

Sea Freight from China to Lahad Datu

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☐ Sea Freight

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



Cargo handling on the China-Lahad Datu lane.

For buyers shipping into Lahad Datu, the practical question is not the ocean or flight time but what happens after arrival. Lahad Datu is east Sabah palm-oil and regional port; cargo enters through LDU air / Lahad Datu sea, 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.

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

Royal Malaysian Customs Department (JKDM) assesses duty and tax on cargo arriving for Lahad Datu consignees. Current regime: Sales tax 5–10% plus 10% low-value-goods tax on online orders under MYR 500; duty 0–30%, largely 0% under ACFTA, with a de-minimis position of 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.

Pre-shipment checklist for Lahad Datu

- Photograph carton markings and seal numbers before departure — it makes any claim far easier to settle.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.
- Ask for the HS code in writing from your supplier and verify the Malaysia duty rate against it yourself.
- Get the conformity paperwork moving early: SIRIM certification and MCMC label for electrical and radio products; halal certification for food ingredients.
- Budget for the inland leg: +1 day beyond gateway clearance to reach Lahad Datu.
- Book earlier than the transit time suggests during Sep-Nov, when space on this lane tightens.

Frequently asked questions

How long does shipping from China to Lahad Datu take?

China to the Malaysia gateway is 5–9 calendar days. 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.

Can you deliver door-to-door in Lahad Datu?

Yes. Delivery to a Lahad Datu address is quoted as one figure covering freight, duty and tax owed to Royal Malaysian Customs Department (JKDM), and the +1 day inland leg. Confirm whether your consignee wants the goods at a warehouse, a marketplace fulfilment centre or a shop front, because the last-mile requirement differs.

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.

Can you ship batteries or sensitive cargo to Lahad Datu?

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 Port Klang, Tanjung Pelepas, Penang. Surcharges apply and space is more limited than for general cargo.

What documents does Royal Malaysian Customs Department (JKDM) require?

A commercial invoice with HS codes, a packing list, the bill of lading or air waybill, a certificate of origin where it lowers duty, and any product certification (SIRIM certification and MCMC label for electrical and radio products; halal certification for food ingredients). We prepare and file these as part of the service.

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.

- [Fire Alarm Equipment Fire, Safety & Traffic Products](#)
- [Restaurant Furniture Retail, Display & Commercial Fixtures](#)
- [Amusement Equipment Toys, Sports, Outdoor & Leisure](#)
- [Gifts Consumer Goods & Gifts](#)
- [Amazon FBA E-commerce & Retail Channels](#)
- [Metal Fabrication Metal Products & Industrial Components](#)
- [Cutting Tools Metal Products & Industrial Components](#)
- [Compressors General Machinery & Industrial Equipment](#)
- [Automated Storage Equipment Construction, Mining & Material Handling](#)
- [Electrical Cabinets New Energy, Power & Electrical](#)
- [Automotive Glass Automotive & Vehicles](#)
- [Doors & Windows Building Materials & Construction Products](#)

[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.