

Air Freight from China to Jakarta

China Ocean Freight · chinaoceanfreight.com/china-freight-to-indonesia/jakarta/air-freight

1. [Home](#)
2. [Destinations](#)
3. [Indonesia](#)
4. [Jakarta](#)
5. Air Freight

➔ Air Freight

China → Jakarta · via CGK air / Tanjung Priok sea · clearance by Directorate General of Customs and Excise (Bea Cukai)



Cargo handling on the China-Jakarta lane.

We move air freight cargo from South China into Jakarta through CGK air / Tanjung Priok sea. Jakarta is capital and the destination for most import volume, which shapes the kind of cargo that moves on this lane and how it should be packed.

The clearing authority is Directorate General of Customs and Excise (Bea Cukai). Historical dwell on this gateway is around 4-10 days, and it lengthens in Sep-Nov.

How this lane actually runs

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 Jakarta	CGK air / Tanjung Priok sea
Inland leg to Jakarta	Same day from the gateway
Typical clearance / dwell	4–10 days
Peak season to plan around	Sep–Nov

Import duty and tax position for Jakarta

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 IRTAS 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 CGK air / Tanjung Priok sea routing serving Jakarta.

Pre-shipment checklist for Jakarta

- Budget for the inland leg: same-day delivery beyond gateway clearance to reach Jakarta.
- Compare gross weight against volumetric weight ($L \times W \times H \div 6000$) — the higher figure is what gets billed on air and express.
- Plan around the China-side windows too: Chinese New Year and Golden Week both compress capacity on the Indonesia lane.
- 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.
- 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 Jakarta 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 same-day inland leg to Jakarta.

What duty and tax will I pay importing into Jakarta?

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 Jakarta.

Is sea freight cheaper than air freight into Jakarta?

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 same-day inland leg. The crossover point is normally somewhere between 100 and 300 kg depending on the density of your cargo.

When is the busiest time on the China–Indonesia 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.

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.

How is the chargeable weight calculated for Jakarta?

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 Indonesia

- [China to Bekasi](#)
- [China to Tangerang](#)
- [China to Bandung](#)
- [China to Surabaya](#)
- [China to Semarang](#)
- [China to Medan](#)
- [China to Makassar](#)
- [China to Denpasar](#)
- [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.

- [Generators New Energy, Power & Electrical](#)
- [Automotive Parts Automotive & Vehicles](#)
- [Prefabricated Building Building Materials & Construction Products](#)
- [Plumbing Products Building Materials & Construction Products](#)
- [Injection Molded Parts Plastics, Rubber & Packaging](#)
- [Art Ceramics Glass & Ceramic Products](#)
- [Base Station Equipment Telecom, Computing & Data Centre](#)
- [Electronic Accessories Consumer Electronics & Smart Devices](#)
- [Hotel Furniture Furniture & Home Products](#)
- [Textiles Textiles, Apparel, Footwear & Leather](#)
- [Bags Textiles, Apparel, Footwear & Leather](#)
- [Medical Consumables Medical, Laboratory & Precision Instruments](#)

[All 139 industry guides →](#)

Checking the Indonesia duty position yourself

Treat the landed-cost numbers here as a planning baseline. [Indonesian Directorate General of Customs and Excise](#) sets the rate that actually gets charged, assessed against your HS classification at the moment of clearance, so their own guidance is worth reading before a large order.

If you want to sanity-check a duty figure yourself, start from the heading rather than the product name — [the WCO Harmonized System](#) is the underlying nomenclature, and [the WTO Tariff & Trade Data portal](#) holds the applied rates by country pair.

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.

On the origin side, export declaration and any commodity inspection requirement fall under [China Customs \(GACC\)](#); we handle that filing as part of the service, but the requirement is theirs, not ours.

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 Jakarta. The video below covers the wider shipping process that sits around it.

Air Freight from China: Soaring Through the Skies of Global Trade — SINO Shipping. 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 Jakarta

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.

China to Jakarta Air Freight: Rates, Transit and Clearance

Moving cargo to Jakarta by air freight — 3–5 business days transit, 4–10 days port dwell, duty assessed by Directorate General of Customs and Excise (Bea Cukai).

Get a Quote

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

[WhatsApp Us Send Inquiry](#) →

Jakarta by Mode

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

Other Cities in Indonesia

- [China to Bekasi](#)
- [China to Tangerang](#)
- [China to Bandung](#)
- [China to Surabaya](#)
- [China to Semarang](#)
- [China to Medan](#)
- [China to Makassar](#)
- [China to Denpasar](#)

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](#)