

# China to Container Rates Sea Freight

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☐ SEA Indonesia · Sea · FCL Port-to-Port (Spot) Updated 2026-08-14

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☐ Sea Freight

Door-to-door transit 25-45 calendar days. Duty and final delivery are inside the published rate.

Sea Freight from China to Container Rates starts at USD 905.0 per kilogram, with door-to-door transit of 25-45 calendar days. A 100 kg shipment works out at roughly USD 90,500 including duty, clearance by the destination customs authority, and final delivery.

Rate from

USD 905.0/kg

Transit time

25-45 calendar days

Destination

Container Rates, Indonesia

Customs authority

the destination customs authority

Duty-free threshold

USD 3 FOB — one of the lowest thresholds in the world

Published channel rate for planning. The final quote depends on chargeable weight, cargo class and HS code.

☐ Contents

## ☐ Current Freight Rates

Last updated: **2026-08-14**

USD per KG

| Weight / Volume | Rate (USD / KG) |
|-----------------|-----------------|
| 20GP            | USD 1,000.00    |
| 40HQ            | USD 1,850.00    |

## 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 Indonesia 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<br>Loading<br>on<br>truck               | 2 Export<br>customs<br>declaration                  | 3<br>Carriage<br>to port<br>of<br>export               | 4<br>Unloading<br>at port of<br>export                  | 5<br>Loading<br>on<br>vessel /<br>aircraft                  | 6 Main<br>carriage                     | 7 Cargo<br>insurance                   | 8<br>Unloading<br>at port of<br>import                | 9<br>Loading<br>on<br>truck at<br>import                | 10<br>Carriage to<br>destination               |
|--------------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|----------------------------------------|-------------------------------------------------------|---------------------------------------------------------|------------------------------------------------|
| <b>EXW Ex Works</b>            | Buyer<br>Buyer —<br>Loading<br>on truck   | Buyer Buyer<br>— Export<br>customs<br>declaration   | Buyer<br>Buyer —<br>Carriage<br>to port of<br>export   | Buyer<br>Buyer —<br>Unloading<br>at port of<br>export   | Buyer<br>Buyer —<br>Loading<br>on<br>vessel /<br>aircraft   | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| <b>FCA Free Carrier</b>        | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Buyer<br>Buyer —<br>Carriage<br>to port of<br>export   | Buyer<br>Buyer —<br>Unloading<br>at port of<br>export   | Buyer<br>Buyer —<br>Loading<br>on<br>vessel /<br>aircraft   | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| <b>FAS Free Alongside Ship</b> | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Buyer<br>Buyer —<br>Loading<br>on<br>vessel /<br>aircraft   | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| <b>FOB Free On Board</b>       | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| <b>CFR Cost and Freight</b>    | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |

| Term                                                   | 1<br>Loading<br>on<br>truck               | 2 Export<br>customs<br>declaration                  | 3<br>Carriage<br>to port<br>of<br>export               | 4<br>Unloading<br>at port of<br>export                  | 5<br>Loading<br>on<br>vessel /<br>aircraft                  | 6 Main<br>carriage                     | 7 Cargo<br>insurance                             | 8<br>Unloading<br>at port of<br>import                  | 9<br>Loading<br>on<br>truck at<br>import                  | 10<br>Carriage to<br>destination                 |
|--------------------------------------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|--------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|
| <b>CIF Cost,<br/>Insurance<br/>and<br/>Freight</b>     | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Seller<br>Seller —<br>Cargo<br>insurance         | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import   | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import   | Buyer Buyer<br>— Carriage<br>to<br>destination   |
| <b>CPT<br/>Carriage<br/>Paid To</b>                    | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |
| <b>CIP<br/>Carriage<br/>and<br/>Insurance<br/>Paid</b> | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Seller<br>Seller —<br>Cargo<br>insurance         | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |
| <b>DAT<br/>Delivered<br/>At<br/>Terminal<br/>(DPU)</b> | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import   | Buyer Buyer<br>— Carriage<br>to<br>destination   |
| <b>DAP<br/>Delivered<br/>At Place</b>                  | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |

| Term                                   | 1<br>Loading<br>on<br>truck               | 2 Export<br>customs<br>declaration                  | 3<br>Carriage<br>to port<br>of<br>export               | 4<br>Unloading<br>at port of<br>export                  | 5<br>Loading<br>on<br>vessel /<br>aircraft                  | 6 Main<br>carriage                     | 7 Cargo<br>insurance                             | 8<br>Unloading<br>at port of<br>import                  | 9<br>Loading<br>on<br>truck at<br>import                  | 10<br>Carriage to<br>destination                 |
|----------------------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|--------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|
| <b>DDP<br/>Delivered<br/>Duty Paid</b> | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>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.

## ☐ Service Details

### Nansha → Semarang — Current FCL Container Rate

This page carries our live port-to-port FCL rate from Nansha (☐ ) to Semarang, Indonesia. The figures below are ocean freight for a full container on the Intra-Asia — Indonesia lane and are refreshed from the carrier rate sheet each time it is reissued.

#### Rate by Container Type

- **20'GP** — USD 900 all-in ocean freight
- **40'HQ** — USD 1,750 all-in ocean freight

#### Sailing Details

- Carrier / NVOCC allocation: STIC
- Next ETD out of Nansha: weekly sailings
- destination free time confirmed at booking
- Routing: per carrier schedule — direct or transshipment as noted on the booking confirmation



## Track your shipment

Enter your tracking number below

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

## i Additional Information

### What the Rate Covers

The published figure is **ocean freight, port to port**. It does not include origin haulage to Nansha, origin customs declaration, destination customs clearance, duty and VAT, or destination delivery — those are quoted separately once the commodity and Incoterm are confirmed.

- Basis: one full container, 20'GP (20' standard container) / 40'HQ (40' high-cube container)
- Currency: USD, per container (not per KG or per CBM)
- Rate validity follows the carrier's sheet — spot allocations move week to week, so reconfirm before the cut-off
- Dangerous goods, out-of-gauge and reefer cargo are priced separately

### Booking Notes

- Container release and cut-off dates are tied to the specific ETD shown above
- Demurrage and detention start once the destination free time expires
- Space on discounted spot allocations is limited; the rate holds only while the allocation lasts.

## ☐ China to Indonesia — Shipping Reference Data

|                                         |                                                                                                                                                                                       |
|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Main sea gateways</b>                | Tanjung Priok (Jakarta), Tanjung Perak (Surabaya), Belawan (Medan)                                                                                                                    |
| <b>Destination customs authority</b>    | Directorate General of Customs and Excise (Bea Cukai)                                                                                                                                 |
| <b>De-minimis / duty-free threshold</b> | USD 3 FOB — one of the lowest thresholds in the world                                                                                                                                 |
| <b>Import tax &amp; duty regime</b>     | VAT 11%; duty 0-150%, with a 7.5% flat rate applied to many consumer parcels, plus income-tax prepayment (PPh) of 0.5-10%                                                             |
| <b>Local currency</b>                   | IDR                                                                                                                                                                                   |
| <b>Typical clearance / dwell time</b>   | 4-10 days                                                                                                                                                                             |
| <b>Peak / busy season</b>               | Sep-Nov                                                                                                                                                                               |
| <b>Conformity &amp; certification</b>   | SNI mandatory standard for a long list of products; import licence (API-U/API-P) held by the consignee; Permendag restricted-goods rules for textiles, footwear, electronics and toys |

Thresholds and duty bands are buyer-planning references, not formal customs rulings — confirm the exact HS-code rate for your goods before shipping.

## ☐ Free 3D Loading Tools for This Sea Route

This page covers a Sea freight service from China to Indonesia. Use the matching tool below to plan your cargo before requesting a quote.



### 3D Container Loading Planner

Wondering whether your cargo fills a 20GP or needs a 40HQ for this Indonesia route? The 3D container planner simulates cartons, crates, pallets, and even mixed box sizes in one container.

[Open Container Planner →](#)

## ☐ Indonesia Sea Freight Checklist

- Confirm whether your Indonesia rate is per CBM or per container before comparing quotes.
- Verify the receiver's customs import capability in Indonesia for DDP terms before booking.
- Photograph the container number, seal, and loading process for insurance evidence.
- Reserve loading space 5-7 days before the sailing cut-off for this route during peak season.

## Frequently Asked Questions

How long does Sea FCL Port-to-Port (Spot) from China to Indonesia take?

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 4–10 days of clearance/dwell once it reaches the gateway. All times include customs clearance under DDP terms.

What duties and taxes apply when importing into Indonesia?

Clearance is handled by Directorate General of Customs and Excise (Bea Cukai). The regime is: VAT 11%; duty 0–150%, with a 7.5% flat rate applied to many consumer parcels, plus income-tax prepayment (PPH) of 0.5–10%, with a de-minimis position of USD 3 FOB — one of the lowest thresholds in the world. Under DDP these are pre-paid, so nothing is collected on arrival.

Which ports or airports does this route use into Indonesia?

Sea cargo to Indonesia clears through Tanjung Priok (Jakarta), Tanjung Perak (Surabaya), Belawan (Medan); air freight clears via CGK (Jakarta), SUB (Surabaya), DPS (Denpasar). We route through whichever gateway gives the fastest onward delivery to your address and build it into the DDP price.

What documents are required for customs clearance in Indonesia?

Directorate General of Customs and Excise (Bea Cukai) typically requires a commercial invoice with HS codes, a packing list, the bill of lading/air waybill, a certificate of origin (may lower duty), and any product certification (SNI mandatory standard for a long list of products; import licence (API-U/API-P) held by the consignee; Permendag restricted-goods rules for textiles, footwear, electronics and toys). We file these under DDP.

What certification is needed to import into Indonesia?

For regulated goods, plan for: SNI mandatory standard for a long list of products; import licence (API-U/API-P) held by the consignee; Permendag restricted-goods rules for textiles, footwear, electronics and toys. Missing conformity paperwork is the most common clearance hold with Directorate General of Customs and Excise (Bea Cukai), so confirm requirements for your HS code before shipping.

What does DDP shipping to Indonesia include on this route?

DDP means one price covering freight, the duty/tax owed to Directorate General of Customs and Excise (Bea Cukai), and last-mile delivery to your door in Indonesia. There are no surprise charges at destination.

## Historical Price Records

All price updates are recorded here. Use the weekly tabs to browse older entries.

| Date              | 20GP         | 40HQ         |
|-------------------|--------------|--------------|
| 2026-08-14 Latest | USD 1,000.00 | USD 1,850.00 |

### Price Trend 1 data point

## Customer Reviews

What customers say about shipping to Indonesia with us.

### Indonesia

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

★★★★

S\*\*\*\*\*k Indonesia

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Indonesia for mixed cartons. 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.

March 19, 2026 ✓ Verified

★★★★

B\*\*\*\*\*k Indonesia

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Indonesia. The handover and document checks were efficient. Tracking updates were not excessive, but they came when something important changed. Overall a reliable experience for repeat imports.

February 12, 2026 ✓ Verified

★★★★

A\*\*\*\*\*n Indonesia

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Indonesia through this team. Door delivery was arranged with minimal back and forth. The landed price stayed aligned with the quote, which helped our budgeting. Overall a reliable experience for repeat imports. Giao hang dung hen va khong co phi phat sinh bat ngo.

December 3, 2025 ✓ Verified

★★★★

L\*\*\*\*\*u Indonesia

★★★★★ 3.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

This was a DDP shipment to Indonesia for mixed cartons. The handover and document checks were efficient. Tracking updates were not excessive, but they came when something important changed. A practical option when we need predictable landed cost.

August 5, 2025 ✓ Verified

□□□□

**M\*\*\*\*\*i** Indonesia

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

This was a DDP shipment to Indonesia for mixed cartons. The handover and document checks were efficient. Tracking updates were not excessive, but they came when something important changed. A practical option when we need predictable landed cost.

Theo doi lo hang ro rang trong suot qua trinh.

July 31, 2025 ✓ Verified

□□□□

**T\*\*\*\*\*g** Indonesia

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

Booked another door-to-door shipment to Indonesia through this team. Door delivery was arranged with minimal back and forth.

The landed price stayed aligned with the quote, which helped our budgeting. Overall a reliable experience for repeat imports.

July 28, 2025 ✓ Verified

□□□□

**N\*\*\*\*\*a** Indonesia

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

We used this route for a regular replenishment to Indonesia. The handover and document checks were efficient. The landed price stayed aligned with the quote, which helped our budgeting. Better coordination than the forwarder we used before. Giao hang dung hen va khong co phi phat sinh bat ngo.

July 15, 2025

□□□□

**T\*\*\*\*\*o** Indonesia

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

### Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Indonesia through this team. Door delivery was arranged with minimal back and forth. Pickup from the supplier was arranged quickly and customs stayed under control. Overall a reliable experience for repeat imports.

April 14, 2025 ✓ Verified

□□□□

**N\*\*\*\*\*k** Indonesia

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Indonesia. 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.

March 19, 2025 ✓ Verified

□□□□

**M\*\*\*\*\*o** Indonesia

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Indonesia with a mid-volume order. 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.

March 16, 2025 ✓ Verified

□□□□

**P\*\*\*\*\*i** Indonesia

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Indonesia with a mid-volume order. 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. Theo doi lo hang ro rang trong suot qua trinh.

February 25, 2025

□□□□

**P\*\*\*\*\*n** Indonesia

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Indonesia with a mid-volume order. 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. Theo doi lo hang ro rang trong suot qua trinh.

January 30, 2025 ✓ Verified

□□□□

**B\*\*\*\*\*o** Indonesia

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

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

January 13, 2025 ✓ Verified

□□□□

**S\*\*\*\*\*u** Indonesia

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

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

December 31, 2024 ✓ Verified

□□□□

**A\*\*\*\*\*n** Indonesia

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Shipment arrived on schedule with zero issues at customs. DDP pricing was exactly as quoted, no surprise charges. Highly recommend.

December 15, 2024 ✓ Verified

□□□□

**D\*\*\*\*\*i** Indonesia

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

The pricing is fair and the process is straightforward. Took a bit longer than estimated but no damage to goods.

November 27, 2024

□□□□

**E\*\*\*\*\*o** Indonesia

★★★★★ 3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

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

November 10, 2024

[ ] [ ] [ ] [ ]

P\*\*\*\*\*i Indonesia

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

Professional service from start to finish. Clear communication throughout, and my cargo cleared customs without any problems.

October 23, 2024 ✓ Verified

[ ] [ ] [ ] [ ]

H\*\*\*\*\*n Indonesia

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality &amp; Transit★★★★★

Reasonable transit time. The documentation handling was professional and customs clearance was smooth.

October 5, 2024 ✓ Verified

+ Leave a Review

## Inland Delivery Coverage — Indonesia

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.

- [Jakarta CGK air / Tanjung Priok sea inland same day](#) Guide only — no rates
- [Bekasi CGK air / Tanjung Priok sea inland same day](#) Guide only — no rates
- [Tangerang CGK air / Tanjung Priok sea inland same day](#) Guide only — no rates
- [Bandung CGK air / Tanjung Priok sea inland +1 day](#) Guide only — no rates
- [Surabaya SUB air / Tanjung Perak sea inland same day](#) Guide only — no rates
- [Semarang Tanjung Emas sea inland same day](#) Guide only — no rates

- [Medan KNO air / Belawan sea inland same day](#) Guide only — no rates
- [Makassar UPG air / Makassar sea inland +1 day](#) Guide only — no rates
- [Denpasar DPS air / Benoa sea inland +1 day](#) Guide only — no rates
- [Batam Batam sea / SIN air inland same day](#) Guide only — no rates
- [Palembang Boom Baru sea inland +2 days](#) Guide only — no rates
- [Balikpapan BPN air / Semayang sea inland +2 days](#) Guide only — no rates

[All Indonesia destination guides →](#)

## Shipping Indonesia cargo by industry

This rate is for the lane. What decides whether the cargo arrives intact is the commodity — how it prices, how it must be packed and loaded, and which compliance step holds it at the border. These guides cover that per industry.

- [Laboratory Equipment Medical, Laboratory & Precision Instruments](#)
- [Locks & Safes Fire, Safety & Traffic Products](#)
- [Salon Furniture Beauty, Personal Care & Wellness](#)
- [Pet Products Consumer Goods & Gifts](#)
- [Umbrellas Consumer Goods & Gifts](#)
- [Private Label Products E-commerce & Retail Channels](#)
- [Bolts Metal Products & Industrial Components](#)
- [CNC Machines General Machinery & Industrial Equipment](#)
- [Industrial Furnaces General Machinery & Industrial Equipment](#)
- [Solar Inverter New Energy, Power & Electrical](#)
- [Energy Storage System New Energy, Power & Electrical](#)
- [Building Materials Building Materials & Construction Products](#)

[All 139 industry guides →](#)

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Ready to ship? Our team responds within one business day. We also handle sourcing and purchasing.