

Sea Freight from China to Port Qasim

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□□ Sea Freight

China → Port Qasim · via KHI air / Port Qasim sea · clearance by Pakistan Customs (Federal Board of Revenue)



Cargo handling on the China–Port Qasim lane.

We move sea freight cargo from South China into Port Qasim through KHI air / Port Qasim sea. Port Qasim is the industrial port east of Karachi, which shapes the kind of cargo that moves on this lane and how it should be packed.

On the destination side, Pakistan Customs (Federal Board of Revenue) handles clearance; budget 5–12 days of dwell before the cargo is released.

Duty, tax and clearance into Port Qasim

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.

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 Port Qasim	KHI air / Port Qasim sea
Inland leg to Port Qasim	Same day from the gateway
Typical clearance / dwell	5-12 days
Peak season to plan around	Sep-Nov



Handling on the KHI air / Port Qasim sea routing serving Port Qasim.

Before you book: Port Qasim checklist

- Photograph carton markings and seal numbers before departure — it makes any claim far easier to settle.
- Put the Port Qasim delivery address, contact name and phone number on the invoice, not just the packing list.
- Confirm the consignee in Port Qasim can act as importer of record — Pakistan Customs (Federal Board of Revenue) will not release cargo to an unregistered party.
- Declare lithium batteries, magnets, liquids and powders up front — retro-declaring after booking usually means re-planning the whole shipment.
- Get the conformity paperwork moving early: PSQCA standards mark for regulated goods; import against a bank contract or letter of credit for most commercial cargo.
- Ask for the HS code in writing from your supplier and verify the Pakistan duty rate against it yourself.

Frequently asked questions

How long does shipping from China to Port Qasim 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 same-day inland leg to Port Qasim.

What duty and tax will I pay importing into Port Qasim?

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 Port Qasim.

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 deliver door-to-door in Port Qasim?

Yes. Delivery to a Port Qasim address is quoted as one figure covering freight, duty and tax owed to Pakistan Customs (Federal Board of Revenue), and the same-day 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.

Can you ship batteries or sensitive cargo to Port Qasim?

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.

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.

Other delivery cities in Pakistan

- [China to Karachi](#)
- [China to Lahore](#)
- [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](#)

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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.

- [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](#)
- [Data Center Equipment Telecom, Computing & Data Centre](#)
- [Home Appliances Home Appliances, HVAC & Commercial](#)
- [Laboratory Furniture Furniture & Home Products](#)
- [Fabric Textiles, Apparel, Footwear & Leather](#)
- [Luggage Textiles, Apparel, Footwear & Leather](#)

[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.

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.

For a wider view of how importing into Pakistan actually works — documentation norms, inspection behavior, the paperwork that tends to hold shipments — the [U.S. ITA guide to Pakistan 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 Port Qasim. The video below covers the wider shipping process that sits around it.

Sea Freight Shipping Process for Beginners: Complete Factory-to-Door Guide (Every Step Explained) — Vixnk - English. 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 Port Qasim

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 Port Qasim Sea Freight: Rates, Transit and Clearance

Moving cargo to Port Qasim 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 Port Qasim.

[WhatsApp Us Send Inquiry](#) →

Port Qasim by Mode

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

Other Cities in Pakistan

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