

China to Container Cost from China Sea Freight

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Sea Freight

Door-to-door transit 25-45 calendar days. Duty and final delivery are inside the published rate.



Sea freight — China to Indonesia

Sea Freight from China to Container Cost from China runs 25-45 calendar 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

25-45 calendar days

Destination

Container Cost from China, Indonesia

Customs authority

the destination customs authority

Duty-free threshold

USD 3 FOB — one of the lowest thresholds in the world

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

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

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

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

Nansha → Surabaya Container Shipping

Nansha to Surabaya container shipping, priced per box rather than per CBM. This is the lane to book when the cargo fills a container or when it should not share one: machinery, stone, steel, building materials and project pieces all move better as FCL because nothing else is loaded around them.

Port-to-port means exactly that: the rate ends at the Surabaya terminal gate. Typical dwell at destination runs 4–10 days before the box is available for collection, and that window sits outside the transit figure above. Origin haulage, export declaration, destination clearance, duty and delivery beyond the terminal are all quoted separately, so ask for a door figure if that is what you are comparing against.

Rate by Container Type

- **20GP** — USD 700 per container
- **40HQ** — USD 1,350 per container

We move sea freight cargo for Indonesia through [Tanjung Priok \(Jakarta\)](#), [Tanjung Perak \(Surabaya\)](#) and [Belawan \(Medan\)](#). The quoted rate covers the ocean leg to whichever of those the vessel calls at; the difference between them shows up in the trucking cost beyond the quay, which is why it pays to name the delivery city when you ask for a quote rather than just the country.

Inland coverage matters more than the port rate for most consignees. We deliver to [Surabaya](#), [Bandung](#), [Tangerang](#), [Makassar](#) and [Denpasar](#) and beyond, and the guide for each sets out its arrival gateway, the inland days to add to the transit quoted here, and the documentation the local office actually asks for. You can browse [all Indonesia destinations we cover](#), 12 destinations in total.



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Track your shipment

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```

'; return; } var pretty = res.num.substring(0,4) + ' ' + res.num.substring(4,10) + ' ' + res.num.substring(10); var who, target; if
(res.carrier) { who = 'The ' + esc(res.prefix) + ' prefix belongs to ' + esc(res.carrier.name) + ', so this box is theirs. Their
tracking page is the authoritative source for it.'; target = res.carrier; } else if (res.lessor) { who = 'The ' + esc(res.prefix) + '
prefix belongs to ' + esc(res.lessor) + ', a container leasing company rather than a shipping line. A leased box can sail with any
carrier, ' + 'so the number alone does not say who is moving it — use the universal lookup below, or check your bill of lading for the
line.'; target = FALLBACK; } else { who = 'We do not have ' + esc(res.prefix) + ' in our prefix list. The number itself is valid, ' +
'so the universal lookup below will route it to the right line.'; target = FALLBACK; } /* Always offer the universal lookups as well as
the carrier. A carrier site can be down, or simply not show a box that has not reached its network yet, and a dead end at that point
is what generates a support email. */ var alts = ''; for (var i = 0; i < FALLBACKS.length; i++) { var f = FALLBACKS[i]; if (target !==
FALLBACK && i === 0) { /* keep order, still show */ } if (f.url === target.url) { continue; } alts += '

```

- ' + esc(f.name) + ' — ' + esc(f.note) + '

```

'; } box.innerHTML = '

```

```

' + '

```

```

' + esc(pretty) + '

```

```

' + '

```

```

Check digit valid. ' + who + '

```

```

' + '

```

```

' + 'Track on ' + esc(target.name) + " " + '

```

```

' + '

```

```

' + (alts ? '

```

No result there? These free lookups cover the same box from different data sources:

```
' + alts + '
': ') + '
'; /* Copy the number so the carrier's own search box is one paste away. Deliberately not a deep link: these carrier sites are SPAs
whose query parameters change without notice, and a link that quietly stops prefilling looks like a broken tracker. */ var note =
box.querySelector('[data-copy]'); if (navigator.clipboard && navigator.clipboard.writeText) {
navigator.clipboard.writeText(res.num).then(function () { note.textContent = res.num + ' copied — paste it into the tracking box
that opens.'; }, function () { note.textContent = 'Copy ' + res.num + ' and paste it into the tracking box that opens.'; }); } else {
note.textContent = 'Copy ' + res.num + ' and paste it into the tracking box that opens.'; } } function wire(root) { var input =
root.querySelector('.cof-ot-input'); var btn = root.querySelector('.cof-ot-btn'); var box = root.querySelector('.cof-ot-out'); if (!input ||
!btn || !box) return; function go() { var num = normalize(input.value); if (!num) { input.focus(); return; } render(box,
analyze(num)); } btn.addEventListener('click', go); input.addEventListener('keydown', function (e) { if (e.key === 'Enter') {
e.preventDefault(); go(); } }); } function init() { var nodes = document.querySelectorAll('.cof-ot'); for (var i = 0; i < nodes.length;
i++) { wire(nodes[i]); } } if (document.readyState === 'loading') { document.addEventListener('DOMContentLoaded', init); } else
{ init(); } }();
```

Track your container to Indonesia

Ocean cargo is tracked by container number, not by a parcel barcode. Enter yours below: we check it is a valid number, identify the line that owns it, and take you straight to that line's tracking page for this ocean service.

Container number

A container number is four letters and seven digits, for example MSKU6090510. The last digit is a check digit, so a typo can be caught here rather than by an empty result on the carrier's site. We validate it in your browser — the number is not sent to us or to anyone else.

Additional Information

Scope, Exclusions and What to Check Before Booking

This is a port-to-port FCL rate for Nansha to Surabaya. It covers ocean freight for one container and stops at the Surabaya terminal gate. Everything either side of that — trucking to Nansha, customs at both ends, duty and tax for Indonesia, inland delivery — is quoted on request rather than bundled, which keeps the freight number comparable between carriers.

- Priced per box in USD for 20GP and 40HQ, not per KG or per CBM — utilization is yours to optimize
- Heavy and out-of-gauge cargo is core traffic here: machinery, steel, stone, building materials, project pieces
- Cut-off and free time attach to the specific sailing; demurrage begins the day free time expires
- Reefer, dangerous goods and out-of-gauge are priced case by case rather than from the card
- Clearance at destination is handled by Directorate General of Customs and Excise (Bea Cukai); the consignee must be registered to import

- Destination conformity for Indonesia: SNI mandatory standard for a long list of products; import license (API-U/API-P) held by the consignee; Permendag restricted-goods rules for textiles, footwear, electronics and toys

The most expensive mistake on a Nansha to Surabaya booking is not the freight rate, it is free time. Demurrage and detention start counting at the Surabaya terminal whether or not your consignee is ready, and on a bad week they can exceed the ocean freight itself. Confirm how many free days the booking carries before you fix a collection date.

Before you book, confirm two things with your consignee: that they are registered to import into Indonesia, 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. [Indonesian Directorate General of Customs and Excise](#) 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.

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.

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 Indonesia, the [Indonesia 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 Indonesia — Shipping Reference Data

Main sea gateways	Tanjung Priok (Jakarta), Tanjung Perak (Surabaya), Belawan (Medan)
Destination customs authority	Directorate General of Customs and Excise (Bea Cukai)
De-minimis / duty-free threshold	USD 3 FOB — one of the lowest thresholds in the world
Import tax & duty regime	VAT 11%; duty 0-150%, with a 7.5% flat rate applied to many consumer parcels, plus income-tax prepayment (PPh) of 0.5-10%
Local currency	IDR
Typical clearance / dwell time	4-10 days
Peak / busy season	Sep-Nov
Conformity & certification	SNI mandatory standard for a long list of products; import license (API-U/API-P) held by the consignee; Permendag restricted-goods rules for textiles, footwear, electronics and toys

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 Sea Route

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



3D Container Loading Planner

Wondering whether your cargo fills a 20GP or needs a 40HQ for this Indonesia route? The 3D container planner simulates cartons, crates, pallets, and even mixed box sizes in one container.

[Open Container Planner →](#)

Indonesia Sea Freight Checklist

- Photograph the container number, seal, and loading process for insurance evidence.
- Confirm whether your Indonesia rate is per CBM or per container before comparing quotes.
- Reserve loading space 5-7 days before the sailing cut-off for this route during peak season.
- Declare accurate gross weight — VGM misdeclaration delays vessels and triggers fines.

Frequently Asked Questions

How long does Sea FCL Port-to-Port (Spot) from China to Indonesia take?

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 4–10 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 Indonesia?

Clearance is handled by Directorate General of Customs and Excise (Bea Cukai). The regime is: VAT 11%; duty 0–150%, with a 7.5% flat rate applied to many consumer parcels, plus income-tax prepayment (PPH) of 0.5–10%, with a de-minimis position of USD 3 FOB — one of the lowest thresholds in the world. Under DDP these are pre-paid, so nothing is collected on arrival.

In what currency is this route priced and paid?

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

Which ports or airports does this route use into Indonesia?

Sea cargo to Indonesia clears through Tanjung Priok (Jakarta), Tanjung Perak (Surabaya), Belawan (Medan); air freight clears via CGK (Jakarta), SUB (Surabaya), DPS (Denpasar). We route through whichever gateway gives the fastest onward delivery to your address and build it into the DDP price.

What does DDP shipping to Indonesia include on this route?

DDP means one price covering freight, the duty/tax owed to Directorate General of Customs and Excise (Bea Cukai), and last-mile delivery to your door in Indonesia. 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.

Inland Delivery Coverage — Indonesia

We deliver beyond the arrival gateway. Each city below has its own destination guide covering the gateway it clears through, typical inland transit time and the local customs picture.

Note — these are reference guides, not quotes. The city pages describe routing, gateways and clearance for each destination. They do not carry rate tables. For pricing to any city listed here, use the rate table on this page or ask us for a quote.

- [Jakarta CGK air / Tanjung Priok sea inland same day](#) Guide only — no rates
- [Bekasi CGK air / Tanjung Priok sea inland same day](#) Guide only — no rates
- [Tangerang CGK air / Tanjung Priok sea inland same day](#) Guide only — no rates
- [Bandung CGK air / Tanjung Priok sea inland +1 day](#) Guide only — no rates
- [Surabaya SUB air / Tanjung Perak sea inland same day](#) Guide only — no rates
- [Semarang Tanjung Emas sea inland same day](#) Guide only — no rates
- [Medan KNO air / Belawan sea inland same day](#) Guide only — no rates

- [Makassar UPG air / Makassar sea inland +1 day](#) Guide only — no rates
- [Denpasar DPS air / Benoa sea inland +1 day](#) Guide only — no rates
- [Batam Batam sea / SIN air inland same day](#) Guide only — no rates
- [Palembang Boom Baru sea inland +2 days](#) Guide only — no rates
- [Balikpapan BPN air / Semayang sea inland +2 days](#) Guide only — no rates

[All Indonesia destination guides →](#)

Shipping Indonesia 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.

- [Bathroom Accessories Consumer Goods & Gifts](#)
- [E-commerce Fulfilment E-commerce & Retail Channels](#)
- [Bearings Metal Products & Industrial Components](#)
- [Automation Equipment General Machinery & Industrial Equipment](#)
- [Electronics Manufacturing Equipment Specialised Production Machinery](#)
- [Generators New Energy, Power & Electrical](#)
- [Automotive Parts Automotive & Vehicles](#)
- [Prefabricated Building Building Materials & Construction Products](#)
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[All 139 industry guides →](#)

Ship Nansha to Surabaya — FCL Container Cost from China

Contact Us

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

Direct Contact

sales@chinaoceanfreight.com

Nansha → Surabaya 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 Indonesia

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

[Indonesia clearance requirements →](#)

Destination guide

Gateways, inland legs and clearance context for Indonesia — background rather than pricing.

[Indonesia destination guide →](#)