

Sea Freight from China to Fukuoka

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☐☐ Sea Freight

China → Fukuoka · via FUK air / Hakata sea · clearance by Japan Customs (☐☐)



Cargo handling on the China-Fukuoka lane.

For buyers shipping into Fukuoka, the practical question is not the ocean or flight time but what happens after arrival. Fukuoka is Kyushu gateway and the closest major city to China; cargo enters through FUK air / Hakata sea, and the inland leg is same-day, so the clearance date is effectively the delivery date.

The clearing authority is Japan Customs (☐☐). Historical dwell on this gateway is around 1-3 days, and it lengthens in Sep-Nov.

Import duty and tax position for Fukuoka

Japan Customs (☐☐) assesses duty and tax on cargo arriving for Fukuoka consignees. Current regime: Consumption tax 10%; duty 0-15% on most manufactured goods, higher on leather, footwear and food, with a de-minimis position of JPY 10,000 customs value

(some categories excluded).

Conformity is the part most first-time importers underestimate: PSE mark for electrical appliances; Giteki/MIC certification for radio devices; Food Sanitation Act notification for food-contact items. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

Restrictions and known friction points for Japan: Electrical products without a valid PSE mark cannot be imported. Radio devices need Giteki certification. Amazon FBA Japan requires an Importer of Record that is not Amazon, so confirm who the IOR will be before booking a DDP move.

Routing and transit on this lane

Japan is a fast, high-compliance lane: Shanghai and Qingdao to Tokyo or Osaka is 3–6 days by sea and often next-day by air. Clearance itself is quick, but the standards regime is unforgiving — PSE and Giteki marking must be correct before the goods ship, because there is no way to remediate at the border.

Sea gateways used	Tokyo, Yokohama, Osaka
Sea transit, China to gateway	3–6 calendar days
Gateway serving Fukuoka	FUK air / Hakata sea
Inland leg to Fukuoka	Same day from the gateway
Typical clearance / dwell	1–3 days
Peak season to plan around	Sep–Nov



Handling on the FUK air / Hakata sea routing serving Fukuoka.

What to sort out before the cargo leaves China

- Confirm the consignee in Fukuoka can act as importer of record — Japan Customs (関税) will not release cargo to an unregistered party.
- Photograph carton markings and seal numbers before departure — it makes any claim far easier to settle.
- Budget for the inland leg: same-day delivery beyond gateway clearance to reach Fukuoka.
- Plan around the China-side windows too: Chinese New Year and Golden Week both compress capacity on the Japan lane.
- Book earlier than the transit time suggests during Sep–Nov, when space on this lane tightens.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.

Frequently asked questions

How long does shipping from China to Fukuoka take?

China to the Japan gateway is 3–6 calendar days. On top of that, allow 1–3 days of clearance with Japan Customs (関税) and a same-day inland leg to Fukuoka.

What duty and tax will I pay importing into Fukuoka?

Japan Customs (関税) applies: Consumption tax 10%; duty 0–15% on most manufactured goods, higher on leather, footwear and food. The de-minimis position is JPY 10,000 customs value (some categories excluded). Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Fukuoka.

Which port or airport does cargo for Fukuoka clear through?

Cargo for Fukuoka is routed via FUK air / Hakata sea. Sea gateways for Japan are Tokyo, Yokohama, Osaka; air gateways are NRT (Narita), HND (Haneda), KIX (Osaka Kansai). We pick whichever gives the shortest total door time for your address.

Can you ship batteries or sensitive cargo to Fukuoka?

Yes. Battery cargo by sea moves under UN3480/UN3481 with an MSDS, and the dangerous-goods documentation is prepared as part of the booking into Tokyo, Yokohama, Osaka. Surcharges apply and space is more limited than for general cargo.

What certification do I need for Japan?

For regulated goods, plan for: PSE mark for electrical appliances; Giteki/MIC certification for radio devices; Food Sanitation Act notification for food-contact items. 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-Japan 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 Japan

- [China to Hakata](#)
- [China to Moji](#)
- [China to Yokkaichi](#)
- [China to Hitachinaka](#)
- [China to Tokyo](#)
- [China to Yokohama](#)
- [China to Osaka](#)
- [China to Nagoya](#)
- [China to Kobe](#)
- [China to Sapporo](#)
- [China to Sendai](#)
- [China to Hiroshima](#)

[All Japan freight information →](#)

References & official sources

Duty rates, thresholds and conformity requirements for Japan 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 Japan Customs (関税) or your broker before you ship.

- [Japan Customs](#)
- [METI — Electrical Appliance and Material Safety Act \(PSE\)](#)

- [MIC — radio equipment certification](#)
- [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.

- [Semiconductor Equipment Specialised Production Machinery](#)
- [Transformers New Energy, Power & Electrical](#)
- [Brake Parts Automotive & Vehicles](#)
- [Ceramic Tiles Building Materials & Construction Products](#)
- [Bathroom Products Building Materials & Construction Products](#)
- [Engineering Plastics Plastics, Rubber & Packaging](#)
- [Ceramic Components Glass & Ceramic Products](#)
- [Data Center Equipment Telecom, Computing & Data Centre](#)
- [Home Appliances Home Appliances, HVAC & Commercial](#)
- [Laboratory Furniture Furniture & Home Products](#)
- [Fabric Textiles, Apparel, Footwear & Leather](#)
- [Luggage Textiles, Apparel, Footwear & Leather](#)

[All 139 industry guides →](#)

Checking the Japan duty position yourself

We publish these figures so you can budget, but the assessment that binds is the one [Japan Customs](#) makes on your declaration.

Where a shipment is large enough that a percentage point matters, check their current tariff guidance rather than ours.

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 Japan actually works — documentation norms, inspection behavior, the paperwork that tends to hold shipments — the [U.S. ITA guide to Japan 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 Fukuoka. 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 Fukuoka

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 Japan route page](#) →

Freight Rates to Japan

⚖ 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.

Sea Freight to Fukuoka, Japan: Transit Time, Duty & Clearance

Sea Freight from China to Fukuoka, Japan. Transit 3–6 calendar days to the gateway, 1–3 days dwell, same day inland. Duty, documents and packing.

Get a Quote

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

[WhatsApp Us Send Inquiry](#) →

Fukuoka by Mode

- [All modes — Fukuoka](#)
- ➔ [Air Freight](#)

Other Cities in Japan

- [China to Hakata](#)
- [China to Moji](#)
- [China to Yokkaichi](#)
- [China to Hitachinaka](#)
- [China to Tokyo](#)
- [China to Yokohama](#)
- [China to Osaka](#)
- [China to Nagoya](#)

Other Asia Pacific Destinations

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

Route Page

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

Customs clearance in Japan

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

[Japan clearance requirements →](#)

Priced routes to Japan

- [Shekou to Hitachinaka FCL Ocean Freight Rates | 20GP & 40HQ](#)
- [Shipping a Container from Shekou to Tokyo: Cost & Transit](#)
- [Nansha to Moji FCL Ocean Freight Rates | 20GP & 40HQ](#)
- [Shekou to Moji FCL Ocean Freight Rates | 20GP & 40HQ](#)

- [Shipping a Container from Shekou to Yokohama: Cost & Transit](#)
- [Nansha to Osaka FCL Ocean Freight Rates | 20GP & 40HQ](#)