

Shipping from China to Lahad Datu

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Asia Pacific

China → Lahad Datu · via LDU air / Lahad Datu sea · clearance by Royal Malaysian Customs Department (JKDM)



Cargo handling on the China-Lahad Datu lane.

Freight from China into Lahad Datu clears through LDU air / Lahad Datu sea. Lahad Datu is east Sabah palm-oil and regional port, and allow +1 day for the inland leg on top of clearance.

The clearing authority is Royal Malaysian Customs Department (JKDM). Historical dwell on this gateway is around 2–4 days, and it lengthens in Sep–Nov.

Routing and transit on this lane

Peninsular Malaysia is served through Port Klang and Tanjung Pelepas with very frequent South China sailings. East Malaysia (Sarawak and Sabah) is a separate customs territory in practice — cargo transships at Klang or Singapore and adds 5–8 days plus a second clearance step, so quote Kuching and Kota Kinabalu separately.

Air gateways used	KUL (Kuala Lumpur), PEN (Penang), BKI (Kota Kinabalu)
Air transit, China to gateway	3-5 business days
Sea gateways used	Port Klang, Tanjung Pelepas, Penang
Sea transit, China to gateway	5-9 calendar days
Gateway serving Lahad Datu	LDU air / Lahad Datu sea
Inland leg to Lahad Datu	+1 day from the gateway
Typical clearance / dwell	2-4 days
Peak season to plan around	Sep-Nov

Import duty and tax position for Lahad Datu

Imports into Malaysia are cleared by Royal Malaysian Customs Department (JKDM). The headline position is: Sales tax 5-10% plus 10% low-value-goods tax on online orders under MYR 500; duty 0-30%, largely 0% under ACFTA. The de-minimis threshold is MYR 500 (low-value goods sold online are taxed regardless).

Conformity is the part most first-time importers underestimate: SIRIM certification and MCMC label for electrical and radio products; halal certification for food ingredients. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

Restrictions and known friction points for Malaysia: Electrical goods without a SIRIM label are routinely detained. Alcohol, e-cigarettes and vape liquid are restricted. Direct-to-consumer parcels are subject to the low-value goods tax collected at the point of sale.



Handling on the LDU air / Lahad Datu sea routing serving Lahad Datu.

Air, sea or overland into Lahad Datu?

Mode	Transit to gateway	Best suited to
→ Air Freight	3–5 business days	time-critical, high-value and low-volume cargo
☐ Sea Freight	5–9 calendar days	volume cargo where cost per kilo matters more than speed

Transit shown is China departure to the Malaysia gateway and excludes the +1 day inland leg to Lahad Datu and 2–4 days of clearance.

Before you book: Lahad Datu checklist

- Photograph carton markings and seal numbers before departure — it makes any claim far easier to settle.
- Budget for the inland leg: +1 day beyond gateway clearance to reach Lahad Datu.
- Compare gross weight against volumetric weight ($L \times W \times H \div 6000$) — the higher figure is what gets billed on air and express.
- Plan around the China-side windows too: Chinese New Year and Golden Week both compress capacity on the Malaysia lane.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.
- Put the Lahad Datu delivery address, contact name and phone number on the invoice, not just the packing list.

Mode guides for Lahad Datu

- → [Air Freight to Lahad Datu](#)
- ☐ [Sea Freight to Lahad Datu](#)

Frequently asked questions

How long does shipping from China to Lahad Datu take?

China to the Malaysia gateway is 3–5 business days by air, 5–9 calendar days by sea. On top of that, allow 2–4 days of clearance with Royal Malaysian Customs Department (JKDM) and a +1 day inland leg to Lahad Datu.

What duty and tax will I pay importing into Lahad Datu?

Royal Malaysian Customs Department (JKDM) applies: Sales tax 5–10% plus 10% low-value-goods tax on online orders under MYR 500; duty 0–30%, largely 0% under ACFTA. The de-minimis position is MYR 500 (low-value goods sold online are taxed regardless). Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Lahad Datu.

Is sea freight cheaper than air freight into Lahad Datu?

Per kilo, yes — usually by a wide margin. The trade-off is time: 5–9 calendar days by sea versus 3–5 business days by air to the Malaysia gateway, before clearance and the +1 day inland leg. The crossover point is normally somewhere between 100 and 300 kg depending on the density of your cargo.

When is the busiest time on the China–Malaysia lane?

Space and rates tighten around Sep–Nov, plus the China-side windows of Chinese New Year in January or February and Golden Week in early October. Book one to two weeks earlier in those periods.

What certification do I need for Malaysia?

For regulated goods, plan for: SIRIM certification and MCMC label for electrical and radio products; halal certification for food ingredients. 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 Lahad Datu?

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.

Other delivery cities in Malaysia

- [China to Bintulu](#)
- [China to Samalaju](#)
- [China to Sibu](#)
- [China to Sandakan](#)
- [China to Tawau](#)
- [China to Kuala Lumpur](#)
- [China to Shah Alam](#)
- [China to Klang](#)
- [China to Johor Bahru](#)
- [China to Penang](#)
- [China to Ipoh](#)
- [China to Melaka](#)

[All Malaysia freight information →](#)

References & official sources

Duty rates, thresholds and conformity requirements for Malaysia 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 Royal Malaysian Customs Department (JKDM) or your broker before you ship.

- [Royal Malaysian Customs Department](#)
- [SIRIM QAS International](#)
- [Port Klang Authority](#)
- [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 \(DDP, DAP, FOB definitions\)](#)

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.

- [Textiles Textiles, Apparel, Footwear & Leather](#)
- [Bags Textiles, Apparel, Footwear & Leather](#)
- [Medical Consumables Medical, Laboratory & Precision Instruments](#)
- [Exhibition Display Equipment Retail, Display & Commercial Fixtures](#)
- [Educational Toys Toys, Sports, Outdoor & Leisure](#)
- [Stationery Consumer Goods & Gifts](#)
- [E-commerce E-commerce & Retail Channels](#)
- [Aluminum Coils Steel & Metal Materials](#)
- [Pipe Fittings Metal Products & Industrial Components](#)
- [Assembly Line Equipment General Machinery & Industrial Equipment](#)
- [Semiconductor Equipment Specialised Production Machinery](#)
- [Transformers New Energy, Power & Electrical](#)

[All 139 industry guides →](#)

FCL Container Rates — China to Lahad Datu

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

Shekou → Lahad Datu

Container	Rate (USD)
20GP	1,350
40HQ	2,550

- Carrier: STIC

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

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

Price Trend — Lahad Datu

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

Get a rate for Lahad Datu

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 Malaysia route page](#) →

Freight Rates to Malaysia

Current published rates — USD

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 1,200.00**

40HQ **USD 2,250.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 1,250.00**

40HQ **USD 2,350.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 950.00**

40HQ **USD 1,750.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 1,250.00**

40HQ **USD 2,350.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 1,350.00**

40HQ **USD 2,550.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 1,500.00**

40HQ **USD 2,850.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 1,350.00**

40HQ **USD 2,550.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 1,500.00**

40HQ **USD 2,850.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 1,500.00**

40HQ **USD 2,850.00**

Updated 2026-08-14

☐☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 1,500.00**

40HQ **USD 2,850.00**

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.