

IL&FS Transportation Networks Limited

Analyst Presentation – May 2013



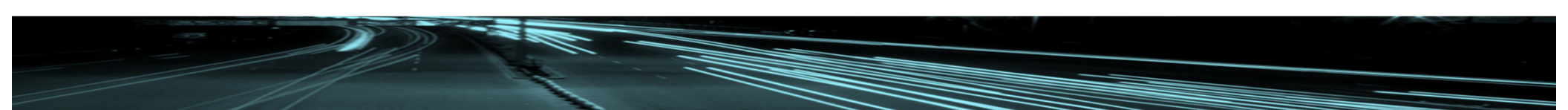
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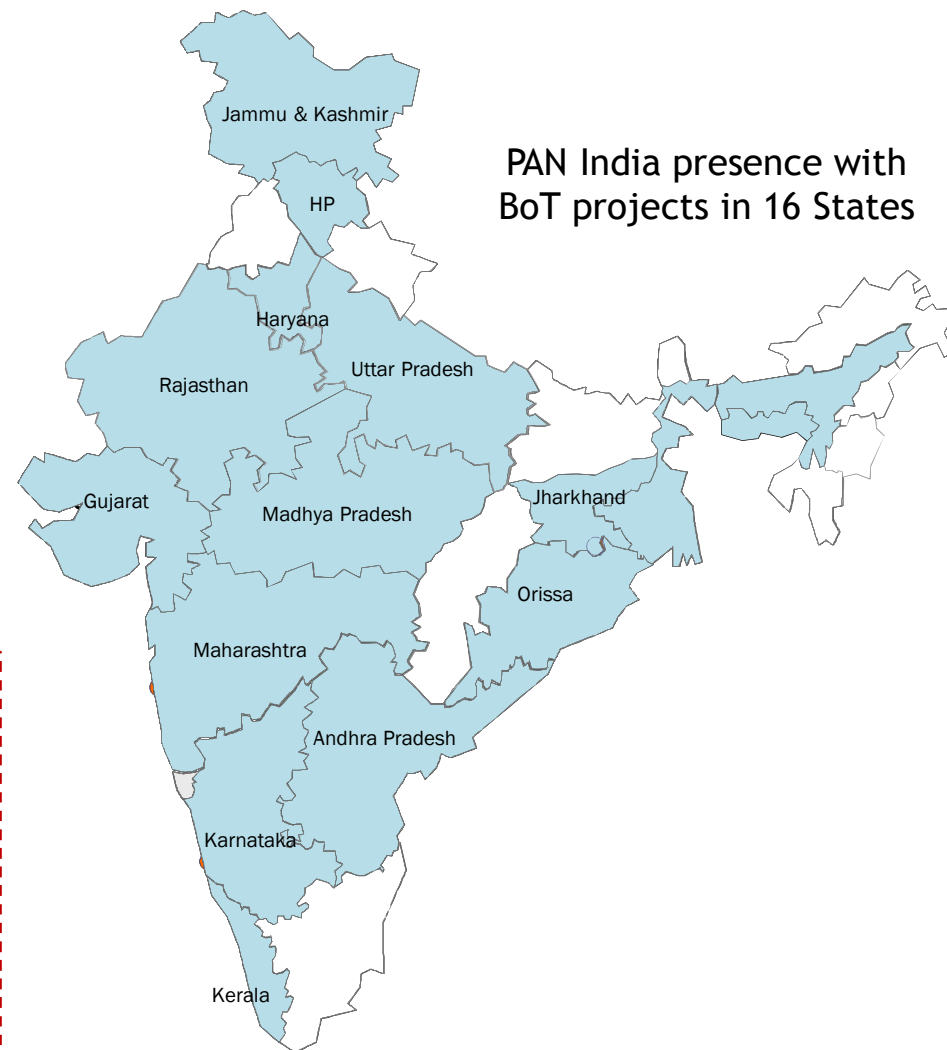
With references to projects and project companies, short names and brief descriptions are used which may not be representative of the actual description of the project or the name of the project company. These are used for brevity in the presentation and any person accessing such information may get further details of such project or project companies from other data available on the website of the company or other publicly available data

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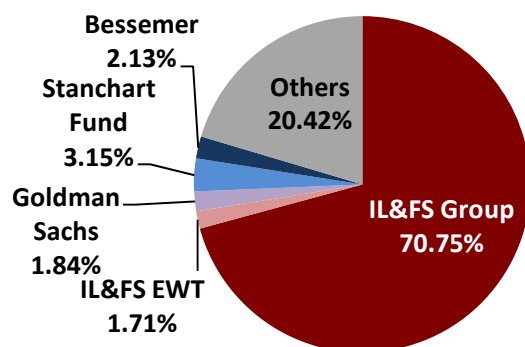
- Company Overview
- Key Differentiators
- The ITNL Group
- Project Portfolio
- Recent Project Awards and Financial Closures
- Project Pipeline
- Road Sector Opportunity
- Financial Performance Parameters
- Key Quarterly Financial Parameters
- Capital Works Remaining to be Executed
- Toll and Annuity Collection on Operational Projects
- Board of Directors and Key Managerial Personnel
- Road Projects

- IL&FS Transportation Networks Limited (ITNL) has the largest BoT road asset portfolio (in terms of lane kilometer) in India
- ITNL has a pan India presence with projects in 16 states in India
- Promoted by Infrastructure Leasing and Financial Services Limited (IL&FS) in the year 2000
- ITNL has ~13,000 lane km under its road assets portfolio
- Has presence in other sub sectors viz. metro rail , border entry points, bus transportation & multi level parking
- A **'Thought Leader'**....., IL&FS Transportation plays varied roles such as Sponsor, Project Developer cum Manager, Operations & Maintenance Manager, Design & Value Engineer and Policy Advisor



Map not to scale
Does not depict political boundaries

Shareholding Pattern



Promoter Holding: 72.46%; Public Holding: 27.54%



Market Leadership in the Transportation Infrastructure Sector

- With around 13,000 lane km comprised in 25 projects in its road assets portfolio
- Forays into other surface transportation sub-sectors like metro, bus & border check-post



Track Record of Successful Project Implementation

- Operational portfolio ~6,300 lane kms of highways, operating one bus transportation project
- Projects substantially completed to budget and within time



Strong Parentage of IL&FS

- IL&FS brand and expertise in finance & other infrastructure areas
- Experience in working with various Government and other Authorities



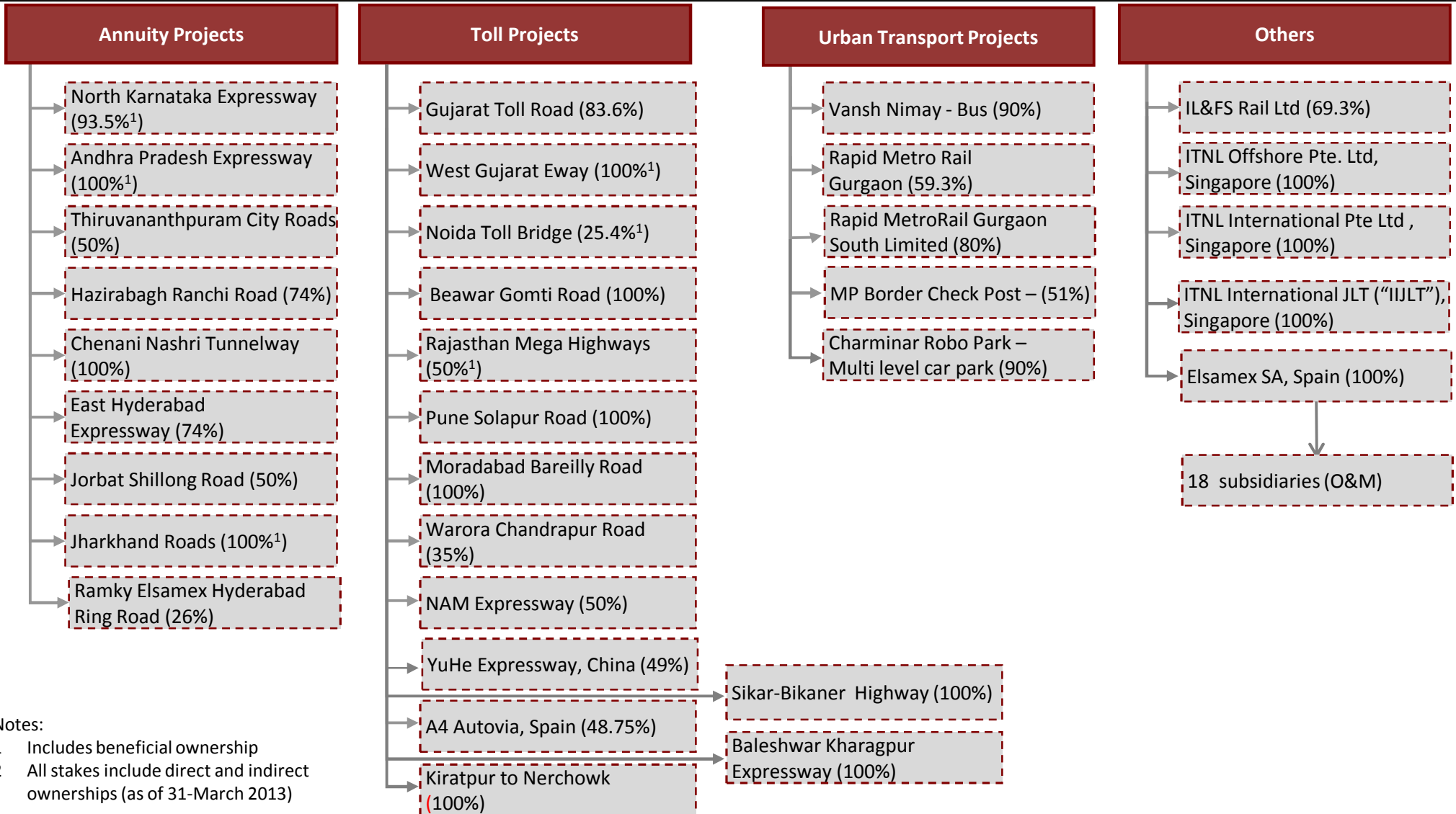
Partnerships and Bilateral contracts with State Governments

- State Highway Concessions in joint venture with the States of Kerala, Gujarat, Rajasthan & Jharkhand



Diversified and de-risked portfolio

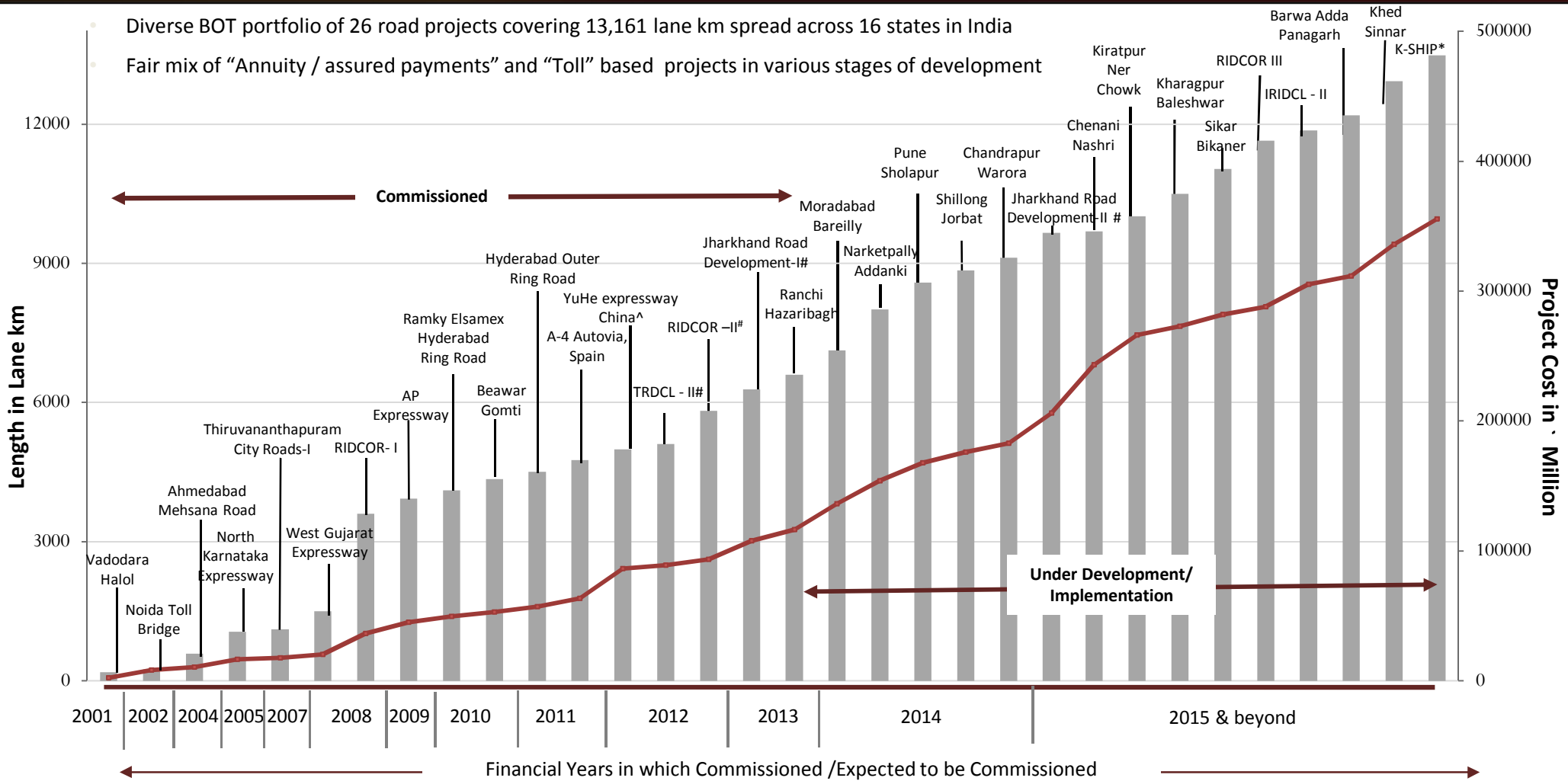
- Pan India presence with a fair mix of annuity and toll concessions
- Presence in Europe, Latin America through Elsamex SA
- Acquired Operational road project in China



Notes:
 1 Includes beneficial ownership
 2 All stakes include direct and indirect ownerships (as of 31-March 2013)

Diverse BOT portfolio of 26 road projects covering 13,161 lane km spread across 16 states in India

Fair mix of "Annuity / assured payments" and "Toll" based projects in various stages of development



Partly commissioned ^ The operational project was acquired in Dec, 2011 *Preferred bidder yet to be awarded

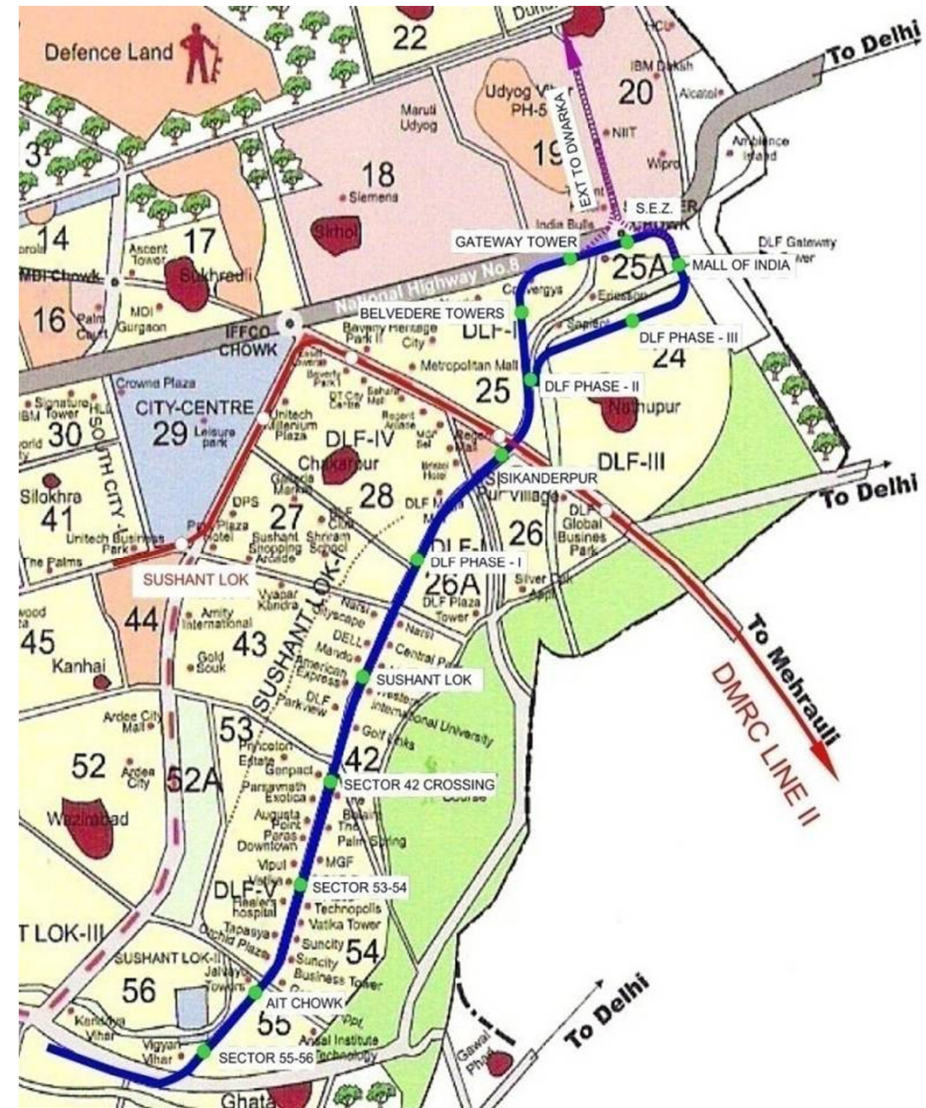
ITNL has the largest Private Sector BOT Road Asset Portfolio in India

Rapid MetroRail Project:

- Awarded by Haryana Urban Development Authority (HUDA)
- Metro link from Delhi metro Sikanderpur station to DLF Cyber City on NH-8 in Gurgaon – around 4.9 km
- Project Cost of ~ INR 1088 cr with a concession period of 99 years - ITNL stake in the project ~59.3%
- Likely Commissioning by June 2013 – Currently trial runs for safety certification are being carried out

Rapid MetroRail Project (South Extension) :

- Metro link from Rapid Metro Sikanderpur station to Sec 55-56 in Gurgaon along the Golf Course road
- Around 6.5 km long link within Gurgaon CBD
- Project Cost of ~ INR 2143 crs with a concession period of 98 years - ITNL stake in the project ~65%
- Likely Commissioning in FY 2015-16



Border Entry Point

MP Border Check Post Project – awarded by the Government of Madhya Pradesh

- ITNL stake 51%, 24 border check-post in MP to be developed
- Revenue sources – entry fee from commercial vehicles, parking fee, loading/unloading etc.
- Similar to toll road concessions in the revenue collection format
- Concession period of ~12.5 years with ~2 year construction period. Project cost ~INR 13,500 mn
- Received COD for 2 border check post – Agra Mumbai Road & Indore Ahmedabad Road

Automated Car Park

Charminar Robo Park Project – awarded by Hyderabad Municipal Corporation

- Building and Maintaining an automated car park on a concession basis
- Revenue from parking fee and lease rentals
- 50% of the built-up is allowed to be commercially leased out

Bus System

Nagpur Bus System Project – awarded by Nagpur Municipal Corporation

- Mobilizing, running, operating and maintaining the Nagpur City Bus Services on an exclusive basis
- Concession period of 10 years ending on 2020 - 470 buses deployed & Project Cost ~INR 715.10 mn

ITNL Secured projects worth around INR 69 billion each year
in the last 2 financial years

Project	Authority	BOT Type	Length (lane km)	Estimated Cost (INR Million)
Two stretches under JARDP	GoJ	Annuity	198	7,330
Kiratpur to Ner-Chowk in HP	NHAI	Toll	327	22,910
Baleshwar Kharagpur in West Bengal and Orissa	NHAI	Toll	477	6,600
RIDCOR ph-III (Rajasthan)	GoR	Toll	607	6,113
Beawer Gomti Widening (Rajasthan)	MORTH	Toll	233	13,600
Sikar Bikaner in Rajasthan	GoR	Toll	540	9,014
KSHIP*	Karnataka	Annuity	332	6,300
Rapid MetroRail Project (South Extn)	HUDA		6.5km	21,430
Barwa Adda Panagarh (Jharkhand & West Bengal)	NHAI	Toll	727	24,522
Khed Sinnar	NHAI	Toll	557	19,307
Total				137,126

Debt Tied-up

Project	Debt tied-up (INR Million)
Additional two stretches under JARDP	5,545
Kiratpur Ner Chowk	16,556
Baleshwar Kharagpur	3,960
Sikar Bikaner	4,000
Rapid MetroRail Project (South Extn)	15,000
Total Debt tied –up	45,061

* ITNL is the lowest bidder

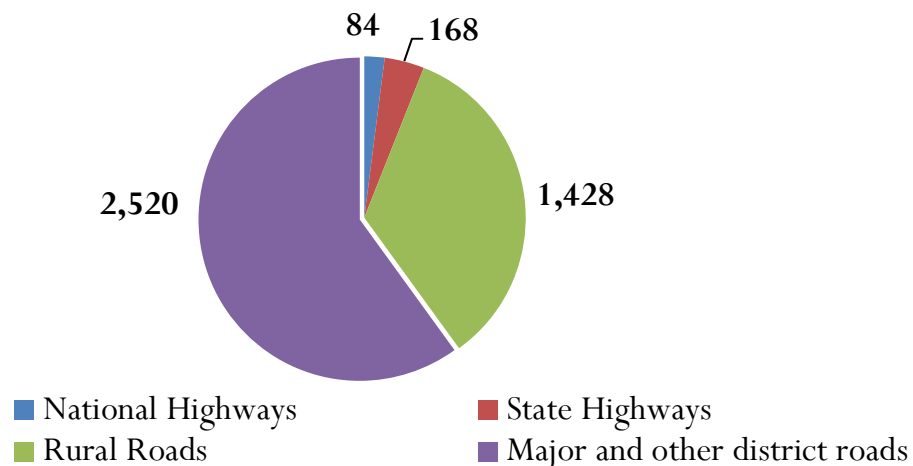
ITNL Offshore Pte. Ltd. a wholly owned subsidiary of ITNL has raised \$100 million equivalent through a dim sum bond offering issued in Hong Kong, this is the first dim sum bond offering by an Indian non-financial corporate

~21,000 km of awards pending under NHDP - to be substantially executed under PPP

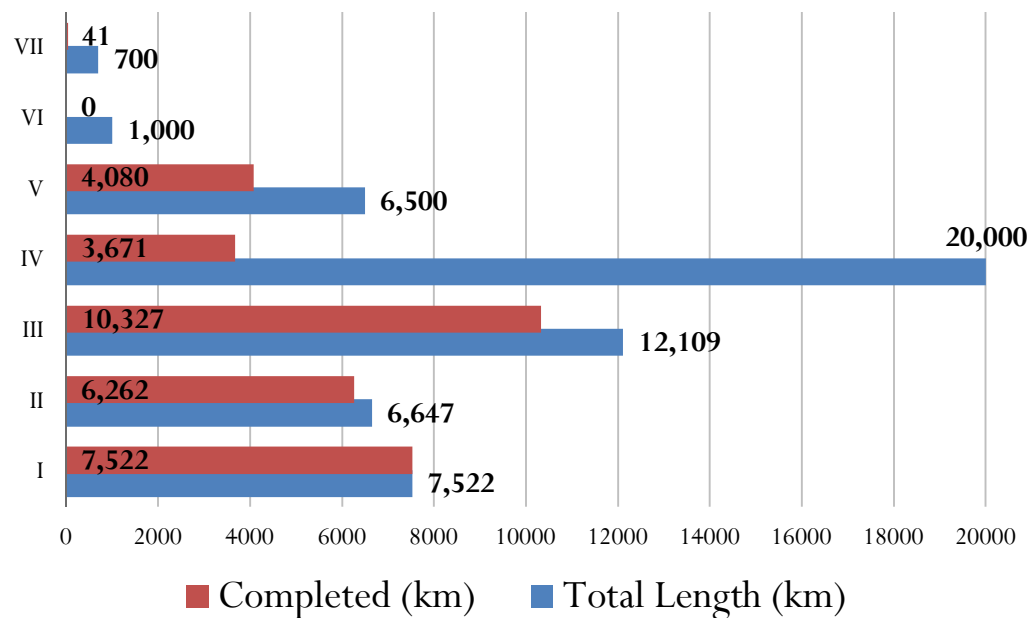
Program	To be awarded (in Km)
NHDP-III	1,782
NHDP-IV	16,329
NHDP-V	2,420
SARDP-NE	21
Total	20,552

Source: MoRTH year end review 2012, National Portals of India

Composition of the Indian Road Sector (%) – ('000 kms)



NHDP Overall Progress

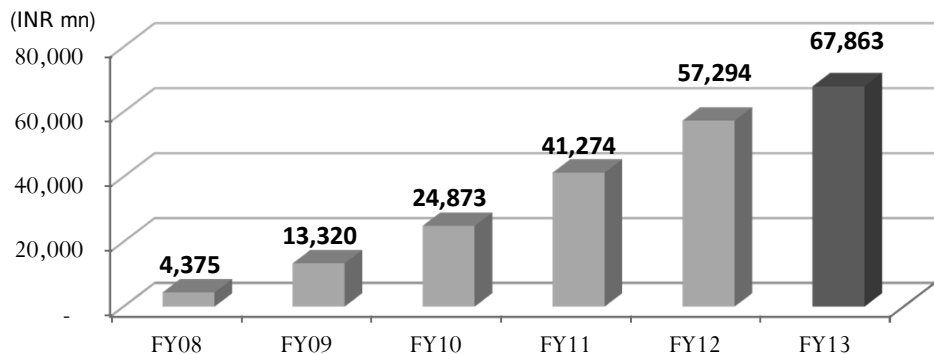


- India's road network increased to **4.2 million km** from 3.3 million km
- National highways, which comprise 2% of the total network, carry 40% of the traffic; are overloaded at many places or corridors
- Only 24% of national highways are four-laned

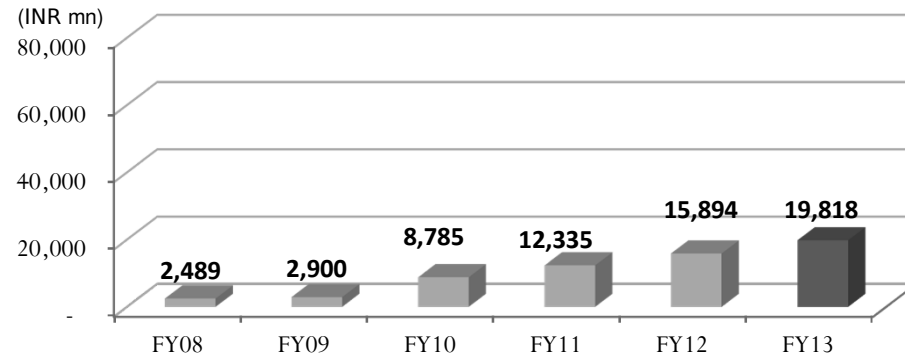
As of April 30, 2013

BID PIPELINE						
	RFP Stage (Post Qualification)			RFQ Stage (Pre Qualification)		
	Projects	Length (km)	Cost (INR Mn)	Projects	Length (km)	Cost (INR Mn)
NHAI	13	1,288	79,340	15	1,867	185,480
States	2	212	17,430	14	1,541	174,520
MORTH				1	63	210,000
Border Road Organisation				1	14	89,420
Total	15	1,500	96,770	31	3,485	659,420

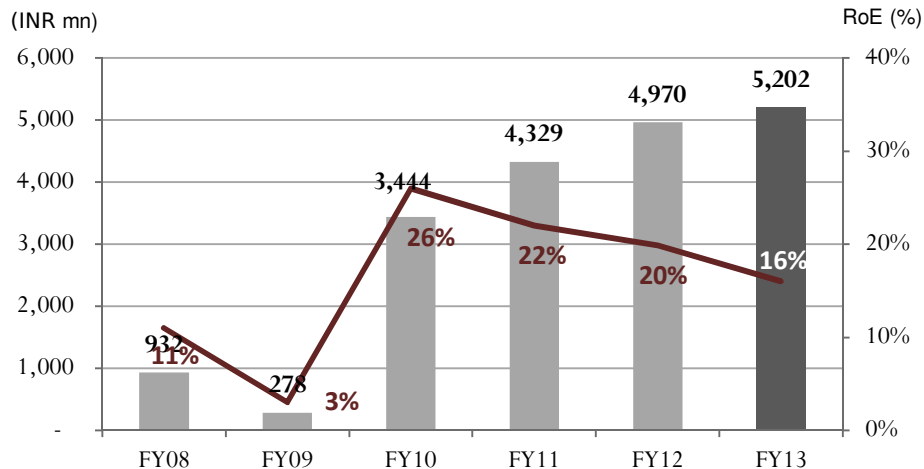
Revenue



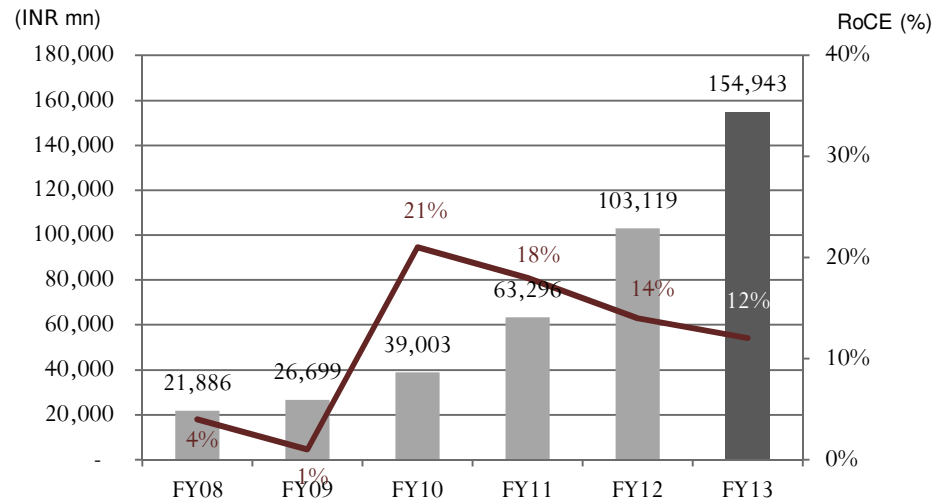
EBITDA⁽¹⁾



Profit After Tax⁽²⁾

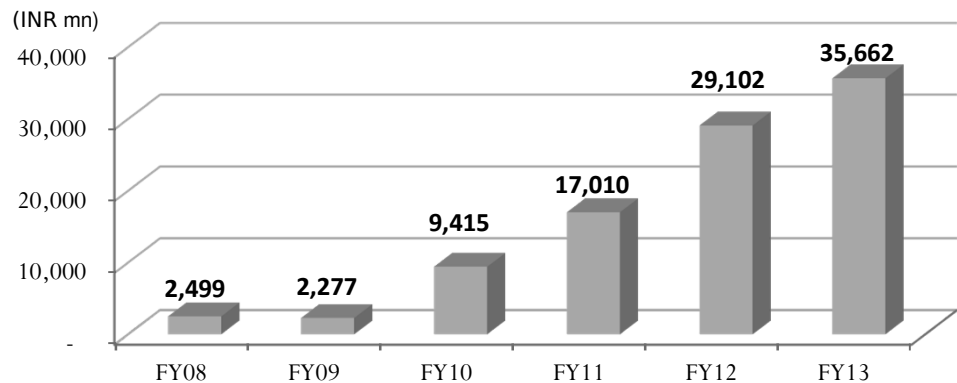


Average Capital Employed⁽³⁾

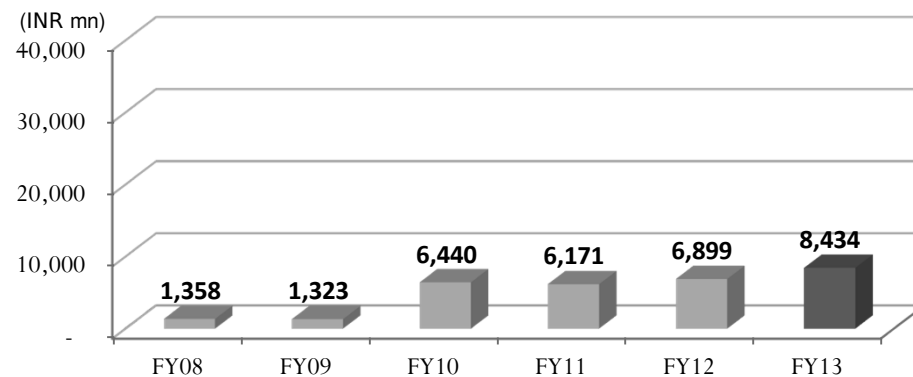


1. Includes other income and excludes gain from Foreign exchange fluctuation
2. RoE based on average equity;
3. RoCE based on average capital employed;

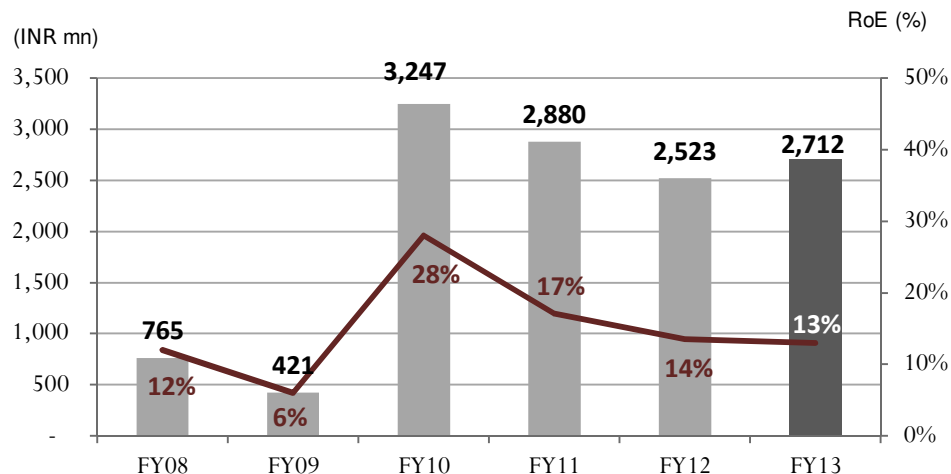
Revenue



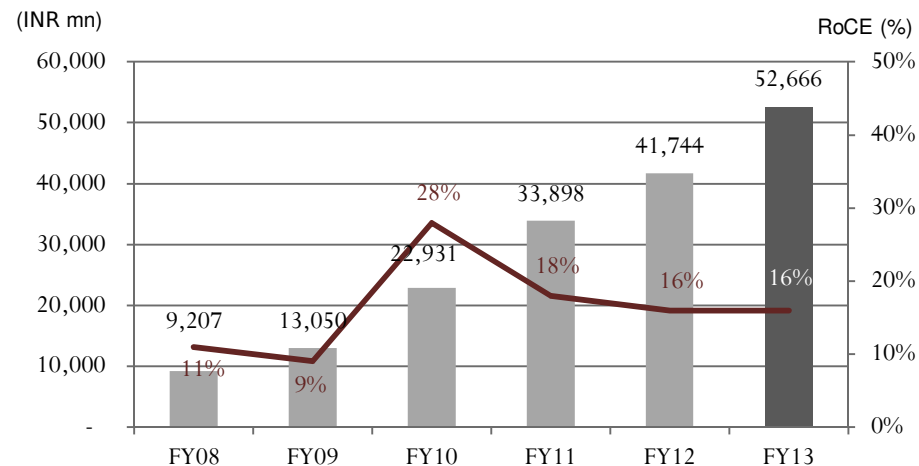
EBITDA⁽¹⁾



Profit After Tax⁽²⁾



Average Capital Employed⁽³⁾



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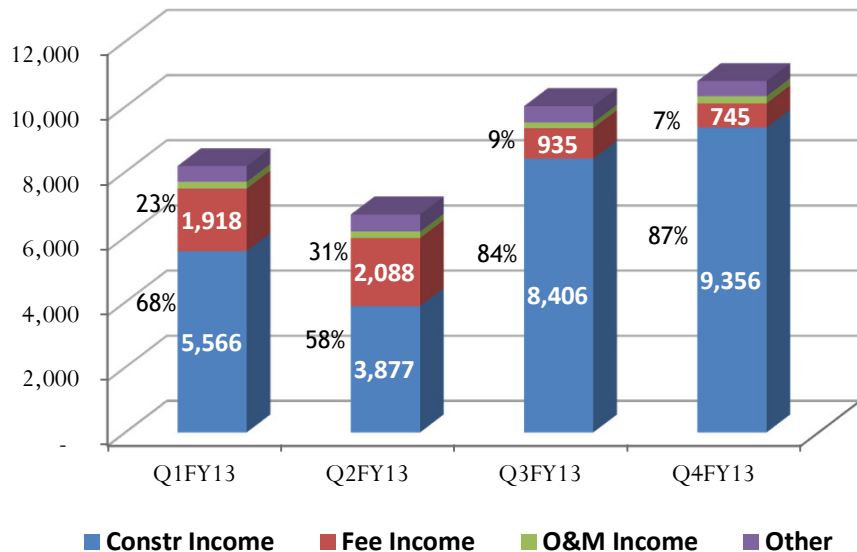
(All figures in INR million)

Key Parameters	Consolidated			Standalone		
	FY13	FY12	% Change	FY13	FY12	% Change
Revenue	66,449	56,056	19%	33,692	27,726	22%
Other Income	1,414	1,238	14%	1,970	1,377	43%
EBITDA	19,818	15,894	25%	8,434	6,899	22%
EBITDA Margin	30%	28%		25%	25%	
Interest*	11,190	7,282	54%	3,931	2,656	48%
Depreciation	944	766	23%	110	106	4%
Profit Before Tax	7,684	7,846	-2%	4,392	4,137	6%
PAT after minority interest	5,202	4,970	5%	2,712	2,523	7%

* In consolidated results, as per the relevant accounting policy, annuity projects are treated as financial assets and shown as receivable in the balance sheet. Hence interest during construction on annuity projects is charged to P&L unlike for toll projects where it is capitalized

Revenue

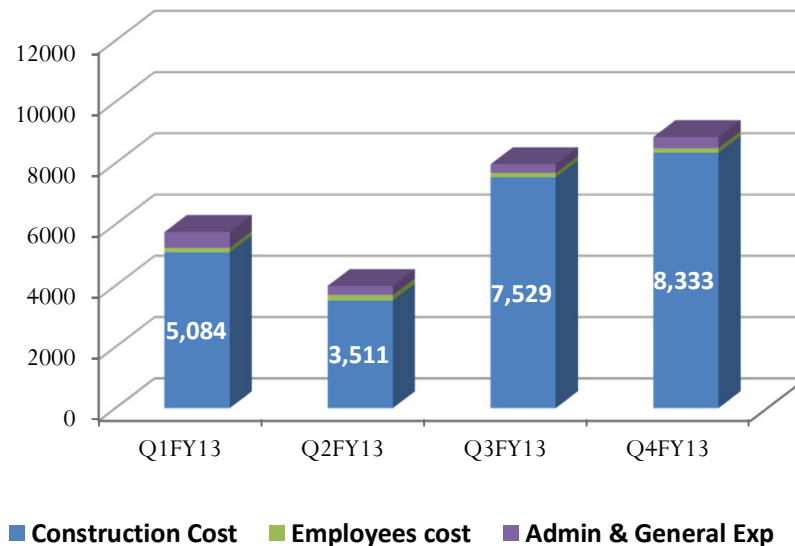
(in INR million)



- For FY13, construction revenue increased by 27% on account of better execution in existing under construction projects and from projects won during FY12. Construction revenue and fee income were reported at INR 27,205 million and INR 5,686 million respectively
- For the fiscal year, fee income comprised mainly from project development fee from Sikar Bikaner, Baleshwar Kharagpur, Kiratpur Ner Chowk and Rapid Metro South Extension. In addition, there was the usual supervision fee from other projects under construction.

Expenses

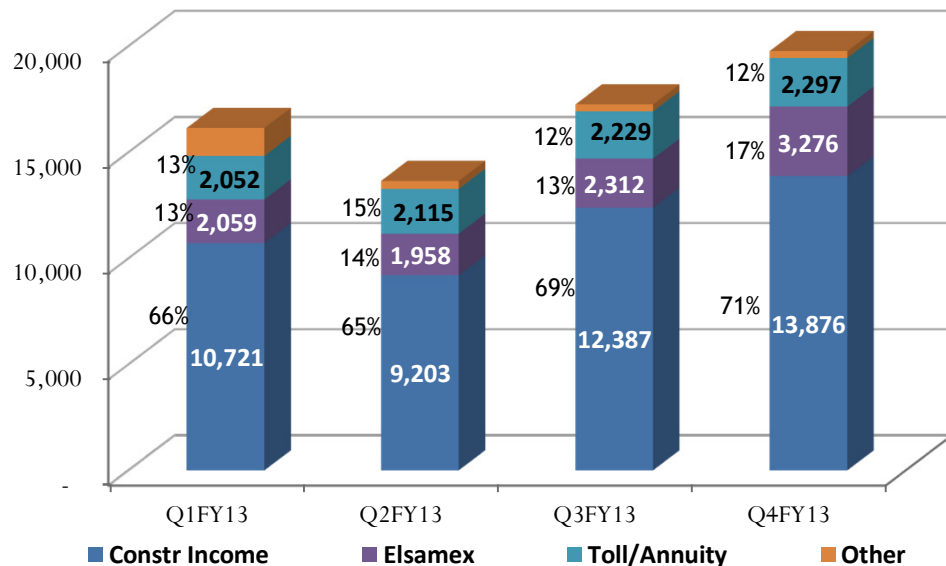
(in INR million)



- An increase in construction revenue resulted in a corresponding increase in construction costs and hence the EBITDA margin remained in range at 25%. On an absolute basis, EBITDA increased by 22% from INR 6,899 million in FY12 to INR 8,434 million in FY13
- The total operating expense for the company went up by ~22%, mainly on account of increased construction expenses

Revenue

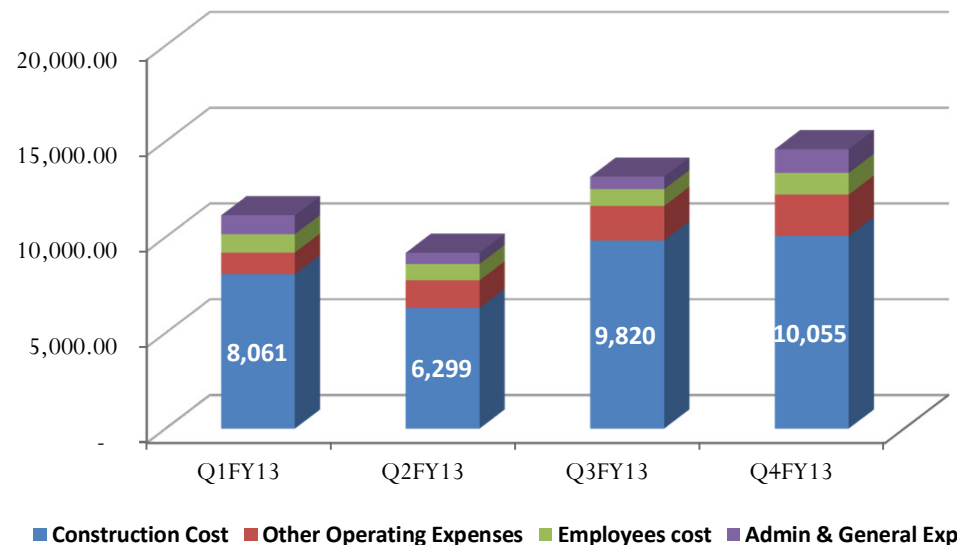
(in INR million)



- The total income during the year has gone up by ~19%, primarily on account of an increase of ~61% in the toll/annuity income. In addition, Elsamex reported a 25% revenue growth yoy with INR 9,605 million of revenue in FY13
- Construction income has increased ~16% yoy on account of new projects won in FY12 namely, BKEL, KNCL and SBHL

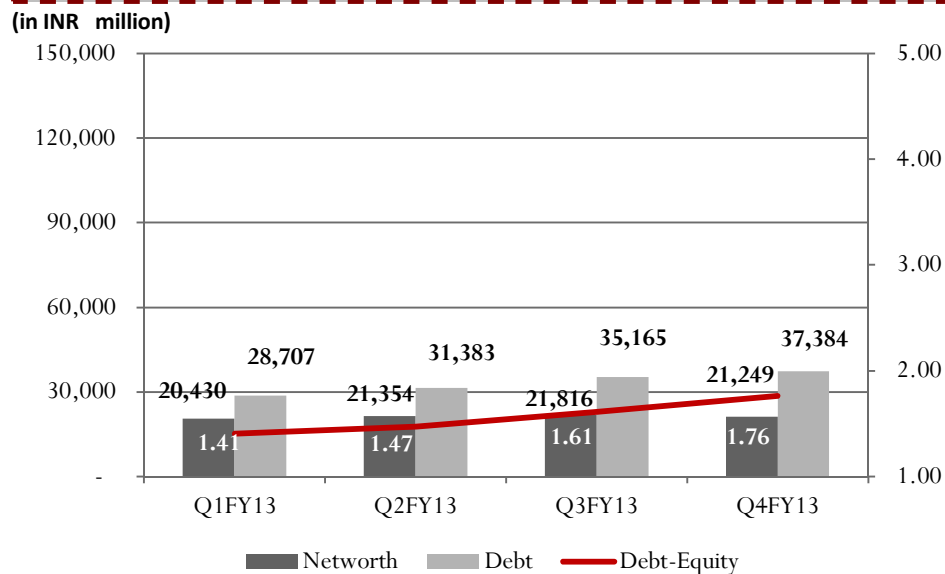
Expenses

(in INR million)

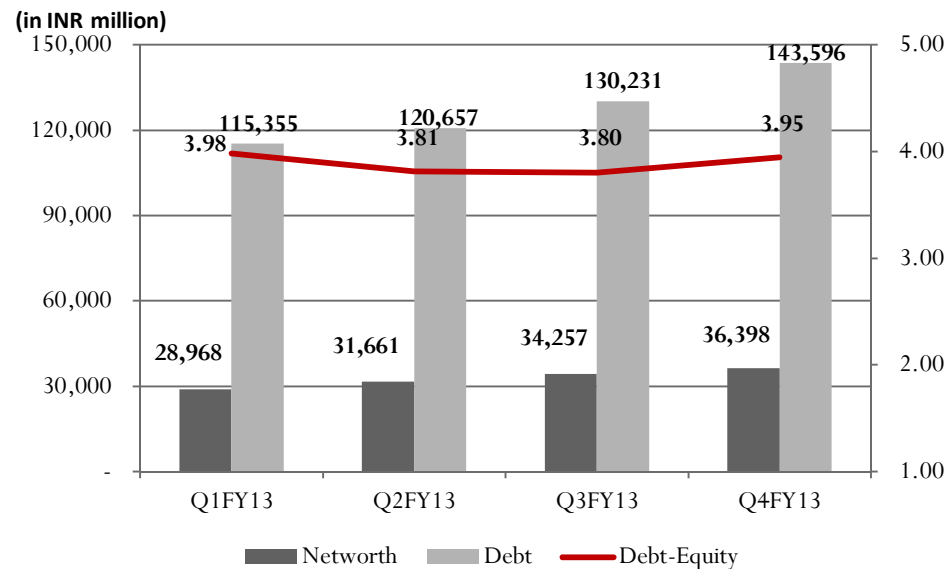


- EBITDA margins improved slightly to 30% owing to a 19% increase in operating revenue and a 16% increase in operating expense
- At absolute level EBITDA increased by 25% from INR 15,894 million in FY12 to INR 19,818 million in FY13

Standalone



Consolidated



- The Debt Equity at the standalone level has marginally increased mainly on account of debt taken for providing sub-debt/ investments in new and existing projects
- The standalone debt is mostly unsecured debt for on-lending to SPVs as sub-debt or for equity infusion into projects against cash accruals expected from them

- The ~40% increase in debt at the consolidated level is primarily on account of drawdown happening from the already sanctioned debt. In addition, debt drawn for new projects which have recently achieved financial closure
- For the year debt equity ratio has increased only marginally from 3.70 to 3.85

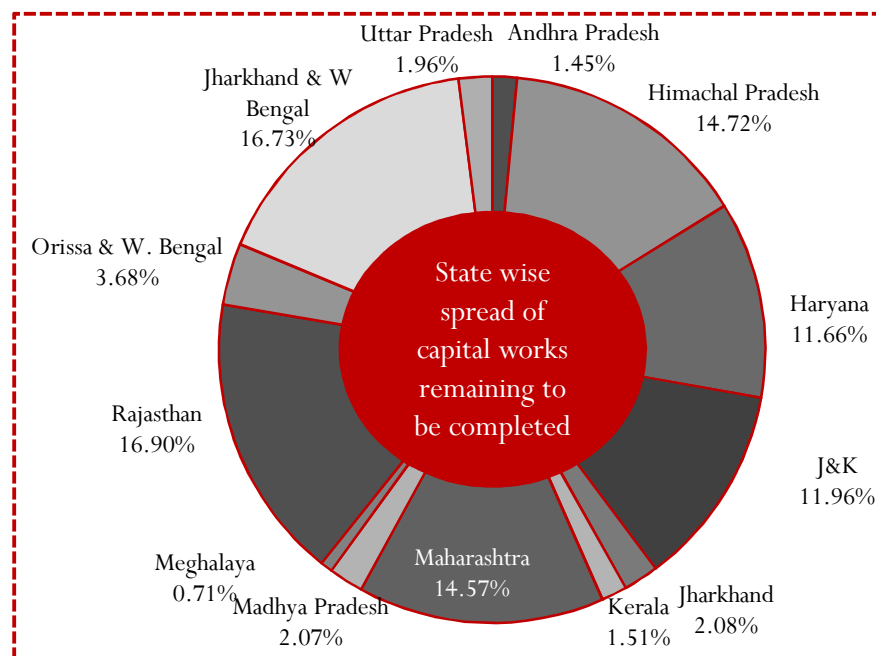
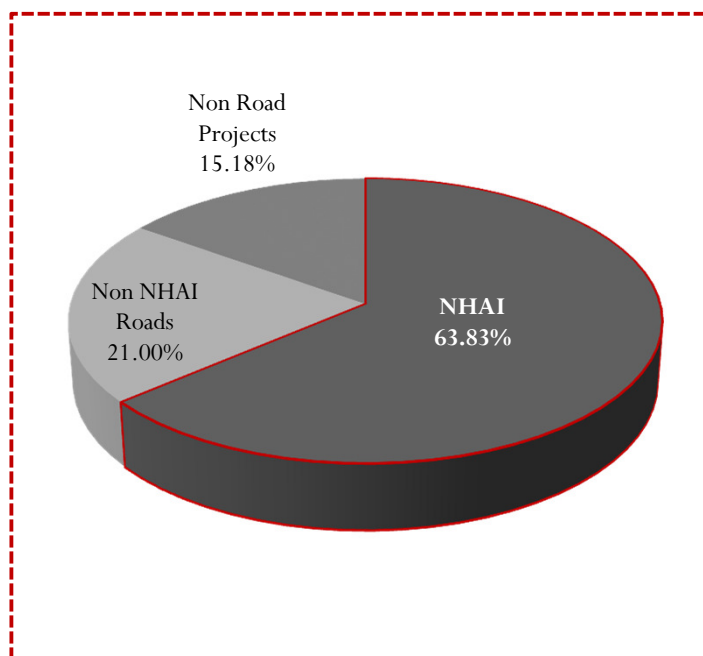
Incremental Equity Commitment for existing projects is around INR 24,151 million
Total Investments made till 31-March-13 (including advance against equity) is INR 32,604 million

Capital Works remaining to be executed (ITNL proportionate share)

(In INR million as on 31-March-2013)

Of current projects	86,831
Of projects won this year	59,886
Total of Capital Works remaining to be executed	146,717

Project capital works remaining to be executed



Revenue Collection on Operational Road Projects

Not adjusted for ITNL's stake (All figures in INR million)

Toll Projects under Operation	Average Daily Toll Collection			
	In Q1 FY 13	In Q2 FY 13	In Q3 FY 13	In Q4 FY 13
Ahmedabad Mehsana Road (Gujarat)	1.70	1.70	1.70	1.70
Vadodra Halol Road (Gujarat)	1.28	1.24	1.18	1.18
Noida Toll Bridge (UP)	2.24	2.32	2.53	2.63
Mega Highways – Rajasthan	5.70	5.33	5.66	5.92
Rajkot to Jetpur – Gondal (Gujarat)	1.25	1.06	1.35	1.34
Beawer Gomti (Rajasthan)	0.47	0.45	0.50	0.51
Yu He Expressway	8.43	8.78	8.80	9.57
A4 Autovia (Spain)	2.71	2.74	1.83	2.51

Operational Annuity Projects	Annuity receivable Per Annum	Accrued in Q4FY13
Maharashtra Border to Belgaum (Karnataka)	1,010	253
Thiruvananthapuram City Roads (Ph-I) (Kerala)	118	64
Kotakatta to Kurnool (Andhra Pradesh)	1,130	283
East Hyderabad Expressway Limited	667	167
Hazaribaugh Ranchi Expressway Limited	1,282	316
Jharkhand Road Project Implementation Company LTD (3 roads)	1,909	496

Total Gross Average Daily Collection from toll and annuity in Q4FY13 has been around INR 43 million

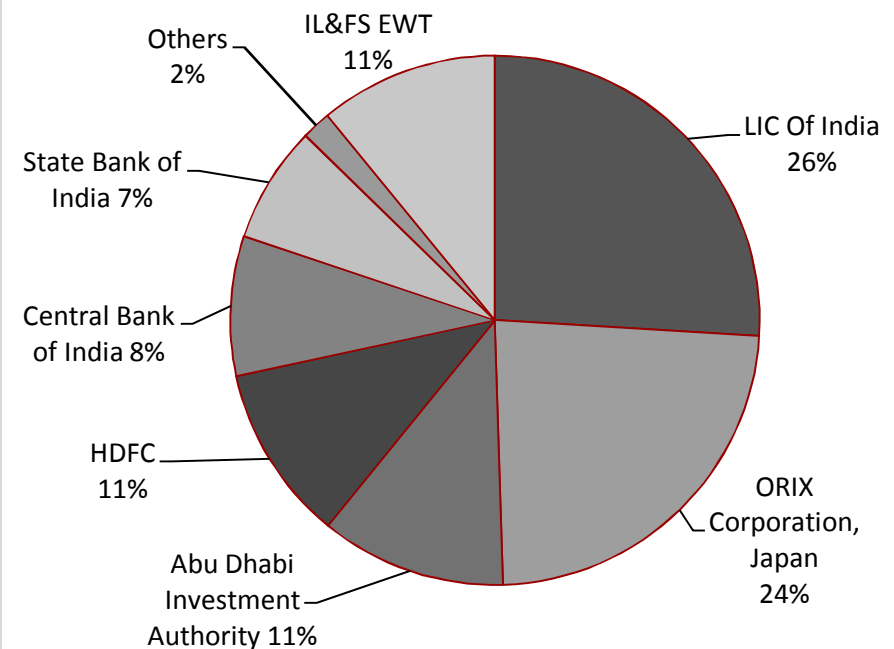
INR in million

Sr.No	Name of the Project	Toll Revenue start date	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
1	Ahmedabad Mehsana Road (Gujarat)	Feb-03	614	660	747	850	1,037	1,067
2	Vadodra Halol Road (Gujarat)	Oct-00						
3	Noida Toll Bridge (UP)	Feb-01	547	659	706	696	774	888
4	Mega Highways - Rajasthan (Ph - I)	Mar-08	93	546	826	1,063	1,548	2,062
5	Rajkot to Jetpur - Gondal (Gujarat)	May-08	121	225	312	337	380	457
6	Beawer Gomti (Rajasthan)	Aug-10			-	94	168	176
	Total		1,375	2,090	2,591	3,040	3,907	4,650

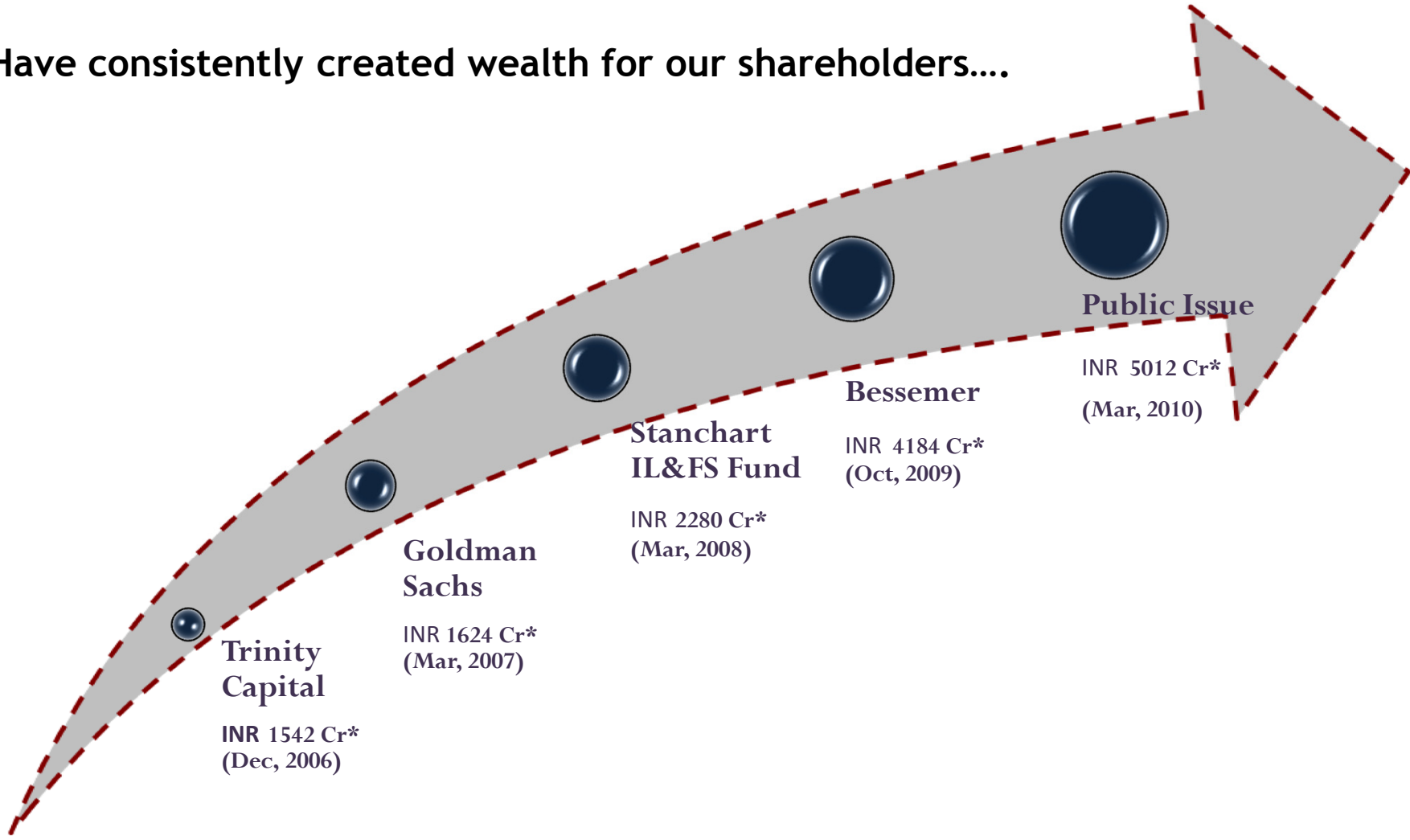
IL&FS Overview

- Incorporated in 1987 as a JV between the Central Bank of India (CBI), Housing Development Finance Corporation Limited (HDFC) and Unit Trust of India (UTI) to commercialize infrastructure projects and work with public & private sector project sponsors
 - Offers a full range of financial, project development and management services including investment banking, project financing, project development, management and implementation, asset management, corporate advisory and back office services through Group companies
 - Identifies need-driven projects including roads, bridges, power, ports, water supply, area development which can be commercially viable and works on structural / financial solutions to enhance project viability
- Has expertise across diverse sectors such as transportation, area development, cluster development, finance, power, ports, water and waste management, urban infrastructure, environment, education and tourism
 - Track record of promoting and financing public infrastructure projects in India for over 25 years
- Strategic relations with Governments of 17 states across India and on-going relationships with various departments of the Central Government
 - Benefits to ITNL in negotiating bilateral contracts with state and central government entities when such bodies are seeking customized proposals

Our Parent Shareholding IL&FS Shareholding



Have consistently created wealth for our shareholders....



* Post money valuation

Independent Directors

Name	Designation
Mr Deepak Dasgupta	Chairman; Former Chairman, NHAI
Mr RC Sinha	Former Vice Chairman & MD, Maharashtra Airport Development Company Limited
Mr HP Jamdar	Former Principal Secretary, Government of Gujarat
Mr Deepak Satwalekar	Former Managing Director & CEO, HDFC

Non-Independent Directors

Name	Designation
Mr Ravi Parthasarthy	Chairman, IL&FS
Mr Hari Sankaran	Vice Chairman and MD, IL&FS
Mr Arun K Saha	Joint Managing Director, IL&FS
Mr Vibhav Kapoor	Group Chief Investment Officer, IL&FS
Mr Pradeep Puri	CEO, Metco Projects
Mr K Ramchand	Managing Director
Mr Mukund Sapre	Executive Director

K. Ramchand
Managing Director

- He has over 31 years of experience in urban and transport infrastructure development sector

Mukund Sapre
Executive Director

- He has over 28 years of experience in the industry.

Harish Mathur
Chief Executive

- Has over 34 years of experience in various road construction projects.

George Cherian
Chief Financial Officer

- He has over 36 years of experience in accounting and finance. Responsible for Financial and Accounting matters, Statutory Compliances and Financial Planning

S C Mittal
Senior Vice President

- He has over 29 years of experience in the industry. He heads our in-house design unit

Krishna Ghag
AVP & Company Secretary

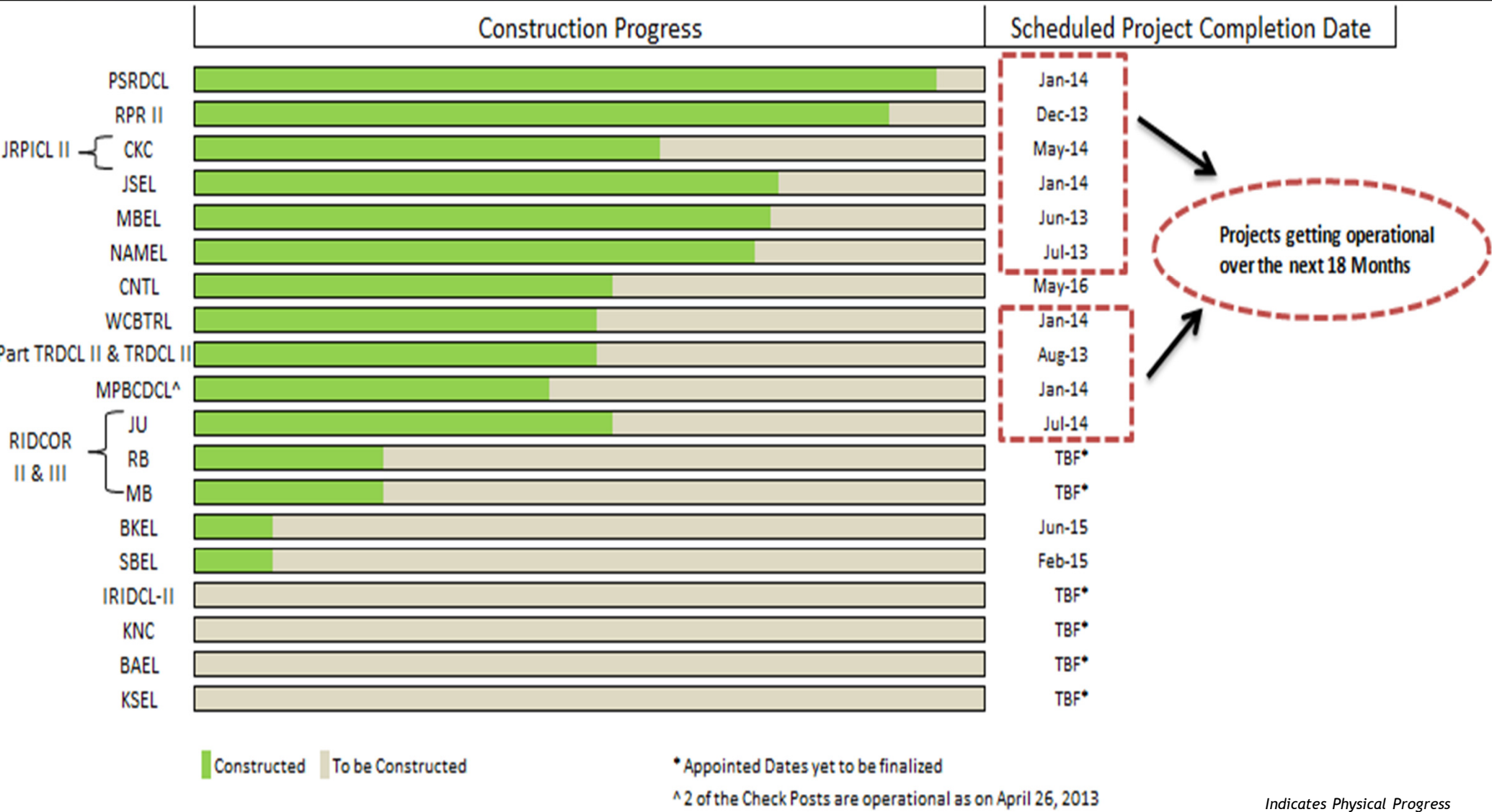
- He has over 29 years of experience in the industry. He is the compliance officer, legal adviser and Company Secretary

Road Projects

Name of Project	North Karnataka Expressway Limited (NKEL)	West Gujarat Expressway Limited (WGEL)	Noida Toll Bridge (NTBCL)	Vadodara Halol Toll Road (GRICL)	Ahmedabad - Mehsana Road (GRICL)
Authority	NHAI	NHAI	NOIDA	Govt. of Gujarat	Govt. of Gujarat
State	Karnataka	Gujarat	Delhi & Noida	Gujarat	Gujarat
BOT Type	Annuity	Toll	Toll	Toll	Toll
Project (Lane Km)	472	389	60	190	333
Project Cost (Rs Mn)	5,995	2,758	5,888	1,709	3,422
Debt Outstanding as at March 31, 2013 (Rs. Mn)	2,916	1,699	768	1,526	
Grant (Rs. Mn)	-	180	-	-	
Date of Start (Concession)	June-02	Sept-05	Dec-98	Apr-99	Apr-2000
Concession Period	17.5 years	20 Years	30 yrs (extendable)	30 yrs (extendable)	30 yrs (extendable)
Description	4 laning of the section of the Belgaum to Maharashtra Border aggregating 77 km on BOT (Annuity) basis	Widening / Improvement of the Rajkot – Jeptur - Gondal Section from 2 lane to 4 lane; on National Highway No. 8 B (NH-8B) in state of Gujarat	Development of a toll bridge and approach roads connecting Delhi to NOIDA on BOOT basis	4 Laning of Vadodara Halol road Km 8.0 to 40.0 of SH 87 with service road in the state of Gujarat on BOOT Basis	4-Laning of Ahmedabad Mehsana Road (SH-41) with service roads from Km 19.0 to 70.6 and Kadi spur road (11.5 Km) in the state of Gujarat on BOOT Basis

Name of Project	Andhra Pradesh Expressway (APEL)	Thiruvananthapuram City Roads (Phase I) (TRDCL)	Mega Highways Project Rajasthan (RIDCOR) Phase I	Beawar Gomti Road (IRIDCL)
Authority	NHAI	KRFB	Govt. of Rajasthan	MORTH
State	Andhra Pradesh	Kerala	Rajasthan	Rajasthan
BOT Type	Annuity	Annuity	Toll	Toll
Project (Lane Km)	328	51	2106	248
Project Cost (Rs Mn)	8,629	1,083	16,500	3,550
Debt Outstanding as on March 31, 2013 (Rs. Mn)	6,423	457	16,770	3,308
Grant (Rs. Mn)	-	-	2150 (Interest free loan from GOR)	390
Date of Start (Concession)	Sept-06	Jul-07	Jan-06	Oct-09
Concession Period	20 years	17.5 Years	32 Years	30 Years if 4 lane is done otherwise 11 Years
Description	Kotakatta Bypass to Kurnool on NH-7 in the state of Andhra Pradesh under North South Corridor (NHDP Phase II) on BOT (Annuity) Basis	Thiruvananthapuram City Roads Improvement Project	Improvement of following project road stretches aggregating 1053 km - Phalodi to Ramji ki Gol, Hanumangarh to Kishangarh, Alwar to Sikandra, Lalsot to Kota and Baran to Jhalawar	Widening of 2-lane road to 2-lane + Paved Shoulder in Beawar – Gomti Section of NH- 8 from km 58.245 to km 177.050 in the State of Rajasthan on DBFOT Basis

Name of Project	East Hyderabad Expressway Ltd (EHEL)	Jharkhand Accelerated Road Development Programme (JRPICL)	Hazaribagh Ranchi Expressway Limited (HREL)
Authority	HUDA	GOJ	NHAI
State	Andhra Pradesh	Jharkhand	Jharkhand
BOT Type	Annuity	Annuity	Annuity
Project (Lane Km)	173	418	319
Project Cost (Rs Mn)	4,278	14,546	10,132
Debt Outstanding as on March 31, 2013 (Rs. Mn)	3,264	18,145 (Total JRPICL Debt)	8,749
Grant (Rs. Mn)	777	-	-
Date of Start (Concession)	Dec-07	RRR- 22 March 2010 RPR I – 13 April 2010 AdityaPur Kandra – 2 feb 2012	Aug- 2010
Concession Period	15 Years	RRR- 17.5 Year RPR I – 17.5 Year AdityaPur Kandra –15.75 Year	18 Years
Description	8 – Laning Outer Ring Road in Hyderabad from Pedda Amberpet to Bongulur from Km 95.000 to Km 108.000 on BOT (Annuity) basis	Improvement works of Jharkhand Roads - Ranchi Ring Road - Ranchi Patratu -Four Laning of Adityapur-Kandra stretch.	4 laning of Hazaribagh – Ranchi Section Of NH-33 in State Of Jharkhand Under NHDP Phase III On BOT (Annuity) Basis



Indicates Physical Progress

Name of Project	Thiruvananthapuram City Roads (Phase II & III) (TRDCL)	Pune Sholapur Road Development Company Limited (PSRDCL)	Mega Highways Project, Rajasthan (RIDCOR) Phase II	Chandrapur Warora (WCBTRL)	Moradabad to Bareilly (MBEL)
Authority	KRFB	NHAI	Govt. of Rajasthan	PWD, Maharashtra	NHAI
State	Kerala	Maharashtra	Rajasthan	Maharashtra	Uttar Pradesh
BOT Type	Annuity	Toll	Toll	Toll	Toll
Project (Lane Km)	107	571	715	275	522
Project Cost (Rs Mn)	2,626	14,027	8,126	6,886	19,836
Debt Outstanding as at March 31, 2013 (Rs. Mn)	1347	7,651	4,723	1224	10,559
Grant (Rs. Mn)	1,190 (award)	2,850	465.4 (Interest Free Loan from GOR)	1,763	4,433
Appointed Date	Jun -09	Sept - 11	-	Jan -11	Dec - 10
Scheduled Project Completion Date	TRDCL II – Mar-13 TRDCL III – Aug -13	Jan-14	Jul-14	Jan-14	Jun-13
Concession Period	15 years	20 years	32 years	30 years	25 years
Description	Thiruvananthapuram City Roads Improvement Project	4 laning of Pune - Sholapur Section of NH-9 from in the state of Maharashtra under NHDP phase III on DBFOT basis	Improvement of 6 new project roads :Alwar to Bhiwadi Road, Arjunsar to Pallu, Jhalawar to Jhalawar Road, Hanumangarh to Sangaria, Kapren to Mangrol & Jhalawar to Ujjain	4 Laning of Warora Chandrapur Ballarpur Bamni road on SH 264 in Maharashtra on DBFOT basis	4 Laning Of Moradabad Bareilly Section Of Nh-24 in Uttar Pradesh Under NHDP Phase III

Name of Project	Chennani - Nashri (CNTL)	Jorabat Shillong (JSEL)	Narketpally - Addanki (NAMEL)	M P Border Check Post (MPBCDCL)	Jharkhand Accelerated Road Development Programme (JRPICL)	Kiratpur Ner Chowk (KNEL)
Authority	NHAI	NHAI	Govt. of Andhra Pradesh	MPRDC	Govt of Jharkhand	NHAI
State	Jammu & Kashmir	Assam & Meghalaya	Andhra Pradesh	Madhya Pradesh	Jharkhand	Himachal Pradesh
BOT Type	Annuity	Annuity	Toll	Fees Collection	Annuity	Toll
Project (Lane Km)	38	262	888	NA	245	327
Project Cost (Rs Mn)	37,200	8,240	17,605	13,500	8,732	22,910
Debt Outstanding as at March 31, 2013 (Rs Mn)	15,933	4,310	7,550	4.876	Included in Debt of JRPICL	-
Grant (Rs. Mn)	-	-	4670	-	Nil	1,345.7
Appointed Date	May - 11	Jan - 11	Jan - 11	May - 11	RPR II – April 2010 Chaibasa Kandra – Nov 2011	Pending
Scheduled Project Completion Date	May-16	Jan-14	July-13	Jan -14	May-14	-
Concession Period	20 years	20 years	24 years	12.5 years	17.5	28
Description	4 Lanning of Chenani to Nashri section of NH-1A including 9 Km long tunnel on BOT (Annuity) basis in Jammu and Kashmir	4 Laning of Jorabat-Shillong (Barapani) section of NH-40 in Assam & Meghalaya	4-Laning of Narketpally – Addanki – Medarametla Road (SH-2) in Andhra Pradesh	Development of 24 Border Check post in MP on BOT Basis	Two laning of the Chaibasa-Kandra-Chowka stretch in Jharkhand on BOT Annuity basis & Improvement works of Patratu to Ramgarh Road	Four laning of Kiratpur-Ner Chowk section of NH 21 in Himachal Pradesh on BOT (Toll)

Name of Project	Kharagpur Baleshwar Road (BKEL)	Sikar Bikaner	Beawer Gomti (Additional)	Barwa Adda Panagarh	Khed Sinnar	Mega Highways Project, Rajasthan (RIDCOR) III
Authority	NHAI	MoRTH	MoRTH	NHAI	NHAI	Govt. of Rajasthan
State	West Bengal & Orissa	Rajasthan	Rajasthan	Jharkhand & West Bengal	Maharashtra	Rajasthan
BOT Type	Toll	Toll	Toll	Toll	Toll	Toll
Project (Lane Km)	477	540	217	727	557	607
Project Cost (Rs Mn)	6,600	9,014	13,600	24,522	19,307	6,113
Debt Outstanding as at March 31, 2013 (Rs Mn)	-	-	-	-	-	1,500
Grant (Rs. Mn)	350 (Premium)	2473	390	420 (Premium)	2966	1610 (Interest Free Loan from GOR)
Appointed Date	Jan – 2013	Feb - 2013	Financial closure pending	Received Letter of Award	Received Letter of Award	-
Scheduled Project Completion Date	Jun – 2015	-	-	-	-	-
Concession Period	24 Years	25 Years	30 Years	20 Years	20	32
Description	Construction of New Structures & Repair of existing Four Lane NH from Kharagpur to Baleshwar (NH-60) in Orissa and West Bengal	Development and Operation of Two laning of Sikar Bikaner Section in Rajasthan	Four laning of existing two lane section on the Beawer Gomti section of National Highway No.8 in Rajasthan	Six-Laning of Barwa-Adda-Panagarh Section of NH-2 including Panagarh Bypass in the States of Jharkhand and West Bengal.	Four-Laning of Khed - Sinnar Section of NH-50 from 42.000 km to 177.000 km in the State of Maharashtra under NHDP Phase IV B on DBFOT Basis	Improvement of following project road stretches aggregating 303.50 km - Mathura (UP border) to Bhadoti and Rawatsar to Bhadra

Acronym	Full Form
IL&FS	Infrastructure Leasing and Financial Services
ITNL	IL&FS Transportation Networks Limited
SPV	Special Purpose Vehicle
BOT	Build Operate Transfer
HUDA	Haryana Urban Development Authority
COD	Commercial Operation Date
NHDP	National Highway Development Plan
SARDP	Special Accelerated Development Programme
RFP	Request for Proposal
RFQ	Request for Qualification
NHAI	National Highway Authority of India
MoRTH	Ministry of Road Transport and Highways
PSRDCL	Pune Sholapur Road Development Company Limited
MBEL	Moradabad Bareilly Expressway Limited
NAMEL	Narketpally Addanki Medermetala Expressway Limited
JSEL	Jorabat Shillong Expressway Limited

Acronym	Full Form
JARDP/JRPICL	Jharkhand Accelerated Road Development Programme / Jharkhand Road Projects Implementation Company Limited
RPR II (Part of JRPICL I)	Patratu Dam – Ramgarh Road
CKC (Part of JRPICL II)	Chaibasa Kandra Chowka Road
CNTL	Chenani Nashri Tunnelway Limited
WCBTRL	Warora Chandrapur Ballarpur Toll Road Limited
TRDCL	Thiruvananthapuram Road Development Company Limited
MPBCDCL	Madhya Pradesh Border Checkpost Development Company Limited
RIDCOR	Road Infrastructure Development Company of Rajasthan Limited
JU (Part of RIDCOR II)	Jhalawar to Ujjain
RB / MB (Part of RIDCOR III)	Rawatsar – Nohar – Bhadra Road / Mathura (UP Border) – Bhadoti Road
BKEL	Baleshwar Kharagpur Expressway Limited
SBHL	Sikar Bikaner Highway Limited
KNC	Kiratpur Ner Chowk Expressway Limited
BAEL	Barwa Adda Expressway Limited
KSEL	Khed Sinnar Expressway Limited
K-SHIP	Karnataka State Highway Improvement Project

Thank You



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