

# Sea Freight from China to Peshawar

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□ Sea Freight

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



Cargo handling on the China-Peshawar lane.

We move sea freight cargo from South China into Peshawar through ISB air / Karachi sea. Peshawar is north-west frontier trading city, which shapes the kind of cargo that moves on this lane and how it should be packed.

The clearing authority is Pakistan Customs (Federal Board of Revenue). Historical dwell on this gateway is around 5-12 days, and it lengthens in Sep-Nov.

## What the routing looks like in practice

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 Peshawar      | ISB air / Karachi sea                   |
| Inland leg to Peshawar        | +3 days from the gateway                |
| Typical clearance / dwell     | 5-12 days                               |
| Peak season to plan around    | Sep-Nov                                 |

## Import duty and tax position for Peshawar

Imports into Pakistan are cleared by Pakistan Customs (Federal Board of Revenue). The headline position is: 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 threshold is 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 ISB air / Karachi sea routing serving Peshawar.

## Before you book: Peshawar checklist

- Compare gross weight against volumetric weight ( $L \times W \times H \div 6000$ ) — the higher figure is what gets billed on air and express.
- Confirm the consignee in Peshawar can act as importer of record — Pakistan Customs (Federal Board of Revenue) will not release cargo to an unregistered party.
- Budget for the inland leg: +3 days beyond gateway clearance to reach Peshawar.
- Ask for the HS code in writing from your supplier and verify the Pakistan duty rate against it yourself.
- Check the de-minimis position (No practical de-minimis) against your invoice value before you decide how to split the shipment.
- Plan around the China-side windows too: Chinese New Year and Golden Week both compress capacity on the Pakistan lane.

## Frequently asked questions

How long does shipping from China to Peshawar 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 +3 days inland leg to Peshawar.

What duty and tax will I pay importing into Peshawar?

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 Peshawar.

When is the busiest time on the China-Pakistan 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.

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.

Can you ship batteries or sensitive cargo to Peshawar?

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 Peshawar?

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 Lahore](#)
- [China to Islamabad](#)
- [China to Rawalpindi](#)
- [China to Faisalabad](#)
- [China to Sialkot](#)
- [China to Multan](#)
- [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](#)

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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.

- [Prefabricated Building Building Materials & Construction Products](#)
- [Plumbing Products Building Materials & Construction Products](#)
- [Injection Molded Parts Plastics, Rubber & Packaging](#)
- [Art Ceramics Glass & Ceramic Products](#)
- [Base Station Equipment Telecom, Computing & Data Centre](#)
- [Electronic Accessories Consumer Electronics & Smart Devices](#)
- [Hotel Furniture Furniture & Home Products](#)
- [Textiles Textiles, Apparel, Footwear & Leather](#)
- [Bags Textiles, Apparel, Footwear & Leather](#)
- [Medical Consumables Medical, Laboratory & Precision Instruments](#)
- [Exhibition Display Equipment Retail, Display & Commercial Fixtures](#)
- [Educational Toys Toys, Sports, Outdoor & Leisure](#)

[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.

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.

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 Peshawar. 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 Peshawar

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.

Sea Freight to Peshawar, Pakistan: Transit Time, Duty & Clearance

Sea Freight from China to Peshawar, Pakistan. Transit 14-22 calendar days to the gateway, 5-12 days dwell, +3 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 Peshawar.

[WhatsApp Us Send Inquiry](#) →

## Peshawar by Mode

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

## Other Cities in Pakistan

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

## 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](#)