

# China to Container Rates Sea Freight

Freight Quote China Shipping Cost Inquiry Tool · [freightquotechina.com/ddp-route/sea\\_fcl\\_ningbo\\_paranagua](https://freightquotechina.com/ddp-route/sea_fcl_ningbo_paranagua)

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☐ SEA Brazil · Sea · FCL Port-to-Port (Spot) Updated 2026-08-14

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☐ Sea Freight

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

Sea Freight from China to Container Rates starts at USD 7,505.0 per kilogram, with door-to-door transit of 25-45 calendar days. A 100 kg shipment works out at roughly USD 750,500 including duty, clearance by the destination customs authority, and final delivery.

Rate from

USD 7,505.0/kg

Transit time

25-45 calendar days

Destination

Container Rates, Brazil

Customs authority

the destination customs authority

Duty-free threshold

USD 50 for consignments between individuals only

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

☐ Contents

## ☐ Current Freight Rates

Last updated: **2026-08-14**

USD per KG

| Weight / Volume | Rate (USD / KG)     |
|-----------------|---------------------|
| 40HQ            | <b>USD 7,600.00</b> |

## Trade Terms Explained — Who Pays for What

The rate above is quoted on one specific trade term. Change the term and you change how much of the journey to Brazil is already inside the price. The table below maps the eleven common Incoterms® against the twelve cost stages of a door-to-door shipment, so you can see exactly where our responsibility ends and yours begins.

- **Seller** — Cost and arrangement sit with the seller / shipper.
- **Buyer** — Cost and arrangement sit with the buyer / consignee.
- **Negotiable** — Not fixed by the rule — agree it in the contract.

Responsibility for each shipment stage under each Incoterms rule

| Term                           | 1<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.

## Service Details

### Ningbo → Paranagua — Current FCL Container Rate

This page carries our live port-to-port FCL rate from Ningbo (中国 ) to Paranagua, Brazil. The figures below are ocean freight for a full container on the East Coast South America lane and are refreshed from the carrier rate sheet each time it is reissued.

#### Rate by Container Type

- **40'HQ** — USD 7,500 all-in ocean freight

#### Sailing Details

- Carrier / NVOCC allocation: allocation confirmed at booking
- Next ETD out of Ningbo: 2026-08-22
- destination free time confirmed at booking
- Routing: per carrier schedule — direct or transshipment as noted on the booking confirmation



## Track your shipment

Enter your tracking number below

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

## i Additional Information

### What the Rate Covers

The published figure is **ocean freight, port to port**. It does not include origin haulage to Ningbo, origin customs declaration, destination customs clearance, duty and VAT, or destination delivery — those are quoted separately once the commodity and Incoterm are confirmed.

- Basis: one full container, 40'HQ (40' high-cube container)
- Currency: USD, per container (not per KG or per CBM)
- Rate validity follows the carrier's sheet — spot allocations move week to week, so reconfirm before the cut-off
- Dangerous goods, out-of-gauge and reefer cargo are priced separately

### Booking Notes

- Container release and cut-off dates are tied to the specific ETD shown above
- Demurrage and detention start once the destination free time expires
- Space on discounted spot allocations is limited; the rate holds only while the allocation lasts.

## 📦 China to Brazil — Shipping Reference Data

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

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

## 📦 Free 3D Loading Tools for This Sea Route

This page covers a Sea freight service from China to Brazil. Use the matching tool below to plan your cargo before requesting a quote.



### 3D Container Loading Planner

Maximize every CBM on this route: load your carton list into the 3D container planner, check space and payload utilization, and download the loading plan for your forwarder.

[Open Container Planner →](#)

## 📋 Brazil Sea Freight Checklist

- Reserve loading space 5-7 days before the sailing cut-off for this route during peak season.
- Ask whether the quote includes destination port charges in Brazil or only ocean freight.
- Check pallet vs floor-loading: floor loading typically fits 8-12% more cartons per container.
- Photograph the container number, seal, and loading process for insurance evidence.

## □ Frequently Asked Questions

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

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 7–15 days of clearance/dwell once it reaches the gateway. All times include customs clearance under DDP terms.

What duties and taxes apply when importing into Brazil?

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

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

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

In what currency is this route priced and paid?

Freight is quoted and invoiced in USD; the destination-side currency is BRL. Payment is typically due before departure, and DDP means you settle the full landed cost once.

What does DDP shipping to Brazil include on this route?

DDP means one price covering freight, the duty/tax owed to Receita Federal do Brasil, and last-mile delivery to your door in Brazil. There are no surprise charges at destination.

What documents are required for customs clearance in Brazil?

Receita Federal do Brasil typically requires a commercial invoice with HS codes, a packing list, the bill of lading/air waybill, a certificate of origin (may lower duty), and any product certification (ANATEL homologation for telecom and radio devices; INMETRO certification for a wide range of consumer goods). We file these under DDP.

## □□ Historical Price Records

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

| Date                     | 40HQ         |
|--------------------------|--------------|
| <b>2026-08-14</b> Latest | USD 7,600.00 |

### Price Trend 1 data point

## □ Customer Reviews

What customers say about shipping to Brazil with us.

## **Brazil**

★★★★★ **4.2** / 5 — Very Good (19 reviews)



**C\*\*\*\*\*a** Brazil

★★★★★ 5

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Brazil through this team. The cargo arrived in good shape. Cartons arrived clean and labels were still readable on delivery. A practical option when we need predictable landed cost.

March 12, 2026



**P\*\*\*\*\*a** Brazil

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Brazil through this team. The cargo arrived in good shape. The booking process was straightforward and the team confirmed documents early. A practical option when we need predictable landed cost. Servico confiavel e sem cobranças extras na entrega.

January 8, 2026 ✓ Verified



**M\*\*\*\*\*a** Brazil

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Brazil. The cargo arrived in good shape. Transit was close to the estimate and the destination delivery appointment was handled well. Overall a reliable experience for repeat imports.

November 7, 2025



**P\*\*\*\*\*a** Brazil

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Brazil through this team. Communication stayed steady during transit. Transit was close to the estimate and the destination delivery appointment was handled well. A practical option when we need predictable landed

cost. Servico confiavel e sem cobranças extras na entrega.

September 11, 2025 ✓ Verified

□□□□

**M\*\*\*\*\*a** Brazil

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Brazil. Communication stayed steady during transit. The booking process was straightforward and the team confirmed documents early. Better coordination than the forwarder we used before.

September 6, 2025 ✓ Verified

□□□□

**A\*\*\*\*\*s** Brazil

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Brazil with a mid-volume order. Communication stayed steady during transit. The booking process was straightforward and the team confirmed documents early. Overall a reliable experience for repeat imports. Boa coordenacao entre embarque e liberacao.

August 21, 2025 ✓ Verified

□□□□

**R\*\*\*\*\*o** Brazil

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Brazil. Communication stayed steady during transit. Cartons arrived clean and labels were still readable on delivery. Would use the same line again for general cargo.

August 5, 2025 ✓ Verified

□□□□

**B\*\*\*\*\*a** Brazil

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Brazil through this team. The cargo arrived in good shape. Pickup from the supplier was arranged quickly and customs stayed under control. Overall a reliable experience for repeat imports.

August 1, 2025 ✓ Verified

□□□□

**M\*\*\*\*\*a** Brazil

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

This was a DDP shipment to Brazil for mixed cartons. The cargo arrived in good shape. Tracking updates were not excessive, but they came when something important changed. Better coordination than the forwarder we used before.

July 1, 2025 ✓ Verified

□□□□

**L\*\*\*\*\*a** Brazil

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

We tested this lane to Brazil with a mid-volume order. The cargo arrived in good shape. Pickup from the supplier was arranged quickly and customs stayed under control. A practical option when we need predictable landed cost.

June 16, 2025 ✓ Verified

□□□□

**S\*\*\*\*\*a** Brazil

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

This was a DDP shipment to Brazil for mixed cartons. Communication stayed steady during transit. The booking process was straightforward and the team confirmed documents early. Overall a reliable experience for repeat imports.

April 5, 2025 ✓ Verified

□□□□

**M\*\*\*\*\*a** Brazil

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

We used this route for a regular replenishment to Brazil. The cargo arrived in good shape. Cartons arrived clean and labels were still readable on delivery. A practical option when we need predictable landed cost.

March 29, 2025 ✓ Verified

□□□□

**J\*\*\*\*\*a** Brazil

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Shipment arrived on schedule with zero issues at customs. DDP pricing was exactly as quoted, no surprise charges. Highly recommend.

January 11, 2025 ✓ Verified

□□□□

**M\*\*\*\*\*s** Brazil

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

The pricing is fair and the process is straightforward. Took a bit longer than estimated but no damage to goods.

December 28, 2024 ✓ Verified

□□□□

**P\*\*\*\*\*a** Brazil

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Professional service from start to finish. Clear communication throughout, and my cargo cleared customs without any problems.

December 12, 2024 ✓ Verified

□□□□

**A\*\*\*\*\*a** Brazil

★★★★★ 3.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

The price was competitive. Had a slight issue with customs documentation but it was resolved without extra cost.

November 24, 2024

□□□□

**C\*\*\*\*\*a** Brazil

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Reasonable transit time. The documentation handling was professional and customs clearance was smooth.

November 7, 2024 ✓ Verified

□□□□

F\*\*\*\*\*s Brazil

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Used this service twice now for air freight. Both times the delivery was smooth and the pricing was transparent.

October 20, 2024 ✓ Verified



G\*\*\*\*\*a Brazil

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Efficient service for consolidation shipments. Would have appreciated more proactive updates during transit.

October 2, 2024

[+ Leave a Review](#)

## Inland Delivery Coverage — Brazil

We deliver beyond the arrival gateway. Each city below has its own destination guide covering the gateway it clears through, typical inland transit time and the local customs picture.

**Note — these are reference guides, not quotes.** The city pages describe routing, gateways and clearance for each destination. They do not carry rate tables. For pricing to any city listed here, use the rate table on this page or ask us for a quote.

- [Paranagua CWB air / Paranagua sea inland same day](#) Guide only — no rates
- [Navegantes NVT air / Navegantes sea inland same day](#) Guide only — no rates
- [Sao Paulo GRU air / Santos sea inland +1 day](#) Guide only — no rates
- [Campinas VCP air / Santos sea inland +1 day](#) Guide only — no rates
- [Rio de Janeiro GIG air / Rio de Janeiro sea inland +1 day](#) Guide only — no rates
- [Curitiba CWB air / Paranagua sea inland +1 day](#) Guide only — no rates
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## Shipping Brazil cargo by industry

This rate is for the lane. What decides whether the cargo arrives intact is the commodity — how it prices, how it must be packed and loaded, and which compliance step holds it at the border. These guides cover that per industry.

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