China to Door-to-Door to Mbabane Sea Freight (Duty Paid)

Sea Freight from China to Door-to-Door to Mbabane runs 25-45 calendar days door to door, clearing through the destination customs authority. Rates shown are indicative freight estimates; duty, tax and customs handling depend on the commodity and are quoted separately. Send weight, dimensions and product details for a firm figure.

Transit time

25-45 calendar days

Destination

Door-to-Door to Mbabane, Eswatini

Customs authority

the destination customs authority

Duty-free threshold

No practical de-minimis for commercial cargo

Indicative published channel rate for planning, not a quotation. What you actually pay depends on the product and its HS code, chargeable weight, declared value, duty and tax at destination and the exchange rate on the day — it can come in above or below this.

Current Freight Rates

Price data updating. Contact us for current rates.

Trade Terms Explained — Who Pays for What

EXW, FOB, CIF, DDP and seven more — see which costs sit with us and which sit with you

The rate above is quoted on one specific trade term. Change the term and you change how much of the journey to Eswatini 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.

Service Details

China to Eswatini Sea Freight — how the lane runs

We move door-to-door sea freight from South China into Eswatini. Cargo enters through Landlocked — via Durban (South Africa) or Maputo (Mozambique) and clears with Eswatini Revenue Service (SACU member), which takes 6–14 days on average.

Maputo is geographically much closer than Durban and is increasingly used, but Durban has the deeper Asian service network. As a SACU member Eswatini shares South Africa's external tariff, so cargo routed through Durban clears once and moves inland duty-paid.



Handling on the China–Eswatini sea freight routing.

Route facts

Destination country	Eswatini
Region	Africa
Mode	Sea Freight
Gateways used	Landlocked — via Durban (South Africa) or Maputo (Mozambique)
Transit, China to gateway	28–40 calendar days
Clearance / dwell	6–14 days
Peak season	Sep–Nov

Delivery cities on this lane

Each city below has its own guide covering the gateway that serves it, the inland leg after clearance and the local delivery requirements.

China to Mbabane (https://freightquotechina.com/china-freight-to-eswatini/mbabane/) — capital and administrative centre. Via SHO air / Durban transit; inland leg +2 days. Sea Freight guide → (https://freightquotechina.com/china-freight-to-eswatini/mbabane/sea-freight/)

China to Manzini (https://freightquotechina.com/china-freight-to-eswatini/manzini/) — the commercial hub and main market. Via SHO air / Maputo transit; inland leg +1 day. Sea Freight guide → (https://freightquotechina.com/china-freight-to-eswatini/manzini/sea-freight/)

China to Matsapha (https://freightquotechina.com/china-freight-to-eswatini/matsapha/) — the country's principal industrial estate. Via SHO air / Durban transit; inland leg +2 days. Sea Freight guide → (https://freightquotechina.com/china-freight-to-eswatini/matsapha/sea-freight/)

China to Nhlangano (https://freightquotechina.com/china-freight-to-eswatini/nhlangano/) — southern district town. Via SHO air / Durban transit; inland leg +2 days. Sea Freight guide → (https://freightquotechina.com/china-freight-to-eswatini/nhlangano/sea-freight/)

All Eswatini freight information → (https://freightquotechina.com/china-freight-to-eswatini/)

The per-kilogram rate above applies to chargeable weight, not to what the scale says. At 166.7 kg per cubic metre, a carton of light goods can be billed at several times its actual weight, so send dimensions with the weight when you ask for a quote into Eswatini — a rate quoted without them is only ever provisional.

In practice the cargo we move on this lane clusters into a few recognisable shapes — home furniture (https://freightquotechina.com/industries/home-furniture-logistics/) (HS 94), where clearance turns on timber due diligence (EUTR / EUDR) and UK upholstery fire regulations, toys (https://freightquotechina.com/industries/toys-logistics/) (HS 95) and fasteners (https://freightquotechina.com/industries/fasteners-logistics/) (HS 73 / 82 / 83). Each behaves differently against the rate: one fills the payload before it fills the space, the next does the reverse, and the packing brief we send back with the quote is written to the one you are actually shipping.

If your delivery address is inland rather than at the port, the destination guides are the useful read: **Manzini (https://freightquotechina.com/china-freight-to-eswatini/manzini/sea-freight/)**, **Nhlangano (https://freightquotechina.com/china-freight-to-eswatini/nhlangano/sea-freight/)**, **Mbabane (https://freightquotechina.com/china-freight-to-eswatini/mbabane/sea-freight/)** and **Matsapha (https://freightquotechina.com/china-freight-to-eswatini/matsapha/sea-freight/)** each document their clearing gateway, typical inland transit and local customs behavior, none of which is visible in a rate table. See **all Eswatini destinations we cover (https://freightquotechina.com/china-freight-to-eswatini/)**.

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 your container to Eswatini

Ocean cargo is tracked by container number, not by a parcel barcode. Enter yours below: we check it is a valid number, identify the line that owns it, and take you straight to that line's tracking page for this ocean service.

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.

Additional Information

Duty, tax and documents for Eswatini

VAT 15%; SACU common external tariff 0–45%. The de-minimis position is No practical de-minimis for commercial cargo.

Conformity: Conformity aligned to South African standards for most product groups.

Known friction points: Compare the Maputo and Durban routings — the distance difference is significant. SACU rules mean duty is normally settled at the first port of entry. Matsapha industrial estate is the main commercial delivery point.

Documents we file under DDP

- Commercial invoice showing HS codes and the true transaction value
- Packing list with carton count, gross and net weight, and dimensions
- Bill of lading
- Certificate of origin where it reduces the duty rate
- Product certification or conformity documents where the commodity requires them



Consolidation and carton marking before departure.

Packing notes

- Chargeable weight is the greater of actual gross weight and volumetric weight (L×W×H ÷ 1000 for LCL chargeable volume)
- Use ISPM-15 treated wood for any pallet or crate — untreated timber is a common hold

- Mark every carton with the consignee name, city and carton number of total
- Declare lithium batteries, magnets, liquids and powders before booking, not after

Other modes into Eswatini

- Air Freight from China to Eswatini (https://freightquotechina.com/ddp-route/sz-air-ddp/)

Duty rates, thresholds and conformity rules change by ministerial decision. The figures here are buyer-planning references, not a customs ruling — confirm the current position for your HS code with Eswatini Revenue Service (SACU member) or your broker before shipping.

Where these numbers come from

Duty and tax figures on this page are planning estimates. The binding assessment is made by Eswatini Revenue Service (SACU member) against your declared HS code at the time of entry; where the amount is material, verify the current rate through **ITC Market Access Map** ↗ before committing to an order.

Classification drives everything downstream: the same carton can attract very different duty depending on the heading it lands in, and the structure those headings come from is **the World Customs Organization Harmonized System** ↗. If your product sits near a boundary between two headings, resolve it before shipping rather than at the border.

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.

China to Eswatini — Shipping Reference Data

Main sea gateways	Landlocked — via Durban (South Africa) or Maputo (Mozambique)
Destination customs authority	Eswatini Revenue Service (SACU member)
De-minimis / duty-free threshold	No practical de-minimis for commercial cargo
Import tax & duty regime	VAT 15%; SACU common external tariff 0–45%
Local currency	SZL
Typical clearance / dwell time	6–14 days
Peak / busy season	Sep–Nov
Conformity & certification	Conformity aligned to South African standards for most product groups

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 Eswatini. 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 → (https://freightquotechina.com/3d-container-loading-planner/)

Eswatini Sea Freight Checklist

- ✓Photograph the container number, seal, and loading process for insurance evidence.
- ✓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 Eswatini or only ocean freight.
- ✓Declare accurate gross weight — VGM misdeclaration delays vessels and triggers fines.

Frequently Asked Questions

How long does Sea DDP Door-to-Door from China to Eswatini take?

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 6–14 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 Eswatini?

Clearance is handled by Eswatini Revenue Service (SACU member). The regime is: VAT 15%; SACU common external tariff 0–45%, with a de-minimis position of No practical de-minimis for commercial cargo. Under DDP these are pre-paid, so nothing is collected on arrival.

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

Yes — battery goods by sea follow UN3480/UN3481 rules with an MSDS; we prepare the dangerous-goods paperwork as part of DDP into Landlocked — via Durban (South Africa) or Maputo (Mozambique). Surcharges apply.

What certification is needed to import into Eswatini?

For regulated goods, plan for: Conformity aligned to South African standards for most product groups. Missing conformity paperwork is the most common clearance hold with Eswatini Revenue Service (SACU member), so confirm requirements for your HS code before shipping.

Which ports or airports does this route use into Eswatini?

Sea cargo to Eswatini clears through Landlocked — via Durban (South Africa) or Maputo (Mozambique); air freight clears via SHO (King Mswati III International). We route through whichever gateway gives the fastest onward delivery to your address and build it into the DDP price.

In what currency is this route priced and paid?

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

Inland Delivery Coverage — Eswatini

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.

Mbabane

SHO air / Durban transit

inland +2 days

(https://freightquotechina.com/china-freight-to-eswatini/mbabane/sea-freight/)

Guide only — no rates

Manzini

SHO air / Maputo transit

inland +1 day

(https://freightquotechina.com/china-freight-to-eswatini/manzini/sea-freight/)

Guide only — no rates

Matsapha

SHO air / Durban transit

inland +2 days

(https://freightquotechina.com/china-freight-to-eswatini/matsapha/sea-freight/)

Guide only — no rates

Nhlangano

SHO air / Durban transit

inland +2 days

(https://freightquotechina.com/china-freight-to-eswatini/nhlangano/sea-freight/)

Guide only — no rates

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

Shipping Eswatini 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.

Packaging Materials

Plastics, Rubber & Packaging

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

Connectors

Electronic Components & Semiconductors

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

Consumer Electronics

Consumer Electronics & Smart Devices

(https://freightquotechina.com/industries/consumer-electronics-logistics/)

Air Conditioning Equipment

Home Appliances, HVAC & Commercial

(https://freightquotechina.com/industries/air-conditioning-equipment-logistics/)

Kitchenware

Furniture & Home Products

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

Home Textiles

Textiles, Apparel, Footwear & Leather

(https://freightquotechina.com/industries/home-textiles-logistics/)

Medical Device

Medical, Laboratory & Precision Instruments

(https://freightquotechina.com/industries/medical-device-logistics/)

Personal Protective Equipment

Fire, Safety & Traffic Products

(https://freightquotechina.com/industries/personal-protective-equipment-logistics/)

Beauty Equipment

Beauty, Personal Care & Wellness

(https://freightquotechina.com/industries/beauty-equipment-logistics/)

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/)

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

⚡

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