

Cost to Ship 300KG from China to Japan

Freight Quote China Shipping Cost Inquiry Tool · freightquotechina.com/china-to-japan-shipping-cost-300kg

- [Home](#)
- [Shipping to Japan](#)
- [China to Japan Rates](#)
- Shipping 300KG to Japan From China: \$79,500 All-In

Asia Pacific ☐ Sea Freight 300 KG

What this shipment size actually costs, and whether consolidating up to the next bracket would be cheaper.

USD 265.0/KG Best Rate Now

5 Channels Available

2026-08-14 Last Updated

Shipping 300KG from China to Japan costs approximately USD 79,500 all-in, based on a published rate of USD 265.0 per kilogram. That figure covers freight, duty and tax to the national customs authority, and delivery to your door, with nothing further to pay on arrival.

Estimated total

USD 79,500 for 300KG

By sea

USD 265.0/kg, 25-45 days

Customs authority

the national customs authority

Rates last updated 2026-08-14. Figures are published channel prices for planning; the final quote depends on chargeable weight, cargo class and HS code.

Current Rates — China to Japan (300 KG)

☐ Updated 2026-08-14

Service	Mode	Rate (USD/KG)	Total (300 KG)	Details
Best Value Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 265.0	USD 265	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 280.0	USD 280	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 340.0	USD 340	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 340.0	USD 340	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 450.0	USD 450	View Details →



Track your shipment

Enter your tracking number below

Powered by 17TRACK — supports 2,000+ carriers worldwide

Full Weight-Tier Rate Cards

Detailed per-weight pricing for every active route from China to Japan. Each tier reflects the published rate at that exact weight — useful for accurate budgeting at common shipment sizes.

Sea FCL Port-to-Port (Spot)

☐ Sea Freight → Osaka

☐ Best Value at 300 KG

☐ Updated 2026-08-14 ☐ 2 weight tiers ☐ USD pricing

Bracket	Rate (USD/KG)	@ 300 KG
20GP	USD 265.00	USD 79,500.00
40HQ	USD 390.00	USD 117,000.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

☐ Sea Freight → Kobe

☐ Updated 2026-08-14 ☐ 2 weight tiers ☐ USD pricing

Bracket	Rate (USD/KG)	@ 300 KG
20GP	USD 280.00	USD 84,000.00
40HQ	USD 420.00	USD 126,000.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

Sea Freight → Kobe

Updated 2026-08-14 2 weight tiers USD pricing

Bracket	Rate (USD/KG)	@ 300 KG
20GP	USD 340.00	USD 102,000.00
40HQ	USD 540.00	USD 162,000.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

Sea Freight → Osaka

Updated 2026-08-14 2 weight tiers USD pricing

Bracket	Rate (USD/KG)	@ 300 KG
20GP	USD 340.00	USD 102,000.00
40HQ	USD 540.00	USD 162,000.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

Sea Freight → Nagoya

Updated 2026-08-14 2 weight tiers USD pricing

Bracket	Rate (USD/KG)	@ 300 KG
20GP	USD 450.00	USD 135,000.00
40HQ	USD 750.00	USD 225,000.00

[View full route details →](#)

Customer Reviews — China to Japan Shipping

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

🇯🇵 Japan

★★★★★ 4.3 / 5 — Very Good (19 reviews)

🇯🇵

M***i** Japan

★★★★★ 5

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Japan for mixed cartons. Packaging quality was consistent across cartons. The booking process was straightforward and the team confirmed documents early. A practical option when we need predictable landed cost.

February 16, 2026 ✓ Verified

🇯🇵

R***i** Japan

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Japan with a mid-volume order. Packaging quality was consistent across cartons. Pickup from the supplier was arranged quickly and customs stayed under control. A practical option when we need predictable landed cost.

October 14, 2025 ✓ Verified

🇯🇵

Y***o** Japan

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Japan for mixed cartons. The shipment timeline was communicated clearly. Pickup from the supplier was arranged quickly and customs stayed under control. A practical option when we need predictable landed cost.

September 3, 2025

🇯🇵

H***o** Japan

★★★★★ 5

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Japan. The shipment timeline was communicated clearly. The booking process was straightforward and the team confirmed documents early. Overall a reliable experience for repeat imports.

June 21, 2025 ✓ Verified

--	--	--	--

D*****i Japan

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Japan. The shipment timeline was communicated clearly. Cartons arrived clean and labels were still readable on delivery. A practical option when we need predictable landed cost.

May 24, 2025 ✓ Verified

--	--	--	--

M*****o Japan

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Japan for mixed cartons. Packaging quality was consistent across cartons. Tracking updates were not excessive, but they came when something important changed. Would use the same line again for general cargo.

April 29, 2025 ✓ Verified

--	--	--	--

M*****i Japan

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Japan for mixed cartons. Packaging quality was consistent across cartons. The landed price stayed aligned with the quote, which helped our budgeting. Would use the same line again for general cargo.

April 7, 2025 ✓ Verified

444

A***o** japan

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Japan with a mid-volume order. Packaging quality was consistent across cartons. Transit was close to the estimate and the destination delivery appointment was handled well. Better coordination than the forwarder we used before.

XXXXXXXXXXXXXXXXXXXX

February 28, 2025 ✓ Verified

XXXX

A***o** Japan

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Japan with a mid-volume order. Packaging quality was consistent across cartons. Tracking updates were not excessive, but they came when something important changed. Better coordination than the forwarder we used before.

February 1, 2025 ✓ Verified

XXXX

T***a** Japan

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Japan through this team. The shipment timeline was communicated clearly. Tracking updates were not excessive, but they came when something important changed. Overall a reliable experience for repeat imports.

January 27, 2025 ✓ Verified

XXXX

A***a** Japan

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Japan with a mid-volume order. The shipment timeline was communicated clearly. Tracking updates were not excessive, but they came when something important changed. Overall a reliable experience for repeat imports.

January 25, 2025 ✓ Verified

XXXX

T***o** Japan

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Japan through this team. Packaging quality was consistent across cartons. The landed price stayed aligned with the quote, which helped our budgeting. Would use the same line again for general cargo.

January 21, 2025

□□□

T***o** Japan

★★★★★ 5

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Quick turnaround and great packaging. My goods arrived in perfect condition and ahead of the estimated delivery date.

January 16, 2025 ✓ Verified

□□□

Y***a** Japan

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Good service overall. The freight cost was competitive and the clearance process was handled well.

January 4, 2025 ✓ Verified

□□□

H***i** Japan

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Very reliable for importing electronics. The declared value process was handled professionally and duties were prepaid.

December 21, 2024 ✓ Verified

□□□

K***e** Japan

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Delivery was a few days behind schedule but goods arrived in perfect condition. The DDP coverage was genuinely all-inclusive.

December 4, 2024

□□□

M***o** Japan

★★★★★ 3.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

The price was competitive. Had a slight issue with customs documentation but it was resolved without extra cost.

November 16, 2024

□□□

S*****o Japan

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Great tracking visibility throughout the shipment. The team answered questions promptly via WhatsApp.

October 29, 2024 ✓ Verified

□□□

R*****i Japan

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Solid option for sea freight. Communication could be slightly faster but no major issues.

October 11, 2024 ✓ Verified

[+ Leave a Review](#)

□ Sea Freight Options

Sea FCL Port-to-Port (Spot) USD 265.0/KG →

Sea FCL Port-to-Port (Spot) USD 280.0/KG →

Sea FCL Port-to-Port (Spot) USD 340.0/KG →

□ Calculate for a different weight:

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.

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 Japan 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.

Responsibility for each shipment stage under each Incoterms rule

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
EXW Ex Works	Buyer Buyer — Loading on truck	Buyer Buyer — Export customs declaration	Buyer Buyer — Carriage to port of export	Buyer Buyer — Unloading at port of export	Buyer Buyer — Loading on vessel / aircraft	Buyer Buyer — Main carriage	Buyer Buyer — Cargo insurance	Buyer Buyer — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination
FCA Free Carrier	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Buyer Buyer — Carriage to port of export	Buyer Buyer — Unloading at port of export	Buyer Buyer — Loading on vessel / aircraft	Buyer Buyer — Main carriage	Buyer Buyer — Cargo insurance	Buyer Buyer — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination
FAS Free Alongside Ship	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Buyer Buyer — Loading on vessel / aircraft	Buyer Buyer — Main carriage	Buyer Buyer — Cargo insurance	Buyer Buyer — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination
FOB Free On Board	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Buyer Buyer — Main carriage	Buyer Buyer — Cargo insurance	Buyer Buyer — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination
CFR Cost and Freight	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Buyer Buyer — Cargo insurance	Buyer Buyer — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination

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
CIF Cost, Insurance and Freight	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Seller Seller — Cargo insurance	Buyer Buyer — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination
CPT Carriage Paid To	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Negotiable Negotiable — Cargo insurance	Seller Seller — Unloading at port of import	Seller Seller — Loading on truck at import	Seller Seller — Carriage to destination
CIP Carriage and Insurance Paid	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Seller Seller — Cargo insurance	Seller Seller — Unloading at port of import	Seller Seller — Loading on truck at import	Seller Seller — Carriage to destination
DAT Delivered At Terminal (DPU)	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Negotiable Negotiable — Cargo insurance	Seller Seller — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination
DAP Delivered At Place	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Negotiable Negotiable — Cargo insurance	Seller Seller — Unloading at port of import	Seller Seller — Loading on truck at import	Seller Seller — Carriage to destination

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
DDP Delivered Duty Paid	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Negotiable Negotiable — Cargo insurance	Seller Seller — Unloading at port of import	Seller Seller — Loading on truck at import	Seller Seller — Carriage to destination

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 — Japan

Historical freight rates from China to Japan for 300 KG shipments. Data sourced from live carrier price feeds.

China to Japan — Shipping Reference Data

Reference figures that shape cost and transit on the China-Japan route:

Main sea gateways	the main commercial seaport
Destination customs authority	the national customs authority
De-minimis / duty-free threshold	varies by country
Import tax & duty regime	Import duty and local tax apply; rates vary by commodity
Local currency	USD
Typical port/airport dwell time	4-10 days
Peak / busy season	Sep-Nov
Conformity & certification	Confirm local conformity and labelling rules per HS code
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.

Bulk Freight

Bulk Commercial Freight

Shipping 300 KG from China to Japan is firmly in bulk commercial freight territory. At this volume, sea freight (FCL or LCL) and air charter rates become significantly more competitive. Most importers at this weight range use scheduled sea freight for regular orders and air freight only for urgent replenishments.

- Sea freight FCL (full container) may be cost-effective above 5 CBM
- LCL sea freight rates are quoted per CBM at this range
- Expect customs examination — prepare full documentation
- Insurance recommended for shipments above USD 5,000 value

Free 3D Loading Tools

Shipping to Japan 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 Japan: build the packing plan in 3D and download it for your supplier or forwarder.

[Open Packing Tool →](#)



3D Container Loading Planner

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

[Open Container Planner →](#)

Which Shipping Method is Best for 300 KG?



Air Freight

Transit: 5-10 business days

Best at: Under 300 KG, time-sensitive cargo

Viable

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 Japan

Method	Transit Time	Notes
Sea Freight LCL	30-50 calendar days	Shared container to Japan port + delivery
Sea Freight FCL	28-45 calendar days	Full container to Japan 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 Japan?

- Actual vs. volumetric weight — carriers charge whichever is higher ($L \times W \times H \div 6000$ 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 — Japan may have remote area surcharges for certain postal codes
- Declared value — customs duties are calculated on CIF value

Customs & Documentation for Japan

- 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

Frequently Asked Questions

How much does it cost to ship from China to Japan?

Current rates for shipping from China to Japan start at USD 265.00/KG via Sea FCL Port-to-Port (Spot). For 300 KG, the estimated total is approximately USD 265, duty included. Final landed cost depends on the Import duty and local tax apply; rates vary by commodity applied by the national customs authority.

What duties and taxes apply when importing into Japan?

Imports into Japan are assessed by the national customs authority. The applicable regime is: Import duty and local tax apply; rates vary by commodity. The duty-free / de-minimis position is varies by country. Under our DDP service these charges are pre-paid and included in the per-KG price, so there is nothing to settle on arrival.

Should I use FCL or LCL sea freight for 300 KG to Japan?

For 300 KG to Japan, LCL through the main commercial seaport is usually right unless cargo exceeds ~5–6 CBM or ships regularly. FCL becomes economical above roughly 15,000–18,000 KG and removes commingling risk during clearance by the national customs authority.

When is the busy season for shipping to Japan?

Capacity to Japan tightens around Sep–Nov, 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.

What documents are required for customs clearance in Japan?

the national customs authority typically requires: (1) commercial invoice with HS codes and declared value; (2) packing list with weights and dimensions; (3) bill of lading or air waybill; (4) certificate of origin (may lower duty); and (5) any product-specific certification (Confirm local conformity and labelling rules per HS code). Under DDP we prepare and file these for you.

Which ports and airports handle China shipments to Japan?

Sea freight to Japan 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.

What is DDP shipping to Japan and what does it include?

DDP (Delivered Duty Paid) to Japan means one all-inclusive price covering freight, the duty/tax due to the national customs authority, and last-mile delivery to your door. The varies by country de-minimis position is handled for you, and there are no surprise charges at destination.

What is the minimum shipment size for shipping to Japan?

Minimums to Japan vary by channel: air DDP from about 21 KG (some from 12 KG), sea LCL from roughly 1 CBM, and express courier for single parcels. Below 21 KG, express is usually the most economical way into Japan.

Inland Delivery Coverage — Japan

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.

- [Yokkaichi NGO air / Yokkaichi sea inland same day](#) Guide only — no rates
- [Hitachinaka NRT air / Hitachinaka sea inland same day](#) Guide only — no rates
- [Tokyo NRT/HND air / Tokyo sea inland same day](#) Guide only — no rates
- [Yokohama NRT air / Yokohama sea inland same day](#) Guide only — no rates
- [Osaka KIX air / Osaka sea inland same day](#) Guide only — no rates
- [Nagoya NGO air / Nagoya sea inland same day](#) Guide only — no rates
- [Kobe KIX air / Kobe sea inland same day](#) Guide only — no rates
- [Fukuoka FUK air / Hakata sea inland same day](#) Guide only — no rates
- [Sapporo CTS air / Tomakomai sea inland +2 days](#) Guide only — no rates
- [Sendai SDJ air / Sendai sea inland +1 day](#) Guide only — no rates
- [Hiroshima HIJ air / Hiroshima sea inland +1 day](#) Guide only — no rates
- [Kawasaki HND air / Tokyo sea inland same day](#) Guide only — no rates

[All Japan destination guides →](#)

Shipping to Japan 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.

- [Storage Tanks Metal Products & Industrial Components](#)
- [Electric Motors General Machinery & Industrial Equipment](#)
- [Agricultural Drones Agriculture & Livestock Equipment](#)
- [Wire & Cable New Energy, Power & Electrical](#)
- [Automotive Lighting Automotive & Vehicles](#)

- [Flooring Building Materials & Construction Products](#)
- [Cartons Wood, Bamboo & Paper Products](#)
- [Flexible Packaging Plastics, Rubber & Packaging](#)
- [Capacitors Electronic Components & Semiconductors](#)
- [Smart Home Products Consumer Electronics & Smart Devices](#)
- [Refrigeration Equipment Home Appliances, HVAC & Commercial](#)
- [Tableware Furniture & Home Products](#)

[All 139 industry guides →](#)

Related Shipping Rates

Other Weights to Japan

- [1KG Shipment](#)
- [10KG Shipment](#)
- [21KG Shipment](#)
- [100KG Shipment](#)

Other Modes to Japan

- [Sea Freight to Japan](#)

Similar Destinations

- [Shipping to Thailand](#)
- [Shipping to Indonesia](#)
- [Shipping to Philippines](#)
- [Shipping to Malaysia](#)
- [Shipping to South Korea](#)
- [Shipping to Vietnam](#)