

# China to Toronto YHM Air Freight (A-Rate, UPS)

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→ AIR Canada · Air · A-Rate – UPS Updated 2026-08-14

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→ Air Freight

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



Air freight — China to Canada

Air Freight from China to Toronto YHM starts at USD 7.92 per kilogram, with door-to-door transit of 5-10 business days. A 100 kg shipment works out at roughly USD 792 including duty, clearance by the destination customs authority, and final delivery.

Rate from

USD 7.92/kg

Transit time

5-10 business days

Destination

Toronto YHM, Canada

Customs authority

the destination customs authority

Duty-free threshold

CAD 20 (CAD 150 courier under CUSMA)

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

Contents

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## Current Freight Rates

Last updated: **2026-08-14**

USD per KG

| Weight  | Rate (USD / KG) |
|---------|-----------------|
| 21 KG   | USD 9.62        |
| 22 KG   | USD 9.53        |
| 23 KG   | USD 9.75        |
| 30 KG   | USD 9.26        |
| 50 KG   | USD 8.89        |
| 100 KG  | USD 7.99        |
| 150 KG  | USD 7.94        |
| 200 KG  | USD 7.85        |
| 505 KG  | USD 7.50        |
| 850 KG  | USD 7.55        |
| 1700 KG | USD 7.63        |
| 2500 KG | USD 7.61        |
| 3400 KG | USD 7.37        |

## 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 Canada 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 → Canada Air A-Rate - UPS**

Air freight rates from China to Canada. We publish the actual tier structure rather than a single headline number, because the price per kilo on this lane changes materially with consignment size and the tier you land in decides your landed cost more than the headline rate does.

Cargo on this service moves through YVR (Vancouver), YYZ (Toronto) and YUL. Clearance happens at the arrival airport, so an inland consignee adds a trucking leg on top of the transit time quoted here. Expect 3–6 days of dwell at destination before release.

This rate is freight only. Import charges for Canada are assessed separately on arrival — GST 5% + provincial; duty 0–18% — 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 Aug–Oct, which is peak season for Canada. 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**

- **21-70** — USD 55.53 per KG
- **71-300** — USD 53.01 per KG
- **301+** — USD 52.50 per KG

Last refreshed 2026-08-06.

Canada air cargo on this service routes through YVR (Vancouver), YYZ (Toronto) and YUL. Where more than one gateway is listed the booked one depends on space on the day; the rate is the same either way, but the inland delivery leg beyond the airport is not.

The table above prices the lane, but most buyers arrive with a consignment already in mind. If yours has a known weight, the [10 KG](#), [21 KG](#), [50 KG](#) and [100 KG](#) breakdowns run this tariff against a fixed shipment so you see a landed number rather than a rate per kilo, and the [China to Canada Air Freight Cost](#) page sets every channel we run on this lane side by side. For the wider picture including documentation and duty, start from [shipping from China to Canada](#).



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Enter your tracking number below

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## Additional Information

### Scope, Exclusions and What to Check Before Booking

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 YVR (Vancouver), YYZ (Toronto) and YUL — inland delivery beyond that point is quoted against the delivery address
- Clearance at destination is handled by Canada Border Services Agency (CBSA)
- Canada de-minimis: CAD 20 (CAD 150 courier under CUSMA) — commercial consignments sit above it and are dutiable in full

- Destination conformity: ISED for radio devices; bilingual EN/FR labeling

On the duty side, the applicable regime is: GST 5% + provincial; duty 0–18%. 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 CAD at destination.

Before you book, confirm two things with your consignee: that they are registered to import into Canada, and that whoever is named as importer of record accepts the duty liability. Those are dull questions and they are also the two that most often surface only after the cargo has already sailed.

## Where these numbers come from

Treat the landed-cost numbers here as a planning baseline. [Canada Border Services Agency](#) sets the rate that actually gets charged, assessed against your HS classification at the moment of clearance, so their own guidance is worth reading before a large order.

If you want to sanity-check a duty figure yourself, start from the heading rather than the product name — [the WCO Harmonized System](#) is the underlying nomenclature, and [the WTO Tariff & Trade Data portal](#) holds the applied rates by country pair.

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.

On the origin side, export declaration and any commodity inspection requirement fall under [China Customs \(GACC\)](#); we handle that filing as part of the service, but the requirement is theirs, not ours.

If this is your first shipment into Canada, the [Canada 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 Canada — Shipping Reference Data

|                                         |                                                  |
|-----------------------------------------|--------------------------------------------------|
| <b>Main air gateways</b>                | YVR (Vancouver), YYZ (Toronto), YUL              |
| <b>Destination customs authority</b>    | Canada Border Services Agency (CBSA)             |
| <b>De-minimis / duty-free threshold</b> | CAD 20 (CAD 150 courier under CUSMA)             |
| <b>Import tax &amp; duty regime</b>     | GST 5% + provincial; duty 0–18%                  |
| <b>Local currency</b>                   | CAD                                              |
| <b>Typical clearance / dwell time</b>   | 3–6 days                                         |
| <b>Peak / busy season</b>               | Aug–Oct                                          |
| <b>Conformity &amp; certification</b>   | ISED for radio devices; bilingual EN/FR labeling |

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 Canada. Use the matching tool below to plan your cargo before requesting a quote.

### 3D Carton Packing Calculator

Dimensional weight often decides the final air rate to Canada. Simulate your carton fill in 3D, including mixed products in one box, and export the packing plan for your supplier.

[Open Packing Tool →](#)

## Canada Air Freight Checklist

- Compare volumetric weight ( $L \times W \times H \div 6000$ ) with actual weight — the higher one is billed.
- Shrink-wrap and corner-protect cartons — air cargo is transloaded multiple times.
- Lithium batteries and liquids need pre-approval on most air routes — declare them upfront.
- Keep single cartons under 30 KG for air handling to Canada to avoid overweight surcharges.

## Frequently Asked Questions

How long does Air A-Rate – UPS from China to Canada take?

Air freight on this route runs about 5–10 business days door-to-door, plus roughly 3–6 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 Canada?

Clearance is handled by Canada Border Services Agency (CBSA). The regime is: GST 5% + provincial; duty 0–18%, with a de-minimis position of CAD 20 (CAD 150 courier under CUSMA). Under DDP these are pre-paid, so nothing is collected on arrival.

What does DDP shipping to Canada include on this route?

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

In what currency is this route priced and paid?

Freight is quoted and invoiced in USD; the destination-side currency is CAD. Payment is typically due before departure, and DDP means you settle the full landed cost once.

What documents are required for customs clearance in Canada?

Canada Border Services Agency (CBSA) 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 (ISED for radio devices; bilingual EN/FR labeling). We file these under DDP.

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.

## Historical Price Records

All price updates are recorded here. Use the weekly tabs to browse older entries.

| Date             | 21-70    | 71-300   | 301+     |
|------------------|----------|----------|----------|
| 2026-08-14Latest | USD 9.62 | USD 8.17 | USD 7.59 |
| 2025-12-29       | USD 9.62 | USD 8.17 | USD 7.59 |

## Price Trend

## Shipping Canada 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.

- [Corrugated Packaging Wood, Bamboo & Paper Products](#)
- [Glass Packaging Plastics, Rubber & Packaging](#)
- [Electronic Switches Electronic Components & Semiconductors](#)
- [IoT Devices Consumer Electronics & Smart Devices](#)
- [Furniture Furniture & Home Products](#)
- [Home Storage Products Furniture & Home Products](#)
- [Fashion Textiles, Apparel, Footwear & Leather](#)
- [Laboratory Equipment Medical, Laboratory & Precision Instruments](#)
- [Locks & Safes Fire, Safety & Traffic Products](#)
- [Salon Furniture Beauty, Personal Care & Wellness](#)
- [Pet Products Consumer Goods & Gifts](#)
- [Umbrellas Consumer Goods & Gifts](#)

[All 139 industry guides →](#)

China to Canada (Toronto YHM/YXU/YGK) Freight — Express Air Cargo, Duty Paid

## 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 → Canada 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 Canada

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

[Canada clearance requirements →](#)