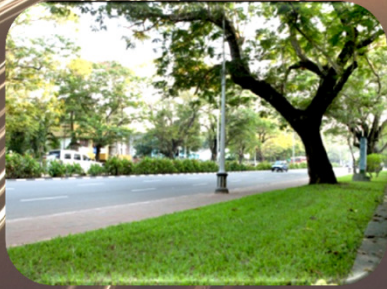


IL&FS Transportation Networks Limited

Analyst Presentation – August 2013



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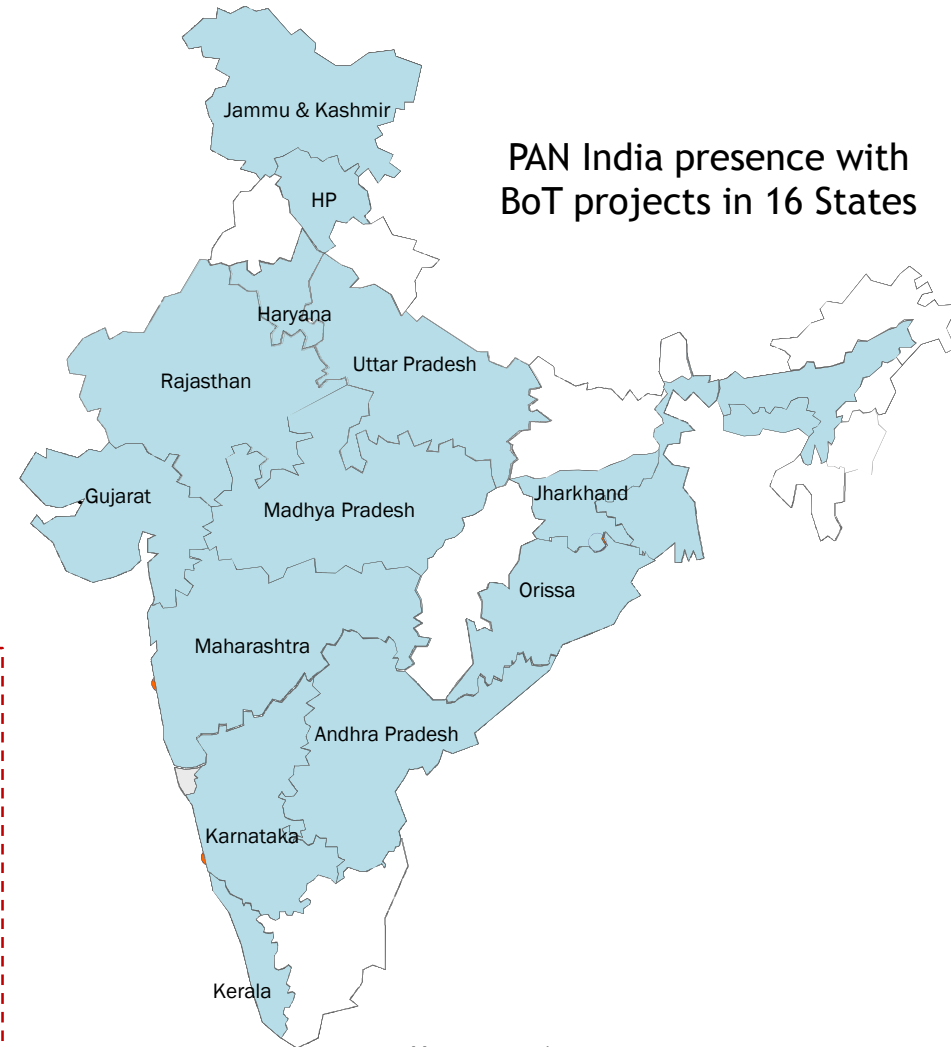
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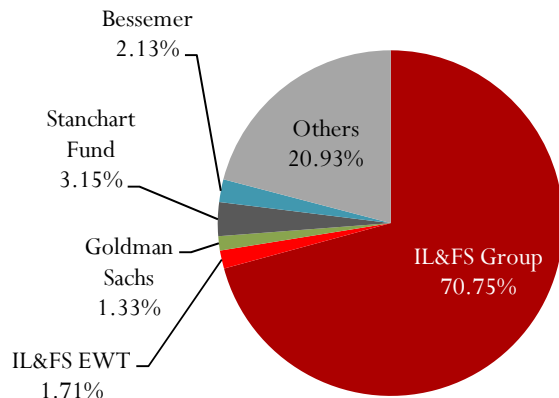
- Company Overview
- Key Differentiators
- The ITNL Group
- Project Portfolio
- Recent Project Awards and Financial Closures
- Project Pipeline
- Road Sector Opportunity
- Financial Performance Parameters
- Key Quarterly Financial Parameters
- Capital Works Remaining to be Executed
- Toll and Annuity 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 26 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



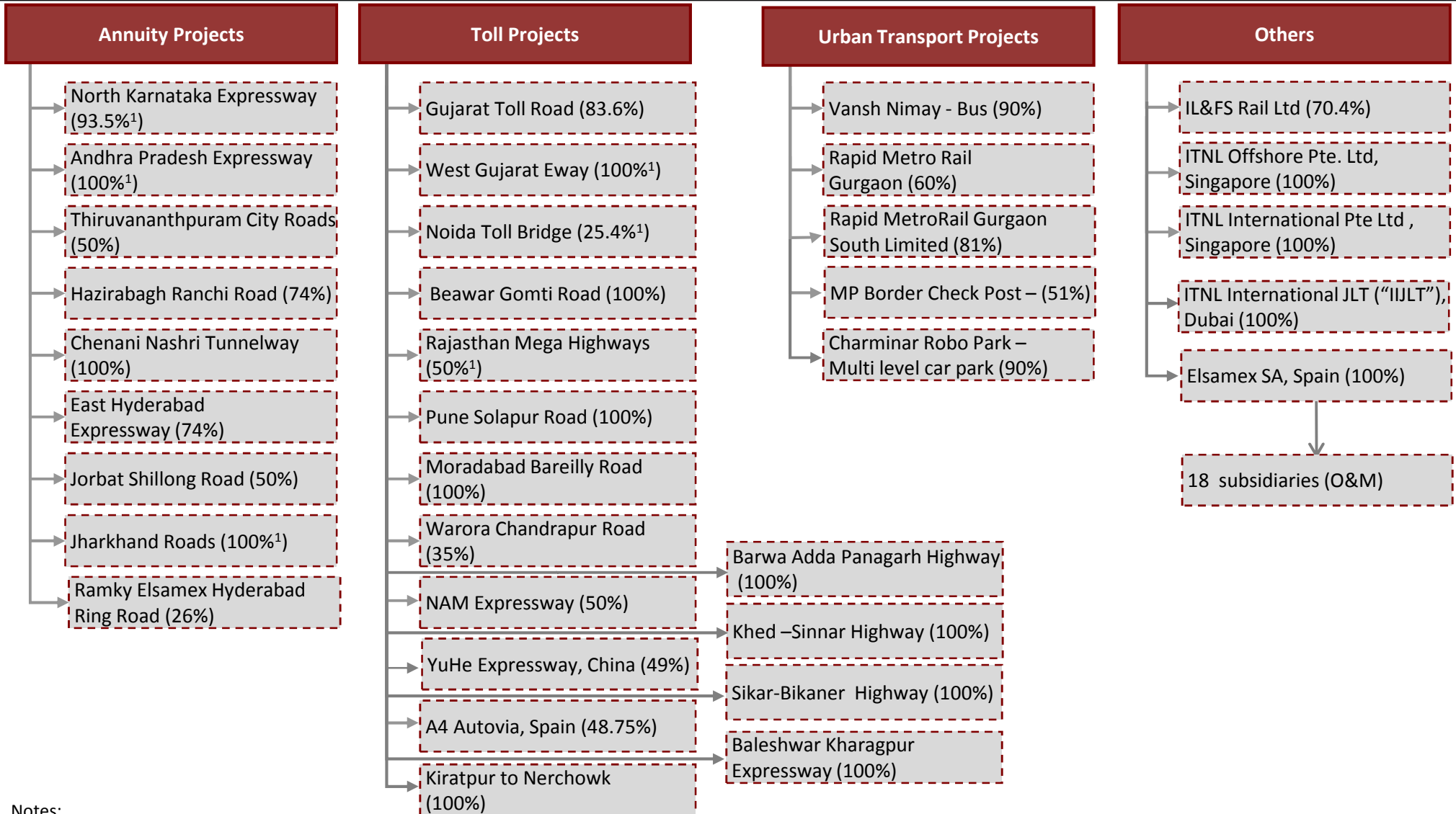
Partnerships and Bilateral contracts with State Governments

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



Diversified and de-risked portfolio

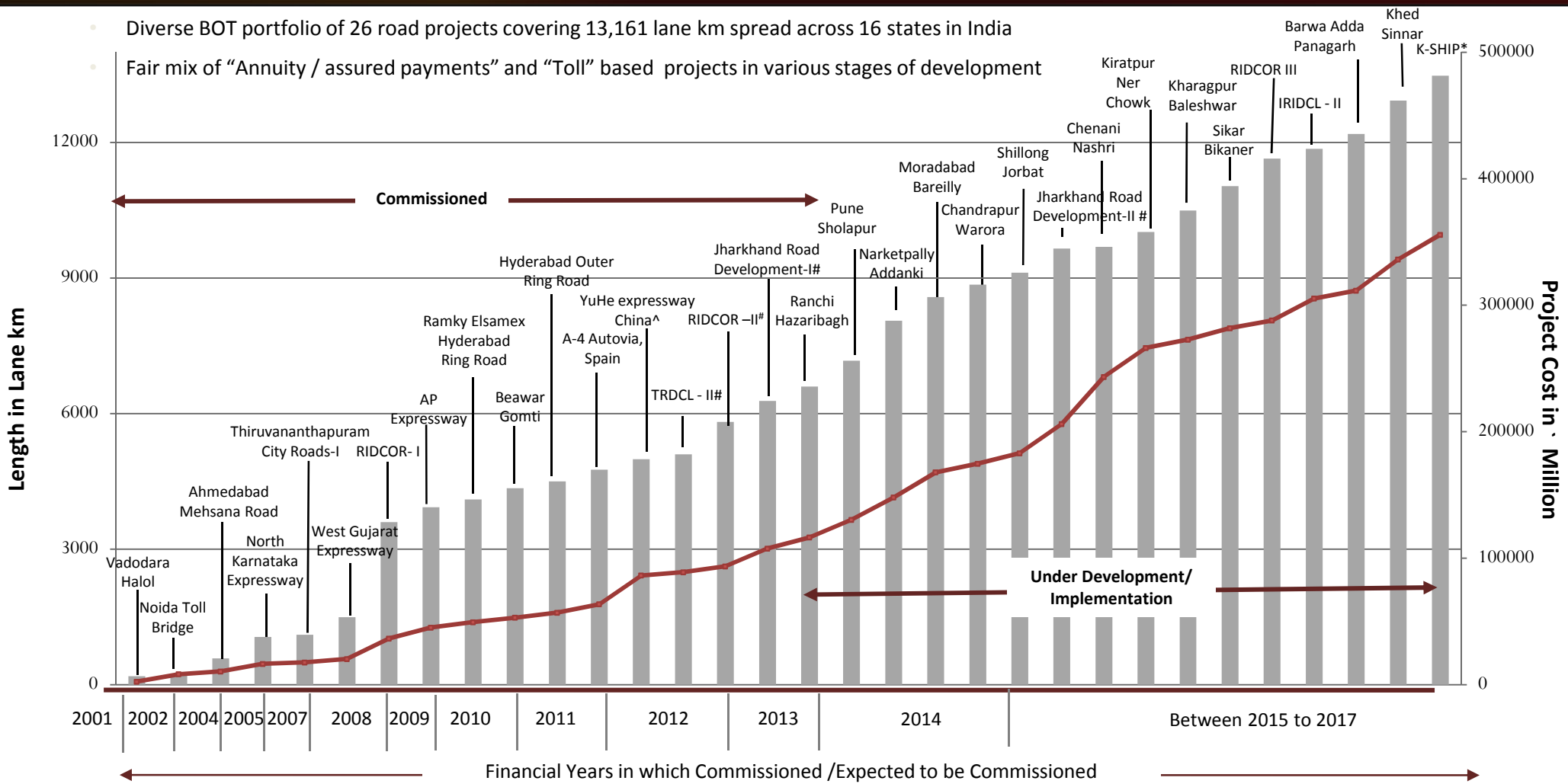
- Pan India presence with a fair mix of annuity and toll concessions
- Presence in Europe, Latin America through Elsamex SA
- Acquired Operational road project in China



Notes:

- 1 Includes beneficial ownership
- 2 All stakes include direct and indirect ownerships (as of 30-June 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

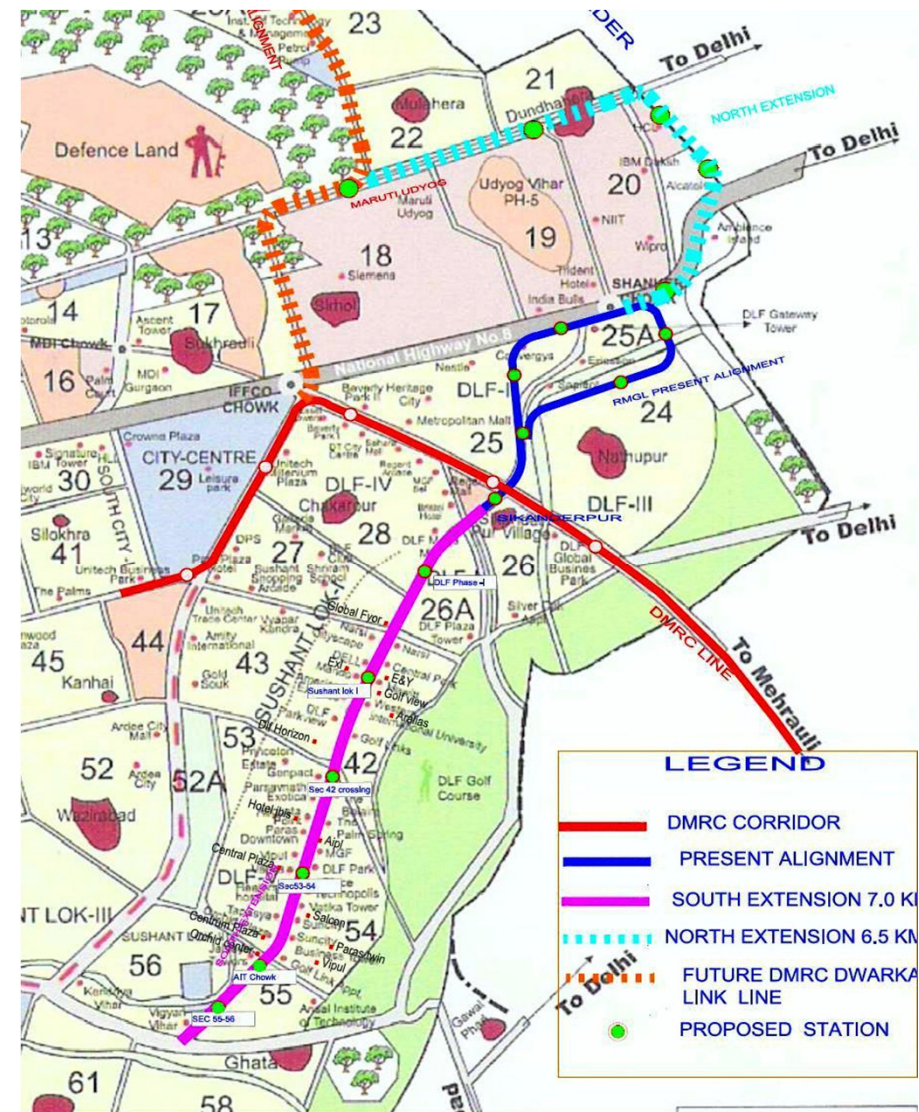
Cumulative Project Cost

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 1134 cr with a concession period of 99 years - ITNL stake in the project ~60%
- Likely Commissioning by September 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 ~81%
- 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 2017 - 470 buses deployed & Project Cost ~INR 715.10 mn

Recent Project Awards & Financial Closures

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 | 9,013 |
| 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 | 24,199 |
| Khed Sinnar | NHAI | Toll | 557 | 20,000 |
| 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

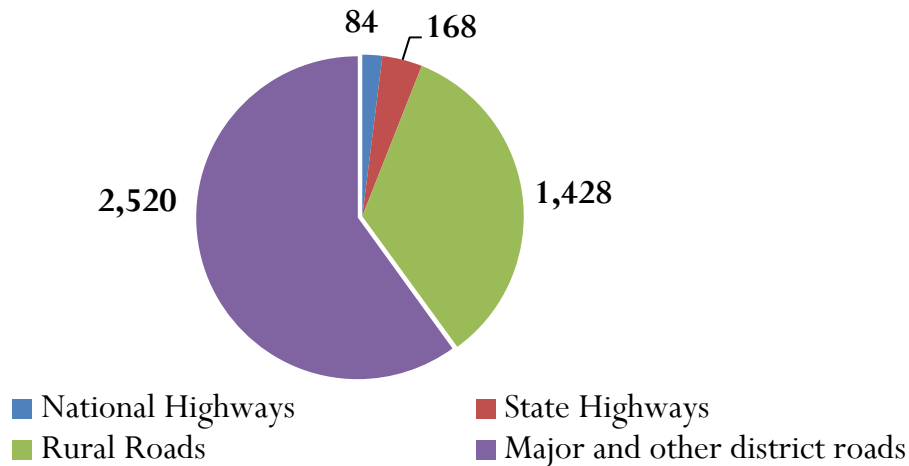
ITNL Offshore Pte. Ltd. a wholly owned subsidiary of ITNL has raised \$100 million equivalent through a dim sum bond offering issued in Hong Kong, this is the first dim sum bond offering by an Indian non-financial corporate

~20,500 km of awards pending under NHDP - to be substantially executed under PPP

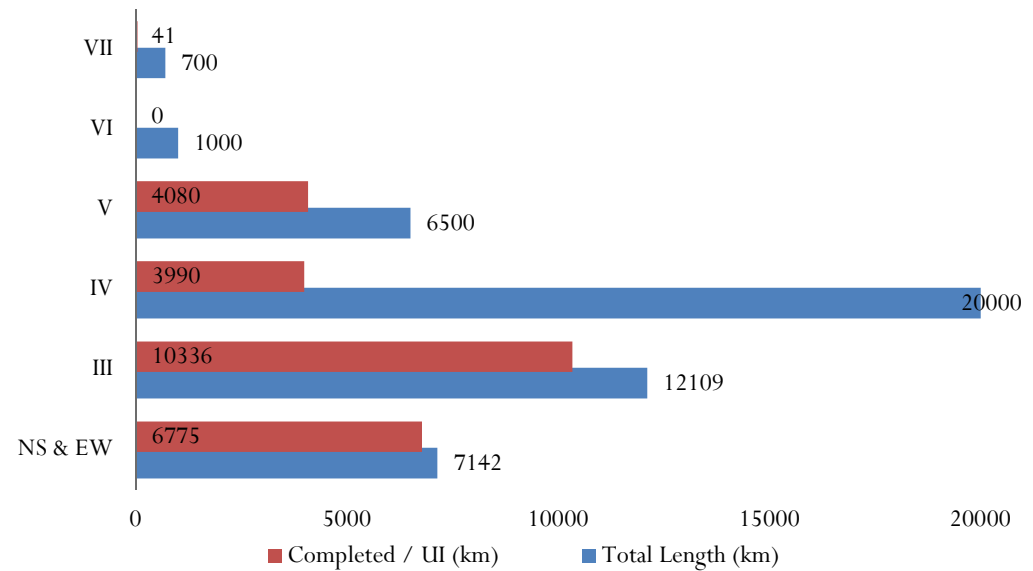
| Program | To be awarded (in Km) |
|--------------|-----------------------|
| NHDP-III | 1,773 |
| NHDP-IV | 16,010 |
| NHDP-V | 2,420 |
| SARDP-NE | 276 |
| Total | 20,479 |

Source: MoRTH outcome budget 2013-2014 report, National Portals of India

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



NHDP Overall Progress

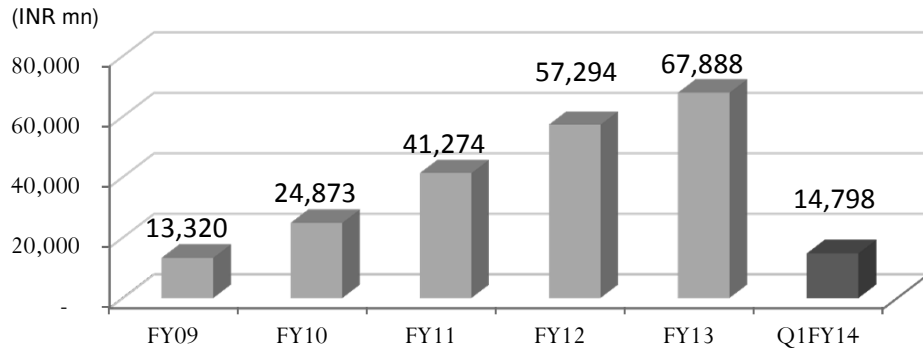


- India's road network increased to **4.2 million km** from 3.3 million km
- National highways, which comprise 2% of the total network, carry 40% of the traffic; are overloaded at many places or corridors
- Only ~24% of national highways are four-laned

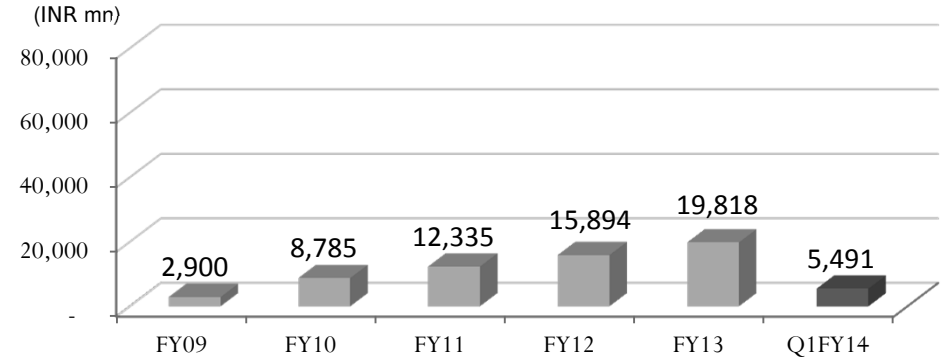
As of July 31, 2013

| BID PIPELINE | | | | | | |
|--------------------------|--------------------------------|-------------|---------------|-------------------------------|--------------|----------------|
| | RFP Stage (Post Qualification) | | | RFQ Stage (Pre Qualification) | | |
| | Projects | Length (km) | Cost (INR Mn) | Projects | Length (km) | Cost (INR Mn) |
| NHAI | 3 | 230 | 48,750 | 18 | 2,046 | 204,810 |
| States | 2 | 80 | 11,260 | 18 | 1,860 | 193,200 |
| MORTH | | | | 1 | 63 | 210,000 |
| Border Road Organisation | | | | 1 | 14 | 89,420 |
| Total | 5 | 310 | 60,010 | 38 | 3,983 | 697,430 |

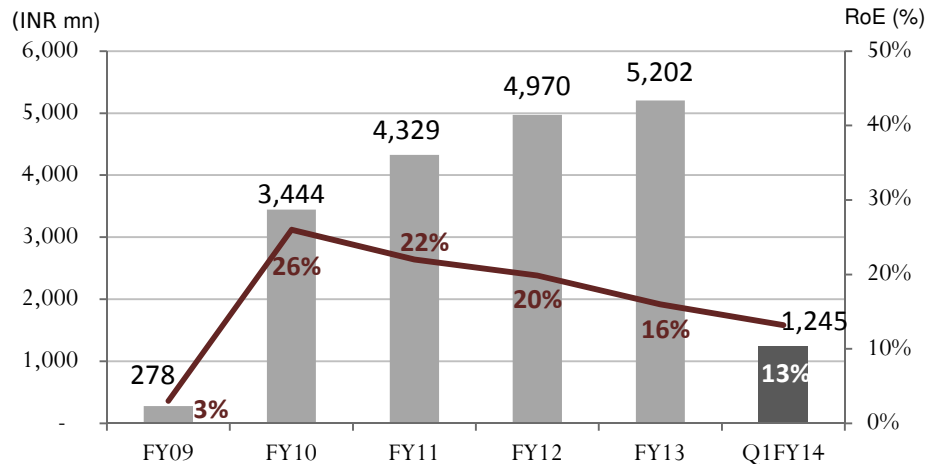
Revenue



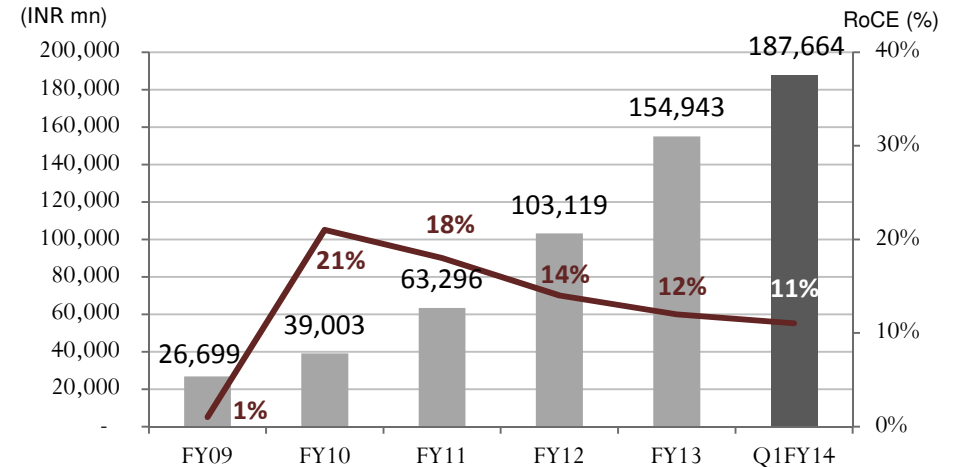
EBITDA⁽¹⁾



Profit After Tax⁽²⁾

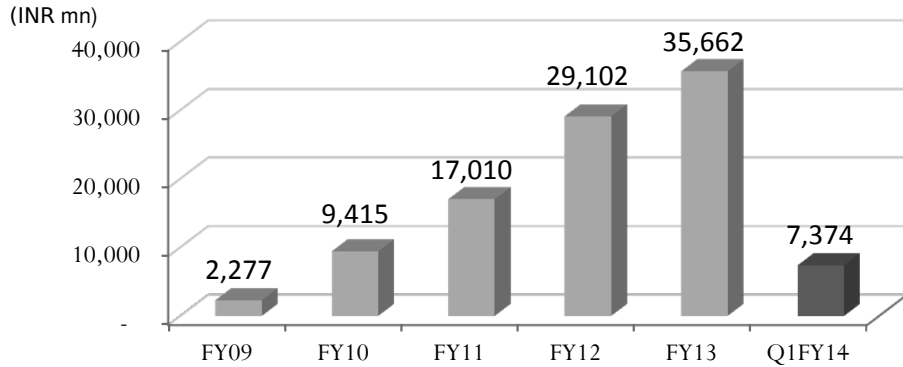


Average Capital Employed⁽³⁾

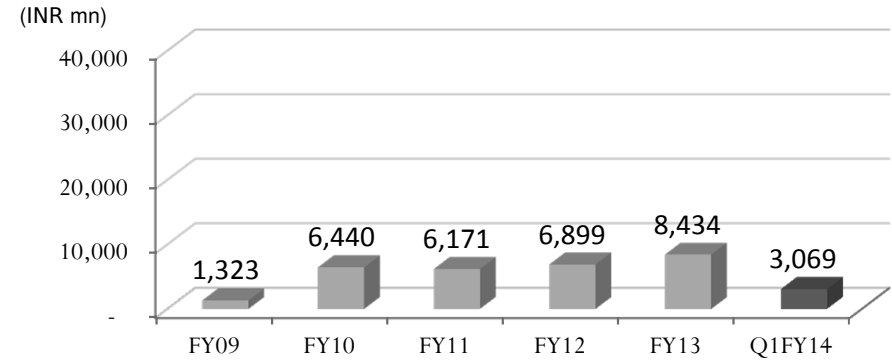


1. Includes other income and excludes gain from Foreign exchange fluctuation
2. RoE based on average equity;
3. RoCE based on average capital employed;

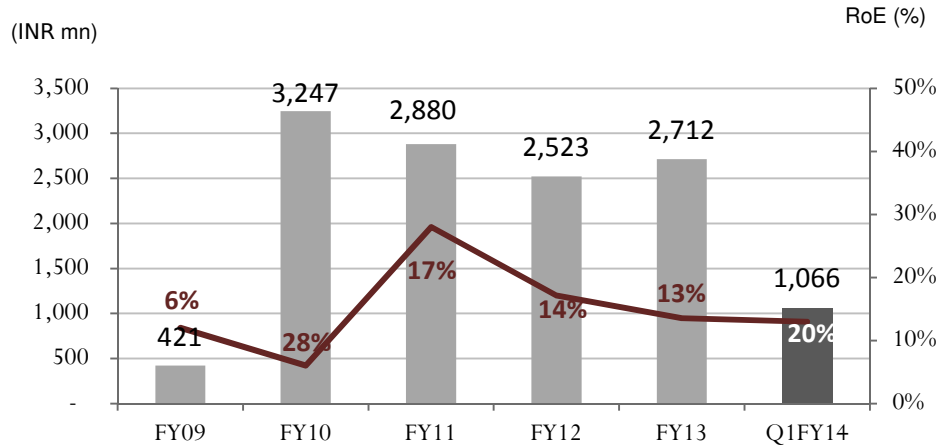
Revenue



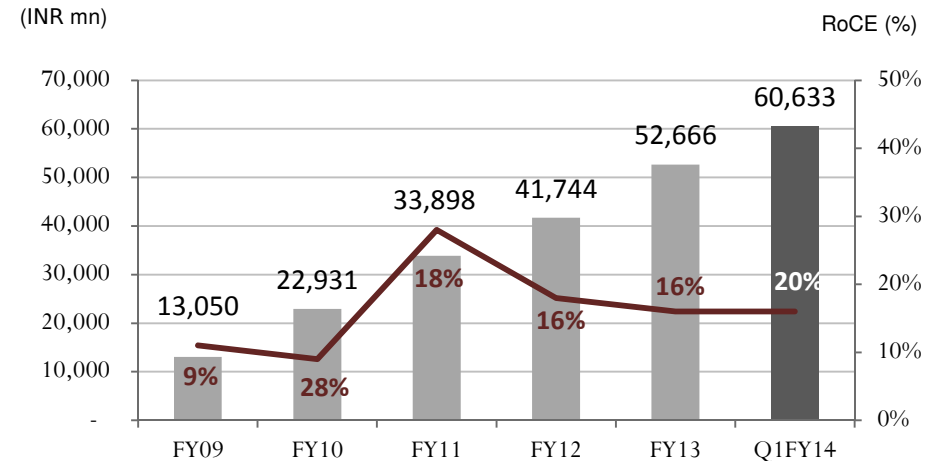
EBITDA⁽¹⁾



Profit After Tax⁽²⁾



Average Capital Employed⁽³⁾



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

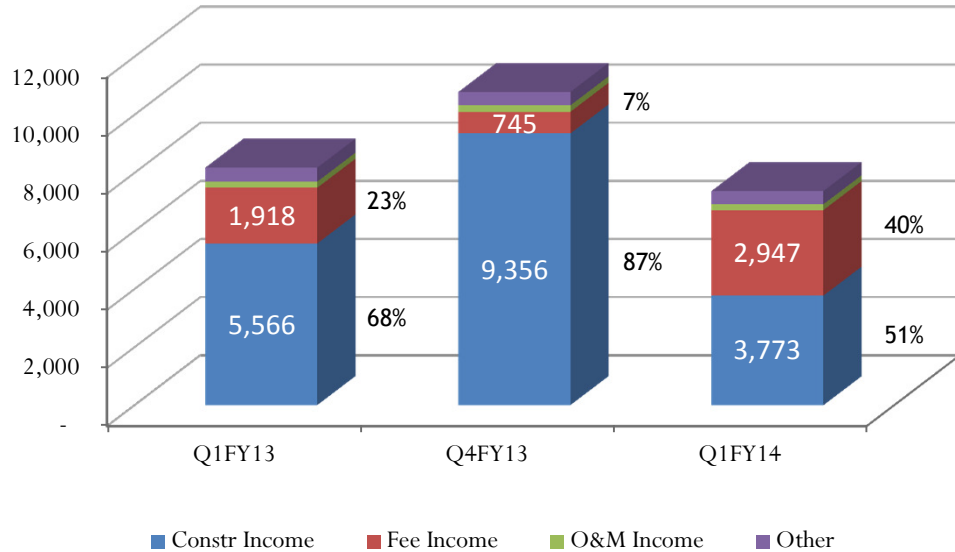
(All figures in INR million)

| Key Parameters | Consolidated | | | Standalone | | |
|------------------------------------|---------------|--------|----------|--------------|--------|----------|
| | Q1FY14 | Q1FY13 | % Change | Q1FY14 | Q1FY13 | % Change |
| Revenue | 14,511 | 15,796 | -8% | 6,919 | 7,693 | -10% |
| Other Income | 287 | 349 | -18% | 455 | 482 | -6% |
| EBITDA | 5,491 | 5,012 | 10% | 3,069 | 2,425 | 27% |
| EBITDA Margin | 37% | 32% | | 42% | 32% | |
| Interest* | 3,247 | 2,520 | 29% | 1,184 | 860 | 38% |
| Depreciation | 260 | 242 | 7% | 26 | 25 | 4% |
| Profit Before Tax | 1,984 | 2,250 | -12% | 1,859 | 1,539 | 21% |
| PAT after minority interest | 1,245 | 1,217 | 2% | 1,066 | 962 | 11% |

* In consolidated results, as per the relevant accounting policy, annuity projects are treated as financial assets and shown as non current 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

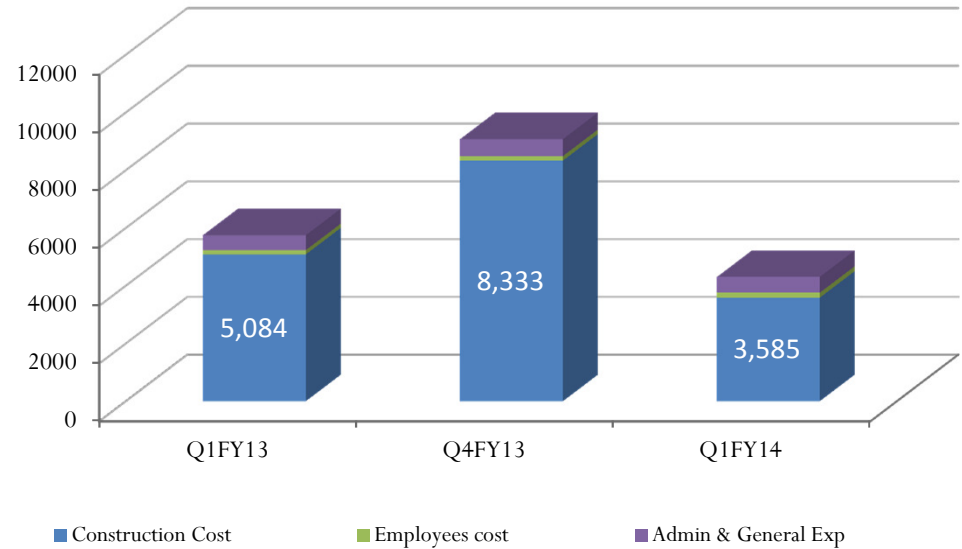
(in INR million)



- Revenue for the current quarter dipped by 10% year on year mainly on account of lower construction revenue due to lengthy rainy period
- For the current quarter, fee income included fee from recently won projects like Barwa Adda, Khed Sinnar and RMGSL. In addition, there was the usual supervision fee from other projects under construction

Expenses

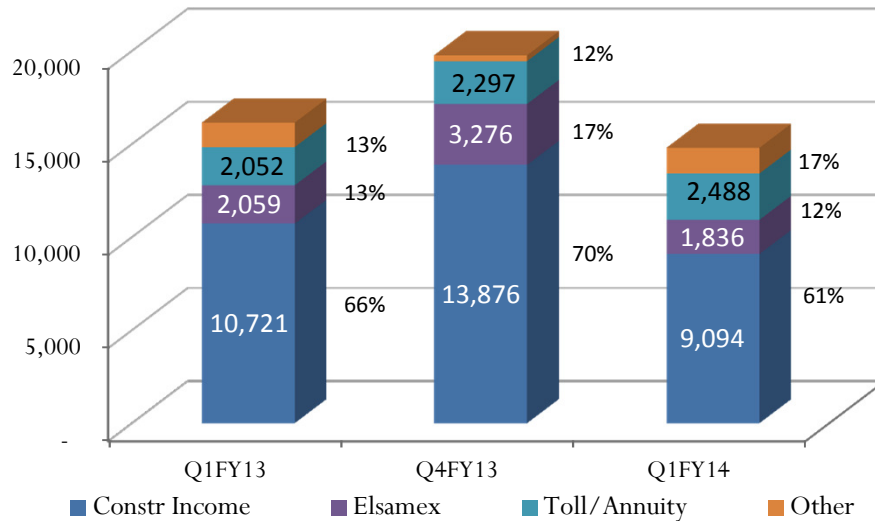
(in INR million)



- A decrease in construction revenue resulted in a corresponding decrease in construction costs. However, a 54% increase in PDF resulted in an EBITDA margin of 42%. On an absolute basis, EBITDA increased by 27% from INR 2,425 million in Q1FY13 to INR 3,069 million in Q1FY14
- The total operating expense for the company went down by ~17%, mainly on account of reduced construction expenses

Revenue

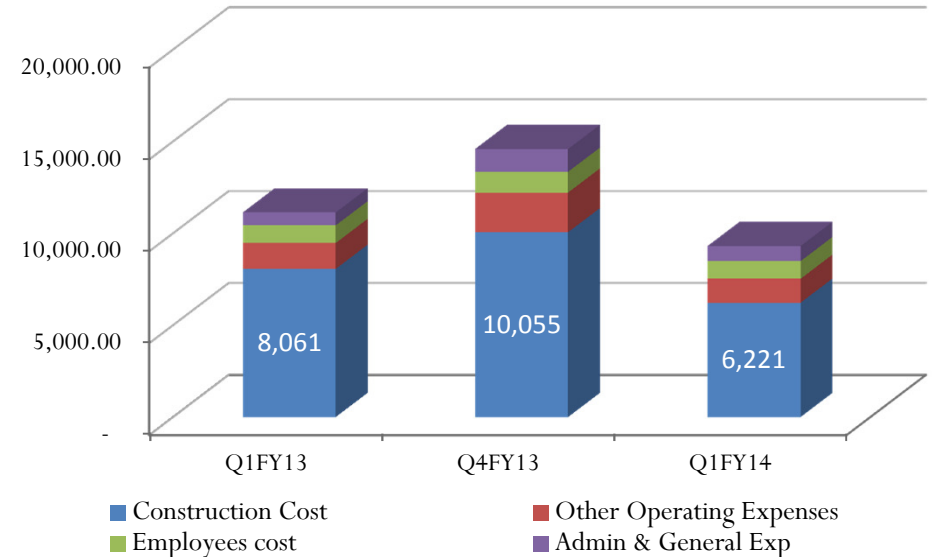
(in INR million)



- The total income during the quarter has gone down by ~8%, primarily on account of a decrease of ~15% in Construction Income. However, a 21% increase in the Toll/Annuity Income helped boost the revenues and margin
- We have started tolling on 2 check-posts in our Madhya Pradesh Border Check-Post project

Expenses

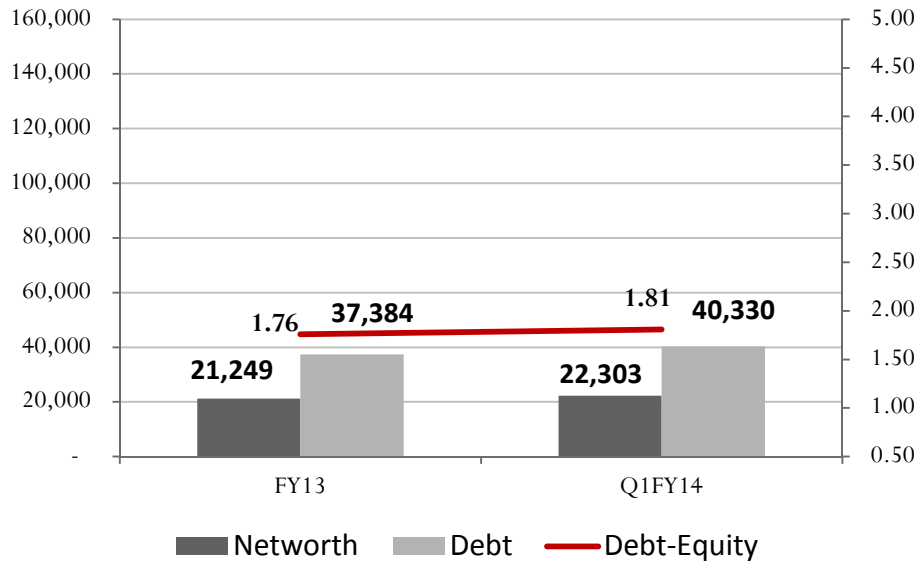
(in INR million)



- EBITDA margins improved to 37% owing to higher construction margin on account of fee income and higher toll/annuity income which has better margins.
- At absolute level EBITDA increased by 10% from INR 5,012 million in Q1FY13 to INR 5,491 million in Q1FY14

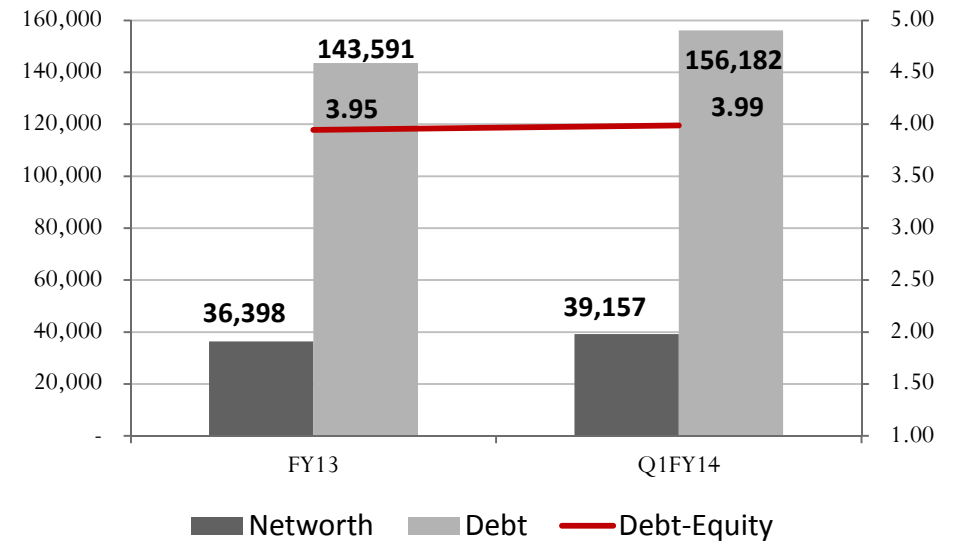
Standalone

(in INR million)



Consolidated

(in INR million)



- The Debt Equity at the standalone level has increased slightly on account of debt increasing by around 8%
- 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

- We witnessed around 9% increase in debt at the consolidated level, which is primarily on account of drawdown happening from the already sanctioned debt. Debt Equity for the quarter was at 3.99 times
- Networth for the quarter has increased on account of profits and grant received in some of our projects which amounted to INR 894 million

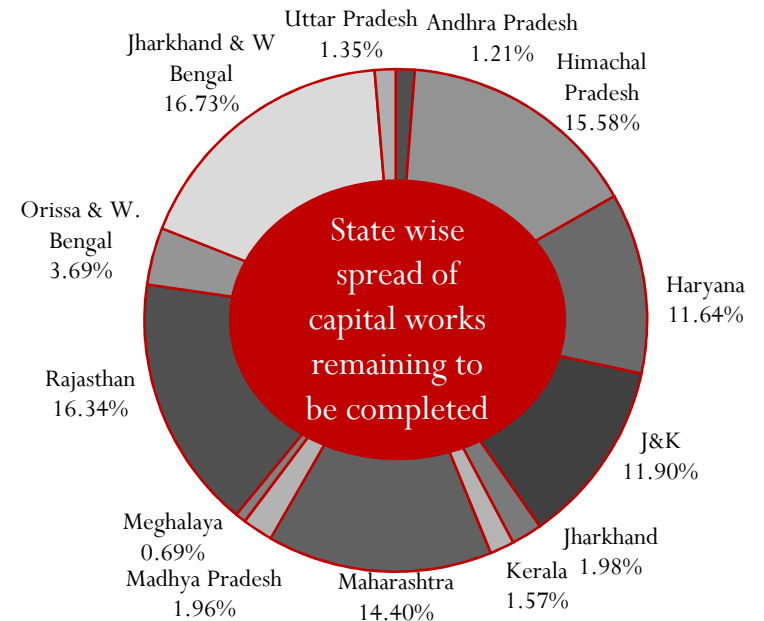
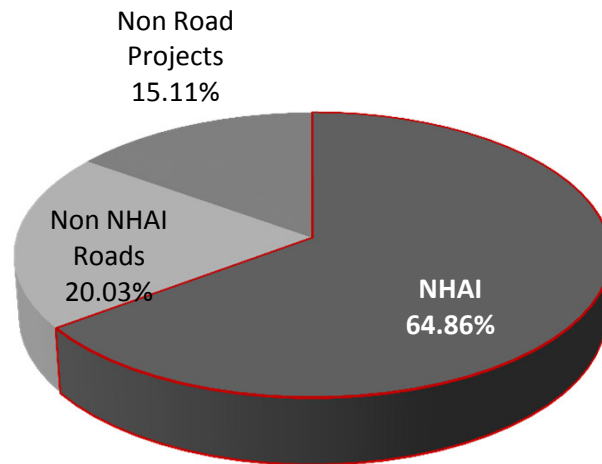
Incremental Equity Commitment for existing projects is around INR 19,260 million
Total Investments made till 30-June-13 (including advance against equity) is INR 35,624 million

Capital Works remaining to be executed (ITNL proportionate share)

(In INR million as on 30-June-2013)

| | |
|--|----------------|
| Of current projects | 138,557 |
| Of projects during last quarter | - |
| Total of Capital Works remaining to be executed | 138,557 |

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 Q2 FY 13 | In Q3 FY 13 | In Q4 FY 13 | In Q1 FY 14 |
| Ahmedabad Mehsana Road (Gujarat) | 1.70 | 1.70 | 1.70 | 1.75 |
| Vadodra Halol Road (Gujarat) | 1.24 | 1.18 | 1.18 | 1.22 |
| Noida Toll Bridge (UP) | 2.32 | 2.53 | 2.63 | 2.64 |
| Mega Highways – Rajasthan | 4.40 | 4.53 | 4.71 | 4.63 |
| Mega Highways – Rajasthan II | 0.93 | 1.12 | 1.21 | 1.33 |
| Rajkot to Jetpur – Gondal (Gujarat) | 1.06 | 1.35 | 1.34 | 1.25 |
| Beawer Gomti (Rajasthan) | 0.45 | 0.50 | 0.51 | 0.52 |
| Yu He Expressway | 8.78 | 8.80 | 9.57 | 10.57 |
| A4 Autovia (Spain) | 2.74 | 1.83 | 2.51 | 3.25 |
| Baleshwar Kharagpur | | | | 1.45 |

| Operational Annuity Projects | Annuity receivable Per Annum | Accrued in Q1FY13 |
|---|------------------------------|-------------------|
| Maharashtra Border to Belgaum (Karnataka) | 1,010 | 253 |
| Thiruvananthapuram City Roads (Ph-I) (Kerala) | 118 | 62 |
| Kotakatta to Kurnool (Andhra Pradesh) | 1,130 | 283 |
| East Hyderabad Expressway Limited | 667 | 167 |
| Hazaribaugh Ranchi Expressway Limited | 1,282 | 320 |
| Jharkhand Road Project Implementation Company LTD (3 roads) | 1,909 | 496 |

Total Gross Average Daily Collection from toll and annuity in Q1FY14 has been around INR 46 million

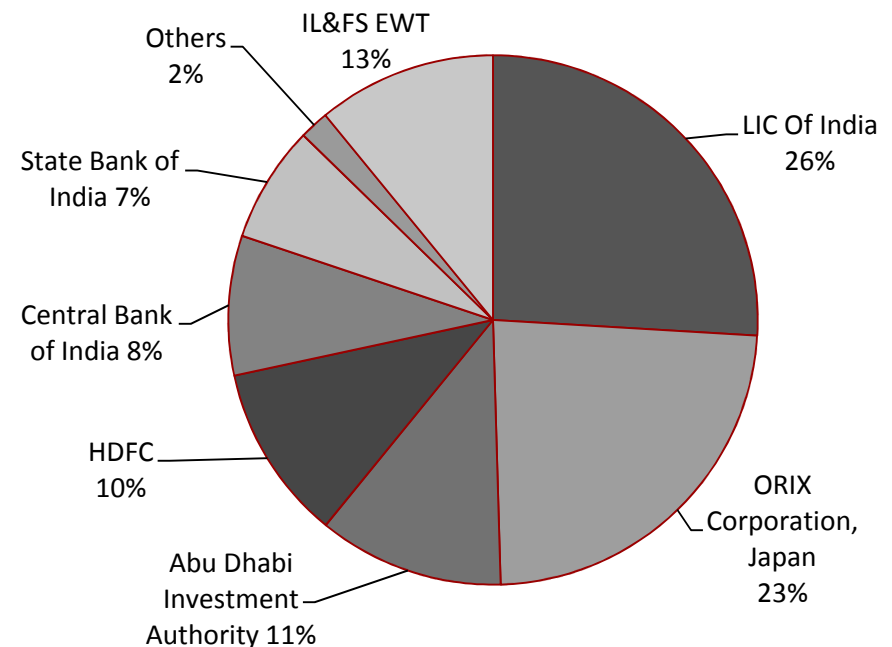
INR in million

| 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 | 1,656 |
| 5 | Mega Highways - Rajasthan (Ph - II) | Oct-11 | NA | NA | NA | NA | 86 | 406 |
| 6 | Rajkot to Jetpur - Gondal (Gujarat) | May-08 | 121 | 225 | 312 | 337 | 380 | 457 |
| 7 | Beawer Gomti (Rajasthan) | Aug-10 | NA | NA | NA | 94 | 168 | 176 |
| | Total | | 1,375 | 2,090 | 2,591 | 3,040 | 3,907 | 4,650 |

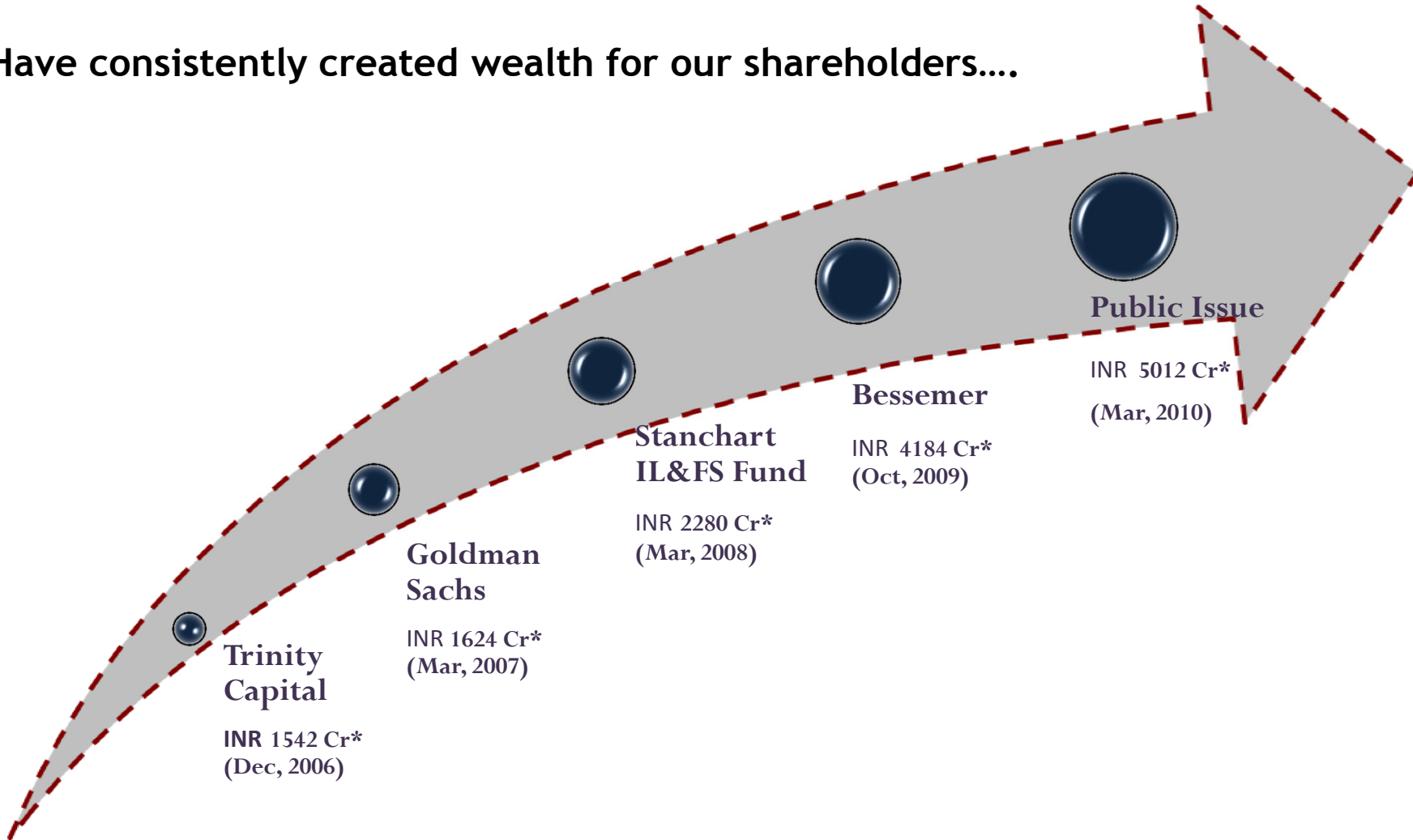
IL&FS Overview

- 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

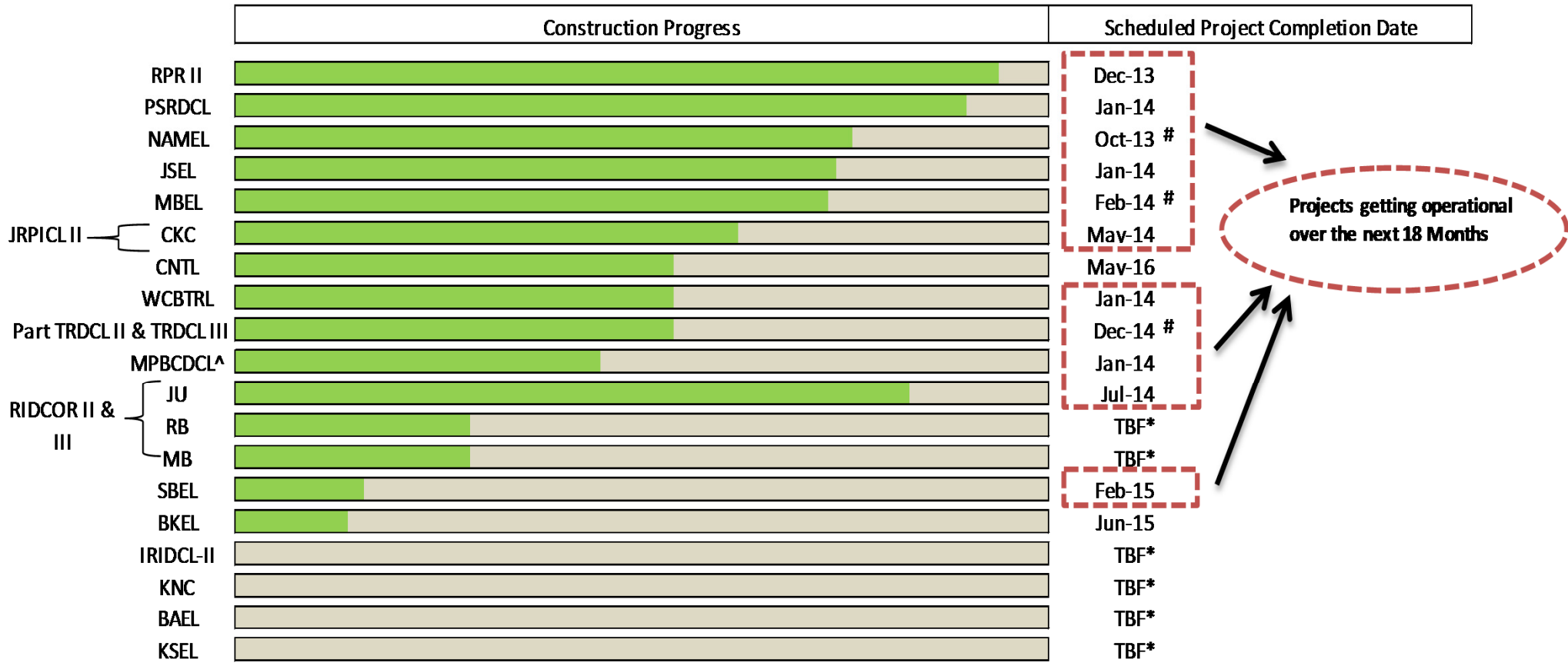
- He has over 29 years of experience in the industry. He is the compliance officer, legal adviser and Company Secretary

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 | 2,762 | 5,888 | 4663 | |
| Debt Outstanding as at June 30, 2013 (Rs. Mn) | 2,916 | 1,844 | 660 | 1568 | |
| 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 | 16,180 | 3,510 |
| Debt Outstanding as on June 30, 2013 (Rs. Mn) | 6,217 | 741.45 | 16,838 | 3,378 |
| 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) | 4,727 | 15,641 | 10,368 |
| Debt Outstanding as on June 30, 2013 (Rs. Mn) | 3,213 | 19,230 (Total JRPICL Debt) | 9,182 |
| 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 |



Projects getting operational over the next 18 Months

Constructed To be Constructed

* Appointed Dates yet to be finalized

^ 2 of the Check Posts are operational as on April 26, 2013

Revised SPCDs under consideration based on delay in land acquisition and other approvals

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 June 30, 2013 (Rs. Mn) | 2403.65 | 8,471 | 4,972 | 2174 | 11,061 |
| 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 7 new project roads :Alwar to Bhiwadi Road, Arjunsar to Pallu, Jhalawar to Jhalawar Road, Hanumangarh to Sangaria, Kapren to Mangrol, khuskhera to kasola chowk & 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 | 17,614 | 13,500 | 10,410 | 22,910 |
| Debt Outstanding as at June 30, 2013 (Rs Mn) | 17,233 | 4,600 | 8,115 | 5,485 | Included in Debt of JRPICL | - |
| Grant (Rs. Mn) | - | - | 4670 | - | - | 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 | 9,013 | 13,871 | 24,199 | 20,000 | 6,113 |
| Debt Outstanding as at June 30, 2013 (Rs Mn) | - | 390 | - | - | - | 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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