

China to Container Rates Sea Freight

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☐ SEA Peru · 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 6,205.0 per kilogram, with door-to-door transit of 25-45 calendar days. A 100 kg shipment works out at roughly USD 620,500 including duty, clearance by the destination customs authority, and final delivery.

Rate from

USD 6,205.0/kg

Transit time

25-45 calendar days

Destination

Container Rates, Peru

Customs authority

the destination customs authority

Duty-free threshold

USD 200 for courier consignments

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	USD 6,300.00

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 Peru 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.

Service Details

Shanghai → Callao — Current FCL Container Rate

This page carries our live port-to-port FCL rate from Shanghai (🇨🇳) to Callao, Peru. The figures below are ocean freight for a full container on the West Coast South America lane and are refreshed from the carrier rate sheet each time it is reissued.

Rate by Container Type

- **40'HQ** — USD 6,200 all-in ocean freight

Sailing Details

- Carrier / NVOCC allocation: MSK, HPL
- Next ETD out of Shanghai: 2026-08-19
- 18 free days at destination
- Routing: per carrier schedule — direct or transshipment as noted on the booking confirmation



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i Additional Information

What the Rate Covers

The published figure is **ocean freight, port to port**. It does not include origin haulage to Shanghai, 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 Peru — Shipping Reference Data

Main sea gateways	Callao, Chancay, Paita
Destination customs authority	SUNAT — Superintendencia Nacional de Aduanas
De-minimis / duty-free threshold	USD 200 for courier consignments
Import tax & duty regime	IGV 18%; duty 0–11%, with 0% on most goods under the China-Peru free trade agreement
Local currency	PEN
Typical clearance / dwell time	3–8 days
Peak / busy season	Sep–Nov
Conformity & certification	Certificate of origin for FTA preference; DIGEMID or DIGESA registration for health and food products

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 Peru. 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 →](#)

Peru Sea Freight Checklist

- Reserve loading space 5-7 days before the sailing cut-off for this route during peak season.
- Confirm whether your Peru rate is per CBM or per container before comparing quotes.
- Photograph the container number, seal, and loading process for insurance evidence.
- Declare accurate gross weight — VGM misdeclaration delays vessels and triggers fines.

Frequently Asked Questions

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

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 3–8 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 Peru?

Clearance is handled by SUNAT — Superintendencia Nacional de Aduanas. The regime is: IGV 18%; duty 0–11%, with 0% on most goods under the China–Peru free trade agreement, with a de-minimis position of USD 200 for courier consignments. Under DDP these are pre-paid, so nothing is collected on arrival.

What does DDP shipping to Peru include on this route?

DDP means one price covering freight, the duty/tax owed to SUNAT — Superintendencia Nacional de Aduanas, and last-mile delivery to your door in Peru. There are no surprise charges at destination.

In what currency is this route priced and paid?

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

How is the shipping cost on this route calculated?

We compare actual gross weight against volumetric weight ($L \times W \times H \div 6000$) and charge the greater, rounded up to the next kilogram, then apply the per-KG rate shown in the table above.

What certification is needed to import into Peru?

For regulated goods, plan for: Certificate of origin for FTA preference; DIGEMID or DIGESA registration for health and food products. Missing conformity paperwork is the most common clearance hold with SUNAT — Superintendencia Nacional de Aduanas, so confirm requirements for your HS code before shipping.

Historical Price Records

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

Date	40HQ
2026-08-14 Latest	USD 6,300.00

Price Trend 1 data point

Customer Reviews

What customers say about shipping to Peru with us.

Peru

★★★★★ 4.4 / 5 — Very Good (12 reviews)

□□□□

A***s Peru**

★★★★★ 3.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Peru for mixed cartons. The goods were packed better than expected. Tracking updates were not excessive, but they came when something important changed. Overall a reliable experience for repeat imports. La entrega fue ordenada y el seguimiento fue claro.

March 3, 2026 ✓ Verified

□□□□

V***z Peru**

★★★★★ 5

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Peru for mixed cartons. The goods were packed better than expected. Transit was close to the estimate and the destination delivery appointment was handled well. Would use the same line again for general cargo.

February 13, 2026 ✓ Verified

□□□□

L***z Peru**

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Peru through this team. Lead time was realistic and easy to plan around. Pickup from the supplier was arranged quickly and customs stayed under control. Overall a reliable experience for repeat imports. Muy buen servicio y sin cargos sorpresa al final.

January 2, 2026 ✓ Verified

□□□□

A***z Peru**

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Peru with a mid-volume order. 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. La entrega fue ordenada y el seguimiento fue claro.

October 30, 2025 ✓ Verified

□□□□

M***z** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Peru. The goods were packed better than expected. The landed price stayed aligned with the quote, which helped our budgeting. A practical option when we need predictable landed cost.

October 5, 2025 ✓ Verified

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F***a** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Peru with a mid-volume order. The goods were packed better than expected. Tracking updates were not excessive, but they came when something important changed. Overall a reliable experience for repeat imports.

August 25, 2025 ✓ Verified

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A***s** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Peru 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. La entrega fue ordenada y el seguimiento fue claro.

August 8, 2025 ✓ Verified

□□□□

M***a** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Peru for mixed cartons. 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.

July 18, 2025 ✓ Verified

□□□□

F***z** Peru

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Peru 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.

July 6, 2025 ✓ Verified

□□□□

D***s** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Peru 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. Would use the same line again for general cargo.

June 15, 2025

□□□□

L***z** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Peru through this team. 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.

May 20, 2025 ✓ Verified

□□□□

S***z** Peru

★★★★★ 3.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Peru. The goods were packed better than expected. The booking process was straightforward and the team confirmed documents early. Overall a reliable experience for repeat imports.

January 1, 2025

[+ Leave a Review](#)

Inland Delivery Coverage — Peru

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.

- [Lima LIM air / Chancay sea inland same day](#) Guide only — no rates
- [Callao LIM air / Callao sea inland same day](#) Guide only — no rates
- [Chancay LIM air / Chancay sea inland same day](#) Guide only — no rates
- [Arequipa AQP air / Matarani sea inland +2 days](#) Guide only — no rates
- [Trujillo TRU air / Salaverry sea inland +1 day](#) Guide only — no rates
- [Chiclayo CIX air / Paita sea inland +1 day](#) Guide only — no rates
- [Cusco CUZ air / Callao sea inland +2 days](#) Guide only — no rates

[All Peru destination guides →](#)

Shipping Peru 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.

- [Pipe Fittings Metal Products & Industrial Components](#)
- [Assembly Line Equipment General Machinery & Industrial Equipment](#)
- [Semiconductor Equipment Specialised Production Machinery](#)
- [Transformers New Energy, Power & Electrical](#)
- [Brake Parts Automotive & Vehicles](#)
- [Ceramic Tiles Building Materials & Construction Products](#)
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Ready to ship? Our team responds within one business day. We also handle sourcing and purchasing.