

Sea Freight from China to Palembang

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☐ Sea Freight

China → Palembang · via Boom Baru sea · clearance by Directorate General of Customs and Excise (Bea Cukai)



Cargo handling on the China-Palembang lane.

We move sea freight cargo from South China into Palembang through Boom Baru sea. Palembang is South Sumatra river port and regional center, which shapes the kind of cargo that moves on this lane and how it should be packed.

Clearance itself is handled by Directorate General of Customs and Excise (Bea Cukai), and typical dwell at the gateway runs 4-10 days.

How this lane actually runs

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 Palembang	Boom Baru sea
Inland leg to Palembang	+2 days from the gateway
Typical clearance / dwell	4–10 days
Peak season to plan around	Sep–Nov

What you will pay on arrival in Indonesia

Imports into Indonesia are cleared by Directorate General of Customs and Excise (Bea Cukai). The headline position is: 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 threshold is 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 lartas 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.



Handling on the Boom Baru sea routing serving Palembang.

What to sort out before the cargo leaves China

- Check the de-minimis position (USD 3 FOB — one of the lowest thresholds in the world) against your invoice value before you decide how to split the shipment.
- Put the Palembang delivery address, contact name and phone number on the invoice, not just the packing list.
- 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.
- Declare lithium batteries, magnets, liquids and powders up front — retro-declaring after booking usually means re-planning the whole shipment.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.
- Budget for the inland leg: +2 days beyond gateway clearance to reach Palembang.

Frequently asked questions

How long does shipping from China to Palembang 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 Palembang.

What duty and tax will I pay importing into Palembang?

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 Palembang.

Can you deliver door-to-door in Palembang?

Yes. Delivery to a Palembang address is quoted as one figure covering freight, duty and tax owed to Directorate General of Customs and Excise (Bea Cukai), and the +2 days inland leg. Confirm whether your consignee wants the goods at a warehouse, a marketplace fulfillment center or a shop front, because the last-mile requirement differs.

How is the chargeable weight calculated for Palembang?

We compare actual gross weight against volumetric weight — length × width × height in centimeters divided by 6000 for air — and bill the greater of the two, rounded up to the next kilogram. Light, bulky cargo is almost always billed on volume.

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.

Which port or airport does cargo for Palembang clear through?

Cargo for Palembang is routed via Boom Baru 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.

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 Balikpapan](#)

[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.

- [Stationery Consumer Goods & Gifts](#)
- [E-commerce E-commerce & Retail Channels](#)
- [Aluminum Coils Steel & Metal Materials](#)
- [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](#)

[All 139 industry guides →](#)

Checking the Indonesia duty position yourself

Treat the landed-cost numbers here as a planning baseline. [Indonesian Directorate General of Customs and Excise](#) 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 Indonesia, the [Indonesia 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.

Watch: the process behind this route

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

How to Calculate CBM in Shipping | Volume vs Weight Explained | CBM Formula & Freight Cost Guide — 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 Palembang

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.

Sea Freight to Palembang, Indonesia: Transit Time, Duty & Clearance

Sea Freight from China to Palembang, Indonesia. Transit 6–11 calendar days to the gateway, 4–10 days dwell, +2 days inland. Duty, documents and packing.

Get a Quote

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

[WhatsApp Us Send Inquiry](#) →

Palembang by Mode

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

Other 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](#)

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](#)