

# Air Freight from China to Penang

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➔ Air Freight

China → Penang · via PEN air / Penang Port sea · clearance by Royal Malaysian Customs Department (JKDM)



Cargo handling on the China–Penang lane.

Penang is semiconductor and electronics manufacturing hub, and it is served through PEN air / Penang Port sea. That combination is what actually sets your delivery date on this lane — the inland leg is same-day, so the clearance date is effectively the delivery date.

The clearing authority is Royal Malaysian Customs Department (JKDM). Historical dwell on this gateway is around 2–4 days, and it lengthens in Sep–Nov.

## What you will pay on arrival in Malaysia

Royal Malaysian Customs Department (JKDM) assesses duty and tax on cargo arriving for Penang consignees. Current regime: Sales tax 5–10% plus 10% low-value-goods tax on online orders under MYR 500; duty 0–30%, largely 0% under ACFTA, with a de-minimis position of 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), BKL (Kota Kinabalu) |
| Air transit, China to gateway | 3–5 business days                                     |
| Gateway serving Penang        | PEN air / Penang Port sea                             |
| Inland leg to Penang          | Same day from the gateway                             |
| Typical clearance / dwell     | 2–4 days                                              |
| Peak season to plan around    | Sep–Nov                                               |



Handling on the PEN air / Penang Port sea routing serving Penang.

## What to sort out before the cargo leaves China

- Confirm the consignee in Penang 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.
- Put the Penang 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.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.
- Ask for the HS code in writing from your supplier and verify the Malaysia duty rate against it yourself.

## Frequently asked questions

How long does shipping from China to Penang take?

China to the Malaysia gateway is 3–5 business days. On top of that, allow 2–4 days of clearance with Royal Malaysian Customs Department (JKDM) and a same-day inland leg to Penang.

What duty and tax will I pay importing into Penang?

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 Penang.

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.

What documents does Royal Malaysian Customs Department (JKDM) require?

A commercial invoice with HS codes, a packing list, the bill of lading or air waybill, a certificate of origin where it lowers duty, and any product certification (SIRIM certification and MCMC label for electrical and radio products; halal certification for food ingredients). We prepare and file these as part of the service.

Is sea freight cheaper than air freight into Penang?

Per kilo, yes — usually by a wide margin. The trade-off is time: 5–9 calendar days by sea versus 3–5 business days by air to the Malaysia 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.

## 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 Ipoh](#)

[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.

- [Stationery Consumer Goods & Gifts](#)
- [E-commerce E-commerce & Retail Channels](#)
- [Aluminum Coils Steel & Metal Materials](#)
- [Pipe Fittings Metal Products & Industrial Components](#)
- [Assembly Line Equipment General Machinery & Industrial Equipment](#)
- [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](#)

[All 139 industry guides →](#)

## Checking the Malaysia duty position yourself

Treat the landed-cost numbers here as a planning baseline. [Royal Malaysian Customs Department](#) 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.

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

Customs Clearance & Export/Import Procedures Explained | International Trade Made Simple — International Trade Talk. 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 Penang

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.

China to Penang Air Freight: Rates, Transit and Clearance

Moving cargo to Penang by air freight — 3–5 business days transit, 2–4 days port dwell, duty assessed by Royal Malaysian Customs Department (JKDM).

## Get a Quote

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

[WhatsApp Us Send Inquiry →](#)

## Penang by Mode

- [All modes — Penang](#)
- [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](#)