

China to US ZIP 5-7 Sea Freight

China Ocean Freight · chinaoceanfreight.com/freight-rates/us_sea_oa_5

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☐ SEA United States · LA OA – Parcel Delivery Updated 2026-08-14

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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 United States

Sea Freight from China to US ZIP 5-7 starts at USD 2.02 per kilogram, with door-to-door transit of 25-45 calendar days. A 100 kg shipment works out at roughly USD 202 including duty, clearance by the destination customs authority, and final delivery.

Rate from

USD 2.02/kg

Transit time

25-45 calendar days

Destination

US ZIP 5-7, 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 4.12
13 KG	USD 3.94
14 KG	USD 3.79
15 KG	USD 3.66
16 KG	USD 3.54
17 KG	USD 4.26
18 KG	USD 4.12
19 KG	USD 4.00
20 KG	USD 3.89
21 KG	USD 3.79
22 KG	USD 3.70
23 KG	USD 3.92
30 KG	USD 3.43
50 KG	USD 2.92
100 KG	USD 2.36
150 KG	USD 1.97
200 KG	USD 1.88
505 KG	USD 1.60
850 KG	USD 1.65
1700 KG	USD 1.73
2500 KG	USD 1.71
3400 KG	USD 1.46

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 LA OA - Door Delivery

Sea freight rates from China to United States. We publish the actual tier structure rather than a single headline number, because the price per kilo on this lane changes materially with consignment size and the tier you land in decides your landed cost more than the headline rate does.

Cargo on this service moves through Los Angeles/Long Beach, New York/Newark and Savannah. The rate covers the leg to the discharge port; inland delivery beyond the quay is costed against the delivery address, not the country. 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+** — USD 13.35 per KG
- **50+** — USD 12.34 per KG
- **101+** — USD 9.82 per KG

Last refreshed 2026-08-06.

Discharge for United States on this service is at Los Angeles/Long Beach, New York/Newark and Savannah. Transit time in the rate table is measured to the port, not to the door: the inland days on top depend on which gateway the box clears through and how far inland the delivery address sits.

Rate cards are hard to read against a real order, so we also publish worked examples at fixed weights: [100 KG](#), [300 KG](#) and [500 KG](#), each showing what that shipment actually costs door to door on this lane. If you are still choosing between transport modes the [China to United States Sea Freight Cost](#) comparison is the better starting point, and [shipping from China to United States](#) covers the whole journey rather than just the freight.



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Track your shipment

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

```

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

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'; } box.innerHTML = '

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' + '

```

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' + 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 United States

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

Container number

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

Additional Information

Scope, Exclusions and What to Check Before Booking

LCL cargo on this lane bills on the greater of weight and volume, so a dense pallet and a light bulky one of the same size do not cost the same. Past roughly 15 CBM it is worth asking us for an FCL comparison — a full container usually undercuts consolidation at that point, and it removes the co-loading risk that comes with sharing a box.

- General commercial cargo. Battery, magnetic, liquid and powder content must be declared at booking, not on arrival
- Rates are quoted against the current sailing or departure; peak-season surcharges apply where the carrier levies them
- Routing on this lane is via Los Angeles/Long Beach, New York/Newark and Savannah — 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.

Before you book, confirm two things with your consignee: that they are registered to import into United States, and that whoever is named as importer of record accepts the duty liability. Those are dull questions and they are also the two that most often surface only after the cargo has already sailed.

Where these numbers come from

We publish these figures so you can budget, but the assessment that binds is the one [U.S. Customs and Border Protection](#) makes on your declaration. Where a shipment is large enough that a percentage point matters, check their current tariff guidance rather than ours.

Classification drives everything downstream: the same carton can attract very different duty depending on the heading it lands in, and the structure those headings come from is [the World Customs Organization Harmonized System](#). If your product sits near a boundary between two headings, resolve it before shipping rather than at the border.

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.

China to United States — Shipping Reference Data

Main sea gateways	Los Angeles/Long Beach, New York/Newark, Savannah
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 Sea Route

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



3D Container Loading Planner

Maximize every CBM on this route: load your carton list into the 3D container planner, check space and payload utilization, and download the loading plan for your forwarder.

[Open Container Planner →](#)

United States Sea Freight Checklist

- Photograph the container number, seal, and loading process for insurance evidence.
- Ask whether the quote includes destination port charges in United States or only ocean freight.
- Reserve loading space 5-7 days before the sailing cut-off for this route during peak season.
- Verify the receiver's customs import capability in United States for DDP terms before booking.

Frequently Asked Questions

How long does LA OA – Parcel Delivery from China to United States 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 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.

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.

How is the shipping cost on this route calculated?

We compare actual gross weight against volumetric weight (L×W×H ÷ 6000) and charge the greater, rounded up to the next kilogram, then apply the per-KG rate shown in the table above.

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

Yes — battery goods by sea follow UN3480/UN3481 rules with an MSDS; we prepare the dangerous-goods paperwork as part of DDP into Los Angeles/Long Beach, New York/Newark, Savannah. Surcharges apply.

What certification is needed to import into United States?

For regulated goods, plan for: FCC for radio devices; FDA Prior Notice for food/supplements. Missing conformity paperwork is the most common clearance hold with U.S. Customs and Border Protection (CBP), so confirm requirements for your HS code before shipping.

Historical Price Records

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

Date	12+	50+	101+
2026-08-14Latest	USD 4.12	USD 2.92	USD 2.01
2025-12-29	USD 4.12	USD 2.92	USD 2.01

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.

- [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
- Fire Alarm Equipment Fire, Safety & Traffic Products

[All 139 industry guides →](#)

United States (ZIP 5,6,7) Import Freight from China — Sea Cargo Rates

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 →](#)