

Shipping from China to Rawalpindi

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South Asia

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



Cargo handling on the China–Rawalpindi lane.

For buyers shipping into Rawalpindi, the practical question is not the ocean or flight time but what happens after arrival. Rawalpindi is twin city and northern distribution point; cargo enters through ISB air / Karachi sea, and 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.

Air gateways used	KHI (Karachi), LHE (Lahore), ISB (Islamabad)
Air transit, China to gateway	3–6 business days
Sea gateways used	Karachi (KICT/QICT), Port Qasim, Gwadar
Sea transit, China to gateway	14–22 calendar days
Gateway serving Rawalpindi	ISB air / Karachi sea
Inland leg to Rawalpindi	+2 days from the gateway
Typical clearance / dwell	5–12 days
Peak season to plan around	Sep–Nov

What you will pay on arrival in Pakistan

Pakistan Customs (Federal Board of Revenue) assesses duty and tax on cargo arriving for Rawalpindi 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 ISB air / Karachi sea routing serving Rawalpindi.

Air, sea or overland into Rawalpindi?

Mode	Transit to gateway	Best suited to
➔ Air Freight	3-6 business days	time-critical, high-value and low-volume cargo
🚢 Sea Freight	14-22 calendar days	volume cargo where cost per kilo matters more than speed

Transit shown is China departure to the Pakistan gateway and excludes the +2 days inland leg to Rawalpindi and 5-12 days of clearance.

Before you book: Rawalpindi checklist

- Photograph carton markings and seal numbers before departure — it makes any claim far easier to settle.
- 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.
- Use ISPM-15 treated pallets. Untreated wood is the most common reason otherwise-clean cargo gets held.
- Declare lithium batteries, magnets, liquids and powders up front — retro-declaring after booking usually means re-planning the whole shipment.
- Book earlier than the transit time suggests during Sep-Nov, when space on this lane tightens.

Mode guides for Rawalpindi

- [➔ Air Freight to Rawalpindi](#)
- [🚢 Sea Freight to Rawalpindi](#)

Frequently asked questions

How long does shipping from China to Rawalpindi take?

China to the Pakistan gateway is 3–6 business days by air, 14–22 calendar days by sea. On top of that, allow 5–12 days of clearance with Pakistan Customs (Federal Board of Revenue) and a +2 days inland leg to Rawalpindi.

What duty and tax will I pay importing into Rawalpindi?

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 Rawalpindi.

Can you ship batteries or sensitive cargo to Rawalpindi?

Yes. Battery cargo by air follows IATA PI 965–970 depending on how the cells are packed, and moves on certified channels via KHI (Karachi), LHE (Lahore), ISB (Islamabad). Surcharges apply and the declaration has to be made before booking.

Which port or airport does cargo for Rawalpindi clear through?

Cargo for Rawalpindi is routed via ISB air / Karachi sea. Sea gateways for Pakistan are Karachi (KICT/QICT), Port Qasim, Gwadar; air gateways are KHI (Karachi), LHE (Lahore), ISB (Islamabad). We pick whichever gives the shortest total door time for your address.

Is sea freight cheaper than air freight into Rawalpindi?

Per kilo, yes — usually by a wide margin. The trade-off is time: 14–22 calendar days by sea versus 3–6 business days by air to the Pakistan gateway, before clearance and the +2 days inland leg. The crossover point is normally somewhere between 100 and 300 kg depending on the density of your cargo.

How is the chargeable weight calculated for Rawalpindi?

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 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.

- [Generators New Energy, Power & Electrical](#)
- [Automotive Parts Automotive & Vehicles](#)
- [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](#)

[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.

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 Rawalpindi. 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 Rawalpindi

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.

Rawalpindi, Pakistan Freight from China: Transit & Customs

Cargo from China to Rawalpindi, Pakistan clears through ISB air / Karachi sea. Pakistan Customs (Federal Board of Revenue) assesses duty and tax; the inland leg adds +2 days.

Get a Quote

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

[WhatsApp Us Send Inquiry →](#)

Rawalpindi by Mode

- [All modes — Rawalpindi](#)
- [✈ Air Freight](#)
- [🚢 Sea Freight](#)

Other Cities in Pakistan

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