

Air Freight from China to Denpasar

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China → Denpasar · via DPS air / Benoa sea · clearance by Directorate General of Customs and Excise (Bea Cukai)



Cargo handling on the China-Denpasar lane.

We move air freight cargo from South China into Denpasar through DPS air / Benoa sea. Denpasar is Bali tourism economy and hospitality supply, which shapes the kind of cargo that moves on this lane and how it should be packed.

Clearance itself is handled by Directorate General of Customs and Excise (Bea Cukai), and typical dwell at the gateway runs 4-10 days.

Routing and transit on this lane

Indonesia is the most paperwork-heavy market in ASEAN. The USD 3 de-minimis means practically every shipment is dutiable, and Permendag import restrictions cover exactly the categories most China buyers ship — textiles, footwear, electronics, toys and cosmetics. Plan the license position before booking, not after arrival.

Air gateways used	CGK (Jakarta), SUB (Surabaya), DPS (Denpasar)
Air transit, China to gateway	3–5 business days
Gateway serving Denpasar	DPS air / Benoa sea
Inland leg to Denpasar	+1 day from the gateway
Typical clearance / dwell	4–10 days
Peak season to plan around	Sep–Nov

Import duty and tax position for Denpasar

Imports into Indonesia are cleared by Directorate General of Customs and Excise (Bea Cukai). The headline position 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%. The de-minimis threshold is USD 3 FOB — one of the lowest thresholds in the world.

Conformity is the part most first-time importers underestimate: SNI mandatory standard for a long list of products; import license (API-U/API-P) held by the consignee; Permendag restricted-goods rules for textiles, footwear, electronics and toys. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

Restrictions and known friction points for Indonesia: Goods on the lartas restricted list need a license issued before the vessel arrives; retro-fixing after arrival is expensive. Used goods are broadly banned. Cosmetics and food need BPOM registration held locally.



Handling on the DPS air / Benoa sea routing serving Denpasar.

What to sort out before the cargo leaves China

- Check the de-minimis position (USD 3 FOB — one of the lowest thresholds in the world) against your invoice value before you decide how to split the shipment.
- Get the conformity paperwork moving early: SNI mandatory standard for a long list of products; import license (API-U/API-P) held by the consignee; Permendag restricted-goods rules for textiles, footwear, electronics and toys.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.
- Photograph carton markings and seal numbers before departure — it makes any claim far easier to settle.
- Ask for the HS code in writing from your supplier and verify the Indonesia duty rate against it yourself.
- Declare lithium batteries, magnets, liquids and powders up front — retro-declaring after booking usually means re-planning the whole shipment.

Frequently asked questions

How long does shipping from China to Denpasar take?

China to the Indonesia gateway is 3–5 business days. On top of that, allow 4–10 days of clearance with Directorate General of Customs and Excise (Bea Cukai) and a +1 day inland leg to Denpasar.

What duty and tax will I pay importing into Denpasar?

Directorate General of Customs and Excise (Bea Cukai) applies: 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%. The de-minimis position is USD 3 FOB — one of the lowest

thresholds in the world. Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Denpasar.

Can you deliver door-to-door in Denpasar?

Yes. Delivery to a Denpasar address is quoted as one figure covering freight, duty and tax owed to Directorate General of Customs and Excise (Bea Cukai), 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.

How is the chargeable weight calculated for Denpasar?

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.

What certification do I need for Indonesia?

For regulated goods, plan for: SNI mandatory standard for a long list of products; import license (API-U/API-P) held by the consignee; Permendag restricted-goods rules for textiles, footwear, electronics and toys. 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.

Is sea freight cheaper than air freight into Denpasar?

Per kilo, yes — usually by a wide margin. The trade-off is time: 6–11 calendar days by sea versus 3–5 business days by air to the Indonesia gateway, before clearance and the +1 day inland leg. The crossover point is normally somewhere between 100 and 300 kg depending on the density of your cargo.

Other delivery cities in Indonesia

- [China to Jakarta](#)
- [China to Bekasi](#)
- [China to Tangerang](#)
- [China to Bandung](#)
- [China to Surabaya](#)
- [China to Semarang](#)
- [China to Medan](#)
- [China to Makassar](#)
- [China to Batam](#)
- [China to Palembang](#)
- [China to Balikpapan](#)

[All Indonesia freight information →](#)

References & official sources

Duty rates, thresholds and conformity requirements for Indonesia 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 Directorate General of Customs and Excise (Bea Cukai) or your broker before you ship.

- [Directorate General of Customs and Excise \(Bea Cukai\)](#)
- [Ministry of Trade \(Kemendag\)](#)
- [BPOM \(food, drug and cosmetic registration\)](#)
- [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 \(DDP, DAP, FOB definitions\)](#)

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.

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

[All 139 industry guides →](#)

Checking the Indonesia duty position yourself

Every duty and tax figure quoted on this page is our working estimate for planning, not a ruling. The binding rate for your consignment is whatever [Indonesian Directorate General of Customs and Excise](#) applies against your declared HS code on the day of entry, and their published guidance is the source to check before you commit stock.

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.

On the air side, anything with a cell or a battery in it, plus liquids, powders, magnets and aerosols, is governed by [the IATA Dangerous Goods Regulations](#). Those articles are not refused outright, but they need to be declared at booking so the shipment is built correctly — declaring them late is the single most common cause of an air consignment being offloaded.

If this is your first shipment into Indonesia, the [Indonesia 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 Denpasar. The video below covers the wider shipping process that sits around it.

What Is Chargeable Weight in Air Freight? — Smart Logistics Network. 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 Denpasar

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 Indonesia route page](#) →

Freight Rates to Indonesia

☞ 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.

Denpasar Air Freight, Indonesia: Cost, Transit & Customs

Air Freight to Denpasar: 3–5 business days in transit, cleared by Directorate General of Customs and Excise (Bea Cukai), +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 Denpasar.

[WhatsApp Us Send Inquiry](#) →

Denpasar by Mode

- [All modes — Denpasar](#)
- [Sea Freight](#)

Other Cities in Indonesia

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Other Asia Pacific Destinations

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

Route Page

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

Customs clearance in Indonesia

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

[Indonesia clearance requirements →](#)

Priced routes to Indonesia

- [Shipping a Container from Shanghai to Jakarta: Cost & Transit](#)
- [Shipping a Container from Shekou to Balikpapan: Cost & Transit](#)
- [Shipping a Container from Shekou to Batam: Cost & Transit](#)
- [Shipping a Container from Shekou to Jakarta: Cost & Transit](#)
- [Shipping a Container from Shekou to Makassar: Cost & Transit](#)
- [Shipping a Container from Shekou to Surabaya: Cost & Transit](#)