Distribution Logistics Infrastructure Pvt. Ltd

Unit No 410A, 4th Floor, Welldone Techpark, Sohna Road, Sector-48, Gurugram - 122 018

S.No

Gross

Total



Busy

Rail

Ref. DLI/Rail-Import/2023-24/01

Import - Public Rail Tariff (JNPT - DLIB)

Busy

For further information and clarification, please e-mail us at marketing.corp@dlinfra.com.

Rail

www.dlinfra.com Amount in ₹ Total

S.No.	Gross Weight	Size	Rail	Busy	Total	S.No Gros	Gross	Size	Rail	Busy	Total
			Freight	Season Rail	Effective		Weight		Freight	Season Rail	Effective
1	Up to 10 MT	20'	19,000	1,300	20,300	1	Up to 20 MT	40'	35,100	2,300	37,400
2	>10-20 MT	20'	23,200	1,600	24,800	2	>20 MT	40'	42,300	2,900	45,200
3	>20-26 MT	20'	28,800	1,900	30,700	3	Empty	20'	12,750	1,000	13,750
4	>26-31 MT	20'	33,600	2,200	35,800	4	Empty	40'	23,500	2,400	25,900
5	>31 MT	20'	36,200	2,400	38,600						
Notes:-											
i)	This Tariff is effective from 10/11/2023 and applicable till further notification;										
ii)	The aforementioned rates are Rail Freight Rates only and THC and other charges would be levied separately;										
iii)	The said rates are applicable basis rail out of the container;										
 iv)	The weight mentioned above is the gross weight (i.e. Cargo weight + Tare weight). Whenever actual tare weight in not provided, standard tare										
'''	weight i.e. 2300kg/TEU & 4600kg/FEU will be applicable at all ICDs;										
v)	20' container having gross weight above 32 MT, extra surcharge will be applicable @ 10 % per MT or part thereof and in-case where the gross weight										
	of a 20' container exceeds 35 MT, freight will be double of the >31 MT;										
vi)	In case of Hazardous or Tank Cargo, an additional surcharge of 20% of the total effective tariff will be charged;										
vii)	The aforementioned weight slabs indicate gross weight (Cargo+Tare weight). Standard Tare weight i.e. 2300KG / TEU & 4600KG / FEU will be considered;										
viii)	Payment Terms - In advance;										
ix)	The acceptance and movement over these streams will be as per adequate materialization of full train loads. DLI shall not be responsible for any										
'^,	indirect / consequential losses on account of transportation delays owing to reasons beyond DLI control										
x)	Prevailing taxes will be applicable at the time of billing;										