

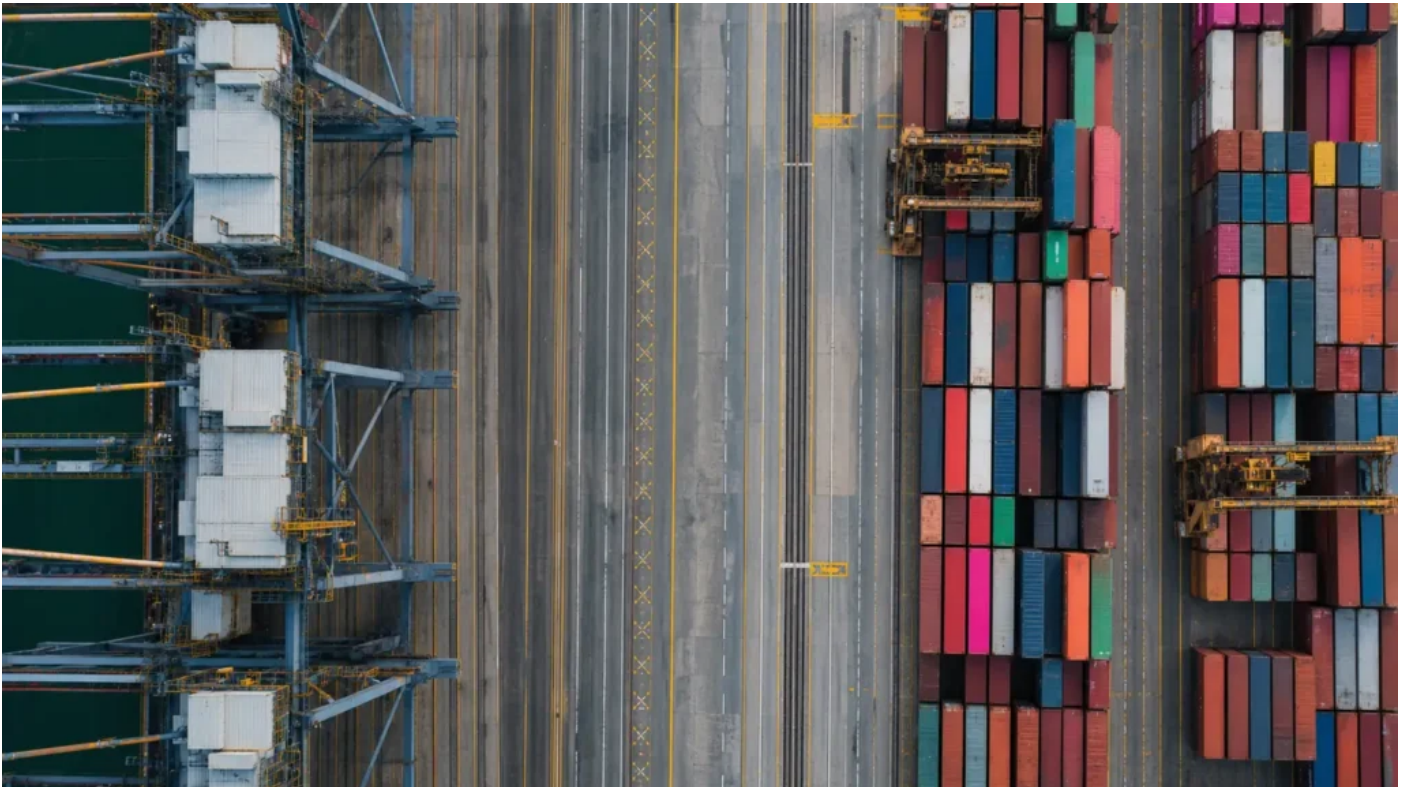
Sea Freight from China to Balikpapan

China Ocean Freight · chinaoceanfreight.com/china-freight-to-indonesia/balikpapan/sea-freight

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□□ Sea Freight

China → Balikpapan · via BPN air / Semayang sea · clearance by Directorate General of Customs and Excise (Bea Cukai)



Cargo handling on the China-Balikpapan lane.

Balikpapan is Kalimantan energy and mining service city, and it is served through BPN air / Semayang sea. That combination is what actually sets your delivery date on this lane — allow +2 days for the inland leg on top of clearance.

The clearing authority is Directorate General of Customs and Excise (Bea Cukai). Historical dwell on this gateway is around 4–10 days, and it lengthens in Sep–Nov.

Duty, tax and clearance into Balikpapan

Directorate General of Customs and Excise (Bea Cukai) assesses duty and tax on cargo arriving for Balikpapan consignees. Current regime: VAT 11%; duty 0–150%, with a 7.5% flat rate applied to many consumer parcels, plus income-tax prepayment (PPh) of

0.5–10%, with a de-minimis position of USD 3 FOB — one of the lowest thresholds in the world.

Conformity is the part most first-time importers underestimate: SNI mandatory standard for a long list of products; import license (API-U/API-P) held by the consignee; Permendag restricted-goods rules for textiles, footwear, electronics and toys. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

Restrictions and known friction points for Indonesia: Goods on the IRTAS restricted list need a license issued before the vessel arrives; retro-fixing after arrival is expensive. Used goods are broadly banned. Cosmetics and food need BPOM registration held locally.

Routing and transit on this lane

Indonesia is the most paperwork-heavy market in ASEAN. The USD 3 de-minimis means practically every shipment is dutiable, and Permendag import restrictions cover exactly the categories most China buyers ship — textiles, footwear, electronics, toys and cosmetics. Plan the license position before booking, not after arrival.

Sea gateways used	Tanjung Priok (Jakarta), Tanjung Perak (Surabaya), Belawan (Medan)
Sea transit, China to gateway	6–11 calendar days
Gateway serving Balikpapan	BPN air / Semayang sea
Inland leg to Balikpapan	+2 days from the gateway
Typical clearance / dwell	4–10 days
Peak season to plan around	Sep–Nov



Handling on the BPN air / Semayang sea routing serving Balikpapan.

Before you book: Balikpapan checklist

- Photograph carton markings and seal numbers before departure — it makes any claim far easier to settle.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.
- Get the conformity paperwork moving early: SNI mandatory standard for a long list of products; import license (API-U/API-P) held by the consignee; Permendag restricted-goods rules for textiles, footwear, electronics and toys.
- Plan around the China-side windows too: Chinese New Year and Golden Week both compress capacity on the Indonesia lane.
- Confirm the consignee in Balikpapan can act as importer of record — Directorate General of Customs and Excise (Bea Cukai) will not release cargo to an unregistered party.
- Ask for the HS code in writing from your supplier and verify the Indonesia duty rate against it yourself.

Frequently asked questions

How long does shipping from China to Balikpapan take?

China to the Indonesia gateway is 6–11 calendar days. On top of that, allow 4–10 days of clearance with Directorate General of Customs and Excise (Bea Cukai) and a +2 days inland leg to Balikpapan.

What duty and tax will I pay importing into Balikpapan?

Directorate General of Customs and Excise (Bea Cukai) applies: VAT 11%; duty 0–150%, with a 7.5% flat rate applied to many consumer parcels, plus income-tax prepayment (PPH) of 0.5–10%. The de-minimis position is USD 3 FOB — one of the lowest thresholds in the world. Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Balikpapan.

What certification do I need for Indonesia?

For regulated goods, plan for: SNI mandatory standard for a long list of products; import license (API-U/API-P) held by the consignee; Permendag restricted-goods rules for textiles, footwear, electronics and toys. Missing conformity paperwork is the single most common cause of a hold, and in most cases it cannot be remedied once the cargo has arrived.

What documents does Directorate General of Customs and Excise (Bea Cukai) require?

A commercial invoice with HS codes, a packing list, the bill of lading or air waybill, a certificate of origin where it lowers duty, and any product certification (SNI mandatory standard for a long list of products; import license (API-U/API-P) held by the consignee; Permendag restricted-goods rules for textiles, footwear, electronics and toys). We prepare and file these as part of the service.

Which port or airport does cargo for Balikpapan clear through?

Cargo for Balikpapan is routed via BPN air / Semayang sea. Sea gateways for Indonesia are Tanjung Priok (Jakarta), Tanjung Perak (Surabaya), Belawan (Medan); air gateways are CGK (Jakarta), SUB (Surabaya), DPS (Denpasar). We pick whichever gives the shortest total door time for your address.

When is the busiest time on the China-Indonesia lane?

Space and rates tighten around Sep-Nov, plus the China-side windows of Chinese New Year in January or February and Golden Week in early October. Book one to two weeks earlier in those periods.

Other delivery cities in Indonesia

- [China to Jakarta](#)
- [China to Bekasi](#)
- [China to Tangerang](#)
- [China to Bandung](#)
- [China to Surabaya](#)
- [China to Semarang](#)
- [China to Medan](#)
- [China to Makassar](#)
- [China to Denpasar](#)
- [China to Batam](#)
- [China to Palembang](#)

[All Indonesia freight information →](#)

References & official sources

Duty rates, thresholds and conformity requirements for Indonesia change by ministerial decision, sometimes mid-year. The figures on this page are buyer-planning references, not a customs ruling — confirm the current position for your own HS code with Directorate General of Customs and Excise (Bea Cukai) or your broker before you ship.

- [Directorate General of Customs and Excise \(Bea Cukai\)](#)

- [Ministry of Trade \(Kemendag\)](#)
- [BPOM \(food, drug and cosmetic registration\)](#)
- [WTO — Tariff Profiles \(applied MFN duty by country\)](#)
- [IATA — Lithium battery shipping guidance \(PI 965–970\)](#)
- [World Bank — Logistics Performance Index](#)
- [ICC — Incoterms 2020 rules \(DDP, DAP, FOB definitions\)](#)

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Shipping by industry

This page covers the route and clearance picture for the destination. Packing, classification and the compliance step that actually holds a shipment depend on what you are sending — these guides cover that by commodity.

- [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 →](#)

Checking the Indonesia duty position yourself

We publish these figures so you can budget, but the assessment that binds is the one [Indonesian Directorate General of Customs and Excise](#) 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.

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

Watch: the process behind this route

This guide covers routing and clearance for Balikpapan. The video below covers the wider shipping process that sits around it.

LCL vs FCL | Difference Between Full Container Load & Less than Container Load | Which is better ? — 10 Min For Supply Chain.

Published on YouTube by a third party; we link it because it explains the process well, not because we produced it or endorse the provider.

Get a rate for Balikpapan

This lane is quoted per shipment rather than from a published rate card, because the landed cost depends on the commodity, its density, the conformity requirements above and the delivery point. Send the cargo details and we will come back with a full DDP figure.

[Request a quote](#) → [See the Indonesia route page](#) →

Freight Rates to Indonesia

☞ Cargo Weight (KG)

☐ Enter the actual gross weight of your shipment in kilograms. If you're unsure, fill in the volume fields below and we'll calculate it for you.

☐ Or enter volume (cm) — volumetric weight ÷ 6000

× ×

Non-integers rounded up. Larger of actual vs volumetric is used.

☐ Number of Boxes

Total chargeable weight = weight per box × number of boxes.

⚠ When you have not filled in the volume information, our prices may be inaccurate.

Balikpapan Sea Freight, Indonesia: Cost, Transit & Customs

Sea Freight to Balikpapan: 6–11 calendar days in transit, cleared by Directorate General of Customs and Excise (Bea Cukai), +2 days to the door. What the rate covers and what it does not.

Get a Quote

Send the cargo details and we respond within one business day with a full DDP figure for Balikpapan.

[WhatsApp Us Send Inquiry](#) →

Balikpapan by Mode

- [All modes — Balikpapan](#)
- [✈ Air Freight](#)

Other Cities in Indonesia

- [China to Jakarta](#)
- [China to Bekasi](#)
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- [China to Bandung](#)
- [China to Surabaya](#)
- [China to Semarang](#)
- [China to Medan](#)
- [China to Makassar](#)

Other Asia Pacific Destinations

- [Shipping to Brunei](#)
- [Shipping to Cambodia](#)
- [Shipping to Hong Kong](#)
- [Shipping to Japan](#)
- [Shipping to Laos](#)
- [Shipping to Malaysia](#)
- [Shipping to Mongolia](#)
- [Shipping to Myanmar](#)

Route Page

- [Indonesia DDP route details →](#)
- [All freight destinations →](#)

Customs clearance in Indonesia

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

[Indonesia clearance requirements →](#)

Priced routes to Indonesia

- [Shipping a Container from Shanghai to Jakarta: Cost & Transit](#)
- [Shipping a Container from Shekou to Balikpapan: Cost & Transit](#)
- [Shipping a Container from Shekou to Batam: Cost & Transit](#)
- [Shipping a Container from Shekou to Jakarta: Cost & Transit](#)
- [Shipping a Container from Shekou to Makassar: Cost & Transit](#)
- [Shipping a Container from Shekou to Surabaya: Cost & Transit](#)