

Shipping from China to Can Tho

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Asia Pacific

China → Can Tho · via SGN air / Cat Lai sea · clearance by General Department of Vietnam Customs (Tổng cục Hải quan)



Cargo handling on the China-Can Tho lane.

For buyers shipping into Can Tho, the practical question is not the ocean or flight time but what happens after arrival. Can Tho is Mekong Delta commercial center; cargo enters through SGN air / Cat Lai sea, and allow +1 day for the inland leg on top of clearance.

On the destination side, General Department of Vietnam Customs (Tổng cục Hải quan) handles clearance; budget 2-5 days of dwell before the cargo is released.

Import duty and tax position for Can Tho

General Department of Vietnam Customs (Tổng cục Hải quan) assesses duty and tax on cargo arriving for Can Tho consignees. Current regime: VAT 8-10%; duty 0-35%, with 0% available on most tariff lines under ACFTA/RCEP with a valid Form E, with a de-

minimis position of VND 1,000,000 (roughly USD 40) on express parcels.

Conformity is the part most first-time importers underestimate: Form E certificate of origin to claim ACFTA duty relief; MIC/Circular 04 type approval for radio equipment; energy-efficiency labeling for appliances. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

Restrictions and known friction points for Vietnam: Used machinery is subject to Decision 18/2019 age limits. Cosmetics need a product announcement filed by the consignee. Duty relief under Form E is only granted if the origin document matches the invoice exactly — a very common cause of held shipments.

What the routing looks like in practice

Vietnam is the shortest deep-sea lane out of South China — Shekou to Hai Phong is often 3–5 days. Northern Vietnam is also served overland through the Youyi Guan (Pingxiang) and Mong Cai crossings, which suits LCL and urgent replenishment for the Bac Ninh and Bac Giang electronics cluster.

Air gateways used	SGN (Ho Chi Minh City), HAN (Hanoi), DAD (Da Nang)
Air transit, China to gateway	2–4 business days
Sea gateways used	Hai Phong, Cat Lai (Ho Chi Minh City), Cai Mep–Thi Vai
Sea transit, China to gateway	3–7 calendar days
Gateway serving Can Tho	SGN air / Cat Lai sea
Inland leg to Can Tho	+1 day from the gateway
Typical clearance / dwell	2–5 days
Peak season to plan around	Sep–Nov



Handling on the SGN air / Cat Lai sea routing serving Can Tho.

What to sort out before the cargo leaves China

- Confirm the consignee in Can Tho can act as importer of record — General Department of Vietnam Customs (Tổng cục Hải quan) will not release cargo to an unregistered party.
- Put the Can Tho 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.
- Budget for the inland leg: +1 day beyond gateway clearance to reach Can Tho.
- Check the de-minimis position (VND 1,000,000 (roughly USD 40) on express parcels) against your invoice value before you decide how to split the shipment.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.

Air, sea or overland into Can Tho?

Mode	Transit to gateway	Best suited to
→ Air Freight	2–4 business days	time-critical, high-value and low-volume cargo
☐ Sea Freight	3–7 calendar days	volume cargo where cost per kilo matters more than speed

Transit shown is China departure to the Vietnam gateway and excludes the +1 day inland leg to Can Tho and 2–5 days of clearance.

Mode guides for Can Tho

- [✈ Air Freight to Can Tho](#)
- [🚢 Sea Freight to Can Tho](#)

Frequently asked questions

How long does shipping from China to Can Tho take?

China to the Vietnam gateway is 2-4 business days by air, 3-7 calendar days by sea. On top of that, allow 2-5 days of clearance with General Department of Vietnam Customs (Tổng cục Hải quan) and a +1 day inland leg to Can Tho.

What duty and tax will I pay importing into Can Tho?

General Department of Vietnam Customs (Tổng cục Hải quan) applies: VAT 8-10%; duty 0-35%, with 0% available on most tariff lines under ACFTA/RCEP with a valid Form E. The de-minimis position is VND 1,000,000 (roughly USD 40) on express parcels. Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Can Tho.

Which port or airport does cargo for Can Tho clear through?

Cargo for Can Tho is routed via SGN air / Cat Lai sea. Sea gateways for Vietnam are Hai Phong, Cat Lai (Ho Chi Minh City), Cai Mep-Thi Vai; air gateways are SGN (Ho Chi Minh City), HAN (Hanoi), DAD (Da Nang). We pick whichever gives the shortest total door time for your address.

What certification do I need for Vietnam?

For regulated goods, plan for: Form E certificate of origin to claim ACFTA duty relief; MIC/Circular 04 type approval for radio equipment; energy-efficiency labeling for appliances. 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 Can Tho?

Yes. Battery cargo by air follows IATA PI 965-970 depending on how the cells are packed, and moves on certified channels via SGN (Ho Chi Minh City), HAN (Hanoi), DAD (Da Nang). Surcharges apply and the declaration has to be made before booking.

What documents does General Department of Vietnam Customs (Tổng cục Hải quan) 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 (Form E certificate of origin to claim ACFTA duty relief; MIC/Circular 04 type approval for radio equipment; energy-efficiency labeling for appliances). We prepare and file these as part of the service.

Other delivery cities in Vietnam

- [China to Cai Mep](#)
- [China to Qui Nhon](#)
- [China to Ho Chi Minh City](#)
- [China to Hanoi](#)

- [China to Hai Phong](#)
- [China to Da Nang](#)
- [China to Binh Duong](#)
- [China to Dong Nai](#)
- [China to Bac Ninh](#)
- [China to Bac Giang](#)
- [China to Nha Trang](#)
- [China to Hue](#)

[All Vietnam freight information →](#)

References & official sources

Duty rates, thresholds and conformity requirements for Vietnam 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 General Department of Vietnam Customs (Tổng cục Hải quan) or your broker before you ship.

- [General Department of Vietnam Customs](#)
- [Ministry of Industry and Trade](#)
- [WTO — Tariff Profiles \(applied MFN duty by country\)](#)
- [IPPC — ISPM 15 wood packaging standard](#)
- [WCO — Harmonized System nomenclature](#)
- [IMO — IMDG Code for dangerous goods by sea](#)

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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.

- [Massage Equipment Beauty, Personal Care & Wellness](#)
- [Arts & Crafts Toys, Sports, Outdoor & Leisure](#)
- [Artificial Plants Consumer Goods & Gifts](#)
- [Direct to Consumer E-commerce & Retail Channels](#)
- [Fasteners Metal Products & Industrial Components](#)
- [Pressure Vessels Metal Products & Industrial Components](#)
- [Industrial Boilers General Machinery & Industrial Equipment](#)
- [Solar Panel New Energy, Power & Electrical](#)
- [Lithium Battery New Energy, Power & Electrical](#)

- [Bicycle Parts Automotive & Vehicles](#)
- [Wall Panels Building Materials & Construction Products](#)
- [Corrugated Packaging Wood, Bamboo & Paper Products](#)

[All 139 industry guides →](#)

Checking the Vietnam 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 [General Department of Vietnam Customs](#) 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.

For a wider view of how importing into Vietnam actually works — documentation norms, inspection behavior, the paperwork that tends to hold shipments — the [U.S. ITA guide to Vietnam 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 Can Tho. The video below covers the wider shipping process that sits around it.

Customs Clearance & Export/Import Procedures Explained | International Trade Made Simple — International Trade Talk. 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 Can Tho

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 Vietnam route page →](#)

Freight Rates to Vietnam

✚ 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.

Can Tho, Vietnam Import Freight: Gateway, Duty & Time

What it takes to land cargo in Can Tho, Vietnam — SGN air / Cat Lai sea gateway, General Department of Vietnam Customs (Tổng cục Hải quan) clearance, +1 day onward. Sea and air both covered.

Get a Quote

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

[WhatsApp Us Send Inquiry →](#)

Can Tho by Mode

- [All modes — Can Tho](#)
- [→ Air Freight](#)
- [📦 Sea Freight](#)

Other Cities in Vietnam

- [China to Cai Mep](#)
- [China to Qui Nhon](#)
- [China to Ho Chi Minh City](#)
- [China to Hanoi](#)
- [China to Hai Phong](#)
- [China to Da Nang](#)
- [China to Binh Duong](#)
- [China to Dong Nai](#)

Other Asia Pacific Destinations

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

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

Route Page

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

Customs clearance in Vietnam

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

[Vietnam clearance requirements →](#)

Priced routes to Vietnam

- [Shekou to Qui Nhon FCL Ocean Freight Rates | 20GP & 40HQ](#)
- [Ship Nansha to Qui Nhon — FCL Container Cost from China](#)
- [Ship Shekou to Da Nang — FCL Container Cost from China](#)
- [Ship Shekou to Hai Phong — FCL Container Cost from China](#)
- [Ship Yantian to Cai Mep — FCL Container Cost from China](#)
- [Shipping a Container from Nansha to Cai Mep: Cost & Transit](#)