China to Vietnam Sea Freight



Sea freight — China to Vietnam

Sea Freight from China to Vietnam runs 25-45 calendar days door to door, clearing through the destination customs authority. Rates shown are indicative freight estimates; duty, tax and customs handling depend on

the commodity and are quoted separately. Send weight, dimensions and product details for a firm figure.

Transit time

25-45 calendar days

Destination

Vietnam

Customs authority

the destination customs authority

Duty-free threshold

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

Indicative published channel rate for planning, not a quotation. What you actually pay depends on the product and its HS code, chargeable weight, declared value, duty and tax at destination and the exchange rate on the day — it can come in above or below this.

Current Freight Rates

Price data updating. Contact us for current rates.

Trade Terms Explained — Who Pays for What

EXW, FOB, CIF, DDP and seven more — see which costs sit with us and which sit with you

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.

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	11 Import customs clearance	12 Import duties & taxes
EXW Ex Works	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
FCA Free Carrier	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
FAS Free Alongside Ship	Seller	Seller	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
FOB Free On Board	Seller	Seller	Seller	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
CFR Cost and Freight	Seller	Seller	Seller	Seller	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer
CIF Cost, Insurance and Freight	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Buyer	Buyer	Buyer	Buyer	Buyer

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	11 Import customs clearance	12 Import duties & taxes
CPT Carriage Paid To	Seller	Seller	Seller	Seller	Seller	Seller	Negotiable	Seller	Seller	Seller	Buyer	Buyer
CIP Carriage and Insurance Paid	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Buyer	Buyer
DAT Delivered At Terminal (DPU)	Seller	Seller	Seller	Seller	Seller	Seller	Negotiable	Seller	Buyer	Buyer	Buyer	Buyer
DAP Delivered At Place	Seller	Seller	Seller	Seller	Seller	Seller	Negotiable	Seller	Seller	Seller	Buyer	Buyer
DDP Delivered Duty Paid	Seller	Seller	Seller	Seller	Seller	Seller	Negotiable	Seller	Seller	Seller	Seller	Seller

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

Yantian → Ho Chi Minh City Container Shipping

Ocean freight from China to Vietnam on a full-container basis, loading at Yantian for discharge at Ho Chi Minh City. Because the rate is per container, the way to lower your cost per unit is to fill the box properly rather than to negotiate the freight — a 40HQ at 85% utilization is almost always cheaper per CBM than a 20GP packed tight.

Port-to-port means exactly that: the rate ends at the Ho Chi Minh City 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 150 per container
- **40HQ** — USD 150 per container

Every consignment on this service is measured as well as weighed. Volumetric weight is L×W×H in centimetres divided by 6000 — one cubic metre counted as roughly 166.7 kg — and whichever figure is higher is the one charged. Dense cargo pays on its weight; light bulky cargo pays on its volume, and repacking to raise density is often the cheapest saving available on a Vietnam shipment.

Typical cargo on this route: home decor (https://chinaoceanfreight.com/industries/home-decor-logistics/) (HS 94), where clearance turns on timber due diligence (EUTR / EUDR) and UK upholstery fire regulations, cartons (https://chinaoceanfreight.com/industries/cartons-logistics/) (HS 44 / 48) and fasteners (https://chinaoceanfreight.com/industries/fasteners-logistics/) (HS 73 / 82 / 83). If yours is on that list the commodity page is worth two minutes — it covers how the goods should leave the factory, how they should sit in the container, and the failure mode we see most often on this kind of freight.

We move sea freight cargo for Vietnam through **Hai Phong (https://chinaoceanfreight.com/china-freight-to-vietnam/hai-phong/sea-freight/)**, **Cat Lai (Ho Chi Minh City) (https://chinaoceanfreight.com/china-freight-to-vietnam/ho-chi-minh-city/sea-freight/)** and Cai Mep–Thi Vai. 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 **Bac Ninh** (https://chinaoceanfreight.com/china-freight-to-vietnam/bac-ninh/sea-freight/), **Dong Nai** (https://chinaoceanfreight.com/china-freight-to-vietnam/dong-nai/sea-freight/), **Ho Chi Minh City** (https://chinaoceanfreight.com/china-freight-to-vietnam/ho-chi-minh-city/sea-freight/), **Hue** (https://chinaoceanfreight.com/china-freight-to-vietnam/hue/sea-freight/) and **Cai Mep** (https://chinaoceanfreight.com/china-freight-to-vietnam/cai-mep/sea-freight/) 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 Vietnam destinations we cover** (https://chinaoceanfreight.com/china-freight-to-vietnam/), 14 destinations in total.

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Track your shipment

Enter your tracking number below

Powered by 17TRACK (https://www.17track.net) — 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

What This Rate Covers — and What It Does Not

The Yantian to Ho Chi Minh City rate is ocean freight, port to port, for one full container. Origin haulage to Yantian, export declaration, destination clearance, duty and tax for Vietnam, and delivery beyond the Ho Chi Minh City terminal all sit outside it and are quoted on request. That split is normal for FCL, and it is why a port-to-port figure should never be compared directly against a door-to-door one.

- 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

Utilization is where the real saving sits on this lane. The rate is per box, so every CBM you leave empty is money already spent — which is why it is worth planning the load before booking rather than after. On the compliance side, General Department of Vietnam Customs (Tổng cục Hải quan) assesses against your declaration, so the packing list and the commercial invoice need to agree with each other and with the cargo.

Every shipment needs a commercial invoice and a packing list that agree with each other, plus destination certification where the commodity requires it. The most common cause of delay we see is not the freight at all — it is a declared value or a goods description that does not match what is in the cartons, which turns a routine clearance into an inspection.

Where these numbers come from

Treat the landed-cost numbers here as a planning baseline. **General Department of Vietnam 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.

If this is your first shipment into Vietnam, the **Vietnam 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 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

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

Open Container Planner → (https://chinaoceanfreight.com/3d-container-loading-planner/)

Vietnam Sea Freight Checklist

- ✓Declare accurate gross weight — VGM misdeclaration delays vessels and triggers fines.
- ✓Check pallet vs floor-loading: floor loading typically fits 8-12% more cartons per container.
- ✓Reserve loading space 5-7 days before the sailing cut-off for this route during peak season.
- ✓Confirm whether your Vietnam rate is per CBM or per container before comparing quotes.

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.

What does DDP shipping to Vietnam include on this route?

DDP means we quote the freight, the customs entry with General Department of Vietnam Customs (Tổng cục Hải quan) and last-mile delivery in Vietnam together, so you settle once. The duty and tax portion depends on your product's HS code, declared value and the exchange rate at entry, so it is confirmed against your actual goods — the figures on this page are indicative and can move either way.

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.

How is the shipping cost on this route calculated?

We compare actual gross weight against volumetric weight (L×W×H ÷ 6000, so one cubic metre counts as about 166.7 kg) and charge whichever is greater, rounded up to the next kilogram, then apply the per-KG rate shown in the table above. A 300 kg consignment measuring out to only 200 kg volumetric is still charged on the 300 kg.

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

(https://chinaoceanfreight.com/china-freight-to-vietnam/cai-mep/sea-freight/)

Guide only — no rates

Qui Nhon

UIH air / Qui Nhon sea

inland +1 day

(https://chinaoceanfreight.com/china-freight-to-vietnam/qui-nhon/sea-freight/)

Guide only — no rates

Ho Chi Minh City

SGN air / Cat Lai sea

inland same day

(https://chinaoceanfreight.com/china-freight-to-vietnam/ho-chi-minh-city/sea-freight/)

Guide only — no rates

Hanoi

HAN air / Hai Phong sea

inland +1 day

(https://chinaoceanfreight.com/china-freight-to-vietnam/hanoi/sea-freight/)

Guide only — no rates

Hai Phong

HAN air / Hai Phong sea

inland same day

(https://chinaoceanfreight.com/china-freight-to-vietnam/hai-phong/sea-freight/)

Guide only — no rates

Da Nang

DAD air / Da Nang sea

inland same day

(https://chinaoceanfreight.com/china-freight-to-vietnam/da-nang/sea-freight/)

Guide only — no rates

Binh Duong

SGN air / Cat Lai sea

inland same day

(https://chinaoceanfreight.com/china-freight-to-vietnam/binh-duong/sea-freight/)

Guide only — no rates

Dong Nai

SGN air / Cai Mep sea

inland same day

(https://chinaoceanfreight.com/china-freight-to-vietnam/dong-nai/sea-freight/)

Guide only — no rates

Bac Ninh

HAN air / Hai Phong sea

inland +1 day

(https://chinaoceanfreight.com/china-freight-to-vietnam/bac-ninh/sea-freight/)

Guide only — no rates

Bac Giang

HAN air / Hai Phong sea

inland +1 day

(https://chinaoceanfreight.com/china-freight-to-vietnam/bac-giang/sea-freight/)

Guide only — no rates

Can Tho

SGN air / Cat Lai sea

inland +1 day

(https://chinaoceanfreight.com/china-freight-to-vietnam/can-tho/sea-freight/)

Guide only — no rates

Nha Trang

CXR air / Cam Ranh sea

inland +1 day

(https://chinaoceanfreight.com/china-freight-to-vietnam/nha-trang/sea-freight/)

Guide only — no rates

All Vietnam destination guides → (https://chinaoceanfreight.com/china-freight-to-vietnam/)

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.

Bearings

Metal Products & Industrial Components

(https://chinaoceanfreight.com/industries/bearings-logistics/)

Solar Panel

New Energy, Power & Electrical

(https://chinaoceanfreight.com/industries/solar-panel-logistics/)

Prefabricated Building

Building Materials & Construction Products

(https://chinaoceanfreight.com/industries/prefabricated-building-logistics/)

Pallet

Wood, Bamboo & Paper Products

(https://chinaoceanfreight.com/industries/pallet-logistics/)

Conveyor Belts

Plastics, Rubber & Packaging

(https://chinaoceanfreight.com/industries/conveyor-belts-logistics/)

Hotel Furniture

Furniture & Home Products

(https://chinaoceanfreight.com/industries/hotel-furniture-logistics/)

Textiles

Textiles, Apparel, Footwear & Leather

(https://chinaoceanfreight.com/industries/textiles-logistics/)

Restaurant Furniture

Retail, Display & Commercial Fixtures

(https://chinaoceanfreight.com/industries/restaurant-furniture-logistics/)

Metal Fabrication

Metal Products & Industrial Components

(https://chinaoceanfreight.com/industries/metal-fabrication-logistics/)

Pressure Vessels

Metal Products & Industrial Components

(https://chinaoceanfreight.com/industries/pressure-vessels-logistics/)

Switchgear

New Energy, Power & Electrical

(https://chinaoceanfreight.com/industries/switchgear-logistics/)

Doors & Windows

Building Materials & Construction Products

(https://chinaoceanfreight.com/industries/doors-and-windows-logistics/)

All 60 industry guides → (https://chinaoceanfreight.com/industries/)

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Answer these and you get a real price, not a range.

These are the exact figures a carrier needs before it will quote. Fill them in once and we can price your cargo the same day — leave them out and we have to come back and ask, which is what turns an hour into a week.

✓

Got it — your enquiry is in.

A freight specialist is looking at it now. You will have a price by email within one working day.

Send it on WhatsApp

or email it to us instead

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 → (https://chinaoceanfreight.com/customs-clearance/vietnam/)

Destination guide

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

Vietnam destination guide → (https://chinaoceanfreight.com/china-freight-to-vietnam/)