



MEP INFRASTRUCTURE DEVELOPERS LIMITED

Q3 & 9M FY16 Results Update

9 February 2016

This presentation and the following discussion may contain “forward looking statements” by MEP Infrastructure Developers Limited (“MEPIDL” or the “Company”) that are not historical in nature. These forward looking statements, which may include statements relating to future results of operations, financial condition, business prospects, plans and objectives are based on the current beliefs, assumptions, expectations, estimates and projections of the management of MEPIDL about the business, industry and markets in which MEPIDL operates.

These statements are not guarantees of future performance and are subject to known and unknown risks, uncertainties and other factors, some of which are beyond MEPIDL’s control and difficult to predict, that could cause actual results, performance or achievements to differ materially from those in the forward looking statements.

Such statements are not and should not be construed as a representation as to future performance or achievements of MEPDIL. In particular, such statements should not be regarded as a projection of future performance of MEPIDL. It should be noted that the actual performance or achievements of MEPIDL may vary significantly from such statements.

- Business Overview – Our Presence and Projects Update**

- Q3 & 9M FY16 Results Update**

- Company Overview**

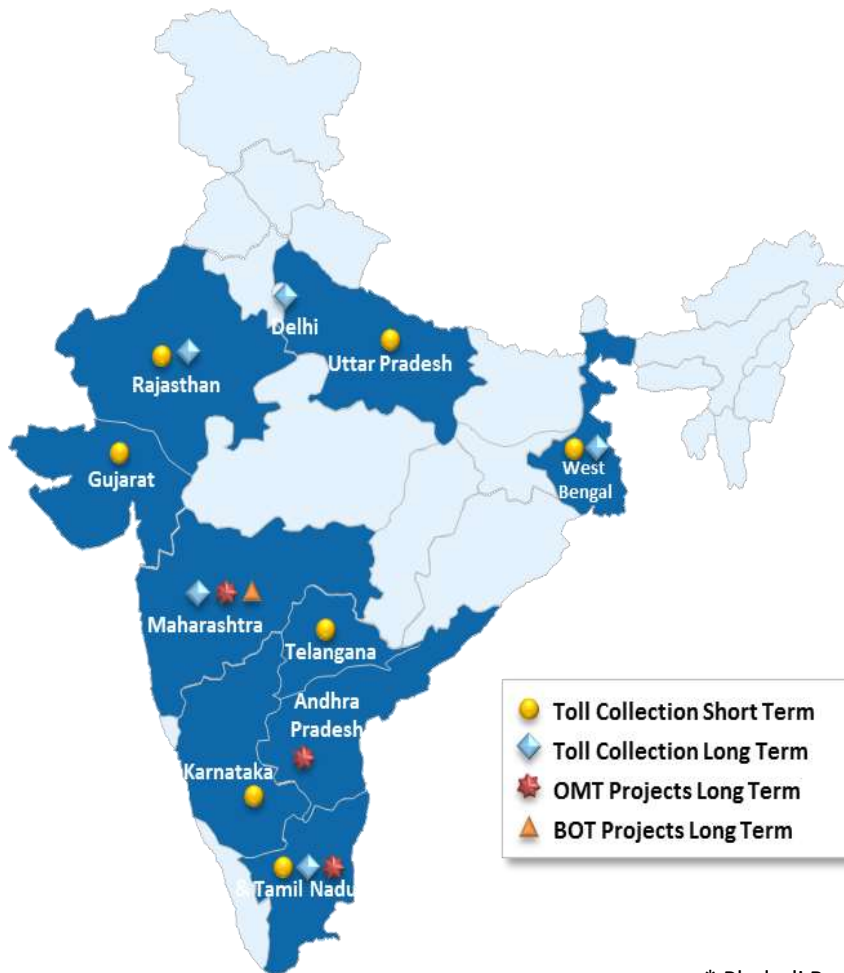
- Sustainable Competitive Advantages**

- Annexure**



Business Overview – Our Presence and Projects Update

Current Portfolio Across Ten States In India



Project Mix as on 31st December 2015

Location	OMT	Long Term Toll	Short Term Toll	BOT	Total
Maharashtra	2	3	1	1	7
Tamil Nadu	2	1	1	-	4
Telangana	-	-	1	-	1
Karnataka	-	-	1	-	1
Rajasthan	-	-	2*	-	2
Gujarat	-	-	1	-	1
Uttar Pradesh	-	-	3	-	3
West Bengal	-	1	2	-	3
Andhra Pradesh	1	-	-	-	1
Delhi	-	1	-	-	1
Total	5	6	12	1	24

Company's ability to manage multiple projects across different geographies provides a significant advantage to efficiently manage its growth and expansion

* Phalodi Ramji Project, previously a long term project was re-awarded as short term toll collection project on 17th September 2015

Project Additions

Sr. No	Name of Project	State	Name of Authority	Type	COD	Tenor	Payment to Authority (Rs Mn)
1	Semri Toll Plaza	Uttar Pradesh	NHAI	Short Term Toll Collection	28 th October 2015	1 year	400.5
2	Dasna Toll Plaza	Uttar Pradesh	NHAI	Short Term Toll Collection	27 th November 2015	1 year	280.8
3	Surjapur Toll Plaza	West Bengal	NHAI	Short Term Toll Collection	27 th November 2015	1 year	420.3
4	Dastan Toll Plaza	Maharashtra	JNPT	Short Term Toll Collection	1 st December 2015	1 year	215.9
5	Brijghat Toll Plaza	Uttar Pradesh	NHAI	Short Term Toll Collection	4 th January 2016	1 year	518.4

Projects Completions

Sr. No	Name of Project	State	Name of Authority	Type	COD	Tenor	Payment to Authority (Rs Mn)
1	Bankapur Toll Plaza	Karnataka	NHAI	Short Term Toll Collection	3 rd January 2015	1 year	441.0
2	Manohrabad Toll Plaza	Telangana	NHAI	Short Term Toll Collection	17 th February 2015	1 year	491.4



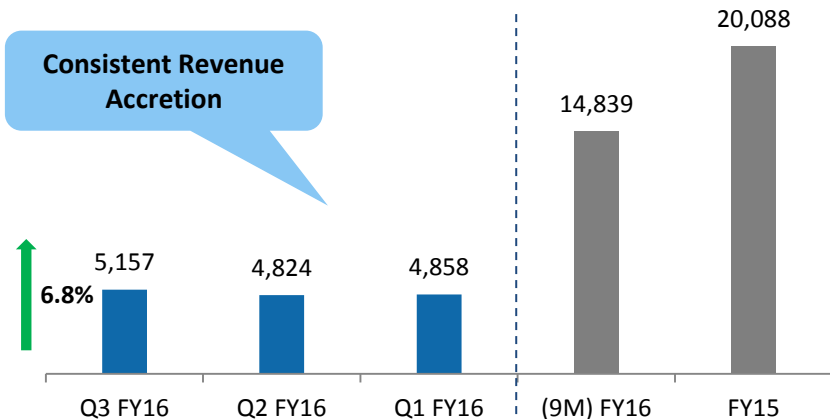
Q3 & 9M FY16 Results Update

Q3 & 9M FY16 Results Highlights

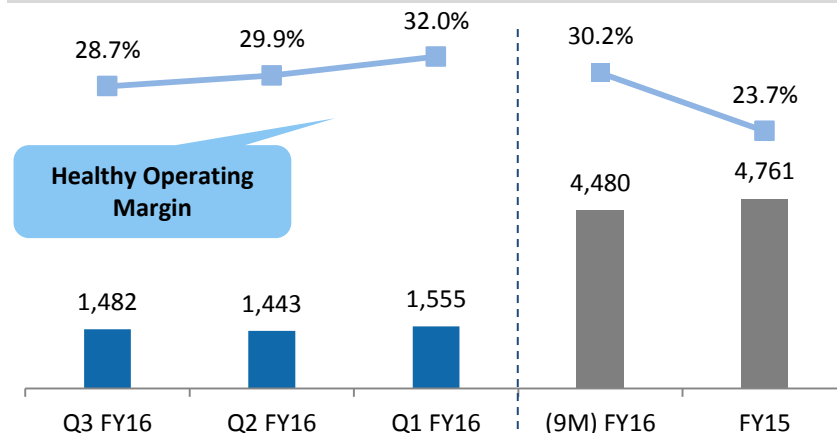


In Rs Mn

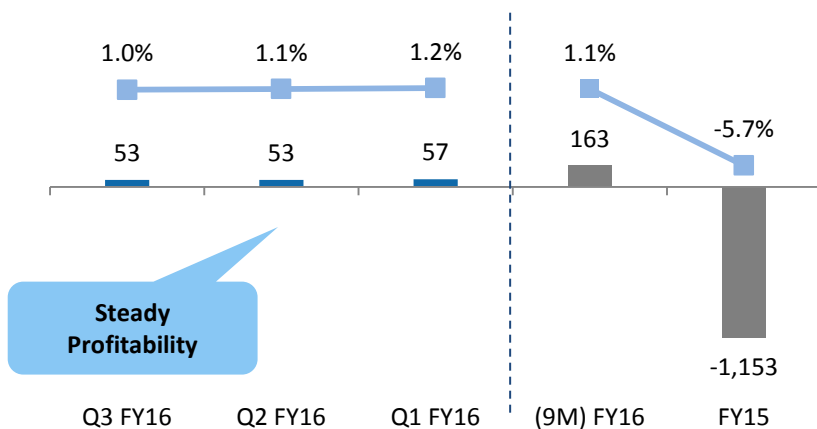
REVENUE FROM OPERATIONS



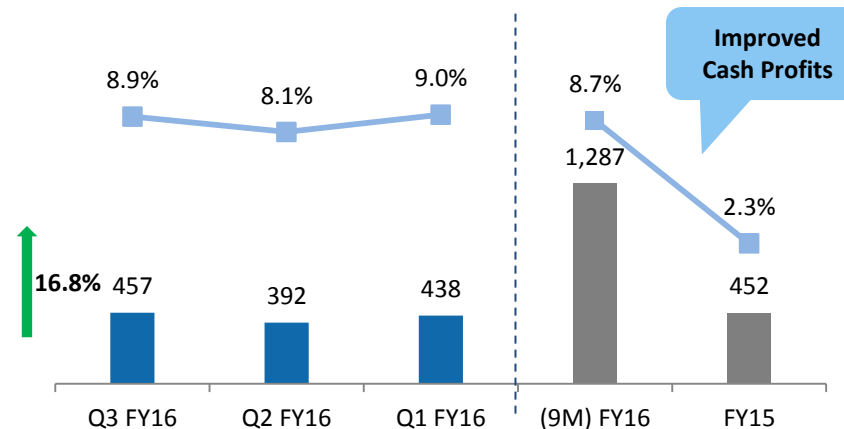
EBITDA & EBITDA MARGIN



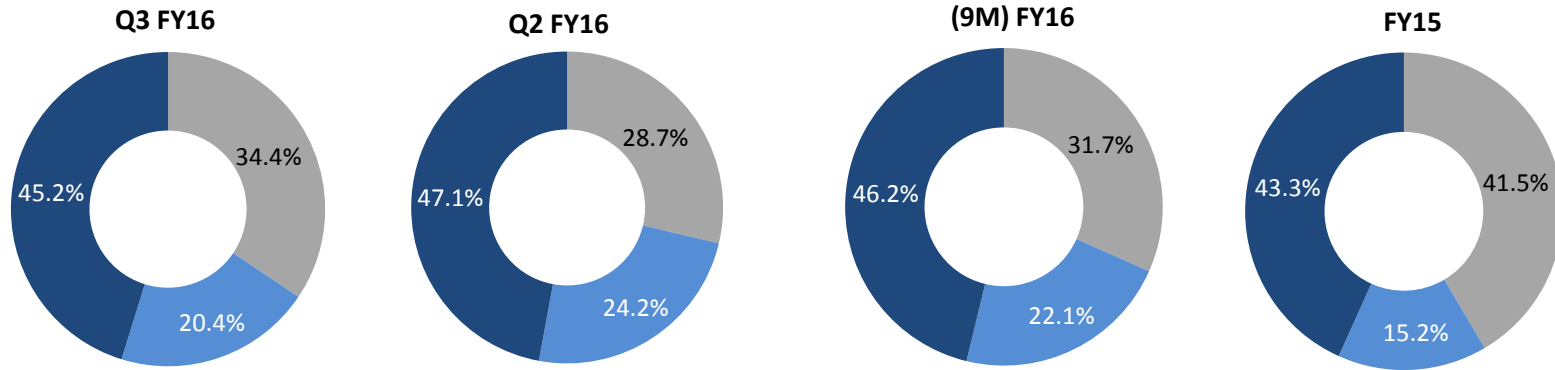
PAT & PAT MARGIN



CASH PROFIT & CASH PROFIT MARGIN

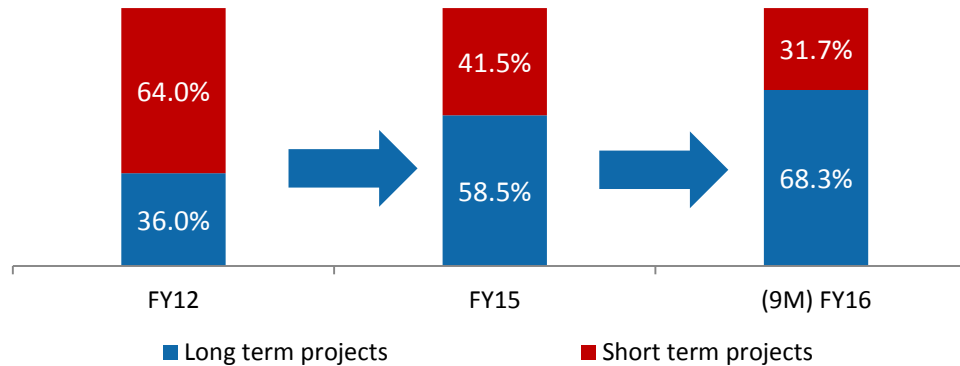


REVENUE BREAKUP



■ Long Term - OMT
 ■ Long Term – Toll Collection
 ■ Short Term – Toll Collection

Focus On Increasing Revenue Contribution From Long Term Projects



Long Term Projects Details



In Rs Mn

Key Long Term Projects	Type	Q3 FY16		Q2 FY16		(9M) FY16		FY15	
		Revenues	% Contribution to revenues	Revenues	% Contribution to revenues	Revenues	% Contribution to revenues	Revenues	% Contribution to revenues
MEIPL	OMT	1,049	20.3%	1,003	20.8%	3,062	20.6%	3,798	19.1%
Madurai – Kanyakumari	OMT	470	9.1%	401	8.3%	1,276	8.5%	1,591	7.9%
Kini Tasawade	Toll Collection	435	8.4%	391	8.1%	1,218	8.2%	1,226	6.2%
Hyderabad – Bangalore	OMT	369	7.2%	351	7.3%	1,047	7.1%	1,298	6.5%
Delhi Entry Point (SMYR)	Toll Collection	332	6.4%	348	7.2%	866	5.8%	-	0.0%
Rajiv Gandhi Sea link	OMT	291	5.6%	278	5.8%	840	5.7%	897	4.5%
Chennai Bypass	OMT	152	2.9%	223	4.6%	633	4.3%	1,041	5.3%
Phalodi Ramji (RIDCOR) **	Toll Collection	-	0.0%	183	3.8%	373	2.5%	677	3.4%
Vidyasagar Setu	Toll Collection	176	3.4%	163	3.4%	497	3.3%	647	3.3%
Kalyan Shilphata*	Toll Collection	54	1.0%	49	1.0%	186	1.3%	370	1.9%
IRDP Solapur	Toll Collection	34	0.7%	31	0.6%	97	0.7%	103	0.5%
BTPL	BOT	18	0.3%	16	0.3%	50	0.3%	59	0.3%
Nagzari	Toll Collection	-	-	-	-	-	-	38	0.2%
TOTAL		3,380	65.5%	3,438	71.3%	10,145	68.3%	11,746	58.5%

** Phalodi Ramji Project, previously a long term project was re-awarded as short term toll collection project on 17th September 2015

Consolidated P&L Statement



Particulars (Rs. Mn)	Q3 FY16	Q2 FY16	QoQ %	(9M) FY16	FY15
Total Revenues from Operations	5,157	4,824	6.8%	14,839	20,088
Other Income	93	97	-3.7%	282	325
Operating and Maintaining Expenses	3,476	3,207	8.4%	9,820	14,570
Employee Expenses	203	190	6.8%	575	761
Other Expenses	88	81	9.0%	246	321
EBITDA	1,482	1,443	2.7%	4,480	4,761
EBITDA Margin (%)	28.7%	29.9%	-120bps	30.2%	23.7%
Depreciation	428	427	0.1%	1,292	1,799
Finance Costs	954	942	1.3%	2,868	4,036
PBT	100	74	35.4%	319	-1,075
Taxes	48	21	124.8%	157	79
PAT before Minority Interest	53	53	-0.4%	163	-1,153
Minority Interest	0	0	-	0	0
PAT	53	53	-0.4%	163	-1,153
PAT Margin (%)	1.0%	1.1%	-7 bps	1.1%	-5.7%

FINANCIAL UPDATE:

- Revenues for Q3 FY16 increased by 6.8% to Rs 5,157 mn compared to Rs 4,824 mn in Q2 FY16 due to
 - Increase in revenue from short term toll collection projects, from NHAI & RIDCOR – up 11.6% q-o-q
 - Improved revenue accretion from 2 OMT projects – MIPL & RGSL – up 4.6% q-o-q
 - Higher than anticipated revenues from Kini Tasawade – up 11% q-o-q
- EBITDA margin in Q3 FY16 declined marginally by 120 bps to 28.7% from 29.9% in Q2 FY16 due to –
 - Higher operating cost in Phalodi Ramji and other projects
- PBT for Q3FY16 stood up at Rs 100.4 mn vis-à-vis Rs 74.2 mn in Q2FY16
- Q3 FY16 PAT remained flat at Rs 53 mn due to reversal of deferred tax adjustments.
- The higher revenue contribution from Mumbai Entry Point project in Q3 FY16 led to cash profit generation of Rs 101.8 mn therein, vis-à-vis Rs 59.9mn in Q2 FY16
- The Delhi Entry Point project (SMYR) incurred a loss of Rs 59.5 mn (MEP share Rs 14.8 mn) due to imposition of ECC led by reduction in traffic in Q3 FY16
- The Company continued to generate cash profit of Rs 457 mn during Q3 FY16 and cumulative cash profit of Rs 1,287 mn during 9M FY16

Short Term Toll Collection Projects

Sr. No	Name of Authority	Annual Potential Toll Collection (Rs Mn)	Tenor	Number of Projects Currently Available
1	NHAI	7,340.3	1 year	17
	Total	7,340.3		17

Long Term Toll Collection Projects

Sr. No	Name of Authority	Annual Potential Toll Collection (Rs Mn)	Tenor	Number of Projects Currently Available
1	MSRDC	222.6	3 years	2
	Total	222.6		2

Hybrid Annuity Projects

Sr. No	Name of Authority	Estimated Project Cost (Rs Mn)	EPC Period / Operations Period	Number of Projects Currently Available
1	NHAI	138,966.1	2 – 2.5 years / 15 years	14
2	MoRTH	5,850.7	2 years / 15 years	1
	Total	144,816.8		15

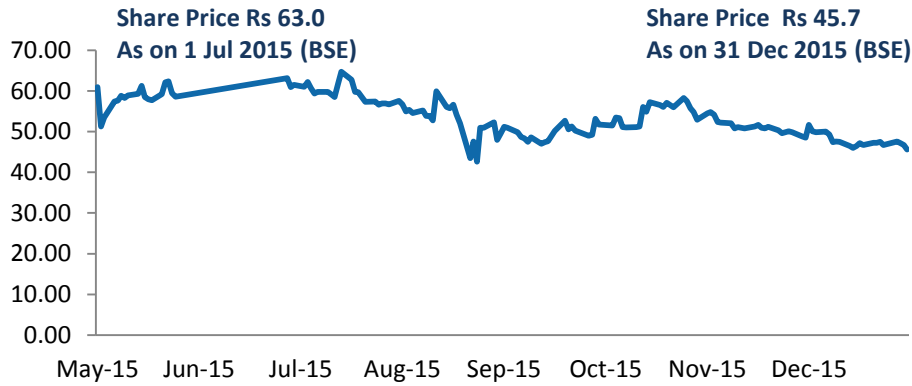
Monetisation of fresh / new road assets:

- The NHAI along with MORTH plans to award fresh projects of ~ 15,000 km worth Rs 3 trillion during FY16 and FY17 through the BOT, EPC and Hybrid Annuity.
- Over 80% of the future projects are proposed to be under EPC and Hybrid Annuity routes.
 - During FY16, from April-15 to November-15, the NHAI has awarded 7 BOT projects (length of ~ 873 km, investment of ~ Rs 119 bn) and 37 EPC projects (length of ~ 1,776 km, investment of ~ Rs 272 bn) across Maharashtra, Madhya Pradesh, Haryana, Uttar Pradesh, Odisha, Meghalaya, Bihar, Jammu & Kashmir, West Bengal, Punjab, Rajasthan and Tamil Nadu. (Source: [NHAI](#))
 - During FY16, around 21 projects (length of ~ 1,500 km, investment of ~ Rs 280 bn) are expected to be awarded on Hybrid Annuity Model. (Source: [Economic Times](#))
 - For FY17, MORTH and NHAI have lined up 40% of total road projects to be awarded on Hybrid Annuity Model requiring an estimated investment of ~ Rs 600 bn. (Source: [Economic Times](#))
- *Further, to support the funding requirement of Rs 1,500 bn for investing into the road sector, the Government through the MORTH and NHAI are planning to monetise their existing road assets, through securitization of long term tolling contracts. The Government envisages to raise ~ Rs 500 – 600 bn through this monetisation process.
- Hence, this shall provide a significant opportunity for specialised OMT and Tolling operators.

*(Refer Link to [Investment Opportunities in Indian Highways Sector – Monetisation of Public Funded National Highway Projects - MORTH website](#))

Shareholding Structure

Share Price Performance



Market Data

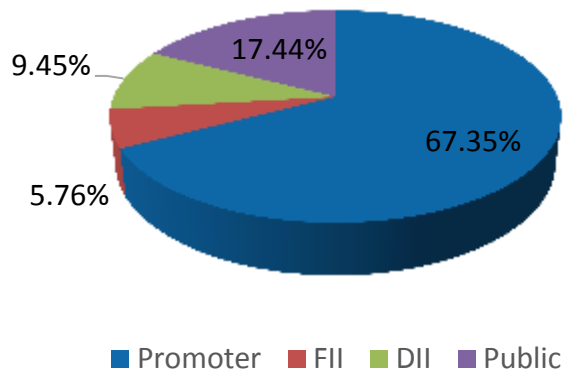
As on 31.12.2015 (BSE)

Market Capitalization (Rs Mn)	7,420
No. of shares outstanding (Mn)	162.6
Face Value (Rs.)	10.0
52 week High-Low (Rs.)	41.2 – 67.0

Source – BSE

% Shareholding – 31.12.2015

Shareholding pattern



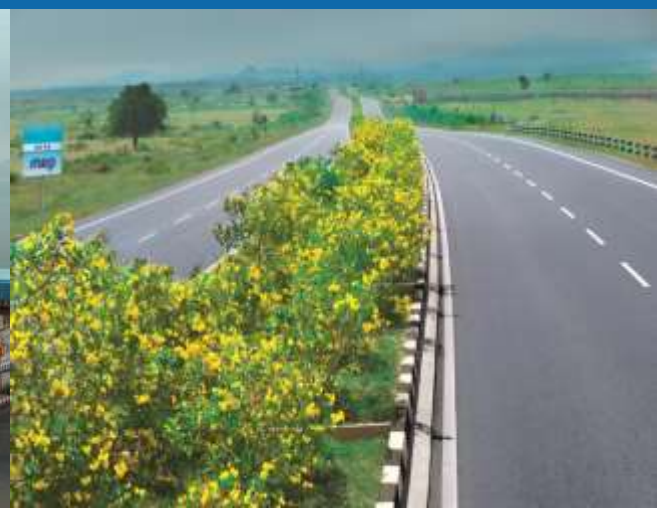
Source – BSE

Key Institutional Investors – 31.12.2015

% Holding

HDFC Trustee company Ltd	8.86%
EM Resurgent Fund	4.60%
Orange Mauritius Investments	1.16%
Reliance Small Cap Fund	0.58%
Sunidhi Capital Ltd	0.37%

Source – BSE



Company Overview

Leading Player In Toll Collection & OMT Projects

- MEPIDL is the leading player in OMT and Toll Collection in India ⁽¹⁾.
- Commenced operations in 2002 - toll collection at the five Mumbai Entry Points for 8 years.
- Progressed into winning one of the largest OMT contracts at the Mumbai Entry Points – toll collection at the five Mumbai Entry Points and maintenance of 27 flyovers and certain allied structures in Mumbai for a period of 16 years until 2026.

Strong Execution Experience

- Successful operational experience of over 13 years.
- Pan India presence across 10 states.
- Executed more than 100 projects.
- Completed 86 projects including 148 toll plazas and 953 lanes.
- 24 projects are currently operational as on 31st December 2015 –
 - 17 long term and short term toll collection projects (29 toll plazas) in 10 states.
 - 1 long term toll collection project of Delhi Entry Points with 124 toll plazas (Company operating 22 plazas).
 - 5 long term OMT projects (covering 2,530 lane kms and 15 toll plazas).
 - 1 long term BOT project (covering 42 lane kms and 5 toll plazas).

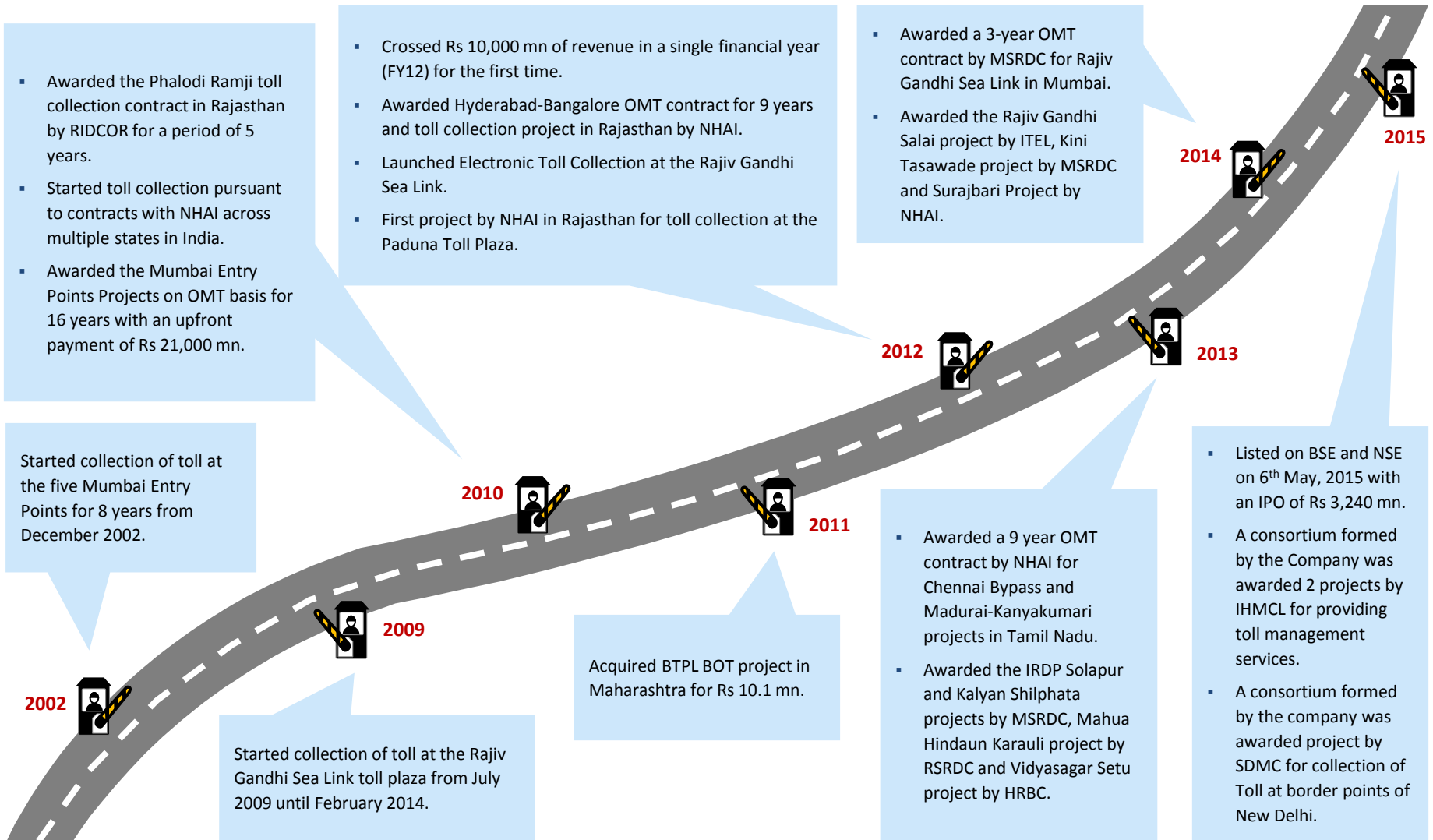


Strong Qualifications & Capabilities

- Pre-qualified by NHAI and various statutory corporations and government companies for bidding in Tolling and OMT space .
- Strong relationships with various statutory and government companies, primarily NHAI, MSRDC, RSRDC, RIDCOR, MJPRCL and HRBC.
- Strong promoter and management team capabilities.
- Strong workforce as on 31st December 2015 –
 - ~ 3,225 employees in tolling and maintenance activities.
 - ~ 1,084 contract workforce at various toll plazas.

(1) Source: Assessment of Operate-Maintain-Transfer (OMT) and Toll Collection Market for Road Projects in India” dated June 2014, by CRISIL Limited.

Company Overview: Key Milestones



Company Overview: Long Term OMT Projects



	Madurai – Kanyakumari	Hyderabad - Bangalore	Chennai Bypass	Rajiv Gandhi Sea link	Mumbai Entry Points
Description	Four lane carriage way located on NH-7, which is a major highway running through U.P, M.P, Maharashtra, Andhra Pradesh, Karnataka & Tamil Nadu	Four lane carriage way located on NH-7, passes through industrial districts such as Kurnool and Anantapur in Andhra Pradesh	Six lane carriageway that links NH-45, NH-4, NH-205, NH-5 & provides connectivity to the two ports of Chennai i.e. Chennai port & Ennore port	Links Bandra in the Western Suburbs of Mumbai with Worli in South Mumbai	Five entry points located on <ul style="list-style-type: none"> ▪ Sion–Panvel Highway, ▪ Western Express Highway ▪ Eastern Express Highway, ▪ LBS Marg and ▪ Airoli Bridge corridor in Mumbai
SPV	RTRPL	MEP HB	MEP CB	MEP RGSL	MIPL
Authority	NHAI	NHAI	NHAI	MSRDC	MSRDC
Company's stake	100.00%	98.90%	100.00%	100.00%	99.99%
State	Tamil Nadu	Andhra Pradesh	Tamil Nadu	Maharashtra	Maharashtra
COD	22 nd September 2013	16 th May 2013	14 th May 2013	6 th February 2014	20 th November 2010
Tenor	9 years	9 years	9 years	3 years	16 years
No. of Toll plazas	Four	Three	Two	One	Five
Amount Paid to Authority	Rs 1,108.7 mn for the first year of the concession period with 10% escalation every year to be paid in 12 equal monthly instalments	Rs 1,059.3 mn for the first year of the concession period with 10% escalation every year to be paid in 12 equal monthly instalments	Rs 1,530 mn for the first year of the concession period with 10% escalation every year to be paid in 12 equal monthly instalments	Rs 690 mn for first year of concession period along with an additional one time payment of Rs 5 mn. The annual payment is subject to 10% escalation for second year & 20% for third year, to be paid in 12 equal monthly instalments	Upfront Payment of Rs 21,000 mn

Projects are located in major cities or on the road connecting major metropolitan cities of India

Company Overview: Long Term Toll Collection Projects



	IRDP Solapur	Vidyasagar Setu	Kini Tasawade	Rajiv Gandhi Salai ⁽¹⁾	Kalyan Shilphata ⁽¹⁾	Delhi Entry Points
Description	Located in Solapur district	18 lane toll plaza at Vidyasagar Setu, links Howrah to Kolkata	Located on Satara – Kolhapur section of NH-4	Previously known as the IT corridor	Connecting Mumbai Pune Highway (NH-4) at Shilphata & Mumbai - Nashik Highway (NH-3) at Bhiwandi	124 Entry Points of Delhi
SPV	MEP Solapur	RTBPL	RTIPL	NA	NA	SMYR Consortium
Authority	MSRDC	HRBC	MSRDC	ITEL	MSRDC	SDMC
Stake	100.0%	100.0%	100.0%	NA ⁽¹⁾	NA ⁽¹⁾	25.0%
State	Maharashtra	West Bengal	Maharashtra	Tamil Nadu	Maharashtra	New Delhi
COD	2 nd January 2013	1 st September 2013	29 th May 2014	8 th March 2014	27 th September 2013	16 th May 2015
Tenor	3 years	5 years	2 years	3 years	3 years	3 years
No. of Toll plazas	Four	One	Two	Five	Two	124 Entry Points
Amount paid to Authority	Rs 208 mn, to be paid in three equal annual instalments	Rs 2,610 mn to be paid in five equal annual instalments consisting of upfront payment of Rs 522 mn and payment of remaining amount in four equal instalments in advance	Rs 2,270.7 mn, to be paid in upfront monthly instalments	Rs 14.62 mn for the first year with escalation of 5% per annum during each subsequent year for a period of two years	Rs 633.6 mn, to be paid in upfront monthly instalments	Rs.105.99 mn , to be paid on weekly Basis

(1) MEPIDL is the concession operator for the project

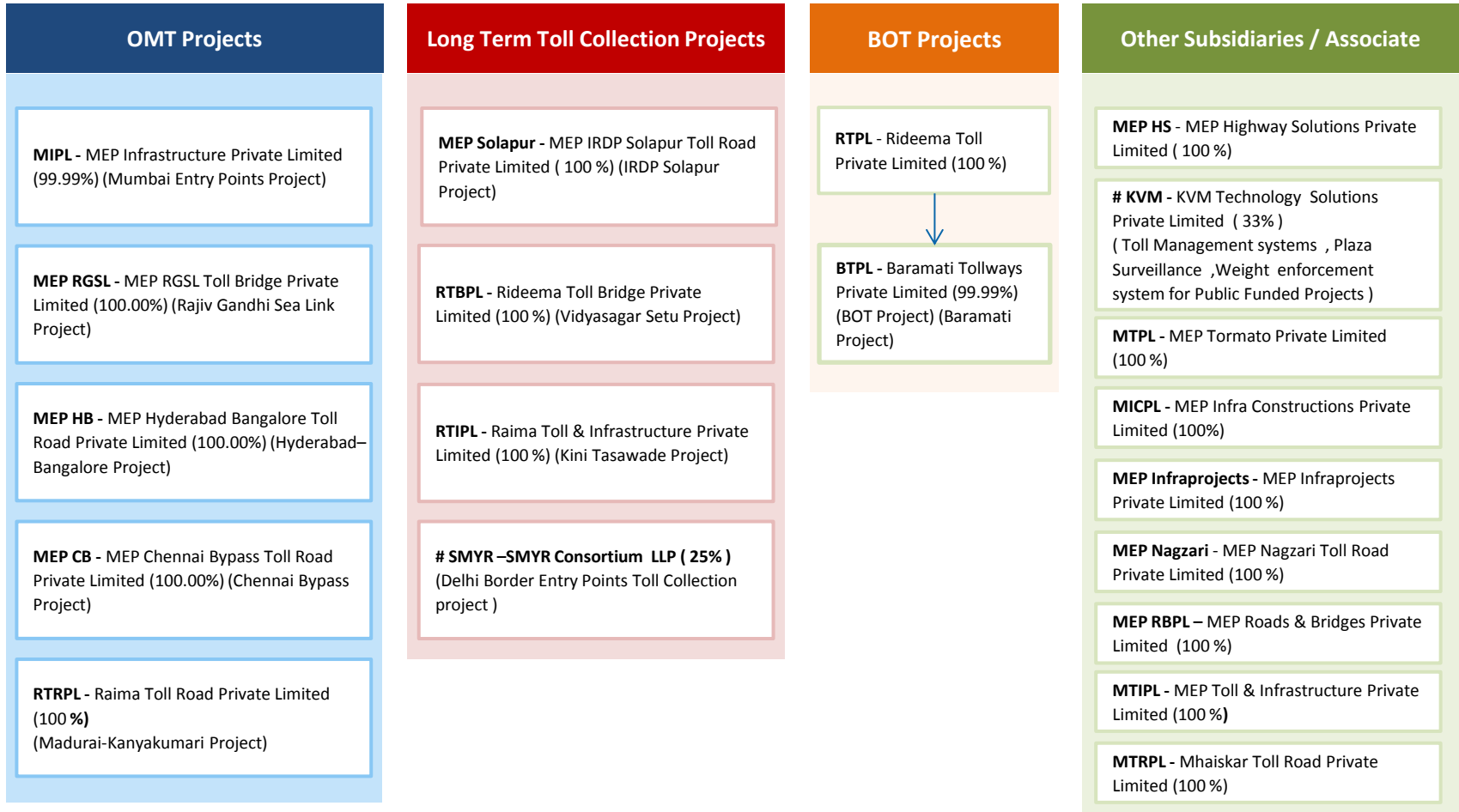
Company Overview: Short Term Toll Collection Projects



Sr. No	Toll Plaza	State	Client	Term	Payment to Authority
1	Surajbari	Gujarat	NHAI	September 30, 2015 to September 29, 2016	Rs 740.7 mn to be paid in Weekly Instalment of Rs. 14.20 mn
2	Bankapur	Karnataka	NHAI	January 3, 2015 to January 2, 2016	Rs 441.00 mn to be paid in weekly instalments of Rs 8.46 mn
3	Manohrabad	Telangana	NHAI	February 17, 2015 to February 16, 2016	Rs 491.40 mn to be paid in weekly instalments of Rs 9.42 mn
4	Athur	Tamil Nadu	NHAI	March 26,2015 to March 25,2016	Rs 628.00 mn to be paid in weekly instalments of Rs 12.01 mn
5	Palsit	West Bengal	NHAI	March 26,2015 to March 25,2016	Rs 950.40 mn to be paid in weekly instalments of Rs 18.17 mn
6	Paduna	Rajasthan	NHAI	May 12,2015 to May 11,2016	Rs . 1,000.8mn to be paid in weekly instalments of Rs 19.14 mn
7	Garau	Uttar Pradesh	NHAI	July 22,2015 to July 22,2016	Rs 628.00 mn to be paid in weekly instalments of Rs 12.01 mn
8	Phalodi Ramji*	Rajasthan	RIDCOR	September 17, 2015 to March 31, 2016	Rs 950.40 mn to be paid in weekly instalments of Rs 18.17 mn
9	Semri	Uttar Pradesh	NHAI	October 28, 2015 to October 27, 2016	Rs . 400.5 mn to be paid in weekly instalments of Rs 7.66 mn
10	Dasna	Uttar Pradesh	NHAI	November 27, 2015 to November 27,2016	Rs 280.8 mn to be paid in weekly instalments of Rs 5.37 mn
11	Surjapur	West Bengal	NHAI	November 27, 2015 to November 27,2016	Rs 420.3 mn to be paid in weekly instalments of Rs 8.04 mn
12	Dastan	Maharashtra	JNPT	December 1, 2015 to December 1, 2016	Rs. 215.9mn to be paid in weekly installments of Rs 4.13mn

* Phalodi Ramji Project was re-awarded as short term toll collection project on 17th September 2015.

MEP Infrastructure Developers Limited











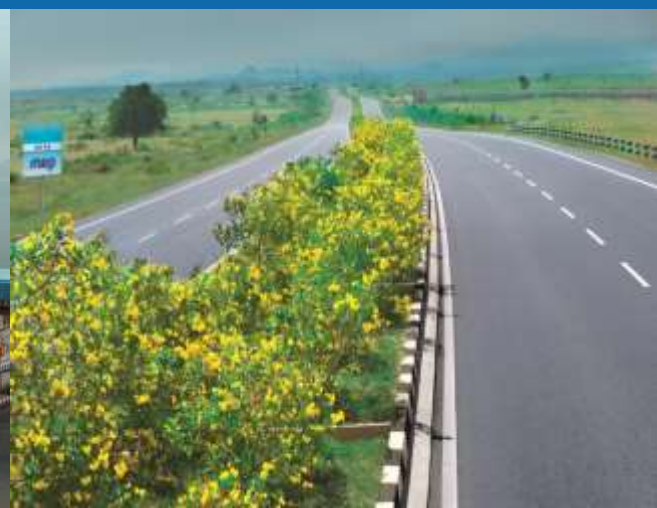
Represents Associate * Phalodi Ramji Project under RVPL was re-awarded as short term toll collection project on 17th September 2015.

Company Overview:

Experienced Promoters And Management Team – Board Of Directors



Name & Designation	Experience
 <p>Dattatray P. Mhaiskar <i>Chairman, Non Independent and Non Executive Director</i></p>	<ul style="list-style-type: none"> Founding Director and Promoter of the Company. Holds a Diploma in Civil Engineering from Sir Cursow Wadia Institute of Electrical Technology, Pune. 48 years of experience in Construction and Infrastructure industry.
 <p>Jayant D. Mhaiskar <i>Vice Chairman & Managing Director</i></p>	<ul style="list-style-type: none"> Founding Director and Promoter of the Company. 18 years of experience in the Tolling and Infrastructure industry.
 <p>Anuya J. Mhaiskar <i>Non Independent and Non Executive Director</i></p>	<ul style="list-style-type: none"> Bachelor's degree in Arts with major in Philosophy from Ramnarain Ruia College, University of Mumbai. 16 years of experience in the field of Administration.
 <p>Murzash Manekshana <i>Executive Director</i></p>	<ul style="list-style-type: none"> Qualified Chartered Accountant with a Bachelor's degree in Commerce from University of Mumbai. 22 years of work experience in areas of finance & risk management, fund raising, investment banking, strategic planning and business development.
 <p>Deepak Chitnis <i>Independent Director</i></p>	<ul style="list-style-type: none"> Bachelor's degree in Science and Master's degree in Law from Mumbai University. 31 years of experience in the field of Law.
 <p>Khimji Pandav <i>Independent Director</i></p>	<ul style="list-style-type: none"> Fellow Chartered Accountant with a Bachelor's degree in Commerce from University of Mumbai. Held key posts in the field of Finance and Accounts and also was a Financial Advisor to CIDCO and MSRDC.
 <p>Vijay Agarwal <i>Independent Director</i></p>	<ul style="list-style-type: none"> Fellow Chartered Accountant with a Bachelor's degree in Commerce from Jodhpur University. 32 years of experience in cross-border acquisitions and transactions, advising in foreign service collaboration arrangements, providing statutory, management and tax audit services and providing tax advisory services.
 <p>Preeti Trivedi <i>Independent Director</i></p>	<ul style="list-style-type: none"> Fellow Chartered Accountant with a Bachelor's degree in Commerce from University of Mumbai. 31 years of experience in management consulting, corporate finance, corporate restructuring, mergers and amalgamation and advisory services.



Sustainable Competitive Advantages

Sustainable Competitive Advantage: Strong Execution Capabilities With Proven Track Record

Expertise And Experience In Project Management

- One of the first few companies focusing to operate on pure toll collection business model.
- Successful operational experience of over 13 years with a pan India presence across 10 states.
- Completed 86 projects including 148 toll plazas and 953 lanes.
- 24 projects are currently operational – 17 toll collection projects (29 toll plazas) in 10 states, 5 OMT projects (covering 2,530 lane kms and 15 toll plazas) and 1 BOT project (covering 42 lane km and 5 toll plazas. In addition , a consortium formed by the Company ,was awarded project by SDMC for Toll collection at 124 toll plazas/posts/barriers locations bordering Delhi. Out of 124 plazas, the Company is operating 22 plazas .
- Strong track record of being re-awarded projects which were previously operated by the Company.
 - Project for collection of toll at Chirle and Karanjade in Maharashtra.
 - Project for collection of toll at the toll plazas on Ahmedabad – Vadodara Expressway in Gujarat.
 - Project for collection of toll at Surajbari, Dasna, Dastan & Ramji Phalodi in Gujarat, UP, Maharashtra & Rajasthan respectively.
 - Awarded the Mumbai Entry Points Project in 2010 on an OMT basis for 16 years after having previously undertaken collection of toll from Dec-2002 until Nov-2010.
 - Awarded RGSL Project in 2014 on an OMT basis after having undertaken collection of toll at the RGSL since its opening in 2009.

Strong Relationship With Statutory And Government Companies



Hooghly River
Bridge Commissioners

MUMBAI - JNPT PORT
ROAD COMPANY
LIMITED



Leading toll operator in India with an overall experience of over 13 years

Sustainable Competitive Advantage: Integrated Structure With In-house Capabilities



Tendering	<ul style="list-style-type: none">▪ In-house business development team prepares tendering documents for all the bids.▪ Company's ability to tender appropriately depends significantly on the assessment of the future traffic patterns and the amount of toll to be collected.
Traffic Survey and Revenue Forecasting	<ul style="list-style-type: none">▪ The in-house traffic study and revenue forecasting capacity and expertise strengthens the Company's ability to evaluate new projects and tender effectively for toll collection and OMT contracts .▪ The final revenue model created is discussed and finalized by the senior management for bidding purpose.▪ Dual responsibility of conducting pre-bidding traffic surveys as well as monitoring loss in revenue on account of non-paying vehicles for ongoing projects.
Civil Construction and Maintenance	<ul style="list-style-type: none">▪ In-house experts with significant experience for supporting and managing all EPC and maintenance related activities.▪ In-house equipment and resources availability for implementing routine and major maintenance works.
Financial Closure	<ul style="list-style-type: none">▪ The finance and operations team coordinates activities relating to achieving financial closure by obtaining fund and non-fund based loan facilities from banks / financial institutions.
Tolling Operations	<ul style="list-style-type: none">▪ As of 31st December, 2015, ~ 3,225 employees in Tolling and maintenance activities.▪ ~ 1,084 contract workforce at various toll plazas.

Integrated structure facilitates efficient bidding process and completion of projects on a profitable basis

Use of Advanced Technology for Toll Collection leads to improved Operational Efficiency And Transparency

ETC System:

- Electronic Toll Collection (ETC) systems are based on prepaid mode of toll collection either through smart cards or RFID technology based tags.
- ETC systems reduce cash management resulting in revenue enhancement as well as improved transparency in toll collection.
- ETC systems also help in reducing the clearing time for vehicles at the toll stations thereby improving operational efficiency.
 - RFID based ETC system is currently installed at RGSL toll plaza in Mumbai, the Vidyasagar Setu Project, and Mumbai Entry Points Project.
 - Smart card based ETC system is currently installed at the Mumbai Entry Points Project, Chennai Bypass Project, Hyderabad-Bangalore Project, Madurai-Kanyakumari Project, RGSL Project, the Dankuni toll plaza in West Bengal and the Kalyan-Shilphata Project.
- Semi-automated or fully-automated toll collection systems collect and store traffic and payment data, thereby reducing the manual intervention.
- A semi-automated system consists of revenue collection software desktop, barrier gate, smart cards and monitoring cameras.
- Additionally, a fully-automated system also consists of vehicle counting classifier, vehicle audit system, communication channels and traffic control equipment.



Weigh-in-motion Technology:

- Use of weigh-in-motion technology for projects where weight based toll collection is mandated. These weight based tolling systems are integrated with the fully automatic toll collection system for enhanced revenue controls.

Centralized control room at Mumbai which Monitors with 851 cameras at Multiple Locations, 24 X 7, 365 days with experienced team.

For Further Queries:



Thank You



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ANNEXURE

Consolidated Balance Sheet



Particulars (Rs. Mn)	(H1) FY16	FY15
Equities & Liabilities		
Shareholder's Funds		
Share Capital	1,626	1,115
Reserves & Surplus	-727	-3,379
Total Shareholder's Funds	899	-2,264
Share Application Money	-	-
Minority Interest	-	-
Non-Current Liabilities		
Long-term Borrowings	27,478	29,568
Other Long-term Liabilities	1,044	1,044
Long-term Provisions	27	23
Current Liabilities		
Short-term Borrowings	1,960	2,072
Trade Payables	2,850	2,663
Other Current Liabilities	2,502	3,247
Short-term Provisions	5	5
Total Equity & Liabilities	36,764	36,356

Particulars (Rs. Mn)	(H1) FY16	FY15
Assets		
Non-Current Assets		
Fixed Assets	20,964	21,723
Non-Current Investments	216	216
Deferred Tax Assets (net)	1,069	942
Long-term Loans & Advances	9,781	8,934
Other Non-Current Assets	412	387
Current Assets		
Current Investments	-	106
Trade Receivables	215	258
Cash & Bank Balance	1,392	1,348
Short-term Loans & Advances	1,962	1,812
Other Current Assets	752	630
Total Assets	36,764	36,356