

China to US ZIP 0-4 Air Freight (Battery, Express)

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→ AIR United States · Air · Express KR – UPS Battery Updated 2026-08-14

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→ Air Freight

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



Air freight — China to United States

Air Freight from China to US ZIP 0-4 starts at USD 9.58 per kilogram, with door-to-door transit of 5-10 business days. A 100 kg shipment works out at roughly USD 958 including duty, clearance by the destination customs authority, and final delivery.

Rate from

USD 9.58/kg

Transit time

5-10 business days

Destination

US ZIP 0-4, United States

Customs authority

the destination customs authority

Duty-free threshold

USD 800

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

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Current Freight Rates

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

USD per KG

Weight	Rate (USD / KG)
12 KG	USD 11.76
13 KG	USD 11.58
14 KG	USD 11.43
15 KG	USD 11.30
16 KG	USD 11.18
17 KG	USD 11.90
18 KG	USD 11.76
19 KG	USD 11.64
20 KG	USD 11.53
21 KG	USD 11.43
22 KG	USD 11.34
23 KG	USD 11.56
30 KG	USD 11.07
50 KG	USD 10.70
100 KG	USD 9.58
150 KG	USD 9.54
200 KG	USD 9.45
505 KG	USD 9.17
850 KG	USD 9.22
1700 KG	USD 9.30
2500 KG	USD 9.28
3400 KG	USD 9.03

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 United States 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

China → United States Air Express KR - UPS Battery

Shipping from China to United States by air freight, priced per KG. The tiers below are the live rate card for this channel; they move with the market, so the refresh date under the table is the date the numbers were last confirmed rather than the date the page was built.

Cargo on this service moves through LAX, ORD (Chicago) and JFK. Clearance happens at the arrival airport, so an inland consignee adds a trucking leg on top of the transit time quoted here. Expect 2–5 days of dwell at destination before release.

This rate is freight only. Import charges for United States are assessed separately on arrival — No federal VAT; duty 0–6.5% by HTS code — and whoever is named as importer of record is liable for them. If you would rather have one all-in number, ask us for the duty-paid version of this lane.

Space on this lane tightens through Aug–Oct, which is peak season for United States. Rates published outside that window are not a reliable guide to what you will pay inside it, so if your order lands in peak, book earlier rather than budgeting from an off-peak figure.

Current Rate Card

- **12-70** — USD 66.38 per KG
- **71-99** — USD 64.36 per KG
- **100+** — USD 62.34 per KG

Last refreshed 2026-08-06.

We fly this lane into LAX, ORD (Chicago) and JFK. Clearance happens at the arrival airport rather than at the delivery address, which matters if your consignee is inland: the customs step and the trucking step are separate, and only the first sits inside the transit

time quoted above.

If you already know roughly what you are moving, skip the rate maths. The [10 KG](#), [21 KG](#), [50 KG](#) and [100 KG](#) pages apply this tariff to a fixed consignment and show the result, including the point where stepping up a tier lowers your cost per kilo. The [China to United States Air Freight Cost](#) page sets this channel against the alternatives, and [shipping from China to United States](#) is the full destination guide.



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Additional Information

Booking Conditions and Destination Requirements

Chargeable weight on this service is the greater of actual weight and volumetric weight, with volumetric calculated as length × width × height in centimeters divided by 6000. For anything light and bulky the volumetric figure is the one that bills, which is why carton dimensions are worth optimizing before you book rather than after the cargo is weighed at the airport.

- General commercial cargo. Battery, magnetic, liquid and powder content must be declared at booking, not on arrival
- Chargeable weight is the greater of actual and volumetric weight (divisor 6000)
- Fuel and security surcharges, remote-area delivery and oversize handling are quoted on top where they apply
- Routing on this lane is via LAX, ORD (Chicago) and JFK — inland delivery beyond that point is quoted against the delivery address
- Clearance at destination is handled by U.S. Customs and Border Protection (CBP)

- United States de-minimis: USD 800 — commercial consignments sit above it and are dutiable in full
- Destination conformity: FCC for radio devices; FDA Prior Notice for food/supplements

On the duty side, the applicable regime is: No federal VAT; duty 0–6.5% by HTS code. Those are planning references rather than a ruling: the rate that binds is the one assessed against your declared HS code at the moment of entry, and classification is where most landed-cost surprises actually originate.

Paperwork closes more shipments into United States 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 [U.S. Customs and Border Protection](#) 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.

On the air side, anything with a cell or a battery in it, plus liquids, powders, magnets and aerosols, is governed by [the IATA Dangerous Goods Regulations](#). Those articles are not refused outright, but they need to be declared at booking so the shipment is built correctly — declaring them late is the single most common cause of an air consignment being offloaded.

China to United States — Shipping Reference Data

Main air gateways	LAX, ORD (Chicago), JFK
Destination customs authority	U.S. Customs and Border Protection (CBP)
De-minimis / duty-free threshold	USD 800
Import tax & duty regime	No federal VAT; duty 0–6.5% by HTS code
Local currency	USD
Typical clearance / dwell time	2–5 days
Peak / busy season	Aug–Oct
Conformity & certification	FCC for radio devices; FDA Prior Notice for food/supplements

Thresholds and duty bands are buyer-planning references, not formal customs rulings — confirm the exact HS-code rate for your goods before shipping.

Free 3D Loading Tools for This Air Route

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

3D Carton Packing Calculator

Before tendering this Air Express KR - UPS Battery shipment, check how many units really fit per carton — the 3D packing tool computes layers, rotation, and protective gaps for your exact product dimensions.

[Open Packing Tool →](#)

United States Air Freight Checklist

- Compare volumetric weight ($L \times W \times H \div 6000$) with actual weight — the higher one is billed.
- Lithium batteries and liquids need pre-approval on most air routes — declare them upfront.
- Book 2-3 days before your target ETD; same-day air bookings usually carry premium rates.
- Shrink-wrap and corner-protect cartons — air cargo is transloaded multiple times.

Frequently Asked Questions

How long does Air Express KR - UPS Battery from China to United States take?

Air freight on this route runs about 5-10 business 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 United States?

Clearance is handled by U.S. Customs and Border Protection (CBP). The regime is: No federal VAT; duty 0-6.5% by HTS code, with a de-minimis position of USD 800. Under DDP these are pre-paid, so nothing is collected on arrival.

What does DDP shipping to United States include on this route?

DDP means one price covering freight, the duty/tax owed to U.S. Customs and Border Protection (CBP), and last-mile delivery to your door in United States. There are no surprise charges at destination.

In what currency is this route priced and paid?

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

When does capacity tighten on the China-United States lane?

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

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

Yes — battery cargo by air follows IATA PI966/PI967; we run certified battery channels via LAX, ORD (Chicago), JFK. Brand-goods and DG paperwork are handled within the DDP service. Surcharges apply.

Historical Price Records

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

Date	12-70	71-99	100+
2026-08-14Latest	USD 11.76	USD 10.05	USD 9.58
2025-12-29	USD 11.76	USD 10.05	USD 9.58

Price Trend

Shipping United States 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.

- [Pipe Fittings Metal Products & Industrial Components](#)
- [Assembly Line Equipment General Machinery & Industrial Equipment](#)
- [Semiconductor Equipment Specialised Production Machinery](#)
- [Transformers New Energy, Power & Electrical](#)
- [Brake Parts Automotive & Vehicles](#)
- [Ceramic Tiles Building Materials & Construction Products](#)
- [Bathroom Products Building Materials & Construction Products](#)
- [Engineering Plastics Plastics, Rubber & Packaging](#)
- [Ceramic Components Glass & Ceramic Products](#)
- [Data Center Equipment Telecom, Computing & Data Centre](#)
- [Home Appliances Home Appliances, HVAC & Commercial](#)
- [Laboratory Furniture Furniture & Home Products](#)

[All 139 industry guides →](#)

United States (East (ZIP 0-4)) Import Freight from China — Air Freight Cost

Contact Us

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

Direct Contact

sales@chinaoceanfreight.com

China → United States 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 United States

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

[United States clearance requirements →](#)