

China to Osaka Sea Freight: Container Rates and Schedule Sea Freight

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

1. [Home](#)
2. [Routes](#)
3. Asia Pacific
4. Shekou-O...

☐ SEA Japan · Sea · FCL Port-to-Port (Spot)

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

☐ Sea Freight

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



Sea freight — China to Japan

Sea Freight from China to Osaka Sea Freight: Container Rates and Schedule 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

Osaka Sea Freight: Container Rates and Schedule, Japan

Customs authority

the destination customs authority

Duty-free threshold

JPY 10,000 customs value (some categories excluded)

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 Japan 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 → Osaka Container Shipping

Full-container sea freight from China to Japan, Shekou to Osaka. 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 Osaka terminal gate. Typical dwell at destination runs 1–3 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 165 per container
- **40HQ** — USD 290 per container

We move sea freight cargo for Japan through [Tokyo](#), [Yokohama](#) and [Osaka](#). 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 [Kobe](#), [Hitachinaka](#), [Yokohama](#), [Fukuoka](#) and [Osaka](#) 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 Japan destinations we cover](#), 16 destinations in total.



chinaoceanfreight.com

OCEAN FREIGHT | GLOBAL SHIPPING | LOGISTICS

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 Japan

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 Osaka is the ocean leg and nothing else: the box on the vessel, from quay to quay. Pre-carriage in China, clearance into Japan, duty and tax, and the final delivery run beyond Osaka 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 Japan Customs; the consignee must be registered to import

- Destination conformity for Japan: PSE mark for electrical appliances; Giteki/MIC certification for radio devices; Food Sanitation Act notification for food-contact items

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 Japan Customs inspects against the declaration rather than against intent.

Paperwork closes more shipments into Japan 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

Treat the landed-cost numbers here as a planning baseline. [Japan Customs](#) 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.

For a wider view of how importing into Japan actually works — documentation norms, inspection behavior, the paperwork that tends to hold shipments — the [U.S. ITA guide to Japan customs regulations](#) is a useful independent read alongside our own lane notes.

China to Japan — Shipping Reference Data

Main sea gateways	Tokyo, Yokohama, Osaka
Destination customs authority	Japan Customs (国境)
De-minimis / duty-free threshold	JPY 10,000 customs value (some categories excluded)
Import tax & duty regime	Consumption tax 10%; duty 0–15% on most manufactured goods, higher on leather, footwear and food
Local currency	JPY
Typical clearance / dwell time	1–3 days
Peak / busy season	Sep–Nov
Conformity & certification	PSE mark for electrical appliances; Giteki/MIC certification for radio devices; Food Sanitation Act notification for food-contact items

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 Japan. 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 Japan route? The 3D container planner simulates cartons, crates, pallets, and even mixed box sizes in one container.

[Open Container Planner →](#)

Japan Sea Freight Checklist

- Verify the receiver's customs import capability in Japan for DDP terms before booking.
- Ask whether the quote includes destination port charges in Japan or only ocean freight.
- Confirm whether your Japan rate is per CBM or per container before comparing quotes.
- Photograph the container number, seal, and loading process for insurance evidence.

Frequently Asked Questions

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

Sea freight on this route runs about 25–45 calendar days door-to-door, plus roughly 1–3 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 Japan?

Clearance is handled by Japan Customs (関税). The regime is: Consumption tax 10%; duty 0–15% on most manufactured goods, higher on leather, footwear and food, with a de-minimis position of JPY 10,000 customs value (some categories excluded). Under DDP these are pre-paid, so nothing is collected on arrival.

Which ports or airports does this route use into Japan?

Sea cargo to Japan clears through Tokyo, Yokohama, Osaka; air freight clears via NRT (Narita), HND (Haneda), KIX (Osaka Kansai). We route through whichever gateway gives the fastest onward delivery to your address and build it into the DDP price.

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

Yes — battery goods by sea follow UN3480/UN3481 rules with an MSDS; we prepare the dangerous-goods paperwork as part of DDP into Tokyo, Yokohama, Osaka. Surcharges apply.

In what currency is this route priced and paid?

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

What documents are required for customs clearance in Japan?

Japan Customs (関税) 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 (PSE mark for electrical appliances; Giteki/MIC certification for radio devices; Food Sanitation Act notification for food-contact items). We file these under DDP.

Inland Delivery Coverage — Japan

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.

- [Hakata FUK air / Hakata sea inland same day](#) Guide only — no rates
- [Moji FUK air / Moji sea inland same day](#) Guide only — no rates
- [Yokkaichi NGO air / Yokkaichi sea inland same day](#) Guide only — no rates
- [Hitachinaka NRT air / Hitachinaka sea inland same day](#) Guide only — no rates
- [Tokyo NRT/HND air / Tokyo sea inland same day](#) Guide only — no rates
- [Yokohama NRT air / Yokohama sea inland same day](#) Guide only — no rates
- [Osaka KIX air / Osaka sea inland same day](#) Guide only — no rates

- [Nagoya NGO air / Nagoya sea inland same day](#) Guide only — no rates
- [Kobe KIX air / Kobe sea inland same day](#) Guide only — no rates
- [Fukuoka FUK air / Hakata sea inland same day](#) Guide only — no rates
- [Sapporo CTS air / Tomakomai sea inland +2 days](#) Guide only — no rates
- [Sendai SDJ air / Sendai sea inland +1 day](#) Guide only — no rates

[All Japan destination guides →](#)

Shipping Japan 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.

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

[All 139 industry guides →](#)

Shekou-Osaka Sea Freight: Container Rates and Schedule

Contact Us

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

Direct Contact

sales@chinaoceanfreight.com

Shekou → Osaka 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 Japan

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

[Japan clearance requirements →](#)

Destination guide

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

[Japan destination guide →](#)