

Sea Freight from China to Lahore

China Ocean Freight · chinaoceanfreight.com/china-freight-to-pakistan/lahore/sea-freight

1. [Home](#)
2. [Destinations](#)
3. [Pakistan](#)
4. [Lahore](#)
5. Sea Freight

□ Sea Freight

China → Lahore · via LHE air / Karachi sea · clearance by Pakistan Customs (Federal Board of Revenue)



Cargo handling on the China-Lahore lane.

Lahore is Punjab commercial capital, and it is served through LHE air / Karachi sea. That combination is what actually sets your delivery date on this lane — allow +2 days for the inland leg on top of clearance.

Clearance itself is handled by Pakistan Customs (Federal Board of Revenue), and typical dwell at the gateway runs 5–12 days.

Routing and transit on this lane

Karachi handles the overwhelming majority of Pakistan's sea volume, with Port Qasim as the second option. The China-Pakistan FTA phase II gives meaningful duty relief on a long list of tariff lines, but only against a properly issued certificate of origin.

Regulatory duty on consumer goods changes with each federal budget, so verify the current rate rather than reusing last year's landed-cost model.

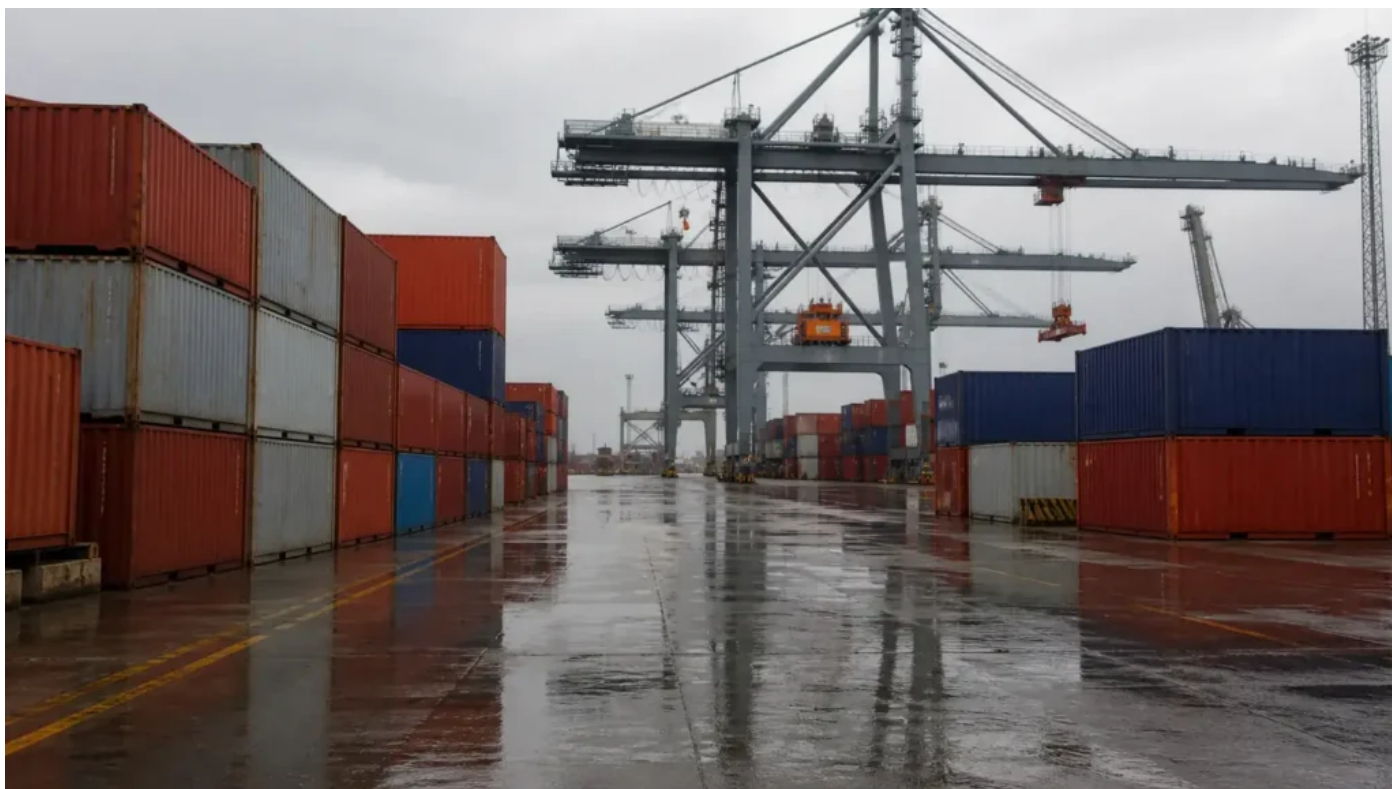
Sea gateways used	Karachi (KICT/QICT), Port Qasim, Gwadar
Sea transit, China to gateway	14–22 calendar days
Gateway serving Lahore	LHE air / Karachi sea
Inland leg to Lahore	+2 days from the gateway
Typical clearance / dwell	5–12 days
Peak season to plan around	Sep–Nov

Import duty and tax position for Lahore

Pakistan Customs (Federal Board of Revenue) assesses duty and tax on cargo arriving for Lahore consignees. Current regime: Sales tax 18%; customs duty 3–20% plus additional customs duty and regulatory duty on many consumer lines; withholding income tax on imports, with a de-minimis position of No practical de-minimis.

Conformity is the part most first-time importers underestimate: PSQCA standards mark for regulated goods; import against a bank contract or letter of credit for most commercial cargo. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

Restrictions and known friction points for Pakistan: Import payment normally has to route through a bank contract or LC, which constrains DDP structures. Regulatory duty and additional customs duty are revised frequently. Used goods and many consumer categories face import bans or heavy surcharges.



Handling on the LHE air / Karachi sea routing serving Lahore.

What to sort out before the cargo leaves China

- Check the de-minimis position (No practical de-minimis) against your invoice value before you decide how to split the shipment.
- 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.
- Ask for the HS code in writing from your supplier and verify the Pakistan duty rate against it yourself.
- Compare gross weight against volumetric weight ($L \times W \times H \div 6000$) — the higher figure is what gets billed on air and express.
- Declare lithium batteries, magnets, liquids and powders up front — retro-declaring after booking usually means re-planning the whole shipment.

Frequently asked questions

How long does shipping from China to Lahore take?

China to the Pakistan gateway is 14-22 calendar days. On top of that, allow 5-12 days of clearance with Pakistan Customs (Federal Board of Revenue) and a +2 days inland leg to Lahore.

What duty and tax will I pay importing into Lahore?

Pakistan Customs (Federal Board of Revenue) applies: Sales tax 18%; customs duty 3-20% plus additional customs duty and regulatory duty on many consumer lines; withholding income tax on imports. The de-minimis position is No practical de-minimis. Under a DDP arrangement these are pre-paid, so nothing is collected on arrival in Lahore.

What documents does Pakistan Customs (Federal Board of Revenue) 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 (PSQCA standards mark for regulated goods; import against a bank contract or letter of credit for most commercial cargo). We prepare and file these as part of the service.

What certification do I need for Pakistan?

For regulated goods, plan for: PSQCA standards mark for regulated goods; import against a bank contract or letter of credit for most commercial cargo. 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.

Can you ship batteries or sensitive cargo to Lahore?

Yes. Battery cargo by sea moves under UN3480/UN3481 with an MSDS, and the dangerous-goods documentation is prepared as part of the booking into Karachi (KICT/QICT), Port Qasim, Gwadar. Surcharges apply and space is more limited than for general cargo.

How is the chargeable weight calculated for Lahore?

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.

Other delivery cities in Pakistan

- [China to Port Qasim](#)
- [China to Karachi](#)
- [China to Islamabad](#)
- [China to Rawalpindi](#)
- [China to Faisalabad](#)
- [China to Sialkot](#)
- [China to Multan](#)
- [China to Peshawar](#)
- [China to Gujranwala](#)
- [China to Quetta](#)

[All Pakistan freight information →](#)

References & official sources

Duty rates, thresholds and conformity requirements for Pakistan 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 Pakistan Customs (Federal Board of Revenue) or your broker before you ship.

- [Pakistan Customs — Federal Board of Revenue](#)
- [WTO — Tariff Profiles \(applied MFN duty by country\)](#)
- [IMO — IMDG Code for dangerous goods by sea](#)

- [IATA — Lithium battery shipping guidance \(PI 965–970\)](#)
- [World Bank — Logistics Performance Index](#)

Page data last reviewed: 8 , 2026.

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.

- [Cross-border E-commerce E-commerce & Retail Channels](#)
- [Metal Products Metal Products & Industrial Components](#)
- [Architectural Hardware Metal Products & Industrial Components](#)
- [Production Line Equipment General Machinery & Industrial Equipment](#)
- [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](#)

[All 139 industry guides →](#)

Checking the Pakistan duty position yourself

Duty and tax figures on this page are planning estimates. The binding assessment is made by Pakistan Customs (Federal Board of Revenue) against your declared HS code at the time of entry; where the amount is material, verify the current rate through [ITC Market Access Map](#) before committing to an order.

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.

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.

If this is your first shipment into Pakistan, the [Pakistan 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 Lahore. The video below covers the wider shipping process that sits around it.

FCL vs LCL Shipping: When to Switch (Break-Even Point Explained) — Max Antonov. 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 Lahore

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 Pakistan route page](#) →

Freight Rates to Pakistan

📦 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.

China to Lahore Sea Freight: Rates, Transit and Clearance

Moving cargo to Lahore by sea freight — 14–22 calendar days transit, 5–12 days port dwell, duty assessed by Pakistan Customs (Federal Board of Revenue).

Get a Quote

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

[WhatsApp Us Send Inquiry](#) →

Lahore by Mode

- [All modes — Lahore](#)
- ➔ [Air Freight](#)

Other Cities in Pakistan

- [China to Port Qasim](#)
- [China to Karachi](#)
- [China to Islamabad](#)
- [China to Rawalpindi](#)
- [China to Faisalabad](#)
- [China to Sialkot](#)
- [China to Multan](#)
- [China to Peshawar](#)

Other South Asia Destinations

- [Shipping to Bangladesh](#)
- [Shipping to India](#)
- [Shipping to Maldives](#)
- [Shipping to Nepal](#)
- [Shipping to Sri Lanka](#)

Route Page

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

Customs clearance in Pakistan

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

[Pakistan clearance requirements →](#)

Priced routes to Pakistan

- [Shanghai to Port Qasim Container Shipping — 20GP Rates](#)
- [Shekou to Karachi Container Shipping — 20GP Rates](#)
- [Shekou-Port Qasim Sea Freight: Container Rates and Schedule](#)
- [Shipping a Container from Shanghai to Karachi: Cost & Transit](#)