

# Sea Freight from China to Bavet

China Ocean Freight · [chinaoceanfreight.com/china-freight-to-cambodia/bavet/sea-freight](https://chinaoceanfreight.com/china-freight-to-cambodia/bavet/sea-freight)

1. [Home](#)
2. [Destinations](#)
3. [Cambodia](#)
4. [Bavet](#)
5. Sea Freight

□□ Sea Freight

China → Bavet · via PNH air · clearance by General Department of Customs and Excise (GDCE)



Cargo handling on the China-Bavet lane.

For buyers shipping into Bavet, the practical question is not the ocean or flight time but what happens after arrival. Bavet is border SEZ on the Vietnamese crossing; cargo enters through PNH air, and allow +1 day for the inland leg on top of clearance.

The clearing authority is General Department of Customs and Excise (GDCE). Historical dwell on this gateway is around 3–7 days, and it lengthens in Sep–Nov.

## Import duty and tax position for Bavet

General Department of Customs and Excise (GDCE) assesses duty and tax on cargo arriving for Bavet consignees. Current regime: VAT 10%; duty 7–35%, with ACFTA and RCEP preference on a Form E, with a de-minimis position of No practical de-minimis for

commercial cargo.

Conformity is the part most first-time importers underestimate: CamControl inspection for regulated goods; Form E for duty preference. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

**Restrictions and known friction points for Cambodia:** Garment and footwear inputs move under specific duty-exemption schemes tied to the factory license, so the consignee's status changes the landed cost materially. Used goods and secondhand electronics face restrictions.

## Routing and transit on this lane

Sihanoukville takes direct South China calls, while Phnom Penh is reachable by river barge from Cai Mep in Vietnam — often the cheaper option for LCL. Land trucking through the Bavet crossing from Ho Chi Minh City is a practical third route for urgent cargo that does not justify air.

|                               |                                                                   |
|-------------------------------|-------------------------------------------------------------------|
| Sea gateways used             | Sihanoukville Autonomous Port, Phnom Penh Autonomous Port (river) |
| Sea transit, China to gateway | 6–10 calendar days                                                |
| Gateway serving Bavet         | PNH air                                                           |
| Inland leg to Bavet           | +1 day from the gateway                                           |
| Typical clearance / dwell     | 3–7 days                                                          |
| Peak season to plan around    | Sep–Nov                                                           |



Handling on the PNH air routing serving Bavet.

## Before you book: Bavet checklist

- Confirm the consignee in Bavet can act as importer of record — General Department of Customs and Excise (GDCE) will not release cargo to an unregistered party.
- Book earlier than the transit time suggests during Sep–Nov, when space on this lane tightens.
- Get the conformity paperwork moving early: CamControl inspection for regulated goods; Form E for duty preference.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.
- Put the Bavet delivery address, contact name and phone number on the invoice, not just the packing list.
- Budget for the inland leg: +1 day beyond gateway clearance to reach Bavet.

## Frequently asked questions

How long does shipping from China to Bavet take?

China to the Cambodia gateway is 6–10 calendar days. On top of that, allow 3–7 days of clearance with General Department of Customs and Excise (GDCE) and a +1 day inland leg to Bavet.

What duty and tax will I pay importing into Bavet?

General Department of Customs and Excise (GDCE) applies: VAT 10%; duty 7–35%, with ACFTA and RCEP preference on a Form E. The de-minimis position is No practical de-minimis for commercial cargo. Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Bavet.

What documents does General Department of Customs and Excise (GDCE) require?

A commercial invoice with HS codes, a packing list, the bill of lading or air waybill, a certificate of origin where it lowers duty, and any product certification (CamControl inspection for regulated goods; Form E for duty preference). We prepare and file these as part of the service.

Can you deliver door-to-door in Bavet?

Yes. Delivery to a Bavet address is quoted as one figure covering freight, duty and tax owed to General Department of Customs and Excise (GDCE), and the +1 day inland leg. Confirm whether your consignee wants the goods at a warehouse, a marketplace fulfillment center or a shop front, because the last-mile requirement differs.

What certification do I need for Cambodia?

For regulated goods, plan for: CamControl inspection for regulated goods; Form E for duty preference. Missing conformity paperwork is the single most common cause of a hold, and in most cases it cannot be remedied once the cargo has arrived.

When is the busiest time on the China–Cambodia lane?

Space and rates tighten around Sep–Nov, plus the China-side windows of Chinese New Year in January or February and Golden Week in early October. Book one to two weeks earlier in those periods.

## Other delivery cities in Cambodia

- [China to Phnom Penh](#)
- [China to Sihanoukville](#)
- [China to Siem Reap](#)
- [China to Battambang](#)
- [China to Kandal](#)

[All Cambodia freight information →](#)

## References & official sources

Duty rates, thresholds and conformity requirements for Cambodia change by ministerial decision, sometimes mid-year. The figures on this page are buyer-planning references, not a customs ruling — confirm the current position for your own HS code with General Department of Customs and Excise (GDCE) or your broker before you ship.

- [General Department of Customs and Excise](#)
- [WTO — Tariff Profiles \(applied MFN duty by country\)](#)
- [IATA — Lithium battery shipping guidance \(PI 965-970\)](#)
- [World Bank — Logistics Performance Index](#)
- [ICC — Incoterms 2020 rules \(DDP, DAP, FOB definitions\)](#)
- [IPPC — ISPM 15 wood packaging standard](#)

Page data last reviewed: 8 , 2026.

## Shipping by industry

This page covers the route and clearance picture for the destination. Packing, classification and the compliance step that actually holds a shipment depend on what you are sending — these guides cover that by commodity.

- [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](#)
- [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](#)

[All 139 industry guides →](#)

## Checking the Cambodia duty position yourself

Duty and tax figures on this page are planning estimates. The binding assessment is made by General Department of Customs and Excise (GDCE) against your declared HS code at the time of entry; where the amount is material, verify the current rate through [ITC Market Access Map](#) before committing to an order.

Classification drives everything downstream: the same carton can attract very different duty depending on the heading it lands in, and the structure those headings come from is [the World Customs Organization Harmonized System](#). If your product sits near a boundary between two headings, resolve it before shipping rather than at the border.

For ocean cargo, restricted commodities move under [the IMO's IMDG Code](#), and the container has to be declared and stowed accordingly. Batteries, flammables and corrosives all have a compliant ocean path; what causes rolled bookings is finding out about them after the container is packed.

For a wider view of how importing into Cambodia actually works — documentation norms, inspection behavior, the paperwork that tends to hold shipments — the [U.S. ITA guide to Cambodia customs regulations](#) is a useful independent read alongside our own lane notes.

## Watch: the process behind this route

This guide covers routing and clearance for Bavet. The video below covers the wider shipping process that sits around it.

Bills of Lading 101 - What Is a Bill of Lading — Flexport. Published on YouTube by a third party; we link it because it explains the process well, not because we produced it or endorse the provider.

## Get a rate for Bavet

This lane is quoted per shipment rather than from a published rate card, because the landed cost depends on the commodity, its density, the conformity requirements above and the delivery point. Send the cargo details and we will come back with a full DDP figure.

[Request a quote →](#) [See the Cambodia route page →](#)

## Freight Rates to Cambodia

✚ 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.

Bavet Sea Freight, Cambodia: Cost, Transit & Customs

Sea Freight to Bavet: 6–10 calendar days in transit, cleared by General Department of Customs and Excise (GDCE), +1 day to the door. What the rate covers and what it does not.

## Get a Quote

Send the cargo details and we respond within one business day with a full DDP figure for Bavet.

[WhatsApp Us Send Inquiry →](#)

## Bavet by Mode

- [All modes — Bavet](#)
- [→ Air Freight](#)

## Other Cities in Cambodia

- [China to Phnom Penh](#)
- [China to Sihanoukville](#)
- [China to Siem Reap](#)
- [China to Battambang](#)
- [China to Kandal](#)

## Other Asia Pacific Destinations

- [Shipping to Brunei](#)
- [Shipping to Hong Kong](#)
- [Shipping to Indonesia](#)
- [Shipping to Japan](#)
- [Shipping to Laos](#)
- [Shipping to Malaysia](#)
- [Shipping to Mongolia](#)
- [Shipping to Myanmar](#)

## Route Page

- [Cambodia DDP route details →](#)
- [All freight destinations →](#)

## Customs clearance in Cambodia

Duty and tax position, certification, typical port dwell and what actually holds shipments at this border — plus who files the entry.

[Cambodia clearance requirements →](#)

## Priced routes to Cambodia

- [Shekou to Sihanoukville FCL Ocean Freight Rates | 20GP & 40HQ](#)
- [Ship Nansha to Phnom Penh — FCL Container Cost from China](#)
- [Ship Nansha to Sihanoukville — FCL Container Cost from China](#)
- [Shipping a Container from Shekou to Phnom Penh: Cost & Transit](#)