 business days

Best at: Under 300 KG, time-sensitive cargo

Premium Only

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
Sea Freight LCL	30–50 calendar days	Shared container to Mexico port + delivery
Sea Freight FCL	28–45 calendar days	Full 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×W×H÷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

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

Where these Mexico duty figures come from

This is a multi-country channel, so duty treatment differs by destination and the numbers here are a planning baseline only. **ITC Market Access Map** ↗ resolves the applicable tariff for a specific origin and destination pair, which is the fastest way to check the country you are actually shipping to.

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

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 4,315.01/container via Sea FCL Port-to-Port (Spot). For 500 KG, the estimated total is approximately USD 4,315, 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.

In what currency are rates to Mexico quoted and paid? —

Freight to Mexico 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 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 labeling rules per commodity). Under DDP we prepare and file these for you.

How long does shipping from China to Mexico take? —

Door-to-door transit to Mexico: air freight 5–10 business days, sea LCL 30–50 days, sea FCL 28–45 days. On arrival, allow roughly 4–10 days of clearance/dwell at the gateway. All times include customs clearance under DDP.

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.

Should I use FCL or LCL sea freight for 500 KG to Mexico? —

For 500 KG to Mexico, LCL through the main container seaport is usually right unless cargo exceeds ~5–6 CBM or ships regularly. FCL becomes economical above roughly 15,000–18,000 KG and removes commingling risk during clearance by the national customs authority.

Which ports and airports handle China shipments to Mexico? —

Sea freight to Mexico typically routes through the main container seaport, while air freight clears via the primary international airport. We pick the gateway with the best onward delivery time to your final address and price it into the DDP rate.

Watch: how this shipment works end to end

The rates above answer the cost question. This covers the mechanics — useful if you have not shipped to Mexico before and are still working out how to structure the order.

Ocean Freight 101 - What Is LCL Ocean Freight — **Flexport**. Published on YouTube by a third party; we link it because it explains the process well, not because we produced it or endorse the provider.

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.

Altamira

TAM air / Altamira sea

inland same day

(https://freightquotechina.com/china-freight-to-mexico/altamira/)

Guide only — no rates

Lazaro Cardenas

LZC air / Lazaro Cardenas sea

inland +1 day

(https://freightquotechina.com/china-freight-to-mexico/lazaro-cardenas/)

Guide only — no rates

Veracruz

VER air / Veracruz sea

inland same day

(https://freightquotechina.com/china-freight-to-mexico/veracruz/)

Guide only — no rates

Mexico City

MEX air / Manzanillo sea

inland +2 days

(https://freightquotechina.com/china-freight-to-mexico/mexico-city/)

Guide only — no rates

Guadalajara

GDL air / Manzanillo sea

inland +1 day

(https://freightquotechina.com/china-freight-to-mexico/guadalajara/)

Guide only — no rates

Monterrey

MTY air / Altamira sea

inland +2 days

(https://freightquotechina.com/china-freight-to-mexico/monterrey/)

Guide only — no rates

Puebla

MEX air / Veracruz sea

inland +1 day

(https://freightquotechina.com/china-freight-to-mexico/puebla/)

Guide only — no rates

Queretaro

QRO air / Manzanillo sea

inland +2 days

(https://freightquotechina.com/china-freight-to-mexico/queretaro/)

Guide only — no rates

Tijuana

TIJ air / Ensenada sea

inland +1 day

(https://freightquotechina.com/china-freight-to-mexico/tijuana/)

Guide only — no rates

Merida

MID air / Progreso sea

inland +3 days

(https://freightquotechina.com/china-freight-to-mexico/merida/)

Guide only — no rates

Leon

BJX air / Manzanillo sea

inland +2 days

(https://freightquotechina.com/china-freight-to-mexico/leon/)

Guide only — no rates

Manzanillo

GDL air / Manzanillo sea

inland same day

(https://freightquotechina.com/china-freight-to-mexico/manzanillo/)

Guide only — no rates

All Mexico destination guides → (https://freightquotechina.com/china-freight-to-mexico/)

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.

Inflatable Products

Toys, Sports, Outdoor & Leisure

(https://freightquotechina.com/industries/inflatable-products-logistics/)

Artificial Flowers

Consumer Goods & Gifts

(https://freightquotechina.com/industries/artificial-flowers-logistics/)

Retail Products

E-commerce & Retail Channels

(https://freightquotechina.com/industries/retail-products-logistics/)

Sheet Metal

Metal Products & Industrial Components

(https://freightquotechina.com/industries/sheet-metal-logistics/)

Storage Tanks

Metal Products & Industrial Components

(https://freightquotechina.com/industries/storage-tanks-logistics/)

Electric Motors

General Machinery & Industrial Equipment

(https://freightquotechina.com/industries/electric-motors-logistics/)

Agricultural Drones

Agriculture & Livestock Equipment

(https://freightquotechina.com/industries/agricultural-drones-logistics/)

Wire & Cable

New Energy, Power & Electrical

(https://freightquotechina.com/industries/wire-and-cable-logistics/)

Automotive Lighting

Automotive & Vehicles

(https://freightquotechina.com/industries/automotive-lighting-logistics/)

Flooring

Building Materials & Construction Products

(https://freightquotechina.com/industries/flooring-logistics/)

Cartons

Wood, Bamboo & Paper Products

(https://freightquotechina.com/industries/cartons-logistics/)

Flexible Packaging

Plastics, Rubber & Packaging

(https://freightquotechina.com/industries/flexible-packaging-logistics/)

All 139 industry guides → (https://freightquotechina.com/industries/)

Related Shipping Rates

Other Weights to Mexico

1KG Shipment (https://freightquotechina.com/china-to-mexico-shipping-cost-1kg/)

10KG Shipment (https://freightquotechina.com/china-to-mexico-shipping-cost-10kg/)

21KG Shipment (https://freightquotechina.com/china-to-mexico-shipping-cost-21kg/)

100KG Shipment (https://freightquotechina.com/china-to-mexico-shipping-cost-100kg/)

300KG Shipment (https://freightquotechina.com/china-to-mexico-shipping-cost-300kg/)

Other Modes to Mexico

Sea Freight to Mexico (https://freightquotechina.com/china-to-mexico-sea-freight-cost/)

Similar Destinations

Shipping to Canada (https://freightquotechina.com/shipping-to-canada/)

Shipping to United States (https://freightquotechina.com/shipping-to-usa/)

Shipping to Colombia (https://freightquotechina.com/shipping-to-colombia/)

Shipping to Peru (https://freightquotechina.com/shipping-to-peru/)

Shipping to Brazil (https://freightquotechina.com/shipping-to-brazil/)

Shipping to Chile (https://freightquotechina.com/shipping-to-chile/)

⚡

Answer these and you get a real price, not a range.

These are the exact figures a carrier needs before it will quote. Fill them in once and we can price your cargo the same day — leave them out and we have to come back and ask, which is what turns an hour into a week.

✅

Got it — your enquiry is in.

A freight specialist is looking at it now. You will have a price by email within one working day.

Send it on WhatsApp or email it to us instead