

# Sea Freight from China to Phnom Penh

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## ☐ Sea Freight

China → Phnom Penh · via PNH air / Phnom Penh river port · clearance by General Department of Customs and Excise (GDCE)



Cargo handling on the China-Phnom Penh lane.

Freight from China into Phnom Penh clears through PNH air / Phnom Penh river port. Phnom Penh is capital, largest market and main clearance point, and the inland leg is same-day, so the clearance date is effectively the delivery date.

On the destination side, General Department of Customs and Excise (GDCE) handles clearance; budget 3–7 days of dwell before the cargo is released.

## 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 Phnom Penh    | PNH air / Phnom Penh river port                                   |
| Inland leg to Phnom Penh      | Same day from the gateway                                         |
| Typical clearance / dwell     | 3-7 days                                                          |
| Peak season to plan around    | Sep-Nov                                                           |

## Duty, tax and clearance into Phnom Penh

Imports into Cambodia are cleared by General Department of Customs and Excise (GDCE). The headline position is: VAT 10%; duty 7-35%, with ACFTA and RCEP preference on a Form E. The de-minimis threshold is 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.



Handling on the PNH air / Phnom Penh river port routing serving Phnom Penh.

## Pre-shipment checklist for Phnom Penh

- Compare gross weight against volumetric weight ( $L \times W \times H \div 6000$ ) — the higher figure is what gets billed on air and express.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.
- Put the Phnom Penh delivery address, contact name and phone number on the invoice, not just the packing list.
- Declare lithium batteries, magnets, liquids and powders up front — retro-declaring after booking usually means re-planning the whole shipment.
- Confirm the consignee in Phnom Penh 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.

## Frequently asked questions

How long does shipping from China to Phnom Penh 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 same-day inland leg to Phnom Penh.

What duty and tax will I pay importing into Phnom Penh?

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 Phnom Penh.

Can you deliver door-to-door in Phnom Penh?

Yes. Delivery to a Phnom Penh address is quoted as one figure covering freight, duty and tax owed to General Department of Customs and Excise (GDCE), and the same-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.

Is sea freight cheaper than air freight into Phnom Penh?

Per kilo, yes — usually by a wide margin. The trade-off is time: 6–10 calendar days by sea versus 3–5 business days by air to the Cambodia gateway, before clearance and the same-day inland leg. The crossover point is normally somewhere between 100 and 300 kg depending on the density of your cargo.

Which port or airport does cargo for Phnom Penh clear through?

Cargo for Phnom Penh is routed via PNH air / Phnom Penh river port. Sea gateways for Cambodia are Sihanoukville Autonomous Port, Phnom Penh Autonomous Port (river); air gateways are PNH (Phnom Penh), REP (Siem Reap). We pick whichever gives the shortest total door time for your address.

How is the chargeable weight calculated for Phnom Penh?

We compare actual gross weight against volumetric weight — length × width × height in centimeters divided by 6000 for air — and bill the greater of the two, rounded up to the next kilogram. Light, bulky cargo is almost always billed on volume.

## Other delivery cities in Cambodia

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

[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](#)

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## 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.

- [Automotive Lighting Automotive & Vehicles](#)
- [Flooring Building Materials & Construction Products](#)
- [Cartons Wood, Bamboo & Paper Products](#)
- [Flexible Packaging Plastics, Rubber & Packaging](#)
- [Capacitors Electronic Components & Semiconductors](#)
- [Smart Home Products Consumer Electronics & Smart Devices](#)
- [Refrigeration Equipment Home Appliances, HVAC & Commercial](#)
- [Tableware Furniture & Home Products](#)
- [Apparel Textiles, Apparel, Footwear & Leather](#)
- [Hospital Equipment Medical, Laboratory & Precision Instruments](#)
- [Parking Equipment Fire, Safety & Traffic Products](#)
- [Massage Equipment Beauty, Personal Care & Wellness](#)

[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.

Most landed-cost surprises trace back to classification rather than freight. [the WCO Harmonized System](#) defines the heading structure every customs administration builds on, and [ITC Market Access Map](#) will show you the duty a given heading attracts in this destination.

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.

If this is your first shipment into Cambodia, the [Cambodia Country Commercial Guide](#) covers the practical import environment in more depth than a rate page reasonably can, and it is written by a party with no stake in your booking.

## Watch: the process behind this route

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

What Is CBM? Sea Freight Volume Explained (Calculate Shipping Cost Fast!) — DDPCHAIN. 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 Phnom Penh

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.

China to Phnom Penh Sea Freight: Rates, Transit and Clearance

Moving cargo to Phnom Penh by sea freight — 6–10 calendar days transit, 3–7 days port dwell, duty assessed by General Department of Customs and Excise (GDCE).

## Get a Quote

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

[WhatsApp Us Send Inquiry](#) →

## Phnom Penh by Mode

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

## Other Cities in Cambodia

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

- [China to Bavet](#)

## 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](#)