

Sea Freight from China to Hitachinaka

Freight Quote China Shipping Cost Inquiry Tool · freightquotechina.com/china-freight-to-japan/hitachinaka/sea-freight

1. [Home](#)
2. [Destinations](#)
3. [Japan](#)
4. [Hitachinaka](#)
5. Sea Freight

☐☐ Sea Freight

China → Hitachinaka · via NRT air / Hitachinaka sea · clearance by Japan Customs (☐☐)



Cargo handling on the China–Hitachinaka lane.

Freight from China into Hitachinaka clears through NRT air / Hitachinaka sea. Hitachinaka is Ibaraki port serving the northern Kanto industrial belt, and the inland leg is same-day, so the clearance date is effectively the delivery date.

The clearing authority is Japan Customs (☐☐). Historical dwell on this gateway is around 1–3 days, and it lengthens in Sep–Nov.

Import duty and tax position for Hitachinaka

Imports into Japan are cleared by Japan Customs (☐☐). The headline position is: Consumption tax 10%; duty 0–15% on most manufactured goods, higher on leather, footwear and food. The de-minimis threshold is JPY 10,000 customs value (some categories excluded).

Conformity is the part most first-time importers underestimate: PSE mark for electrical appliances; Giteki/MIC certification for radio devices; Food Sanitation Act notification for food-contact items. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

Restrictions and known friction points for Japan: Electrical products without a valid PSE mark cannot be imported. Radio devices need Giteki certification. Amazon FBA Japan requires an Importer of Record that is not Amazon, so confirm who the IOR will be before booking a DDP move.

How this lane actually runs

Japan is a fast, high-compliance lane: Shanghai and Qingdao to Tokyo or Osaka is 3-6 days by sea and often next-day by air. Clearance itself is quick, but the standards regime is unforgiving — PSE and Giteki marking must be correct before the goods ship, because there is no way to remediate at the border.

Sea gateways used	Tokyo, Yokohama, Osaka
Sea transit, China to gateway	3-6 calendar days
Gateway serving Hitachinaka	NRT air / Hitachinaka sea
Inland leg to Hitachinaka	Same day from the gateway
Typical clearance / dwell	1-3 days
Peak season to plan around	Sep-Nov



Handling on the NRT air / Hitachinaka sea routing serving Hitachinaka.

What to sort out before the cargo leaves China

- Get the conformity paperwork moving early: PSE mark for electrical appliances; Giteki/MIC certification for radio devices; Food Sanitation Act notification for food-contact items.
- Check the de-minimis position (JPY 10,000 customs value (some categories excluded)) against your invoice value before you decide how to split the shipment.
- Put the Hitachinaka delivery address, contact name and phone number on the invoice, not just the packing list.
- Ask for the HS code in writing from your supplier and verify the Japan duty rate against it yourself.
- Book earlier than the transit time suggests during Sep–Nov, when space on this lane tightens.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.

Frequently asked questions

How long does shipping from China to Hitachinaka take?

China to the Japan gateway is 3–6 calendar days. On top of that, allow 1–3 days of clearance with Japan Customs (関税) and a same-day inland leg to Hitachinaka.

What duty and tax will I pay importing into Hitachinaka?

Japan Customs (関税) applies: Consumption tax 10%; duty 0–15% on most manufactured goods, higher on leather, footwear and food. The de-minimis position is JPY 10,000 customs value (some categories excluded). Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Hitachinaka.

What certification do I need for Japan?

For regulated goods, plan for: PSE mark for electrical appliances; Giteki/MIC certification for radio devices; Food Sanitation Act notification for food-contact items. Missing conformity paperwork is the single most common cause of a hold, and in most cases it cannot be remedied once the cargo has arrived.

How is the chargeable weight calculated for Hitachinaka?

We compare actual gross weight against volumetric weight — length × width × height in centimetres divided by 6000 for air — and bill the greater of the two, rounded up to the next kilogram. Light, bulky cargo is almost always billed on volume.

Can you ship batteries or sensitive cargo to Hitachinaka?

Yes. Battery cargo by sea moves under UN3480/UN3481 with an MSDS, and the dangerous-goods documentation is prepared as part of the booking into Tokyo, Yokohama, Osaka. Surcharges apply and space is more limited than for general cargo.

Is sea freight cheaper than air freight into Hitachinaka?

Per kilo, yes — usually by a wide margin. The trade-off is time: 3–6 calendar days by sea versus 1–3 business days by air to the Japan gateway, before clearance and the same-day inland leg. The crossover point is normally somewhere between 100 and 300 kg depending on the density of your cargo.

Other delivery cities in Japan

- [China to Yokkaichi](#)
- [China to Tokyo](#)
- [China to Yokohama](#)
- [China to Osaka](#)
- [China to Nagoya](#)
- [China to Kobe](#)
- [China to Fukuoka](#)
- [China to Sapporo](#)
- [China to Sendai](#)
- [China to Hiroshima](#)
- [China to Kawasaki](#)
- [China to Saitama](#)

[All Japan freight information →](#)

References & official sources

Duty rates, thresholds and conformity requirements for Japan change by ministerial decision, sometimes mid-year. The figures on this page are buyer-planning references, not a customs ruling — confirm the current position for your own HS code with Japan Customs (関税) or your broker before you ship.

- [Japan Customs](#)
- [METI — Electrical Appliance and Material Safety Act \(PSE\)](#)
- [MIC — radio equipment certification](#)
- [WTO — Tariff Profiles \(applied MFN duty by country\)](#)
- [IATA — Lithium battery shipping guidance \(PI 965-970\)](#)
- [World Bank — Logistics Performance Index](#)
- [ICC — Incoterms 2020 rules \(DDP, DAP, FOB definitions\)](#)
- [IPPC — ISPM 15 wood packaging standard](#)

Page data last reviewed: August 2026.

Shipping by industry

This page covers the route and clearance picture for the destination. Packing, classification and the compliance step that actually holds a shipment depend on what you are sending — these guides cover that by commodity.

- [Switchgear New Energy, Power & Electrical](#)
- [Automotive Electronics Automotive & Vehicles](#)
- [Sanitary Ware Building Materials & Construction Products](#)
- [Pallet Wood, Bamboo & Paper Products](#)
- [Conveyor Belts Plastics, Rubber & Packaging](#)
- [Electronic Components Electronic Components & Semiconductors](#)
- [Computer Hardware Telecom, Computing & Data Centre](#)
- [Kitchen Appliances Home Appliances, HVAC & Commercial](#)
- [Home Decor Furniture & Home Products](#)
- [Technical Textiles Textiles, Apparel, Footwear & Leather](#)
- [Wigs & Hair Products Textiles, Apparel, Footwear & Leather](#)
- [Fire Alarm Equipment Fire, Safety & Traffic Products](#)

[All 139 industry guides →](#)

FCL Container Rates — China to Hitachinaka

Live port-to-port ocean freight for a full container into Hitachinaka, by origin port. Ocean freight only — origin haulage, customs clearance and destination delivery are quoted separately.

Shekou → Hitachinaka

Container	Rate (USD)
20GP	515
40HQ	900

- Carrier: STIC

[Full route page — Shekou to Hitachinaka →](#)

Spot allocations move week to week — reconfirm the rate against the current sailing before booking.

Price Trend — Hitachinaka

Live rate for the linked route page, shown here for a quick read before you click through.

Get a rate for Hitachinaka

This lane is quoted per shipment rather than from a published rate card, because the landed cost depends on the commodity, its density, the conformity requirements above and the delivery point. Send the cargo details and we will come back with a full DDP figure.

[Request a quote](#) → [See the Japan route page](#) →

Freight Rates to Japan

Current published rates — USD

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 340.00**

40HQ **USD 540.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 450.00**

40HQ **USD 750.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 340.00**

40HQ **USD 540.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 450.00**

40HQ **USD 750.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 450.00**

40HQ **USD 750.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 515.00**

40HQ **USD 900.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 600.00**

40HQ **USD 1,050.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 280.00**

40HQ **USD 420.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 505.00**

40HQ **USD 870.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 265.00**

40HQ **USD 390.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 550.00**

40HQ **USD 950.00**

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 505.00**

40HQ **USD 870.00**

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 515.00**

40HQ **USD 900.00**

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 505.00**

40HQ **USD 870.00**

Updated 2026-08-14

⚙️ 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.