

China to Container Rates Sea Freight

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☐ SEA Vietnam · 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 75.0 per kilogram, with door-to-door transit of 25-45 calendar days. A 100 kg shipment works out at roughly USD 7,500 including duty, clearance by the destination customs authority, and final delivery.

Rate from

USD 75.0/kg

Transit time

25-45 calendar days

Destination

Container Rates, Vietnam

Customs authority

the destination customs authority

Duty-free threshold

VND 1,000,000 (roughly USD 40) on express parcels

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 170.00
40HQ	USD 235.00

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 Vietnam 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.

Service Details

Shekou → Hai Phong — Current FCL Container Rate

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

Rate by Container Type

- **20'GP** — USD 70 all-in ocean freight
- **40'HQ** — USD 135 all-in ocean freight

Sailing Details

- Carrier / NVOCC allocation: IAL, MSC, TSL, YML, CMA, EMC, WHL
- Next ETD out of Shekou: weekly sailings
- destination free time confirmed at booking
- Routing: per carrier schedule — direct or transshipment as noted on the booking confirmation



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i Additional Information

What the Rate Covers

The published figure is **ocean freight, port to port**. It does not include origin haulage to Shekou, 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 Vietnam — Shipping Reference Data

Main sea gateways	Hai Phong, Cat Lai (Ho Chi Minh City), Cai Mep-Thi Vai
Destination customs authority	General Department of Vietnam Customs (Tổng cục Hải quan)
De-minimis / duty-free threshold	VND 1,000,000 (roughly USD 40) on express parcels
Import tax & duty regime	VAT 8–10%; duty 0–35%, with 0% available on most tariff lines under ACFTA/RCEP with a valid Form E
Local currency	VND
Typical clearance / dwell time	2–5 days
Peak / busy season	Sep–Nov
Conformity & certification	Form E certificate of origin to claim ACFTA duty relief; MIC/Circular 04 type approval for radio equipment; energy-efficiency labelling for appliances

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 Vietnam. Use the matching tool below to plan your cargo before requesting a quote.



3D Container Loading Planner

Sea freight to Vietnam prices by CBM or container — plan your 20GP/40GP/40HQ loading in 3D, compare utilization, and see exactly how many cartons fit before you commit to a booking.

[Open Container Planner →](#)

Vietnam Sea Freight Checklist

- Ask whether the quote includes destination port charges in Vietnam or only ocean freight.
- Check pallet vs floor-loading: floor loading typically fits 8-12% more cartons per container.
- Verify the receiver's customs import capability in Vietnam for DDP terms before booking.
- 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 Vietnam take?

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 2–5 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 Vietnam?

Clearance is handled by General Department of Vietnam Customs (Tổng cục Hải quan). The regime is: VAT 8–10%; duty 0–35%, with 0% available on most tariff lines under ACFTA/RCEP with a valid Form E, with a de-minimis position of VND 1,000,000 (roughly USD 40) on express parcels. Under DDP these are pre-paid, so nothing is collected on arrival.

When does capacity tighten on the China–Vietnam lane?

Space and rates tighten around Sep–Nov, plus the China-side windows of Chinese New Year (Jan/Feb) and Golden Week (early Oct). Book 1–2 weeks earlier in these periods.

In what currency is this route priced and paid?

Freight is quoted and invoiced in USD; the destination-side currency is VND. Payment is typically due before departure, and DDP means you settle the full landed cost once.

Which ports or airports does this route use into Vietnam?

Sea cargo to Vietnam clears through Hai Phong, Cat Lai (Ho Chi Minh City), Cai Mep–Thi Vai; air freight clears via SGN (Ho Chi Minh City), HAN (Hanoi), DAD (Da Nang). 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 Vietnam?

General Department of Vietnam Customs (Tổng cục Hải quan) 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 (Form E certificate of origin to claim ACFTA duty relief; MIC/Circular 04 type approval for radio equipment; energy-efficiency labelling for appliances). We file these under DDP.

Historical Price Records

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

Date	20GP	40HQ
2026-08-14Latest	USD 170.00	USD 235.00

Price Trend 1 data point

Customer Reviews

What customers say about shipping to Vietnam with us.

🇻🇳 Vietnam

★★★★★ 4.3 / 5 — Very Good (12 reviews)

🇻🇳

T***u** Vietnam

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Vietnam through this team. Door delivery was arranged with minimal back and forth. Pickup from the supplier was arranged quickly and customs stayed under control. A practical option when we need predictable landed cost.

February 18, 2026 ✓ Verified

🇻🇳

M***n** Vietnam

★★★★★ 3.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Vietnam for mixed cartons. Door delivery was arranged with minimal back and forth. 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.

January 5, 2026 ✓ Verified

🇻🇳

B***g** Vietnam

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Vietnam. The handover and document checks were efficient. Pickup from the supplier was arranged quickly and customs stayed under control. Overall a reliable experience for repeat imports.

September 2, 2025 ✓ Verified

🇻🇳

J***g** Vietnam

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Vietnam through this team. 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.

August 26, 2025 ✓ Verified

□□□□

P***a** Vietnam

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Vietnam with a mid-volume order. Door delivery was arranged with minimal back and forth. Cartons arrived clean and labels were still readable on delivery. Would use the same line again for general cargo.

August 24, 2025

□□□□

S***u** Vietnam

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Vietnam. Door delivery was arranged with minimal back and forth. The landed price stayed aligned with the quote, which helped our budgeting. A practical option when we need predictable landed cost.

August 22, 2025 ✓ Verified

□□□□

M***a** Vietnam

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Vietnam with a mid-volume order. Door delivery was arranged with minimal back and forth. Transit was close to the estimate and the destination delivery appointment was handled well. Would use the same line again for general cargo.

August 14, 2025

□□□□

A***g** Vietnam

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Vietnam through this team. Door delivery was arranged with minimal back and forth. Transit was close to the estimate and the destination delivery appointment was handled well. Overall a reliable experience for repeat imports. Giao hang dung hen va khong co phi phat sinh bat ngo.

August 10, 2025 ✓ Verified

□□□□

S***g** Vietnam

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Vietnam 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.

July 1, 2025 ✓ Verified

□□□□

J***g** Vietnam

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Vietnam through this team. Door delivery was arranged with minimal back and forth. The landed price stayed aligned with the quote, which helped our budgeting. A practical option when we need predictable landed cost.

May 27, 2025 ✓ Verified

□□□□

S***a** Vietnam

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Vietnam. Door delivery was arranged with minimal back and forth. Pickup from the supplier was arranged quickly and customs stayed under control. Better coordination than the forwarder we used before.

March 30, 2025 ✓ Verified

□□□□

N***i** Vietnam

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Vietnam. The handover and document checks were efficient. The booking process was straightforward and the team confirmed documents early. Would use the same line again for general cargo. Giao hang dung hen va khong co phi phat sinh bat ngo.

January 8, 2025 ✓ Verified

[+ Leave a Review](#)

Inland Delivery Coverage — Vietnam

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.

- [Ho Chi Minh City SGN air / Cat Lai sea inland same day](#) Guide only — no rates
- [Hanoi HAN air / Hai Phong sea inland +1 day](#) Guide only — no rates
- [Hai Phong HAN air / Hai Phong sea inland same day](#) Guide only — no rates
- [Da Nang DAD air / Da Nang sea inland same day](#) Guide only — no rates
- [Binh Duong SGN air / Cat Lai sea inland same day](#) Guide only — no rates
- [Dong Nai SGN air / Cai Mep sea inland same day](#) Guide only — no rates
- [Bac Ninh HAN air / Hai Phong sea inland +1 day](#) Guide only — no rates
- [Bac Giang HAN air / Hai Phong sea inland +1 day](#) Guide only — no rates
- [Can Tho SGN air / Cat Lai sea inland +1 day](#) Guide only — no rates
- [Nha Trang CXR air / Cam Ranh sea inland +1 day](#) Guide only — no rates
- [Hue DAD air / Da Nang sea inland +1 day](#) Guide only — no rates
- [Vung Tau Cai Mep sea inland same day](#) Guide only — no rates

[All Vietnam destination guides →](#)

Shipping Vietnam 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.

- [Conveyor Belts Plastics, Rubber & Packaging](#)
- [Electronic Components Electronic Components & Semiconductors](#)
- [Computer Hardware Telecom, Computing & Data Centre](#)
- [Kitchen Appliances Home Appliances, HVAC & Commercial](#)
- [Home Decor Furniture & Home Products](#)
- [Technical Textiles Textiles, Apparel, Footwear & Leather](#)
- [Wigs & Hair Products Textiles, Apparel, Footwear & Leather](#)
- [Fire Alarm Equipment Fire, Safety & Traffic Products](#)
- [Restaurant Furniture Retail, Display & Commercial Fixtures](#)

- [Amusement Equipment Toys, Sports, Outdoor & Leisure](#)
- [Gifts Consumer Goods & Gifts](#)
- [Amazon FBA E-commerce & Retail Channels](#)

[All 139 industry guides →](#)

Contact Us

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