

Sea Freight from China to Phuket

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1. [Home](#)
2. [Destinations](#)
3. [Thailand](#)
4. [Phuket](#)
5. Sea Freight

Sea 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.

On the destination side, Thai Customs Department () handles clearance; budget 2-5 days of dwell before the cargo is released.

How this lane actually runs

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.

Sea gateways used	Laem Chabang, Bangkok (Klong Toey), Songkhla
Sea transit, China to gateway	5–9 calendar 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

What you will pay on arrival in Thailand

Thai Customs Department (กรมศุลกากร) 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.

Before you book: Phuket checklist

- 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.
- Get the conformity paperwork moving early: TISI standard mark for regulated goods; NBTC approval for radio devices; Thai FDA for food, cosmetics and supplements.
- 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.
- Plan around the China-side windows too: Chinese New Year and Golden Week both compress capacity on the Thailand lane.
- 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 5–9 calendar days. On top of that, allow 2–5 days of clearance with Thai Customs Department () and a +2 days inland leg to Phuket.

What duty and tax will I pay importing into Phuket?

Thai Customs Department () 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.

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.

When is the busiest time on the China–Thailand 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.

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.

Which port or airport does cargo for Phuket clear through?

Cargo for Phuket is routed via HKT 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.

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.

- [Building Materials](#) Building Materials & Construction Products
- [Construction Hardware](#) Building Materials & Construction Products
- [Plastic Products](#) Plastics, Rubber & Packaging
- [Ceramic Tableware](#) Glass & Ceramic Products
- [5G Equipment](#) Telecom, Computing & Data Centre
- [Headphones](#) Consumer Electronics & Smart Devices
- [Home Furniture](#) Furniture & Home Products
- [Garden Products](#) Furniture & Home Products
- [Footwear](#) Textiles, Apparel, Footwear & Leather
- [Medical Furniture](#) Medical, Laboratory & Precision Instruments
- [Display Stands](#) Retail, Display & Commercial Fixtures
- [Toys](#) Toys, Sports, Outdoor & Leisure

[All 139 industry guides](#) →

Checking the Thailand 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 [Thai 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.

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.

Watch: the process behind this route

This guide covers routing and clearance for Phuket. 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 Phuket

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)

☐ 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.

Phuket Sea Freight, Thailand: Cost, Transit & Customs

Sea Freight to Phuket: 5–9 calendar days in transit, cleared by Thai Customs Department () , +2 days 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 Phuket.

[WhatsApp Us Send Inquiry](#) →

Phuket by Mode

- [All modes — Phuket](#)
- [✈ Air Freight](#)

Other 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](#)

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 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](#)