

# China to 7999)): Air Shipping Rates Air Freight (Battery, Duty Unpaid)

China Ocean Freight · chinaoceanfreight.com/freight-rates/au\_air\_hk\_battery\_notax\_perth

1. [Home](#)
2. [Routes](#)
3. Oceania
4. Shipping...

→ AIR Australia · HK Air – Battery & Magnetic Duty Unpaid

- [Rates](#)
- [Details](#)
- [Info](#)
- [History](#)
- [Contact](#)

→ Air Freight

Door-to-door transit 5-10 business days. Duty and final delivery are inside the published rate.



Air freight — China to Australia

Air Freight from China to 7999)): Air Shipping Rates runs 5-10 business days door to door, clearing through the destination customs authority. Duty, customs handling and final delivery are inside the quoted rate. Send weight and dimensions for a firm figure on your cargo.

Transit time

5-10 business days

Destination

7999)): Air Shipping Rates, Australia

Customs authority

the destination customs authority

Duty-free threshold

AUD 1,000

Published channel rate for planning. The final quote depends on chargeable weight, cargo class and HS code.

Contents

Contents

1. Loading...

## Current Freight Rates

Price data updating. [Contact us](#) for current rates.

## Trade Terms Explained — Who Pays for What

The rate above is quoted on one specific trade term. Change the term and you change how much of the journey to Australia is already inside the price. The table below maps the eleven common Incoterms® against the twelve cost stages of a door-to-door shipment, so you can see exactly where our responsibility ends and yours begins.

- **Seller** — Cost and arrangement sit with the seller / shipper.
- **Buyer** — Cost and arrangement sit with the buyer / consignee.
- **Negotiable** — Not fixed by the rule — agree it in the contract.

Responsibility for each shipment stage under each Incoterms rule

| Term                    | 1<br>Loading<br>on<br>truck               | 2 Export<br>customs<br>declaration                  | 3<br>Carriage<br>to port<br>of<br>export               | 4<br>Unloading<br>at port of<br>export                  | 5<br>Loading<br>on<br>vessel /<br>aircraft                  | 6 Main<br>carriage                     | 7 Cargo<br>insurance                   | 8<br>Unloading<br>at port of<br>import                | 9<br>Loading<br>on<br>truck at<br>import                | 10<br>Carriage to<br>destination               |
|-------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|----------------------------------------|-------------------------------------------------------|---------------------------------------------------------|------------------------------------------------|
| EXW Ex Works            | Buyer<br>Buyer —<br>Loading<br>on truck   | Buyer Buyer<br>— Export<br>customs<br>declaration   | Buyer<br>Buyer —<br>Carriage<br>to port of<br>export   | Buyer<br>Buyer —<br>Unloading<br>at port of<br>export   | Buyer<br>Buyer —<br>Loading<br>on<br>vessel /<br>aircraft   | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| FCA Free Carrier        | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Buyer<br>Buyer —<br>Carriage<br>to port of<br>export   | Buyer<br>Buyer —<br>Unloading<br>at port of<br>export   | Buyer<br>Buyer —<br>Loading<br>on<br>vessel /<br>aircraft   | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| FAS Free Alongside Ship | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Buyer<br>Buyer —<br>Loading<br>on<br>vessel /<br>aircraft   | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| FOB Free On Board       | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Buyer<br>Buyer —<br>Main<br>carriage   | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |
| CFR Cost and Freight    | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Buyer<br>Buyer —<br>Cargo<br>insurance | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import | Buyer Buyer<br>— Carriage<br>to<br>destination |

| Term                                        | 1<br>Loading<br>on<br>truck               | 2 Export<br>customs<br>declaration                  | 3<br>Carriage<br>to port<br>of<br>export               | 4<br>Unloading<br>at port of<br>export                  | 5<br>Loading<br>on<br>vessel /<br>aircraft                  | 6 Main<br>carriage                     | 7 Cargo<br>insurance                             | 8<br>Unloading<br>at port of<br>import                  | 9<br>Loading<br>on<br>truck at<br>import                  | 10<br>Carriage to<br>destination                 |
|---------------------------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|--------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|
| CIF Cost,<br>Insurance<br>and<br>Freight    | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Seller<br>Seller —<br>Cargo<br>insurance         | Buyer<br>Buyer —<br>Unloading<br>at port of<br>import   | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import   | Buyer Buyer<br>— Carriage<br>to<br>destination   |
| CPT<br>Carriage<br>Paid To                  | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |
| CIP<br>Carriage<br>and<br>Insurance<br>Paid | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Seller<br>Seller —<br>Cargo<br>insurance         | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |
| DAT<br>Delivered<br>At<br>Terminal<br>(DPU) | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Buyer<br>Buyer —<br>Loading<br>on truck<br>at<br>import   | Buyer Buyer<br>— Carriage<br>to<br>destination   |
| DAP<br>Delivered<br>At Place                | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |

| Term                          | 1<br>Loading<br>on<br>truck               | 2 Export<br>customs<br>declaration                  | 3<br>Carriage<br>to port<br>of<br>export               | 4<br>Unloading<br>at port of<br>export                  | 5<br>Loading<br>on<br>vessel /<br>aircraft                  | 6 Main<br>carriage                     | 7 Cargo<br>insurance                             | 8<br>Unloading<br>at port of<br>import                  | 9<br>Loading<br>on<br>truck at<br>import                  | 10<br>Carriage to<br>destination                 |
|-------------------------------|-------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|--------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|
| DDP<br>Delivered<br>Duty Paid | Seller<br>Seller —<br>Loading<br>on truck | Seller Seller<br>— Export<br>customs<br>declaration | Seller<br>Seller —<br>Carriage<br>to port of<br>export | Seller<br>Seller —<br>Unloading<br>at port of<br>export | Seller<br>Seller —<br>Loading<br>on<br>vessel /<br>aircraft | Seller<br>Seller —<br>Main<br>carriage | Negotiable<br>Negotiable<br>— Cargo<br>insurance | Seller<br>Seller —<br>Unloading<br>at port of<br>import | Seller<br>Seller —<br>Loading<br>on truck<br>at<br>import | Seller Seller<br>— Carriage<br>to<br>destination |

EXW Ex Works

Buyer takes over at the seller's door and carries every cost from there. Lowest quoted price, highest buyer workload.

FCA Free Carrier

Seller clears the goods for export and hands them to the carrier the buyer nominated.

FAS Free Alongside Ship

Sea and inland waterway only. Seller delivers alongside the vessel; loading is on the buyer.

FOB Free On Board

Sea and inland waterway only. Risk passes once the goods are on board. The most common buying term.

CFR Cost and Freight

Seller pays the main carriage but carries no insurance obligation; risk still passes on loading.

CIF Cost, Insurance and Freight

As CFR, plus the seller must buy and pay for cargo insurance (minimum cover unless you agree more).

CPT Carriage Paid To

Any mode. Seller pays carriage through to the named destination; insurance is not obligatory.

CIP Carriage and Insurance Paid

As CPT, plus the seller must insure the cargo through to the named destination.

**DAT Delivered At Terminal (DPU)**

Seller delivers unloaded at the named terminal. Renamed DPU (Delivered at Place Unloaded) in Incoterms® 2020.

**DAP Delivered At Place**

Seller delivers to your address ready for unloading; import clearance and duty stay with the buyer.

**DDP Delivered Duty Paid**

Seller carries everything through to your door, duty and tax included. Highest quoted price, least buyer workload.

**Two things worth flagging.** Under CIF and CIP the seller is obliged to buy cargo insurance and pay the premium; under every other term insurance is optional, and we recommend buyers arrange their own cover so a loss or damage in transit is recoverable. And this table is a working summary for planning purposes — the binding definitions are the ones published by the International Chamber of Commerce in the Incoterms® rules, so confirm the exact term wording in your sales contract before you ship.

## Service Details

**China → Australia HK Air - Battery & Magnetic Duty Unpaid**

Shipping from China to Australia by air freight, priced per KG. The tiers below are the live rate card for this channel; they move with the market, so the refresh date under the table is the date the numbers were last confirmed rather than the date the page was built.

Cargo on this service moves through SYD (Sydney), MEL (Melbourne) and BNE. Clearance happens at the arrival airport, so an inland consignee adds a trucking leg on top of the transit time quoted here. Expect 3-7 days of dwell at destination before release.

This rate is freight only. Import charges for Australia are assessed separately on arrival — GST 10%; duty 0-5% — and whoever is named as importer of record is liable for them. If you would rather have one all-in number, ask us for the duty-paid version of this lane.

Space on this lane tightens through Sep-Nov, which is peak season for Australia. Rates published outside that window are not a reliable guide to what you will pay inside it, so if your order lands in peak, book earlier rather than budgeting from an off-peak figure.

**Current Rate Card**

- **21-49** — USD 61.81 per KG
- **50-99** — USD 60.80 per KG
- **100-299** — USD 60.30 per KG
- **300-499** — USD 59.29 per KG
- **500-999** — USD 57.77 per KG
- **1000+** — USD 57.77 per KG

Last refreshed 2026-08-06.

Air consignments for Australia arrive through SYD (Sydney), MEL (Melbourne) and BNE. The airport of arrival is the one the allocation is booked against and it decides where clearance happens, which matters more than it sounds: cargo landing at one gateway is not simply trucked to another without a fresh customs movement, so confirm the arrival point before you commit.



# chinaoceanfreight.com

OCEAN FREIGHT | GLOBAL SHIPPING | LOGISTICS

## Track your shipment

Enter your tracking number below

Powered by 17TRACK — supports 2,000+ carriers worldwide

## Additional Information

### Booking Conditions and Destination Requirements

Chargeable weight on this service is the greater of actual weight and volumetric weight, with volumetric calculated as length × width × height in centimeters divided by 6000. For anything light and bulky the volumetric figure is the one that bills, which is why carton dimensions are worth optimizing before you book rather than after the cargo is weighed at the airport.

- General commercial cargo. Battery, magnetic, liquid and powder content must be declared at booking, not on arrival
- Chargeable weight is the greater of actual and volumetric weight (divisor 6000)
- Fuel and security surcharges, remote-area delivery and oversize handling are quoted on top where they apply
- Routing on this lane is via SYD (Sydney), MEL (Melbourne) and BNE — inland delivery beyond that point is quoted against the delivery address
- Clearance at destination is handled by Australian Border Force (ABF)
- Australia de-minimis: AUD 1,000 — commercial consignments sit above it and are dutiable in full
- Destination conformity: RCM mark; biosecurity inspection for timber/packaging

On the duty side, the applicable regime is: GST 10%; duty 0–5%. Those are planning references rather than a ruling: the rate that binds is the one assessed against your declared HS code at the moment of entry, and classification is where most landed-cost surprises actually originate. Duty and tax are settled in AUD at destination.

Paperwork closes more shipments into Australia late than freight does. Invoice, packing list and any certificate of origin have to describe the same goods at the same value, and the description has to be specific enough to classify — 'electronic parts' is not a description, it is an invitation to be examined.

## Where these numbers come from

We publish these figures so you can budget, but the assessment that binds is the one [Australian Border Force](#) 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.

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 Australia, the [Australia 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.

## China to Australia — Shipping Reference Data

|                                         |                                                       |
|-----------------------------------------|-------------------------------------------------------|
| <b>Main air gateways</b>                | SYD (Sydney), MEL (Melbourne), BNE                    |
| <b>Destination customs authority</b>    | Australian Border Force (ABF)                         |
| <b>De-minimis / duty-free threshold</b> | AUD 1,000                                             |
| <b>Import tax &amp; duty regime</b>     | GST 10%; duty 0–5%                                    |
| <b>Local currency</b>                   | AUD                                                   |
| <b>Typical clearance / dwell time</b>   | 3–7 days                                              |
| <b>Peak / busy season</b>               | Sep–Nov                                               |
| <b>Conformity &amp; certification</b>   | RCM mark; biosecurity inspection for timber/packaging |

Thresholds and duty bands are buyer-planning references, not formal customs rulings — confirm the exact HS-code rate for your goods before shipping.

## Free 3D Loading Tools for This Air Route

This page covers a Air freight service from China to Australia. Use the matching tool below to plan your cargo before requesting a quote.

### 3D Carton Packing Calculator

Air freight to Australia is billed on chargeable weight, so tight carton packing directly lowers your cost per shipment. Enter your product size and see the optimal carton layout in 3D before you book.

[Open Packing Tool →](#)

## Australia Air Freight Checklist

- Lithium batteries and liquids need pre-approval on most air routes — declare them upfront.
- Confirm whether the Australia rate includes fuel and security surcharges or lists them separately.
- Book 2-3 days before your target ETD; same-day air bookings usually carry premium rates.
- Label every carton with destination, carton number, and total count (e.g. 3/12).

## Frequently Asked Questions

How long does HK Air – Battery & Magnetic Duty Unpaid from China to Australia take?

Air freight on this route runs about 5–10 business days door-to-door, plus roughly 3–7 days of clearance/dwell once it reaches the gateway. All times include customs clearance under DDP terms.

What duties and taxes apply when importing into Australia?

Clearance is handled by Australian Border Force (ABF). The regime is: GST 10%; duty 0–5%, with a de-minimis position of AUD 1,000. Under DDP these are pre-paid, so nothing is collected on arrival.

What does DDP shipping to Australia include on this route?

DDP means one price covering freight, the duty/tax owed to Australian Border Force (ABF), and last-mile delivery to your door in Australia. There are no surprise charges at destination.

How is the shipping cost on this route calculated?

We compare actual gross weight against volumetric weight ( $L \times W \times H \div 6000$ ) and charge the greater, rounded up to the next kilogram, then apply the per-KG rate shown in the table above.

Can you ship special cargo (batteries, branded goods) to Australia?

Yes — battery cargo by air follows IATA PI966/PI967; we run certified battery channels via SYD (Sydney), MEL (Melbourne), BNE. Brand-goods and DG paperwork are handled within the DDP service. Surcharges apply.

What documents are required for customs clearance in Australia?

Australian Border Force (ABF) typically requires a commercial invoice with HS codes, a packing list, the bill of lading/air waybill, a certificate of origin (may lower duty), and any product certification (RCM mark; biosecurity inspection for timber/packaging). We file

these under DDP.

## Shipping Australia cargo by industry

This rate is for the lane. What decides whether the cargo arrives intact is the commodity — how it prices, how it must be packed and loaded, and which compliance step holds it at the border. These guides cover that per industry.

- [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 →](#)

Shipping from China to Australia (Perth / Other (WA 6000–7999)): Air Shipping Rates

## Contact Us

Ready to ship? Our team responds within one business day. We also handle sourcing and purchasing.

### Direct Contact

[sales@chinaoceanfreight.com](mailto:sales@chinaoceanfreight.com)

China → Australia desk

### Our Services

- ✈ Air freight — EXW, FCA, CIP or duty-paid
- 🚢 Sea freight FCL / LCL — FOB, CIF or duty-paid
- 🚂 Rail freight — door-to-door or terminal handover
- China sourcing & purchasing
- Warehouse & consolidation

## Customs clearance in Australia

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

[Australia clearance requirements →](#)