

Shipping from China to Kuantan

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Asia Pacific

China → Kuantan · via Kuantan sea · clearance by Royal Malaysian Customs Department (JKDM)



Cargo handling on the China-Kuantan lane.

Freight from China into Kuantan clears through Kuantan sea. Kuantan is east-coast port serving the ECRL corridor, and allow +1 day for the inland leg on top of clearance.

On the destination side, Royal Malaysian Customs Department (JKDM) handles clearance; budget 2-4 days of dwell before the cargo is released.

Duty, tax and clearance into Kuantan

Imports into Malaysia are cleared by Royal Malaysian Customs Department (JKDM). The headline position is: Sales tax 5-10% plus 10% low-value-goods tax on online orders under MYR 500; duty 0-30%, largely 0% under ACFTA. The de-minimis threshold is MYR 500 (low-value goods sold online are taxed regardless).

Conformity is the part most first-time importers underestimate: SIRIM certification and MCMC label for electrical and radio products; halal certification for food ingredients. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

Restrictions and known friction points for Malaysia: Electrical goods without a SIRIM label are routinely detained. Alcohol, e-cigarettes and vape liquid are restricted. Direct-to-consumer parcels are subject to the low-value goods tax collected at the point of sale.

What the routing looks like in practice

Peninsular Malaysia is served through Port Klang and Tanjung Pelepas with very frequent South China sailings. East Malaysia (Sarawak and Sabah) is a separate customs territory in practice — cargo transships at Klang or Singapore and adds 5-8 days plus a second clearance step, so quote Kuching and Kota Kinabalu separately.

Air gateways used	KUL (Kuala Lumpur), PEN (Penang), BKI (Kota Kinabalu)
Air transit, China to gateway	3-5 business days
Sea gateways used	Port Klang, Tanjung Pelepas, Penang
Sea transit, China to gateway	5-9 calendar days
Gateway serving Kuantan	Kuantan sea
Inland leg to Kuantan	+1 day from the gateway
Typical clearance / dwell	2-4 days
Peak season to plan around	Sep-Nov



Handling on the Kuantan sea routing serving Kuantan.

Pre-shipment checklist for Kuantan

- Confirm the consignee in Kuantan can act as importer of record — Royal Malaysian Customs Department (JKDM) will not release cargo to an unregistered party.
- Get the conformity paperwork moving early: SIRIM certification and MCMC label for electrical and radio products; halal certification for food ingredients.
- Compare gross weight against volumetric weight (L×W×H ÷ 6000) — the higher figure is what gets billed on air and express.
- Book earlier than the transit time suggests during Sep–Nov, when space on this lane tightens.
- Photograph carton markings and seal numbers before departure — it makes any claim far easier to settle.
- Put the Kuantan delivery address, contact name and phone number on the invoice, not just the packing list.

Air, sea or overland into Kuantan?

Mode	Transit to gateway	Best suited to
→ Air Freight	3–5 business days	time-critical, high-value and low-volume cargo
☐ Sea Freight	5–9 calendar days	volume cargo where cost per kilo matters more than speed

Transit shown is China departure to the Malaysia gateway and excludes the +1 day inland leg to Kuantan and 2–4 days of clearance.

Mode guides for Kuantan

- [➔ Air Freight to Kuantan](#)
- [🚢 Sea Freight to Kuantan](#)

Frequently asked questions

How long does shipping from China to Kuantan take?

China to the Malaysia gateway is 3–5 business days by air, 5–9 calendar days by sea. On top of that, allow 2–4 days of clearance with Royal Malaysian Customs Department (JKDM) and a +1 day inland leg to Kuantan.

What duty and tax will I pay importing into Kuantan?

Royal Malaysian Customs Department (JKDM) applies: Sales tax 5–10% plus 10% low-value-goods tax on online orders under MYR 500; duty 0–30%, largely 0% under ACFTA. The de-minimis position is MYR 500 (low-value goods sold online are taxed regardless). Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Kuantan.

What certification do I need for Malaysia?

For regulated goods, plan for: SIRIM certification and MCMC label for electrical and radio products; halal certification for food ingredients. 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–Malaysia 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.

Which port or airport does cargo for Kuantan clear through?

Cargo for Kuantan is routed via Kuantan sea. Sea gateways for Malaysia are Port Klang, Tanjung Pelepas, Penang; air gateways are KUL (Kuala Lumpur), PEN (Penang), BKI (Kota Kinabalu). We pick whichever gives the shortest total door time for your address.

Can you ship batteries or sensitive cargo to Kuantan?

Yes. Battery cargo by air follows IATA PI 965–970 depending on how the cells are packed, and moves on certified channels via KUL (Kuala Lumpur), PEN (Penang), BKI (Kota Kinabalu). Surcharges apply and the declaration has to be made before booking.

Other delivery cities in Malaysia

- [China to Pasir Gudang](#)
- [China to Bintulu](#)
- [China to Samalaju](#)
- [China to Lahad Datu](#)
- [China to Sibul](#)
- [China to Sandakan](#)

- [China to Tawau](#)
- [China to Kuala Lumpur](#)
- [China to Shah Alam](#)
- [China to Klang](#)
- [China to Johor Bahru](#)
- [China to Penang](#)

[All Malaysia freight information →](#)

References & official sources

Duty rates, thresholds and conformity requirements for Malaysia 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 Royal Malaysian Customs Department (JKDM) or your broker before you ship.

- [Royal Malaysian Customs Department](#)
- [SIRIM QAS International](#)
- [Port Klang Authority](#)
- [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 \(DDP, DAP, FOB definitions\)](#)

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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.

- [Arts & Crafts Toys, Sports, Outdoor & Leisure](#)
- [Artificial Plants Consumer Goods & Gifts](#)
- [Direct to Consumer E-commerce & Retail Channels](#)
- [Fasteners Metal Products & Industrial Components](#)
- [Pressure Vessels Metal Products & Industrial Components](#)
- [Industrial Boilers General Machinery & Industrial Equipment](#)
- [Solar Panel New Energy, Power & Electrical](#)
- [Lithium Battery New Energy, Power & Electrical](#)
- [Bicycle Parts Automotive & Vehicles](#)
- [Wall Panels Building Materials & Construction Products](#)

- [Corrugated Packaging Wood, Bamboo & Paper Products](#)
- [Glass Packaging Plastics, Rubber & Packaging](#)

[All 139 industry guides →](#)

Checking the Malaysia 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 [Royal Malaysian Customs Department](#) 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.

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 Malaysia actually works — documentation norms, inspection behavior, the paperwork that tends to hold shipments — the [U.S. ITA guide to Malaysia 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 Kuantan. The video below covers the wider shipping process that sits around it.

LCL vs FCL | Difference Between Full Container Load & Less than Container Load | Which is better ? — 10 Min For Supply Chain.

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 Kuantan

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 Malaysia route page →](#)

Freight Rates to Malaysia

📦 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.

Shipping from China to Kuantan, Malaysia: Cost & Transit

Shipping to Kuantan: gateway Kuantan sea, +1 day inland after release, duty assessed by Royal Malaysian Customs Department (JKDM). Transit, documents and restrictions.

Get a Quote

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

[WhatsApp Us Send Inquiry →](#)

Kuantan by Mode

- [All modes — Kuantan](#)
- [→ Air Freight](#)
- [☐ Sea Freight](#)

Other Cities in Malaysia

- [China to Pasir Gudang](#)
- [China to Bintulu](#)
- [China to Samalaju](#)
- [China to Lahad Datu](#)
- [China to Sibul](#)
- [China to Sandakan](#)
- [China to Tawau](#)
- [China to Kuala Lumpur](#)

Other Asia Pacific Destinations

- [Shipping to Brunei](#)
- [Shipping to Cambodia](#)
- [Shipping to Hong Kong](#)
- [Shipping to Indonesia](#)
- [Shipping to Japan](#)
- [Shipping to Laos](#)

- [Shipping to Mongolia](#)
- [Shipping to Myanmar](#)

Route Page

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

Customs clearance in Malaysia

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

[Malaysia clearance requirements →](#)

Priced routes to Malaysia

- [Shekou-Lahad Datu Sea Freight: Container Rates and Schedule](#)
- [Shekou-Pasir Gudang Sea Freight: Container Rates and Schedule](#)
- [Shekou-Samalaju Sea Freight: Container Rates and Schedule](#)
- [Shekou-Sandakan Sea Freight: Container Rates and Schedule](#)
- [Ship Nansha to Lahad Datu — FCL Container Cost from China](#)
- [Ship Nansha to Tawau — FCL Container Cost from China](#)