

Cost to Ship 300KG from China to Philippines

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

- [Home](#)
- [Shipping to Philippines](#)
- [China to Philippines Rates](#)
- Shipping 300KG to Philippines From China: \$42,000 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 140.0/KG Best Rate Now

5 Channels Available

2026-08-14 Last Updated

Shipping 300KG from China to Philippines costs approximately USD 42,000 all-in, based on a published rate of USD 140.0 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 42,000 for 300KG

By sea

USD 140.0/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 Philippines (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 140.0	USD 140	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 140.0	USD 140	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 140.0	USD 140	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 140.0	USD 140	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 250.0	USD 250	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 Philippines. 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 → Manila North

☐ Best Value at 300 KG

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

Bracket	Rate (USD/KG)	@ 300 KG
20GP	USD 140.00	USD 42,000.00
40HQ	USD 180.00	USD 54,000.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

☐ Sea Freight → Manila South

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

Bracket	Rate (USD/KG)	@ 300 KG
20GP	USD 140.00	USD 42,000.00
40HQ	USD 180.00	USD 54,000.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

☐ Sea Freight → Manila North

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

Bracket	Rate (USD/KG)	@ 300 KG
20GP	USD 140.00	USD 42,000.00
40HQ	USD 180.00	USD 54,000.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

☐ Sea Freight → Manila South

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

Bracket	Rate (USD/KG)	@ 300 KG
20GP	USD 140.00	USD 42,000.00
40HQ	USD 180.00	USD 54,000.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

☐ Sea Freight → Batangas

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

Bracket	Rate (USD/KG)	@ 300 KG
20GP	USD 250.00	USD 75,000.00
40HQ	USD 350.00	USD 105,000.00

[View full route details →](#)

Customer Reviews — China to Philippines Shipping

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

Philippines

★★★★★ 4.2 / 5 — Very Good (19 reviews)

Philippines

P*****a Philippines

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Philippines with a mid-volume order. The handover and document checks were efficient. Pickup from the supplier was arranged quickly and customs stayed under control. Better coordination than the forwarder we used before. Theo doi lo hang ro rang trong suot qua trinh.

March 30, 2026 ✓ Verified

Philippines

P*****g Philippines

★★★★★ 5

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Philippines with a mid-volume order. The handover and document checks were efficient. The landed price stayed aligned with the quote, which helped our budgeting. Would use the same line again for general cargo. Theo doi lo hang ro rang trong suot qua trinh.

March 28, 2026 ✓ Verified

Philippines

S*****n Philippines

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Philippines. The handover and document checks were efficient. Cartons arrived clean and labels were still readable on delivery. Overall a reliable experience for repeat imports.

January 31, 2026

Philippines

A*****i Philippines

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Philippines through this team. The handover and document checks were efficient. Pickup from the supplier was arranged quickly and customs stayed under control. A practical option when we need predictable landed cost. Giao hang dung hen va khong co phi phat sinh bat ngo.

December 24, 2025 ✓ Verified

□□□□

S***a** Philippines

★★★★★ 5

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Philippines for mixed cartons. The handover and document checks were efficient. Tracking updates were not excessive, but they came when something important changed. Would use the same line again for general cargo.

November 8, 2025 ✓ Verified

□□□□

T***g** Philippines

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Philippines through this team. Door delivery was arranged with minimal back and forth. Cartons arrived clean and labels were still readable on delivery. A practical option when we need predictable landed cost.

September 24, 2025 ✓ Verified

□□□□

L***n** Philippines

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Philippines for mixed cartons. The handover and document checks were efficient. Transit was close to the estimate and the destination delivery appointment was handled well. Overall a reliable experience for repeat imports.

September 14, 2025 ✓ Verified

□□□□

N***u** Philippines

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Philippines. The handover and document checks were efficient. The landed price stayed aligned with the quote, which helped our budgeting. Would use the same line again for general cargo. Giao hang dung hen va khong co phi phat sinh bat ngo.

August 3, 2025 ✓ Verified

□□□□

T***n** Philippines

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Philippines through this team. The handover and document checks were efficient. The booking process was straightforward and the team confirmed documents early. Overall a reliable experience for repeat imports.

May 16, 2025

□□□□

B***n** Philippines

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Philippines. Door delivery was arranged with minimal back and forth. Tracking updates were not excessive, but they came when something important changed. Overall a reliable experience for repeat imports.

May 4, 2025 ✓ Verified

□□□□

L***u** Philippines

★★★★★ 3.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Philippines for mixed cartons. Door delivery was arranged with minimal back and forth. Tracking updates were not excessive, but they came when something important changed. Would use the same line again for general cargo.

April 6, 2025

□□□□

P***u** Philippines

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Philippines with a mid-volume order. Door delivery was arranged with minimal back and forth. The booking process was straightforward and the team confirmed documents early. Better coordination than the forwarder we used before.

January 15, 2025 ✓ Verified

□□□□

J***z** Philippines

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Used this service twice now for air freight. Both times the delivery was smooth and the pricing was transparent.

January 11, 2025 ✓ Verified

□□□□

M***s** Philippines

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Efficient service for consolidation shipments. Would have appreciated more proactive updates during transit.

December 28, 2024 ✓ Verified

□□□□

J***s** Philippines

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

The DDP service is excellent — everything included in the quoted price. No additional fees upon arrival.

December 12, 2024 ✓ Verified

□□□□

A***a** Philippines

★★★★★ 3.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Decent service but transit took about a week longer than quoted. Goods arrived undamaged which is the main thing.

November 24, 2024

□□□□

M***a** Philippines

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Mostly a smooth experience. There was a small delay at the origin port but the team communicated clearly and resolved it quickly.

November 7, 2024 ✓ Verified

□□□□

G***s** Philippines

★★★★★ 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.

October 20, 2024 ✓ Verified

□□□□

M***s** Philippines

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

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

October 2, 2024

[+ Leave a Review](#)

□□ Sea Freight Options

Sea FCL Port-to-Port (Spot) USD 140.0/KG →

Sea FCL Port-to-Port (Spot) USD 140.0/KG →

Sea FCL Port-to-Port (Spot) USD 140.0/KG →

□□ Calculate for a different weight:

Freight Rates to Philippines

Current published rates — USD

□□ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 140.00**

40HQ **USD 180.00**

Updated 2026-08-14

□□ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 140.00**

40HQ **USD 180.00**

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 250.00**

40HQ **USD 350.00**

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 140.00**

40HQ **USD 180.00**

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

20GP **USD 140.00**

40HQ **USD 180.00**

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 Philippines 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 — Philippines

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

China to Philippines — Shipping Reference Data

Country-specific logistics anchors for shipments arriving in Philippines:

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



3D Carton Packing Calculator

Check how many units truly fit per carton for this Philippines shipment: the 3D packing tool computes layers, rotation, and protection gaps from your exact product size.

[Open Packing Tool →](#)



3D Container Loading Planner

Sea freight to Philippines prices by CBM or container — plan 20GP/40GP/40HQ loading in 3D, mix different box sizes, and check utilization before booking.

[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 Philippines

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

- 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 — Philippines may have remote area surcharges for certain postal codes
- Declared value — customs duties are calculated on CIF value

Customs & Documentation for Philippines

- 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 Philippines?

Current rates for shipping from China to Philippines start at USD 140.00/KG via Sea FCL Port-to-Port (Spot). For 300 KG, the estimated total is approximately USD 140, 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 Philippines?

Imports into Philippines 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.

Can I track my shipment from China to Philippines?

Yes. Air shipments to Philippines get an air waybill (AWB) trackable within 24 hours of departure; sea shipments are tracked by bill-of-lading through the carrier portal. We push status at key milestones: departure, arrival at the gateway, clearance by the national customs authority, and final delivery.

In what currency are rates to Philippines quoted and paid?

Freight to Philippines is quoted and invoiced in USD; the local currency on the destination side is 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.

Which ports and airports handle China shipments to Philippines?

Sea freight to Philippines 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 certifications are required to import into Philippines?

For regulated goods entering Philippines, plan for: Confirm local conformity and labelling rules per HS code. Missing conformity paperwork is the most common cause of clearance holds with the national customs authority, so confirm requirements for your HS code before the cargo leaves China.

What is the minimum shipment size for shipping to Philippines?

Minimums to Philippines 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 Philippines.

How is chargeable weight calculated for Philippines shipments?

We compare actual gross weight against volumetric weight ($L \times W \times H \div 6000$ for air) and charge whichever is greater, rounded up to the next kilogram. For 300 KG this matters most when cargo is light but bulky — consolidating cartons can drop you into a cheaper bracket.

Inland Delivery Coverage — Philippines

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.

- [Manila MNL air / MICT sea inland same day](#) Guide only — no rates
- [Quezon City MNL air / MICT sea inland same day](#) Guide only — no rates
- [Cavite MNL air / MICT sea inland same day](#) Guide only — no rates
- [Laguna MNL air / Batangas sea inland +1 day](#) Guide only — no rates
- [Cebu CEB air / Cebu sea inland same day](#) Guide only — no rates
- [Davao DVO air / Davao sea inland same day](#) Guide only — no rates
- [Iloilo ILO air / Iloilo sea inland +1 day](#) Guide only — no rates
- [Bulacan MNL air / MICT sea inland same day](#) Guide only — no rates
- [Batangas Batangas sea inland same day](#) Guide only — no rates
- [Cagayan de Oro CGY air / Mindanao Container Terminal sea inland +1 day](#) Guide only — no rates
- [Pampanga CRK air / Subic sea inland same day](#) Guide only — no rates
- [Baguio MNL air inland +1 day](#) Guide only — no rates

[All Philippines destination guides →](#)

Shipping to Philippines 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.

- [Home Appliances Home Appliances, HVAC & Commercial](#)
- [Laboratory Furniture Furniture & Home Products](#)
- [Fabric Textiles, Apparel, Footwear & Leather](#)
- [Luggage Textiles, Apparel, Footwear & Leather](#)
- [Fire Protection Equipment Fire, Safety & Traffic Products](#)

- [Illuminated Signs Retail, Display & Commercial Fixtures](#)
- [Outdoor Products Toys, Sports, Outdoor & Leisure](#)
- [Office Supplies Consumer Goods & Gifts](#)
- [Cross-border E-commerce E-commerce & Retail Channels](#)
- [Metal Products Metal Products & Industrial Components](#)
- [Architectural Hardware Metal Products & Industrial Components](#)
- [Production Line Equipment General Machinery & Industrial Equipment](#)

[All 139 industry guides →](#)

Related Shipping Rates

Other Weights to Philippines

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

Other Modes to Philippines

- [Sea Freight to Philippines](#)

Similar Destinations

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