

Sea Freight from China to Konya

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☐ Sea Freight

China → Konya · via IST air / Mersin sea · clearance by Ministry of Trade — Turkish Customs



Cargo handling on the China-Konya lane.

For buyers shipping into Konya, the practical question is not the ocean or flight time but what happens after arrival. Konya is central Anatolian machinery cluster; cargo enters through IST air / Mersin sea, and allow +1 day for the inland leg on top of clearance.

The clearing authority is Ministry of Trade — Turkish Customs. Historical dwell on this gateway is around 3–8 days, and it lengthens in Sep–Nov.

Routing and transit on this lane

Turkey applies the EU common external tariff through its customs union with the EU, and then layers additional duties on a long list of Chinese-origin goods — textiles, footwear, small electronics and some machinery. Those extras, not the base tariff, are what break landed-cost models. Turkey is also served by China-Europe rail via the Middle Corridor into Kars, which sits between air and sea on both cost and transit.

Sea gateways used	Ambarlı (Istanbul), Mersin, Izmir (Aliağa)
Sea transit, China to gateway	22-30 calendar days
Gateway serving Konya	IST air / Mersin sea
Inland leg to Konya	+1 day from the gateway
Typical clearance / dwell	3-8 days
Peak season to plan around	Sep-Nov

What you will pay on arrival in Turkey

Ministry of Trade — Turkish Customs assesses duty and tax on cargo arriving for Konya consignees. Current regime: VAT 20%; the EU-Turkey customs union tariff applies, plus additional and anti-dumping duties on many Chinese-origin textiles, footwear and electronics, with a de-minimis position of EUR 30 on personal parcels, with a simplified flat rate applied to low-value consignments.

Conformity is the part most first-time importers underestimate: CE marking under EU-aligned rules; TSE conformity and TAREKS import inspection for regulated goods. Getting this wrong is expensive because it usually cannot be fixed after the cargo has landed.

Restrictions and known friction points for Turkey: Additional and anti-dumping duties on Chinese-origin goods are common and can exceed the base tariff. TAREKS registration is required for controlled products. Verify the current additional duty rate for your HS code before quoting.



Handling on the IST air / Mersin sea routing serving Konya.

What to sort out before the cargo leaves China

- Check the de-minimis position (EUR 30 on personal parcels, with a simplified flat rate applied to low-value consignments) 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.
- Compare gross weight against volumetric weight ($L \times W \times H \div 6000$) — the higher figure is what gets billed on air and express.
- Put the Konya delivery address, contact name and phone number on the invoice, not just the packing list.
- Budget for the inland leg: +1 day beyond gateway clearance to reach Konya.
- Confirm the consignee in Konya can act as importer of record — Ministry of Trade — Turkish Customs will not release cargo to an unregistered party.

Frequently asked questions

How long does shipping from China to Konya take?

China to the Turkey gateway is 22–30 calendar days. On top of that, allow 3–8 days of clearance with Ministry of Trade — Turkish Customs and a +1 day inland leg to Konya.

What duty and tax will I pay importing into Konya?

Ministry of Trade — Turkish Customs applies: VAT 20%; the EU-Turkey customs union tariff applies, plus additional and anti-dumping duties on many Chinese-origin textiles, footwear and electronics. The de-minimis position is EUR 30 on personal parcels, with a simplified flat rate applied to low-value consignments. Under a DDP arrangement these are pre-paid, so nothing is collected

on arrival in Konya.

What documents does Ministry of Trade — Turkish Customs 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 (CE marking under EU-aligned rules; TSE conformity and TAREKS import inspection for regulated goods).

We prepare and file these as part of the service.

When is the busiest time on the China–Turkey 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 certification do I need for Turkey?

For regulated goods, plan for: CE marking under EU-aligned rules; TSE conformity and TAREKS import inspection for regulated goods. 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.

Is sea freight cheaper than air freight into Konya?

Per kilo, yes — usually by a wide margin. The trade-off is time: 22–30 calendar days by sea versus 3–5 business days by air to the Turkey gateway, before clearance and the +1 day inland leg. The crossover point is normally somewhere between 100 and 300 kg depending on the density of your cargo.

Other delivery cities in Turkey

- [China to Istanbul](#)
- [China to Ankara](#)
- [China to Izmir](#)
- [China to Bursa](#)
- [China to Kocaeli](#)
- [China to Gaziantep](#)
- [China to Mersin](#)
- [China to Antalya](#)
- [China to Adana](#)

[All Turkey freight information →](#)

References & official sources

Duty rates, thresholds and conformity requirements for Turkey 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 Ministry of Trade — Turkish Customs or your broker before you ship.

- [Ministry of Trade — Customs](#)

- [Turkish Standards Institution \(TSE\)](#)
- [WTO — Tariff Profiles](#) (applied MFN duty by country)
- [ICC — Incoterms 2020 rules](#) (DDP, DAP, FOB definitions)
- [IPPC — ISPM 15 wood packaging standard](#)
- [WCO — Harmonized System nomenclature](#)
- [IMO — IMDG Code for dangerous goods by sea](#)

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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.

- [Lithium Battery New Energy, Power & Electrical](#)
- [Bicycle Parts Automotive & Vehicles](#)
- [Wall Panels Building Materials & Construction Products](#)
- [Corrugated Packaging Wood, Bamboo & Paper Products](#)
- [Glass Packaging Plastics, Rubber & Packaging](#)
- [Electronic Switches Electronic Components & Semiconductors](#)
- [IoT Devices Consumer Electronics & Smart Devices](#)
- [Furniture Furniture & Home Products](#)
- [Home Storage Products Furniture & Home Products](#)
- [Fashion Textiles, Apparel, Footwear & Leather](#)
- [Laboratory Equipment Medical, Laboratory & Precision Instruments](#)
- [Locks & Safes Fire, Safety & Traffic Products](#)

[All 139 industry guides →](#)

Checking the Turkey duty position yourself

Duty and tax figures on this page are planning estimates. The binding assessment is made by Ministry of Trade — Turkish Customs 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 Turkey, the [Turkey 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 Konya. 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 Konya

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 Turkey route page](#) →

Freight Rates to Turkey

☞ 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 Konya, Turkey: Transit Time, Duty & Clearance

Sea Freight from China to Konya, Turkey. Transit 22–30 calendar days to the gateway, 3–8 days dwell, +1 day 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 Konya.

[WhatsApp Us Send Inquiry](#) →

Konya by Mode

- [All modes — Konya](#)
- [✈ Air Freight](#)
- [🚂 Rail Freight](#)

Other Cities in Turkey

- [China to Istanbul](#)
- [China to Ankara](#)
- [China to Izmir](#)
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- [China to Kocaeli](#)
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Other Middle East Destinations

- [Shipping to Bahrain](#)
- [Shipping to Iraq](#)
- [Shipping to Israel](#)
- [Shipping to Jordan](#)
- [Shipping to Kuwait](#)
- [Shipping to Lebanon](#)
- [Shipping to Oman](#)
- [Shipping to Qatar](#)

Route Page

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

Customs clearance in Turkey

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

[Turkey clearance requirements →](#)

Priced routes to Turkey

- [Ningbo-Mersin Sea Freight: Container Rates and Schedule](#)
- [Ship Ningbo to Istanbul — FCL Container Cost from China](#)
- [Ship Shanghai to Istanbul — FCL Container Cost from China](#)
- [Ship Shanghai to Mersin — FCL Container Cost from China](#)