

Date: January 06, 2026

To,

National Stock Exchange of India Limited

Listing Compliance Department
Exchange Plaza, C-1, Block-G Bandra
Kurla Complex, Bandra (E), Mumbai-
40005

BSE Limited

Corporate Relationship Department
Phiroze Jeejeebhoy Towers, Dalal
Street, Fort, Mumbai-400001

Symbol: Anantam

BSE Scrip Code: 544579

Subject: Intimation of Credit Rating of Anantam Highways Trust (“Trust”) by India Ratings & Research

Dear Sir/Madam,

Pursuant to Regulation 23 of Securities Exchange Board of India (SEBI) (Infrastructure Investment Trusts) Regulations, 2014, read with SEBI Master Circular no. SEBI/HO/DDHS-PoD-2/P/CIR/2025/102 dated July 11, 2025, as amended from time to time, we wish to inform you that India Ratings and Research has converted the provisional rating on Trust's bank loan facility to final, as follows:

Sl. No.	Instrument Description	Size of Issue (INR Million)	Rating/Outlook	Rating Action
1.	Bank Loan Facility	INR 21,571 (reduced from INR 33,000 [^])	IND AAA/Stable	Converted to Final*

**The final rating has been assigned following the execution of a sanction letter, facility agreement in line with the terms considered while assigning the provisional rating*

[^]Of the initially sanctioned bank facility of INR 33,000 million, the trust availed INR 23,150 million and INR 9,850 million was undrawn. The outstanding was INR 21,571 million at end-December 2025

We enclose herewith credit rating letter issued by rating agency for your information.

Alpha Alternatives Fund-Infra Advisors Private Limited

(CIN: U70200MH2024PTC418826)

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The said information is also being uploaded on the website of the Trust at www.anantamhighways.com.

You are requested to kindly take the same on record.

Yours faithfully,

For and on behalf of **Alpha Alternatives Fund-Infra Advisors Private Limited**
(acting as Investment Manager to Anantam Highways Trust)

Chandra Kant Sharma
Company Secretary & Compliance Officer
Membership No. F8322

Cc:

Axis Trustee Services Limited (Trustee)
Axis House, Bombay Dyeing Mills
Compound, Pandurang Budhkar
Marg, Worli, Mumbai – 400025.



India Ratings Converts Anantam Highways Trust's Bank Loan Facility's Provisional Rating to Final 'IND AAA'/Stable

Jan 05, 2026 | Road Assets–Toll | Annuity | Hybrid-Annuity

India Ratings and Research (Ind-Ra) has converted the provisional rating on Anantam Highways Trust's (AHT) bank loan facility to final as follows:

Details of Instruments

Instrument Description	Date of Issuance	Coupon Rate	Maturity Date	Size of Issue (million)	Rating Assigned along with Outlook/Watch	Rating Action
Bank Loan Facility	-	-	-	INR21,571 (reduced from INR33,000 [^])	IND AAA/Stable	Converted to Final*

*The final rating has been assigned following the execution of a sanction letter, facility agreement in line with the terms considered while assigning the provisional rating

[^] Of the initially sanctioned bank facility of INR33,000 million, the trust availed INR23,150 million and INR9,850 million was undrawn. The outstanding was INR21,571 million at end-December 2025

Analytical Approach

Ind-Ra has taken a consolidated cash flow approach of the seven assets (Dodaballapur Hoskote Highways Limited (DHHL), Repallewada Highways Limited (RHL), Narenpur Purnea Highways Limited (NPHL), Dhrol Bhadra Highways Limited (DBHL), Bangalore Malur Highways Limited (BMHL), Malur Bangarpet Highways Limited (MBHL), and Villupuram Highways Limited (VHL)) as no debt is retained at the SPV level and 100% of cash flow is up-streamed to the InvIT. The rating on AHT reflects the combined credit quality of the underlying assets. The rating assigned by Ind-Ra is not a comment on the ability of AHT to meet distribution/dividend payouts to unitholders/investors.

Detailed Rationale of the Rating Action

The rating continues to be supported by a robust pool of hybrid annuity assets with a low revenue risk profile in the form of stable cash flows from a strong counterparty, National Highways Authority of India (NHAI, [IND AAA/Stable](#)), inherent features of a HAM project, established track record of timely receipt of 21 annuities across seven operational SPVs, minimal residual construction risk, comfortable coverage ratios, and high cash flow fungibility. The rating is also supported by the presence of a fixed-price operation & maintenance (O&M) contract and a major maintenance contract with Dilip Buildcon Limited (DBL; [IND A/Positive](#)), which has strong executional and operational capabilities in developing and operating multiple HAM-based road projects.

However, these strengths are partially offset by skewness in revenue profile caused by bunching of annuity receipts and the possibility of increasing leverage for future acquisitions.

List of Key Rating Drivers

Strengths

- Robust pool of operating assets with strong counterparty

- Minimal impact of GST
- Minimal completion risk
- Low O&M Risk; Strategic partnership with DBL provides comfort
- Moderate debt structure

Weaknesses

- Skewness in revenue caused by bunching of annuities
- Acquisitions hold key

Detailed Description of Key Rating Drivers

Robust Pool of Operating Assets with Strong Counterparty: The rating reflects the timely receipt of 21 semi-annual annuities from the NHAI post the achievement of provisional commercial operations date (PCOD) across seven operational SPVs. The HAM assets are in the states of Karnataka, Telangana, Gujarat, Bihar and Tamil Nadu.

The HAM assets post the achievement of the PCOD would have three revenue streams: i) 60% of the price index multiple (PIM)-adjusted bid project cost spread across 15 years, in the form of 30 biannual instalments; ii) interest on the balance annuities outstanding; and iii) O&M bid quote adjusted by PIM-linked inflation. The interest on balance annuity is linked to the Reserve Bank of India's bank rate plus 300bp for four assets (DHHPL, RHL, NPHPL, DBHL) and the average of one year of MCLR of the top five scheduled commercial banks plus 125bp for remaining three assets (BMHL, MBHL, VHL). The PIM comprises 70% wholesale price index and 30% consumer price index. This stable stream of revenue from the strong counterparty, the NHAI, mitigates the revenue risk.

The projects have received annuities in a timely manner without any major performance-related deductions largely, except for RHL, MBHL and VHL, which witnessed deductions in annuities due to pending works and/or towards damages pertaining to the construction period. With the pending works being completed in most cases, the management expects the withheld amount to be released with the upcoming annuities and the same provides comfort to the rating to an extent. Any shortfall in the forthcoming annuity payments could arise due to the deductions for non-conformance to maintenance requirements during the concession term. However, the satisfactory operating track record of the proposed O&M contractor, DBL, in the highways sector and the low complexity of O&M for HAM-based road projects lend strength to the rating.

Minimal Impact of GST: The goods and services tax (GST) is applicable on all the three revenue components - annuity, interest on annuity and O&M. The GST payable on annuities is typically offset against the GST input tax credit available to the company; the net cash outflow post the exhaustion of input tax credit (typically past three-to-four years of operational period) would be offset from reimbursements by the NHAI as per the policy circular dated 1 September 2021, leading to minimal cash flow impact on the InvIT cashflows.

Minimal Completion Risk: The InvIT has acquired seven HAM projects, of which RHL, NPHL and DBHL have achieved final COD, and the rest four projects have achieved PCOD. RHL, NPHL, and DBHL achieved final COD on 5 June 2024, 27 June 2024, and 14 February 2025, respectively. The balance work in the projects has been completed and SPVs have submitted applications for the declaration of final COD. DHHL achieved PCOD on 21 July 2023; the entire construction has been completed in the stretch and the SPV has submitted application for the declaration of final COD. BMHL, MBHL, and VHL achieved PCOD on 15 May 2024, 16 May 2024 and 4 April 2024, respectively. The works in the main carriageway, and punch list A and B have been completed, and the application for declaration of the final COD will be submitted post the finalisation of descoping of work on a minor stretch of land that is yet to be made available by the authority.

Low O&M Risk; Strategic Partnership with DBL Provides Comfort: Anantam Highways Project Manager Private Limited is the project manager of the trust. The project SPVs have entered into agreements with DBL for the operation and maintenance of assets. The contract is a fixed price routine maintenance and major maintenance contract with DBL, which has strong executional and operational capabilities in developing and operating multiple HAM-based road projects. The aforesaid contracts are for the entire duration of the concession agreement in line with the cost provided in technical due

diligence study undertaken by RUKY Projects Private Limited during February 2025. As per the management, any deduction in the annuity because of the non-maintenance of roads will be offset against the payments made to DBL, thereby providing comfort to the rating.

As per the technical due diligence study and the various road quality reports cited there in, the overall quality of the road is satisfactory. Furthermore, the project stretches DBHL and VHL are completely rigid, wherein the requirement of periodic maintenance / overlay would be minimal. The other project stretches are completely flexible stretches. The O&M costs in most of the projects are largely comparable to the average cost of Ind-Ra-rated peers. For projects where the O&M cost is lower than those of Ind-Ra-rated peers, the agency has assumed the costs to be in line with the peers. The debt service coverage ratio (DSCR) remains resilient to any moderate increase in the routine O&M and major maintenance costs; any significant increase in the O&M costs would be a key monitorable.

Moderate Debt Structure: The trust has been sanctioned a rupee term loan (RTL) of INR33,000 million for the initial set of nine assets proposed to be acquired by the InvIT. For the seven assets that have been transferred to the InvIT as of now, the sanctioned RTL is INR25,310 million and of this, the trust had availed only INR23,150 million. The RTL outstanding was around INR21,571 million as of December 2025. The aforesaid RTL would be amortised over a period of 50 quarters. The project has a tail period (the difference between the loan maturity and the concession maturity) of one semi-annuity from DHHL, two semi-annuities each from DBHL and RHL, and three semi-annuities each from NPHL, BMHL, MBHL, and VHL. The debt structure stipulates a debt service reserve of one quarter and the same has been created at end-December 2025. Furthermore, AHT would create a major maintenance reserve (MMR) that would be sufficient to meet the major maintenance (MM) expenses for the next three months.

The financial covenants are a minimum DSCR of 1.1x, and compliance with the InvIT's guidelines on the net debt to enterprise value of the InvIT. As per the InvIT's regulations, the net debt to enterprise value must not exceed 49% until six quarterly distributions are made. Ind-Ra expects the leverage and coverage ratios to remain comfortable for the current portfolio of HAM projects; any significant increase in the debt or any change in the composition of the portfolio due to the addition of toll assets will remain monitorable.

Skewness in Revenue caused by Bunching of Annuities: The annuity for six of the seven operational projects under the Trust would be received during the first and third quarters of the financial year, leading to skewness in the revenue profile. The management expects the skewness in revenue to reduce as more assets are added into the InvIT. Nevertheless, the revenue skewness risk is partially mitigated by way of structuring the debt amortization schedule in a way that the repayment obligations during the second and fourth quarters would be low. Furthermore, as per the proposed terms of the O&M agreement with DBL, the SPVs will pay routine maintenance and MM expense upon the receipt of respective annuities, thereby providing comfort to the ratings. To mitigate any impact on cash flows, the management plans to maintain additional liquidity reserve in the system before undertaking quarterly distributions. The maintaining of adequate liquidity reserve would be a key rating monitorable.

Acquisitions Hold Key: The management has represented that the InvIT intends to acquire projects that have achieved PCOD and have minimal residual construction risk. Although the Securities and Exchange Board of India (Infrastructure Investment Trust) Regulations (InvIT regulations) allow the acquisition of under-construction assets, the investment manager intends to acquire only operational assets that would be value-accretive to its investors and acquire projects from strong counterparties (preferably the NHAI).

Alpha Alternatives Fund-Infra Advisors Private Limited (AAFIAPL), a wholly owned subsidiary of the sponsor, AAFALLP, is the proposed investment manager of the InvIT. AAFIAPL will evaluate potential acquisitions and propose the same for the decision of the unit holders. The investment manager will not have any business interest other than managing business activities for the InvIT. The strength of acquisitions and its funding pattern will determine the credit strength of the InvIT. The agency will evaluate all acquisitions, which will be a key rating monitorable for a rating review.

Liquidity

Adequate: Ind-Ra expects AHT to generate surplus cash flows annually, given the strong availability-based cash flows and DSCR of over 1.6x as per Ind-Ra base case assumptions over the debt tenor. These coverages are resilient to the stress applied on interest costs and operating costs. The project is exposed to performance-related annuity deductions; however, the presence of a portfolio of seven HAM projects minimises the risk. Ind-Ra derives sufficient comfort from the robust operational history of DBL to operate and maintain the project during the operation period and ensure there are no material delay or deductions in the forthcoming annuities from the NHAI.

Rating Sensitivities

Positive: Not applicable

Negative: Future developments that could, individually or collectively, lead to a negative rating action is:

- significant delays or deductions in annuities, resulting in the weakening of coverages, with a decline in the average DSCR below 1.40x
- significant deterioration in the credit profile of the NHAI or that of the O&M contractor
- significant adverse remarks on the overall road quality of the project asset by the independent engineer or NHAI and/or a dismal operational performance of the project manager/O&M Contractor
- the non-maintenance of liquidity reserves
- any adverse regulatory changes
- any increase in leverage and/or debt-funded acquisitions, back ended amortisation of debt, leading to lower-than-expected DSCR or increased dependence on few assets.

Any Other Information

Not applicable

About the Company

AAFALLP set up an InvIT, AHT, on 19 August 2024, under the SEBI regulations, to acquire road assets. AHT was listed in October 2025 and seven assets have been acquired by the trust. It has raised INR 4,000 million from its IPO and the net proceeds have been mainly deployed towards providing loans to the project SPVs for the repayment or pre-payment of debt, in part or in full including any accrued interest, of their respective outstanding borrowing.

Sponsor Profile: AAFALLP is the sponsor to the trust. AAFALLP is a wholly owned subsidiary of Alpha Alternatives Holdings Private Limited (AA). AA is a multi-asset class alternative asset management platform that offer alternative investment solutions across six asset classes viz., commodities, equities, credit, fixed income, quant, real estate. AA was founded by Naresh Kothari, who has a track record of more than two decades of experience across investment banking, capital markets, asset management and proprietary investing. All licenses of investment solutions offered by AA is housed under AAFALLP. The investor profile of AA mainly consists of ultra high net-worth individuals and family offices. AA has set up an infrastructure platform to invest across the entire lifecycle of the road infrastructure sector. As part of the platform, AA is establishing a Category II fund for the acquisition of completed, under-construction and distressed road projects, and an InvIT, AHT, for the acquisition of completed road assets.

Key Financial Indicators

The financial summary is not available as the InvIT was formed in October 2025.

Status of Non-Cooperation with previous rating agency

Not applicable

Rating History

Instrument Type	Rating Type	Rated Limits (million)	Current Ratings	Historical Rating/Outlook
				25 March 2025
Bank Loan Facility	Long-term	INR21,571	IND AAA/Stable	Provisional IND AAA/Stable

Bank wise Facilities Details

The details are as reported by the issuer as on (05 Jan 2026)

#	Bank Name	Instrument Description	Rated Amount (INR million)	Rating
1	State Bank of India	Term loan	21571	IND AAA/Stable

Complexity Level of the Instruments

Instrument Type	Complexity Indicator
Bank loan facilities	High*

* The complexity indicator for above instrument is categorised as high due to the cashflow pooling structure in InvIT

For details on the complexity level of the instruments, please visit <https://www.indiaratings.co.in/complexity-indicators>.

Annexure

Assets under the InvIT

SPV	Project Type	Counterparty	State	Length (km)	Lane	Provisional COD/Commencement of Operation
DHHL	HAM	NHAI	Karnataka	38.00	4	21 July 2023
RHL	HAM	NHAI	Telangana	52.60	4	5 June 2024
NPHL	HAM	NHAI	Bihar	49.00	4	24 June 2024
DBHL	HAM	NHAI	Gujarat	50.50	4	14 February 2025
BMHL	HAM	NHAI	Karnataka	27.10	4	15 May 2024
MBHL	HAM	NHAI	Karnataka	27.10	4	16 May 2024
VHL	HAM	NHAI	Tamil Nadu	29.00	4	4 April 2024

Contact

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About India Ratings

India Ratings and Research (Ind-Ra) is India's SEBI registered credit rating agency committed to providing India's credit markets accurate, timely and prospective credit opinions. Built on a foundation of independent thinking, rigorous analytics, and an open and balanced approach towards credit research, Ind-Ra has grown rapidly during the past decade, gaining significant market presence in India's fixed income market.

Ind-Ra currently maintains coverage of corporate issuers, financial institutions (including banks and insurance companies), finance companies, urban local bodies, and structured finance and project finance companies.

Headquartered in Mumbai, Ind-Ra has seven branch offices located in Ahmedabad, Bengaluru, Chennai, Gurugram, Hyderabad, Kolkata and Pune. Ind-Ra is recognised by the Securities and Exchange Board of India and the Reserve Bank of India.

Ind-Ra is a 100% owned subsidiary of the Fitch Group.

Solicitation Disclosures

Additional information is available at www.indiaratings.co.in. The ratings above were solicited by the issuer, and therefore, India Ratings has been compensated for the provision of the ratings.

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APPLICABLE CRITERIA AND POLICIES

Evaluating Corporate Governance

Rating Criteria for Infrastructure and Project Finance

Policy on Provisional Ratings

Rating Criteria for Availability-Based Projects

The Rating Process

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