

Shipping from China to Ayutthaya

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Asia Pacific

China → Ayutthaya · via BKK air / Laem Chabang sea · clearance by Thai Customs Department (กรมศุลกากร) ()



Cargo handling on the China-Ayutthaya lane.

Ayutthaya is industrial estates serving electronics and automotive assembly, and it is served through BKK air / Laem Chabang 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.

Clearance itself is handled by Thai Customs Department (กรมศุลกากร) (), and typical dwell at the gateway runs 2–5 days.

What you will pay on arrival in Thailand

Thai Customs Department (กรมศุลกากร) () assesses duty and tax on cargo arriving for Ayutthaya consignees. Current regime: VAT 7%; duty 0–30%, and 0% on most lines with an ACFTA Form E, with a de-minimis position of THB 1,500 (VAT now applies to low-value imports).

Conformity is the part most first-time importers underestimate: TISI standard mark for regulated goods; NBTC approval for radio devices; Thai FDA for food, cosmetics and supplements. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

Restrictions and known friction points for Thailand: Cosmetics, supplements and food need Thai FDA registration held by the consignee before arrival. Used machinery, secondhand goods and e-cigarettes are restricted or banned. Batteries move on approved air channels only.

What the routing looks like in practice

Thailand is a short-haul lane: Shenzhen and Guangzhou both run daily air departures into Suvarnabhumi, and Laem Chabang is only 5-9 days from Shekou or Nansha. A land option also exists via the R3A road corridor through Laos, which is sometimes cheaper than air for semi-urgent cargo.

Air gateways used	BKK (Suvarnabhumi), DMK (Don Mueang), CNX (Chiang Mai)
Air transit, China to gateway	3-5 business days
Sea gateways used	Laem Chabang, Bangkok (Klong Toey), Songkhla
Sea transit, China to gateway	5-9 calendar days
Gateway serving Ayutthaya	BKK air / Laem Chabang sea
Inland leg to Ayutthaya	Same day from the gateway
Typical clearance / dwell	2-5 days
Peak season to plan around	Sep-Nov



Handling on the BKK air / Laem Chabang sea routing serving Ayutthaya.

Before you book: Ayutthaya checklist

- Get the conformity paperwork moving early: TISI standard mark for regulated goods; NBTC approval for radio devices; Thai FDA for food, cosmetics and supplements.
- Compare gross weight against volumetric weight (L×W×H ÷ 6000) — the higher figure is what gets billed on air and express.
- Confirm the consignee in Ayutthaya can act as importer of record — Thai Customs Department (กรมศุลกากร) will not release cargo to an unregistered party.
- Ask for the HS code in writing from your supplier and verify the Thailand duty rate against it yourself.
- Check the de-minimis position (THB 1,500 (VAT now applies to low-value imports)) against your invoice value before you decide how to split the shipment.
- Photograph carton markings and seal numbers before departure — it makes any claim far easier to settle.

Air, sea or overland into Ayutthaya?

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 Thailand gateway and excludes the same-day inland leg to Ayutthaya and 2-5 days of clearance.

Mode guides for Ayutthaya

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

Frequently asked questions

How long does shipping from China to Ayutthaya take?

China to the Thailand gateway is 3–5 business days by air, 5–9 calendar days by sea. On top of that, allow 2–5 days of clearance with Thai Customs Department (กรมศุลกากร) and a same-day inland leg to Ayutthaya.

What duty and tax will I pay importing into Ayutthaya?

Thai Customs Department (กรมศุลกากร) applies: VAT 7%; duty 0–30%, and 0% on most lines with an ACFTA Form E. The de-minimis position is THB 1,500 (VAT now applies to low-value imports). Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Ayutthaya.

Which port or airport does cargo for Ayutthaya clear through?

Cargo for Ayutthaya is routed via BKK air / Laem Chabang sea. Sea gateways for Thailand are Laem Chabang, Bangkok (Klong Toey), Songkhla; air gateways are BKK (Suvarnabhumi), DMK (Don Mueang), CNX (Chiang Mai). We pick whichever gives the shortest total door time for your address.

What certification do I need for Thailand?

For regulated goods, plan for: TISI standard mark for regulated goods; NBTC approval for radio devices; Thai FDA for food, cosmetics and supplements. 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 Ayutthaya?

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.

Is sea freight cheaper than air freight into Ayutthaya?

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 Thailand 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 Thailand

- [China to Songkhla](#)
- [China to Laem Chabang](#)
- [China to Bangkok](#)
- [China to Samut Prakan](#)

- [China to Chonburi](#)
- [China to Rayong](#)
- [China to Chiang Mai](#)
- [China to Phuket](#)
- [China to Khon Kaen](#)
- [China to Nakhon Ratchasima](#)
- [China to Hat Yai](#)
- [China to Pattaya](#)

[All Thailand freight information →](#)

References & official sources

Duty rates, thresholds and conformity requirements for Thailand 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 Thai Customs Department (กรมศุลกากร) or your broker before you ship.

- [Thai Customs Department](#)
- [Thai Industrial Standards Institute \(TISI\)](#)
- [Port Authority of Thailand](#)
- [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.

- [Medical Consumables Medical, Laboratory & Precision Instruments](#)
- [Exhibition Display Equipment Retail, Display & Commercial Fixtures](#)
- [Educational Toys Toys, Sports, Outdoor & Leisure](#)
- [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](#)

[All 139 industry guides →](#)

Checking the Thailand duty position yourself

Treat the landed-cost numbers here as a planning baseline. [Thai 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.

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.

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

FCL vs LCL Shipping: When to Switch (Break-Even Point Explained) — Max Antonov. 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 Ayutthaya

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 Thailand route page →](#)

Freight Rates to Thailand

⚖ Cargo Weight (KG)

☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐) clearance, same day onward. Sea and air both covered.

- [Shipping to Laos](#)
- [Shipping to Malaysia](#)
- [Shipping to Mongolia](#)

Route Page

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

Customs clearance in Thailand

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

[Thailand clearance requirements →](#)

Priced routes to Thailand

- [Nansha to Laem Chabang Container Shipping — 20GP Rates](#)
- [Nansha to Songkhla Container Shipping — 20GP Rates](#)
- [Shanghai to Bangkok FCL Ocean Freight Rates | 20GP & 40HQ](#)
- [Shanghai-Songkhla Sea Freight: Container Rates and Schedule](#)
- [Shekou to Bangkok FCL Ocean Freight Rates | 20GP & 40HQ](#)
- [Shekou to Laem Chabang FCL Ocean Freight Rates | 20GP & 40HQ](#)