

Sea Freight from China to Can Tho

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□□ Sea Freight

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.

We move sea freight cargo from South China into Can Tho through SGN air / Cat Lai sea. Can Tho is Mekong Delta commercial center, which shapes the kind of cargo that moves on this lane and how it should be packed.

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.

What you will pay on arrival in Vietnam

Imports into Vietnam are cleared by General Department of Vietnam Customs (Tổng cục Hải quan). The headline position is: VAT 8-10%; duty 0-35%, with 0% available on most tariff lines under ACFTA/RCEP with a valid Form E. The de-minimis threshold is 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.

How this lane actually runs

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.

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.

Before you book: Can Tho checklist

- 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.
- Book earlier than the transit time suggests during Sep–Nov, when space on this lane tightens.
- Get the conformity paperwork moving early: Form E certificate of origin to claim ACFTA duty relief; MIC/Circular 04 type approval for radio equipment; energy-efficiency labeling for appliances.
- Compare gross weight against volumetric weight ($L \times W \times H \div 6000$) — the higher figure is what gets billed on air and express.
- Put the Can Tho delivery address, contact name and phone number on the invoice, not just the packing list.
- Ask for the HS code in writing from your supplier and verify the Vietnam duty rate against it yourself.

Frequently asked questions

How long does shipping from China to Can Tho take?

China to the Vietnam gateway is 3–7 calendar days. 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.

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 deliver door-to-door in Can Tho?

Yes. Delivery to a Can Tho address is quoted as one figure covering freight, duty and tax owed to General Department of Vietnam Customs (Tổng cục Hải quan), 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.

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 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.

- [Aerial Work Platform Construction, Mining & Material Handling](#)
- [Switchgear New Energy, Power & Electrical](#)
- [Automotive Electronics Automotive & Vehicles](#)
- [Sanitary Ware Building Materials & Construction Products](#)
- [Pallet Wood, Bamboo & Paper Products](#)
- [Conveyor Belts Plastics, Rubber & Packaging](#)
- [Electronic Components Electronic Components & Semiconductors](#)
- [Computer Hardware Telecom, Computing & Data Centre](#)
- [Kitchen Appliances Home Appliances, HVAC & Commercial](#)
- [Home Decor Furniture & Home Products](#)
- [Technical Textiles Textiles, Apparel, Footwear & Leather](#)
- [Wigs & Hair Products Textiles, Apparel, Footwear & Leather](#)

[All 139 industry guides →](#)

Checking the Vietnam duty position yourself

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

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.

What Is CBM? Sea Freight Volume Explained (Calculate Shipping Cost Fast!) — DDPCHAIN. 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.

Sea Freight to Can Tho, Vietnam: Transit Time, Duty & Clearance

Sea Freight from China to Can Tho, Vietnam. Transit 3–7 calendar days to the gateway, 2–5 days dwell, +1 day inland. Duty, documents and packing.

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](#)

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

- [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

- [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](#)