

China to Container Cost from China Sea Freight

China Ocean Freight · chinaoceanfreight.com/freight-rates/sea_fcl_shekou_hai_phong

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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 Vietnam

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, Vietnam

Customs authority

the destination customs authority

Duty-free threshold

VND 1,000,000 (roughly USD 40) on express parcels

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 Vietnam 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

Shekou → Hai Phong Container Shipping

Full-container sea freight from China to Vietnam, Shekou to Hai Phong. A whole box is the right structure once your volume passes roughly 15 CBM, or as soon as the cargo is heavy, oversized or awkward to consolidate with anyone else's — below that threshold LCL usually wins on cost, above it FCL wins on both cost per CBM and handling risk.

Port-to-port means exactly that: the rate ends at the Hai Phong terminal gate. Typical dwell at destination runs 2-5 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 70.00 per container
- **40HQ** — USD 135 per container

Ocean cargo on this lane discharges at [Hai Phong](#), [Cat Lai \(Ho Chi Minh City\)](#) and Cai Mep–Thi Vai. Which one your container routes through is decided by the sailing we book rather than by you, and it moves the inland leg far more than it moves the ocean rate, so if your consignee sits closer to one of them say so at booking and we will bias the routing that way.

Delivery does not stop at the gateway. We run inland to [Qui Nhon](#), [Bac Giang](#), [Cai Mep](#), [Ho Chi Minh City](#) and [Hanoi](#) among others, and each of those has its own destination guide covering the port or airport it clears through, the realistic inland transit to add on top of the figures above, and the local clearance quirks worth knowing before you ship: see [all Vietnam destinations we cover](#), 14 in total.



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Track your shipment

Enter your tracking number below

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

```

'; 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 Vietnam

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

Booking Conditions and Destination Requirements

What you are buying on Shekou to Hai Phong is the ocean leg and nothing else: the box on the vessel, from quay to quay. Pre-carriage in China, clearance into Vietnam, duty and tax, and the final delivery run beyond Hai Phong are each priced separately. Ask for the door figure if you want to compare this against a DDP quote, because the two are not the same number.

- 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 General Department of Vietnam Customs (Tổng cục Hải quan); the consignee must be registered to import

- Destination conformity for Vietnam: Form E certificate of origin to claim ACFTA duty relief; MIC/Circular 04 type approval for radio equipment; energy-efficiency labeling for appliances

Two things decide whether an FCL booking runs cleanly. The first is container choice: a 40HQ carries roughly 76 CBM against a 20GP's 33, so where the cargo cubes out rather than weighs out, the bigger box is usually cheaper per unit even though it costs more per booking. The second is documentation — the packing list has to match what is physically inside, because General Department of Vietnam Customs (Tổng cục Hải quan) inspects against the declaration rather than against intent.

Paperwork closes more shipments into Vietnam 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

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.

China to Vietnam — Shipping Reference Data

Main sea gateways	Hai Phong, Cat Lai (Ho Chi Minh City), Cai Mep–Thi Vai
Destination customs authority	General Department of Vietnam Customs (Tổng cục Hải quan)
De-minimis / duty-free threshold	VND 1,000,000 (roughly USD 40) on express parcels
Import tax & duty regime	VAT 8–10%; duty 0–35%, with 0% available on most tariff lines under ACFTA/RCEP with a valid Form E
Local currency	VND
Typical clearance / dwell time	2–5 days
Peak / busy season	Sep–Nov
Conformity & certification	Form E certificate of origin to claim ACFTA duty relief; MIC/Circular 04 type approval for radio equipment; energy-efficiency labeling for appliances

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



3D Container Loading Planner

Sea freight to Vietnam prices by CBM or container — plan your 20GP/40GP/40HQ loading in 3D, compare utilization, and see exactly how many cartons fit before you commit to a booking.

[Open Container Planner →](#)

Vietnam Sea Freight Checklist

- Ask whether the quote includes destination port charges in Vietnam or only ocean freight.
- Check pallet vs floor-loading: floor loading typically fits 8-12% more cartons per container.
- Verify the receiver's customs import capability in Vietnam for DDP terms before booking.
- Reserve loading space 5-7 days before the sailing cut-off for this route during peak season.

Frequently Asked Questions

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

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 2–5 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 Vietnam?

Clearance is handled by General Department of Vietnam Customs (Tổng cục Hải quan). The regime is: 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. Under DDP these are pre-paid, so nothing is collected on arrival.

When does capacity tighten on the China–Vietnam lane?

Space and rates tighten around Sep–Nov, plus the China-side windows of Chinese New Year (Jan/Feb) and Golden Week (early Oct). Book 1–2 weeks earlier in these periods.

In what currency is this route priced and paid?

Freight is quoted and invoiced in USD; the destination-side currency is VND. 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 Vietnam?

Sea cargo to Vietnam clears through Hai Phong, Cat Lai (Ho Chi Minh City), Cai Mep–Thi Vai; air freight clears via SGN (Ho Chi Minh City), HAN (Hanoi), DAD (Da Nang). We route through whichever gateway gives the fastest onward delivery to your address and build it into the DDP price.

What documents are required for customs clearance in Vietnam?

General Department of Vietnam Customs (Tổng cục Hải quan) 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 (Form E certificate of origin to claim ACFTA duty relief; MIC/Circular 04 type approval for radio equipment; energy-efficiency labeling for appliances). We file these under DDP.

Inland Delivery Coverage — Vietnam

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.

- [Cai Mep SGN air / Cai Mep sea inland same day](#) Guide only — no rates
- [Qui Nhon UIH air / Qui Nhon sea inland +1 day](#) Guide only — no rates
- [Ho Chi Minh City SGN air / Cat Lai sea inland same day](#) Guide only — no rates
- [Hanoi HAN air / Hai Phong sea inland +1 day](#) Guide only — no rates
- [Hai Phong HAN air / Hai Phong sea inland same day](#) Guide only — no rates

- [Da Nang DAD air / Da Nang sea inland same day](#) Guide only — no rates
- [Binh Duong SGN air / Cat Lai sea inland same day](#) Guide only — no rates
- [Dong Nai SGN air / Cai Mep sea inland same day](#) Guide only — no rates
- [Bac Ninh HAN air / Hai Phong sea inland +1 day](#) Guide only — no rates
- [Bac Giang HAN air / Hai Phong sea inland +1 day](#) Guide only — no rates
- [Can Tho SGN air / Cat Lai sea inland +1 day](#) Guide only — no rates
- [Nha Trang CXR air / Cam Ranh sea inland +1 day](#) Guide only — no rates

[All Vietnam destination guides →](#)

Shipping Vietnam 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.

- [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](#)
- [Fire Alarm Equipment Fire, Safety & Traffic Products](#)
- [Restaurant Furniture Retail, Display & Commercial Fixtures](#)
- [Amusement Equipment Toys, Sports, Outdoor & Leisure](#)
- [Gifts Consumer Goods & Gifts](#)
- [Amazon FBA E-commerce & Retail Channels](#)

[All 139 industry guides →](#)

Ship Shekou to Hai Phong — 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

Shekou → Hai Phong 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 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 →](#)

Destination guide

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

[Vietnam destination guide →](#)