

Air Freight from China to Phuket

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➔ Air Freight

China → Phuket · via HKT air / Laem Chabang sea · clearance by Thai Customs Department ()



Cargo handling on the China-Phuket lane.

For buyers shipping into Phuket, the practical question is not the ocean or flight time but what happens after arrival. Phuket is tourism economy, high demand for hospitality and F&B supplies; cargo enters through HKT air / Laem Chabang sea, and allow +2 days for the inland leg on top of clearance.

The clearing authority is Thai Customs Department (). Historical dwell on this gateway is around 2-5 days, and it lengthens in Sep-Nov.

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
Gateway serving Phuket	HKT air / Laem Chabang sea
Inland leg to Phuket	+2 days from the gateway
Typical clearance / dwell	2-5 days
Peak season to plan around	Sep-Nov

Duty, tax and clearance into Phuket

Thai Customs Department () assesses duty and tax on cargo arriving for Phuket 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.



Handling on the HKT air / Laem Chabang sea routing serving Phuket.

Pre-shipment checklist for Phuket

- Put the Phuket delivery address, contact name and phone number on the invoice, not just the packing list.
- Compare gross weight against volumetric weight ($L \times W \times H \div 6000$) — the higher figure is what gets billed on air and express.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.
- Budget for the inland leg: +2 days beyond gateway clearance to reach Phuket.
- 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.
- Declare lithium batteries, magnets, liquids and powders up front — retro-declaring after booking usually means re-planning the whole shipment.

Frequently asked questions

How long does shipping from China to Phuket take?

China to the Thailand gateway is 3–5 business days. On top of that, allow 2–5 days of clearance with Thai Customs Department (ประเทศไทย)) and a +2 days inland leg to Phuket.

What duty and tax will I pay importing into Phuket?

Thai Customs Department (ประเทศไทย)) 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 Phuket.

How is the chargeable weight calculated for Phuket?

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 documents does Thai Customs Department (กรมศุลกากร) 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 (TISI standard mark for regulated goods; NBTC approval for radio devices; Thai FDA for food, cosmetics and supplements). We prepare and file these as part of the service.

Can you ship batteries or sensitive cargo to Phuket?

Yes. Battery cargo by air follows IATA PI 965-970 depending on how the cells are packed, and moves on certified channels via BKK (Suvarnabhumi), DMK (Don Mueang), CNX (Chiang Mai). Surcharges apply and the declaration has to be made before booking.

Is sea freight cheaper than air freight into Phuket?

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 +2 days 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 Khon Kaen](#)
- [China to Nakhon Ratchasima](#)
- [China to Hat Yai](#)
- [China to Ayutthaya](#)
- [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.

- [Storage Tanks Metal Products & Industrial Components](#)
- [Electric Motors General Machinery & Industrial Equipment](#)
- [Agricultural Drones Agriculture & Livestock Equipment](#)
- [Wire & Cable New Energy, Power & Electrical](#)
- [Automotive Lighting Automotive & Vehicles](#)
- [Flooring Building Materials & Construction Products](#)
- [Cartons Wood, Bamboo & Paper Products](#)
- [Flexible Packaging Plastics, Rubber & Packaging](#)
- [Capacitors Electronic Components & Semiconductors](#)
- [Smart Home Products Consumer Electronics & Smart Devices](#)
- [Refrigeration Equipment Home Appliances, HVAC & Commercial](#)
- [Tableware Furniture & Home 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.

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.

If this is your first shipment into Thailand, the [Thailand Country Commercial Guide](#) covers the practical import environment in more depth than a rate page reasonably can, and it is written by a party with no stake in your booking.

This guide covers routing and clearance for Phuket. The video below covers the wider shipping process that sits around it.

Get a rate for Phuket

[Request a quote](#) → [See the Thailand route page](#) →

⚖ Cargo Weight (KG)

☐ Or enter volume (cm) — volumetric weight $\div 6000$

× ×

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 Phuket Air Freight: Rates, Transit and Clearance

Moving cargo to Phuket by air freight — 3-5 business days transit, 2-5 days port dwell, duty assessed by Thai Customs Department ()).

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

WhatsApp Us Send Inquiry →

Phuket by Mode

- [All modes — Phuket](#)
- [Sea Freight](#)

Other Cities in Thailand

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Other Asia Pacific Destinations

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