

Cost to Ship 300KG from China to South Korea

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- Shipping 300KG to South Korea From China: \$50,916...

Asia Pacific ☐ Sea Freight 300 KG

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

USD 169.7/KG Best Rate Now

2 Channels Available

2026-08-17 Last Updated

Shipping 300KG from China to South Korea costs approximately USD 50,916 all-in, based on a published rate of USD 169.7 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 50,916 for 300KG

By sea

USD 169.7/kg, 25-45 days

Customs authority

the national customs authority

Rates last updated 2026-08-17. Figures are published channel prices for planning; the final quote depends on chargeable weight, cargo class and HS code.

Current Rates — China to South Korea (300 KG)

☐ Updated 2026-08-17

Service	Mode	Rate (USD/KG)	Total (300 KG)	Details
Best Value Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 169.7	USD 170	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 284.7	USD 285	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 South Korea. 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 → Busan

☐ Best Value at 300 KG

☐ Updated 2026-08-17 ☐ 2 weight tiers ☐ USD pricing

Bracket	Rate (USD/KG)	@ 300 KG
20GP	USD 169.72	USD 50,916.00
40HQ	USD 199.72	USD 59,916.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

☐ Sea Freight → Incheon

☐ Updated 2026-08-17 ☐ 2 weight tiers ☐ USD pricing

Bracket	Rate (USD/KG)	@ 300 KG
20GP	USD 284.72	USD 85,416.00
40HQ	USD 529.72	USD 158,916.00

[View full route details →](#)

☐ Sea Freight Options

Sea FCL Port-to-Port (Spot) USD 169.7/KG →

Sea FCL Port-to-Port (Spot) USD 284.7/KG →

☐ Calculate for a different weight:

Freight Rates to South Korea

Current published rates — USD

☐ SEA

Sea · FCL Port-to-Port (Spot)

 20GP **USD 169.72**

 40HQ **USD 199.72**

Updated 2026-08-17

☐ SEA

Sea · FCL Port-to-Port (Spot)

 20GP **USD 284.72**

 40HQ **USD 529.72**

Updated 2026-08-17

⚙ 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 South Korea 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 — South Korea

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

China to South Korea — Shipping Reference Data

Country-specific logistics anchors for shipments arriving in South Korea:

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 South Korea 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 South Korea 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 South Korea: 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 South Korea 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 South Korea

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

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

Customs & Documentation for South Korea

- 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 South Korea?

Current rates for shipping from China to South Korea start at USD 169.72/KG via Sea FCL Port-to-Port (Spot). For 300 KG, the estimated total is approximately USD 170, 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 South Korea?

Imports into South Korea 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.

What is the minimum shipment size for shipping to South Korea?

Minimums to South Korea 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 South Korea.

How long does shipping from China to South Korea take?

Door-to-door transit to South Korea: air freight 5–10 business days, sea LCL 30–50 days, sea FCL 28–45 days. On arrival, allow roughly 4–10 days of clearance/dwell at the gateway. All times include customs clearance under DDP.

When is the busy season for shipping to South Korea?

Capacity to South Korea 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 is DDP shipping to South Korea and what does it include?

DDP (Delivered Duty Paid) to South Korea 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.

Which ports and airports handle China shipments to South Korea?

Sea freight to South Korea 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.

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

For 300 KG to South Korea, 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.

Inland Delivery Coverage — South Korea

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.

- [Seoul ICN air / Incheon sea inland same day](#) Guide only — no rates
- [Incheon ICN air / Incheon sea inland same day](#) Guide only — no rates
- [Busan PUS air / Busan sea inland same day](#) Guide only — no rates
- [Gyeonggi ICN air / Incheon sea inland same day](#) Guide only — no rates
- [Daegu ICN air / Busan sea inland +1 day](#) Guide only — no rates
- [Daejeon ICN air / Incheon sea inland same day](#) Guide only — no rates
- [Gwangju ICN air / Gwangyang sea inland +1 day](#) Guide only — no rates
- [Ulsan PUS air / Ulsan sea inland +1 day](#) Guide only — no rates
- [Changwon PUS air / Busan sea inland same day](#) Guide only — no rates
- [Cheonan ICN air / Pyeongtaek sea inland same day](#) Guide only — no rates

[All South Korea destination guides →](#)

Shipping to South Korea 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.

- [Arts & Crafts Toys, Sports, Outdoor & Leisure](#)
- [Artificial Plants Consumer Goods & Gifts](#)
- [Direct to Consumer E-commerce & Retail Channels](#)
- [Fasteners Metal Products & Industrial Components](#)
- [Pressure Vessels Metal Products & Industrial Components](#)
- [Industrial Boilers General Machinery & Industrial Equipment](#)
- [Solar Panel New Energy, Power & Electrical](#)

- [Lithium Battery New Energy, Power & Electrical](#)
- [Bicycle Parts Automotive & Vehicles](#)
- [Wall Panels Building Materials & Construction Products](#)
- [Corrugated Packaging Wood, Bamboo & Paper Products](#)
- [Glass Packaging Plastics, Rubber & Packaging](#)

[All 139 industry guides →](#)

Related Shipping Rates

Other Weights to South Korea

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

Other Modes to South Korea

- [Sea Freight to South Korea](#)

Similar Destinations

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