

China to Container Rates Sea Freight

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☐ SEA Myanmar · 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 2,480.0 per kilogram, with door-to-door transit of 25-45 calendar days. A 100 kg shipment works out at roughly USD 248,000 including duty, clearance by the destination customs authority, and final delivery.

Rate from

USD 2,480.0/kg

Transit time

25-45 calendar days

Destination

Container Rates, Myanmar

Customs authority

the destination customs authority

Duty-free threshold

No practical de-minimis

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 2,575.00
40HQ	USD 3,550.00

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 Myanmar 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 → Yangon — Current FCL Container Rate

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

Rate by Container Type

- **20'GP** — USD 2,475 all-in ocean freight
- **40'HQ** — USD 3,450 all-in ocean freight

Sailing Details

- Carrier / NVOCC allocation: STIC
- 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 Myanmar — Shipping Reference Data

Main sea gateways	Yangon (Thilawa and MITT)
Destination customs authority	Myanmar Customs Department
De-minimis / duty-free threshold	No practical de-minimis
Import tax & duty regime	Commercial tax 5%; duty 0-40%; advance income tax of 2% on imports
Local currency	MMK
Typical clearance / dwell time	7-14 days
Peak / busy season	Oct-Dec
Conformity & certification	Import licence required for most commodity groups; FDA registration for food, drugs and cosmetics

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



3D Container Loading Planner

Maximize every CBM on this route: load your carton list into the 3D container planner, check space and payload utilization, and download the loading plan for your forwarder.

[Open Container Planner →](#)

Myanmar Sea Freight Checklist

- Check pallet vs floor-loading: floor loading typically fits 8-12% more cartons per container.
- Ask whether the quote includes destination port charges in Myanmar or only ocean freight.
- Reserve loading space 5-7 days before the sailing cut-off for this route during peak season.
- Verify the receiver's customs import capability in Myanmar for DDP terms before booking.

Frequently Asked Questions

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

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 7–14 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 Myanmar?

Clearance is handled by Myanmar Customs Department. The regime is: Commercial tax 5%; duty 0–40%; advance income tax of 2% on imports, with a de-minimis position of No practical de-minimis. Under DDP these are pre-paid, so nothing is collected on arrival.

What does DDP shipping to Myanmar include on this route?

DDP means one price covering freight, the duty/tax owed to Myanmar Customs Department, and last-mile delivery to your door in Myanmar. There are no surprise charges at destination.

How is the shipping cost on this route calculated?

We compare actual gross weight against volumetric weight ($L \times W \times H \div 6000$) and charge the greater, rounded up to the next kilogram, then apply the per-KG rate shown in the table above.

What documents are required for customs clearance in Myanmar?

Myanmar Customs Department 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 (Import licence required for most commodity groups; FDA registration for food, drugs and cosmetics). We file these under DDP.

When does capacity tighten on the China–Myanmar lane?

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

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 2,575.00	USD 3,550.00

Price Trend 1 data point

Inland Delivery Coverage — Myanmar

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.

- [Yangon RGN air / Thilawa sea inland same day](#) Guide only — no rates

- [Mandalay MDL air / Thilawa sea inland +2 days](#) Guide only — no rates
- [Naypyidaw RGN air / Thilawa sea inland +1 day](#) Guide only — no rates
- [Bago RGN air / Thilawa sea inland same day](#) Guide only — no rates
- [Muse MDL air inland +3 days](#) Guide only — no rates

[All Myanmar destination guides →](#)

Shipping Myanmar 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.

- [Aerial Work Platform Construction, Mining & Material Handling](#)
- [Switchgear New Energy, Power & Electrical](#)
- [Automotive Electronics Automotive & Vehicles](#)
- [Sanitary Ware Building Materials & Construction Products](#)
- [Pallet Wood, Bamboo & Paper Products](#)
- [Conveyor Belts Plastics, Rubber & Packaging](#)
- [Electronic Components Electronic Components & Semiconductors](#)
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Contact Us

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