

Shipping from China to Rayong

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Asia Pacific

China → Rayong · via Laem Chabang sea · clearance by Thai Customs Department (ประเทศไทย))



Cargo handling on the China-Rayong lane.

Freight from China into Rayong clears through Laem Chabang sea. Rayong is Eastern Economic Corridor petrochemical and electronics zone, and allow +1 day for the inland leg on top of clearance.

The clearing authority is Thai Customs Department (ประเทศไทย)). 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
Sea gateways used	Laem Chabang, Bangkok (Klong Toey), Songkhla
Sea transit, China to gateway	5-9 calendar days
Gateway serving Rayong	Laem Chabang sea
Inland leg to Rayong	+1 day from the gateway
Typical clearance / dwell	2-5 days
Peak season to plan around	Sep-Nov

Duty, tax and clearance into Rayong

Imports into Thailand are cleared by Thai Customs Department (กรมศุลกากร). The headline position is: VAT 7%; duty 0-30%, and 0% on most lines with an ACFTA Form E. The de-minimis threshold is 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 Laem Chabang sea routing serving Rayong.

Air, sea or overland into Rayong?

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 +1 day inland leg to Rayong and 2-5 days of clearance.

What to sort out before the cargo leaves China

- 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 Rayong can act as importer of record — Thai Customs Department () will not release cargo to an unregistered party.
- 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 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.
- Budget for the inland leg: +1 day beyond gateway clearance to reach Rayong.

Mode guides for Rayong

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

Frequently asked questions

How long does shipping from China to Rayong 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 +1 day inland leg to Rayong.

What duty and tax will I pay importing into Rayong?

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 Rayong.

Can you deliver door-to-door in Rayong?

Yes. Delivery to a Rayong address is quoted as one figure covering freight, duty and tax owed to Thai Customs Department (กรมศุลกากร), and the +1 day inland leg. Confirm whether your consignee wants the goods at a warehouse, a marketplace fulfillment center or a shop front, because the last-mile requirement differs.

Is sea freight cheaper than air freight into Rayong?

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 +1 day inland leg. The crossover point is normally somewhere between 100 and 300 kg depending on the density of your cargo.

Can you ship batteries or sensitive cargo to Rayong?

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.

How is the chargeable weight calculated for Rayong?

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.

Other delivery cities in Thailand

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

- [China to Chiang Mai](#)
- [China to Phuket](#)
- [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.

- [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 Thailand duty position yourself

We publish these figures so you can budget, but the assessment that binds is the one [Thai Customs Department](#) 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.

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

Sea Freight from China: How to import from China to your country via Ocean Shipping — SINO Shipping. 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 Rayong

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.

Shipping from China to Rayong, Thailand: Cost & Transit

Shipping to Rayong: gateway Laem Chabang sea, +1 day inland after release, duty assessed by Thai Customs Department (☐☐☐☐☐☐☐☐). Transit, documents and restrictions.

Get a Quote

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

[WhatsApp Us Send Inquiry →](#)

Rayong by Mode

- [All modes — Rayong](#)
- [✈ Air Freight](#)
- [☐☐ Sea Freight](#)

Other Cities in Thailand

- [China to Songkhla](#)
- [China to Laem Chabang](#)
- [China to Bangkok](#)
- [China to Samut Prakan](#)
- [China to Chonburi](#)
- [China to Chiang Mai](#)
- [China to Phuket](#)
- [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](#)