

Sea Freight from China to Cagayan de Oro

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☐ Sea Freight

China → Cagayan de Oro · via CGY air / Mindanao Container Terminal sea · clearance by Bureau of Customs (BOC)



Cargo handling on the China-Cagayan de Oro lane.

Cagayan de Oro is northern Mindanao trade gateway, and it is served through CGY air / Mindanao Container Terminal sea. That combination is what actually sets your delivery date on this lane — allow +1 day for the inland leg on top of clearance.

The clearing authority is Bureau of Customs (BOC). Historical dwell on this gateway is around 4–9 days, and it lengthens in Sep–Nov.

What you will pay on arrival in Philippines

Bureau of Customs (BOC) assesses duty and tax on cargo arriving for Cagayan de Oro consignees. Current regime: VAT 12%; duty 0–30%, with ACFTA preference available on a Form E, with a de-minimis position of PHP 10,000.

Conformity is the part most first-time importers underestimate: BPS Import Commodity Clearance for regulated products; FDA license for food, cosmetics and devices; NTC for radio equipment. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

Restrictions and known friction points for Philippines: Consolidated 'balikbayan'-style mixed cargo attracts extra scrutiny. Used clothing is prohibited. Alert Orders and physical examination are common, so allow buffer days on any deadline-driven shipment.

Routing and transit on this lane

Manila port congestion is the defining risk on this lane — dwell can double during the Q4 retail build-up. Cebu and Davao are viable direct calls for Visayas and Mindanao consignees and often clear faster than Manila, so it is worth quoting the regional port rather than trucking from MICT.

Sea gateways used	Manila (MICT and South Harbor), Cebu, Davao
Sea transit, China to gateway	5-10 calendar days
Gateway serving Cagayan de Oro	CGY air / Mindanao Container Terminal sea
Inland leg to Cagayan de Oro	+1 day from the gateway
Typical clearance / dwell	4-9 days
Peak season to plan around	Sep-Nov



Handling on the CGY air / Mindanao Container Terminal sea routing serving Cagayan de Oro.

What to sort out before the cargo leaves China

- Get the conformity paperwork moving early: BPS Import Commodity Clearance for regulated products; FDA license for food, cosmetics and devices; NTC for radio equipment.
- Ask for the HS code in writing from your supplier and verify the Philippines duty rate against it yourself.
- Confirm the consignee in Cagayan de Oro can act as importer of record — Bureau of Customs (BOC) will not release cargo to an unregistered party.
- Put the Cagayan de Oro delivery address, contact name and phone number on the invoice, not just the packing list.
- Book earlier than the transit time suggests during Sep–Nov, when space on this lane tightens.
- Check the de-minimis position (PHP 10,000) against your invoice value before you decide how to split the shipment.

Frequently asked questions

How long does shipping from China to Cagayan de Oro take?

China to the Philippines gateway is 5–10 calendar days. On top of that, allow 4–9 days of clearance with Bureau of Customs (BOC) and a +1 day inland leg to Cagayan de Oro.

What duty and tax will I pay importing into Cagayan de Oro?

Bureau of Customs (BOC) applies: VAT 12%; duty 0–30%, with ACFTA preference available on a Form E. The de-minimis position is PHP 10,000. Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Cagayan de Oro.

Which port or airport does cargo for Cagayan de Oro clear through?

Cargo for Cagayan de Oro is routed via CGY air / Mindanao Container Terminal sea. Sea gateways for Philippines are Manila (MICT and South Harbor), Cebu, Davao; air gateways are MNL (Manila), CEB (Cebu), CRK (Clark). We pick whichever gives the shortest total door time for your address.

How is the chargeable weight calculated for Cagayan de Oro?

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 Philippines?

For regulated goods, plan for: BPS Import Commodity Clearance for regulated products; FDA license for food, cosmetics and devices; NTC for radio equipment. 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.

Can you ship batteries or sensitive cargo to Cagayan de Oro?

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 Manila (MICT and South Harbor), Cebu, Davao. Surcharges apply and space is more limited than for general cargo.

Other delivery cities in Philippines

- [China to Subic Bay](#)
- [China to Manila](#)
- [China to Quezon City](#)
- [China to Cavite](#)
- [China to Laguna](#)
- [China to Cebu](#)
- [China to Davao](#)
- [China to Iloilo](#)
- [China to Bulacan](#)
- [China to Batangas](#)
- [China to Pampanga](#)
- [China to Baguio](#)

[All Philippines freight information →](#)

References & official sources

Duty rates, thresholds and conformity requirements for Philippines 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 Bureau of Customs (BOC) or your broker before you ship.

- [Bureau of Customs](#)
- [Bureau of Product Standards](#)
- [WTO — Tariff Profiles \(applied MFN duty by country\)](#)
- [World Bank — Logistics Performance Index](#)
- [ICC — Incoterms 2020 rules \(DDP, DAP, FOB definitions\)](#)
- [IPPC — ISPM 15 wood packaging standard](#)
- [WCO — Harmonized System nomenclature](#)

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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.

- [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](#)
- [Exhibition Display Equipment Retail, Display & Commercial Fixtures](#)
- [Educational Toys Toys, Sports, Outdoor & Leisure](#)

[All 139 industry guides →](#)

Checking the Philippines duty position yourself

We publish these figures so you can budget, but the assessment that binds is the one [Philippine Bureau of 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 Philippines actually works — documentation norms, inspection behavior, the paperwork that tends to hold shipments — the [U.S. ITA guide to Philippines 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 Cagayan de Oro. The video below covers the wider shipping process that sits around it.

[Bill of Lading Explained \(BOL\) | Types, Components & Full Beginner Guide | Shipping Document — 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 Cagayan de Oro

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 Philippines route page](#) →

Freight Rates to Philippines

✚ 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.

Cagayan de Oro Sea Freight, Philippines: Cost, Transit & Customs

Sea Freight to Cagayan de Oro: 5-10 calendar days in transit, cleared by Bureau of Customs (BOC), +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 Cagayan de Oro.

[WhatsApp Us Send Inquiry](#) →

Cagayan de Oro by Mode

- [All modes — Cagayan de Oro](#)
- [✈ Air Freight](#)

Other Cities in Philippines

- [China to Subic Bay](#)
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Other Asia Pacific Destinations

- [Shipping to Brunei](#)
- [Shipping to Cambodia](#)
- [Shipping to Hong Kong](#)
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- [Shipping to Malaysia](#)
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Route Page

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- [All freight destinations →](#)

Customs clearance in Philippines

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

[Philippines clearance requirements →](#)

Priced routes to Philippines

- [Shipping a Container from Shekou to Manila South: Cost & Transit](#)
- [Nansha to Cebu FCL Ocean Freight Rates | 20GP & 40HQ](#)
- [Xiamen to Cagayan de Oro Container Shipping — 20GP Rates](#)
- [Nansha to Davao FCL Ocean Freight Rates | 20GP & 40HQ](#)
- [Xiamen to Davao FCL Ocean Freight Rates | 20GP & 40HQ](#)
- [Nansha to Manila North Container Shipping — 20GP Rates](#)