China to Uganda Shipping Guide

Freight from China to Uganda moves by sea through the main commercial seaport and by air through the primary international airport. Customs is administered by the national customs service, and arriving cargo typically sits 7–21 days (congestion common) at the gateway before release.

Air freight

from USD 31.1/kg, 5-10 days

Sea freight

from USD 904.5 per cubic metre (about USD 5.43 per kg at 1 CBM = 167 KG), 25-45 days

Customs authority

the national customs service

Duty-free threshold

No practical de-minimis on most routes

Rates last updated 2026-11-04. Indicative only — published channel prices for planning, not a quotation. Your actual cost depends on the product and its HS code, chargeable weight, declared value, duty and tax at destination and the exchange rate on the day, and can come in above or below these figures.

Freight Options and Indicative Rates — Uganda

Updated 2026-11-04

Service	Mode	Rate	Details
Best Value Sea · Duty-Paid (tax included)	Sea Freight	**USD 904.5** /CBM ≈ USD 5.43/KG	**View Details → (https://freightquotechina.com/ddp-route/af_sea_kampala_ug/)**
Air · Duty-Paid Cleared	✈ Air Freight	**USD 31.1** /KG	**View Details → (https://freightquotechina.com/ddp-route/af_air_ebb_ug/)**

1 CBM = 167 KG — sea LCL lanes are sold by the cubic metre. Volume converts to weight as `L × W × H (cm) ÷ 6000`, so one cubic metre is treated as 167 KG. The ≈ /KG figure is that conversion applied to the CBM rate, for comparison against the air rows. Shipments under 1 CBM are billed at the **1 CBM minimum**.

Sea · Duty-Paid (tax included): Sea LCL is billed per cubic metre with a one cubic metre minimum. 100 kg works out below 1 CBM, so the 1 CBM minimum applies.

How these prices are calculated — chargeable weight and CBM

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.

Per-kilogram channels. The rate is multiplied by chargeable weight, rounded up to the next whole kilogram. A 300 kg consignment that only measures out to a smaller volumetric figure is still charged on its 300 kg actual weight.

Per-CBM channels (sea LCL and sea DDP). The published rate buys one cubic metre, not one kilogram. Where this page knows only a weight, it converts at 167 kg per CBM to show an indicative volume — your measured dimensions decide the real figure.

One CBM minimum. Consolidators bill a one cubic metre floor, so anything that works out under 1 CBM is priced at 1 CBM.

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 Uganda

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 Uganda. Each tier reflects the published rate at that exact weight — useful for accurate budgeting at common shipment sizes.

Updated 2026-11-04 **8 weight tiers** **USD pricing**

Volume	Approx. weight	Rate (USD/CBM)
1 CBM	≈ 167 KG	USD 904.50
2 CBM	≈ 333 KG	USD 858.34
3 CBM	≈ 500 KG	USD 837.83
5 CBM	≈ 833 KG	USD 827.57
8 CBM	≈ 1,333 KG	USD 835.26
12 CBM	≈ 2,000 KG	USD 860.91
20 CBM	≈ 3,333 KG	USD 850.65
30 CBM	≈ 5,000 KG	USD 814.75

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

Updated 2026-11-04 | 8 weight tiers | USD pricing

Weight	Rate (USD/KG)
21 KG	USD 32.57
22 KG	USD 32.47
23 KG	USD 32.71
30 KG	USD 32.17
50 KG	USD 31.76
100 KG	USD 31.14
150 KG	USD 30.27
200 KG	USD 30.17

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

Customer Reviews — China to Uganda Shipping

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

□□□ Uganda

★★★★½

4.5 / 5 — Excellent (12 reviews)

□□□□

G********n**

Uganda

★★★★½

4.7

Supplier Service

★★★★★

On-time Shipping

★★★★★

Goods Quality & Transit

★★★★☆

This was a DDP shipment to Uganda for mixed cartons. The route worked well for general cargo. Cartons arrived clean and labels were still readable on delivery. Better coordination than the forwarder we used before.

January 25, 2026 ✔ Verified

□□□□

C********¡**

Uganda

★★★★½

4.7

Supplier Service

★★★★☆

On-time Shipping

★★★★★

Goods Quality & Transit

★★★★★

We tested this lane to Uganda with a mid-volume order. Clearance at destination was smoother than our last shipment. The booking process was straightforward and the team confirmed documents early. Overall a reliable experience for repeat imports.

January 12, 2026 ✔ Verified



K********u**

Uganda

★★★★☆

4.3

Supplier Service

★★★★★

On-time Shipping

★★★★☆

Goods Quality & Transit

★★★★☆

Booked another door-to-door shipment to Uganda through this team. Clearance at destination was smoother than our last shipment. Pickup from the supplier was arranged quickly and customs stayed under control. Overall a reliable experience for repeat imports.

December 14, 2025 ✔ Verified



C*************i**

Uganda

★★★★½

4.7

Supplier Service
★★★★★

On-time Shipping
★★★★★

Goods Quality & Transit
★★★★☆

We tested this lane to Uganda with a mid-volume order. Clearance at destination was smoother than our last shipment. Tracking updates were not excessive, but they came when something important changed. Better coordination than the forwarder we used before.

November 28, 2025 ✓ Verified

□□□□

P*******u**

Uganda
★★★★☆

4.3

Supplier Service
★★★★★

On-time Shipping
★★★★★

Goods Quality & Transit
★★★☆☆

Booked another door-to-door shipment to Uganda through this team. The route worked well for general cargo. Cartons arrived clean and labels were still readable on delivery. Better coordination than the forwarder we used before.

September 26, 2025 ✔ Verified



J********i**

Uganda
★★★☆☆

3.3

Supplier Service
★★★☆☆

On-time Shipping
★★★★☆

Goods Quality & Transit
★★★☆☆

We used this route for a regular replenishment to Uganda. Clearance at destination was smoother than our last shipment. Pickup from the supplier was arranged quickly and customs stayed under control. Overall a reliable experience for repeat imports. Huduma ilikuwa nzuri na mizigo ilifika salama.

September 15, 2025 ✔ Verified

□□□□

J********a**

Uganda

★★★★★

5

Supplier Service

★★★★★

On-time Shipping

★★★★★

Goods Quality & Transit

★★★★★

We used this route for a regular replenishment to Uganda. The route worked well for general cargo. Transit was close to the estimate and the destination delivery appointment was handled well. A practical option when we need predictable landed cost. Huduma ilikuwa nzuri na mizigo ilifika salama.

June 28, 2025 ✔ Verified



A********u**

Uganda

★★★★☆

4.3

Supplier Service

★★★★☆

On-time Shipping

★★★★★

Goods Quality & Transit

★★★★☆

This was a DDP shipment to Uganda for mixed cartons. Clearance at destination was smoother than our last shipment. Cartons arrived clean and labels were still readable on delivery. Overall a reliable experience for repeat imports. Ufuatiliaji ulikuwa mzuri mpaka mzigo kufika.

June 18, 2025 ✔ Verified



J********i**

Uganda

★★★★½

4.7

Supplier Service
★★★★★

On-time Shipping
★★★★★

Goods Quality & Transit
★★★★☆

We used this route for a regular replenishment to Uganda. Clearance at destination was smoother than our last shipment. The landed price stayed aligned with the quote, which helped our budgeting. Would use the same line again for general cargo. Huduma ilikuwa nzuri na mizigo ilifika salama.

May 11, 2025

□□□□

D*******m**

Uganda
★★★★½

4.7

Supplier Service
★★★★☆

On-time Shipping

★★★★★

Goods Quality & Transit
★★★★★

This was a DDP shipment to Uganda for mixed cartons. The route worked well for general cargo. The landed price stayed aligned with the quote, which helped our budgeting. A practical option when we need predictable landed cost.

March 27, 2025

□□□□

C********a**

Uganda
★★★★½

4.7

Supplier Service
★★★★☆

On-time Shipping
★★★★★

Goods Quality & Transit
★★★★★

We tested this lane to Uganda with a mid-volume order. The route worked well for general cargo. Transit was close to the estimate and the destination delivery appointment was handled well. Overall a reliable experience for repeat imports.

January 6, 2025

□□□□

J******m**

Uganda

★★★★★

5

Supplier Service

★★★★★

On-time Shipping

★★★★★

Goods Quality & Transit

★★★★★

Booked another door-to-door shipment to Uganda through this team. The route worked well for general cargo. The booking process was straightforward and the team confirmed documents early. Overall a reliable experience for repeat imports. Huduma ilikuwa nzuri na mizigo ilifika salama.

January 2, 2025 ✔ Verified

+ Leave a Review (https://freightquotechina.com/ratings/#fr-submit)

✈ Air Freight Options

Air DDP Cleared **USD 31.1/KG →** **(https://freightquotechina.com/ddp-route/af_air_ebb_ug/)**

◫ Sea Freight Options

Sea DDP w/Tax **USD 904.5/KG →** **(https://freightquotechina.com/ddp-route/af_sea_kampala_ug/)**

Calculate for a different weight:

Freight Rates to Uganda

Current published rates — USD

✈ AIR

Air · Duty-Paid Cleared

21 KG **USD 32.57**

22 KG **USD 32.47**

23 KG **USD 32.71**

30 KG **USD 32.17**

50 KG **USD 31.76**

100 KG **USD 31.14**

150 KG **USD 30.27**

200 KG **USD 30.17**

Updated 2026-11-04

◫◫ **SEA**

Sea · Duty-Paid (tax included)

1 CBM **USD 904.50**

2 CBM **USD 858.34**

3 CBM **USD 837.83**

5 CBM **USD 827.57**

8 CBM **USD 835.26**

12 CBM **USD 860.91**

20 CBM **USD 850.65**

30 CBM **USD 814.75**

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 Uganda 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 — Uganda

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

China to Uganda — Shipping Reference Data

Verified shipping reference data for the China → Uganda lane:

Main sea gateways	the main commercial seaport
Destination customs authority	the national customs service
De-minimis / duty-free threshold	No practical de-minimis on most routes
Import tax & duty regime	Import VAT plus duty 5–35%; pre-shipment inspection common
Local currency	USD (freight priced in USD)
Typical port/airport dwell time	7–21 days (congestion common)
Peak / busy season	Oct–Dec
Conformity & certification	Pre-shipment conformity certificate often mandatory
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.

Commercial Freight — Mid Volume

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

- Air freight channels offer volume discounts from 100 KG
- Sea freight LCL (shared container) becomes viable above 150 KG
- Most channels require volumetric weight check (L×W×H÷6000)

> Rail freight viable for European destinations at this weight

Free 3D Loading Tools

Shipping to Uganda by air or sea? Plan cartons and container loading in 3D before requesting a quote.

3D Carton Packing Calculator

Optimize cartons before tendering cargo to Uganda: build the packing plan in 3D and download it for your supplier or forwarder.

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

3D Container Loading Planner

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

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

Which Shipping Method is Best?

Recommended

✈

Air Freight

Transit: 5–10 business days

Best at: Under 300 KG, time-sensitive cargo

Recommended

Recommended



Sea Freight

Transit: 25–45 calendar days

Best at: Over 100 KG, non-urgent cargo

Recommended

Rail Freight

Transit: 18–28 calendar days

Best at: Europe destinations over 50 KG

Europe only

Transit Times — China to Uganda

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

- 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 — Uganda may have remote area surcharges for certain postal codes
- Declared value — customs duties are calculated on CIF value
- Port congestion surcharges apply to certain African ports seasonally
- Currency exchange — most African routes price in USD, paid before departure

Customs & Documentation for Uganda

- 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

Where these Uganda 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.

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.

On the air side, anything with a cell or a battery in it, plus liquids, powders, magnets and aerosols, is governed by **the IATA Dangerous Goods Regulations**. Those articles are not refused outright, but they need to be declared at booking so the shipment is built correctly — declaring them late is the single most common cause of an air consignment being offloaded.

If this is your first shipment into Uganda, the **Uganda Country Commercial Guide** covers the practical import environment in more depth than a rate page reasonably can, and it is written by a party with no stake in your booking.

Frequently Asked Questions

How does shipping from China to Uganda work?

Cargo leaves South China by air, sea or rail and enters Uganda through the main commercial seaport (sea) or the primary international airport (air). the national customs service assesses duty and tax on arrival, with typical dwell of 7–21 days (congestion common) before release. Air runs 5–10 days door to door, sea 25–45 days.

What duties and taxes apply when importing into Uganda?

Imports into Uganda are assessed by the national customs service. The applicable regime is: Import VAT plus duty 5–35%; pre-shipment inspection common. The duty-free / de-minimis position is No practical de-minimis on most routes. Under our DDP service these charges are pre-paid and included in the per-KG price, so there is nothing to settle on arrival.

How do you convert between kilograms and CBM on these rates? —

Chargeable weight is the greater of actual gross weight and volumetric weight, where volumetric weight is L × W × H in centimetres divided by 6000. One cubic metre therefore equals 167 kg. If a consignment weighs 300 kg but measures out to only 200 kg volumetric, it is charged on the 300 kg — the higher of the two always wins. Sea LCL and sea DDP channels are published per cubic metre rather than per kilogram, with a one cubic metre minimum. Where a page knows only a weight, it converts at 167 kg per CBM to show an indicative volume — 100 kg shows as about 1 CBM. Send real dimensions for a firm figure.

What is DDP shipping to Uganda and what does it include? —

DDP (Delivered Duty Paid) to Uganda means we handle the freight, the customs entry with the national customs service and last-mile delivery to your door, and quote them together so you settle once. The duty and tax element is not a fixed number: it follows your product's HS code, its declared value and the exchange rate applied on the day of entry, so it is confirmed on your specific goods rather than read off a rate card. The No practical de-minimis on most routes de-minimis position applies.

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

Freight to Uganda is quoted and invoiced in USD; the local currency on the destination side is USD (freight priced in 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.

How long does shipping from China to Uganda take? —

Door-to-door transit to Uganda: air freight 5–10 business days, sea LCL 30–50 days, sea FCL 28–45 days. On arrival, allow roughly 7–21 days (congestion common) of clearance/dwell at the gateway. All times include customs clearance under DDP.

When is the busy season for shipping to Uganda? —

Capacity to Uganda tightens around Oct–Dec, on top of the China-side surcharge windows of Chinese New Year (Jan/Feb) and Golden Week (early Oct). Booking 1–2 weeks earlier during these windows protects both space and rate.

Which ports and airports handle China shipments to Uganda? —

Sea freight to Uganda typically routes through the main commercial 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 Uganda before and are still working out how to structure the order.

Customs Clearance & Export/Import Procedures Explained | International Trade Made Simple — **International Trade Talk**. 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 — Uganda

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.

Kampala

EBB air / Mombasa sea

inland 3-6 days inland from Mombasa

(https://freightquotechina.com/china-freight-to-uganda/kampala/)

Guide only — no rates

Entebbe

EBB air / Mombasa sea

inland 3-6 days inland

(https://freightquotechina.com/china-freight-to-uganda/entebbe/)

Guide only — no rates

Jinja

EBB air / Mombasa sea

inland 2-5 days inland

(https://freightquotechina.com/china-freight-to-uganda/jinja/)

Guide only — no rates

Mbarara

EBB air / Mombasa sea

inland 4-7 days inland

(https://freightquotechina.com/china-freight-to-uganda/mbarara/)

Guide only — no rates

Gulu

EBB air / Mombasa sea

inland 5-8 days inland

(https://freightquotechina.com/china-freight-to-uganda/gulu/)

Guide only — no rates

Mbale

EBB air / Mombasa sea

inland 2-5 days inland

(https://freightquotechina.com/china-freight-to-uganda/mbale/)

Guide only — no rates

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

Shipping to Uganda 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.

Construction Hardware

Building Materials & Construction Products

(https://freightquotechina.com/industries/construction-hardware-logistics/)

Plastic Products

Plastics, Rubber & Packaging

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

Ceramic Tableware

Glass & Ceramic Products

(https://freightquotechina.com/industries/ceramic-tableware-logistics/)

5G Equipment

Telecom, Computing & Data Centre

(https://freightquotechina.com/industries/5g-equipment-logistics/)

Headphones

Consumer Electronics & Smart Devices

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

Home Furniture

Furniture & Home Products

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

Garden Products

Furniture & Home Products

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

Footwear

Textiles, Apparel, Footwear & Leather

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

Medical Furniture

Medical, Laboratory & Precision Instruments

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

Display Stands

Retail, Display & Commercial Fixtures

(https://freightquotechina.com/industries/display-stands-logistics/)

Toys

Toys, Sports, Outdoor & Leisure

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

Baby Products

Consumer Goods & Gifts

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

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

Related Shipping Rates

Other Weights to Uganda

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

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

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

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

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

Other Modes to Uganda

Air Freight to Uganda (https://freightquotechina.com/china-to-uganda-air-freight-cost/)

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

Similar Destinations

Shipping to Ghana (https://freightquotechina.com/shipping-to-ghana/)

Shipping to Mali (https://freightquotechina.com/shipping-to-mali/)

Shipping to Tanzania (https://freightquotechina.com/shipping-to-tanzania/)

Shipping to Cameroon (https://freightquotechina.com/shipping-to-cameroon/)

Shipping to DR Congo (https://freightquotechina.com/shipping-to-dr-congo/)

Shipping to South Africa (https://freightquotechina.com/shipping-to-south-africa/)

⚡

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