Annexure III

Prepared for:

Anantam Highways Trust (“the Trust”)

Alpha Alternatives Fund – Infra Advisors Private Limited (“the Investment Manager”)

Valuation as per SEBI (Infrastructure Investment Trusts) Regulations, 2014 as amended

Fair Enterprise Valuation

Valuation Date: 31st March 2026

Report Date: 18th May 2026

Mr. S Sundararaman,
Registered Valuer,
IBBI Registration No - IBBI/RV/06/2018/10238
Email – chennaissr@gmail.com
Phone No: +91 97909 28047
GST No: 33AHUPS0102L1Z8

Date: 18th May 2026

Anantam Highways Trust
(acting through Axis Trustee Services Limited [in its capacity as "the Trustee" of the Trust])
34th Floor, Sunshine Tower,
Senapati Bapat Marg Dadar West,
Mumbai-400013

Alpha Alternatives Fund – Infra Advisors Private Ltd
(acting as the Investment Manager to Anantam Highways Trust)
34th Floor, Sunshine Tower,
Senapati Bapat Marg Dadar West,
Mumbai-400013

Sub: Fair Enterprise Valuation as per SEBI (Infrastructure Investment Trusts) Regulations, 2014, as amended ("the SEBI InvIT Regulations")

Dear Sir(s)/ Madam(s),

I, Mr. S. Sundararaman ("**Registered Valuer**" or "**RV**" or "**I**" or "**My**" or "**Me**") bearing IBBI registration number IBBI/RV/06/2018/10238, have been appointed vide letter dated 02nd March 2026 (EL Ref. No.: RV/SSR/EL/MH/01) as an independent valuer, as defined under Regulation 2(zzf) of the SEBI InvIT Regulations, by **Alpha Alternatives Fund – Infra Advisors Private Ltd** ("**AAFL**" or "**the Investment Manager"**) acting as the investment manager for **Anantam Highways Trust** ("**the Trust**" or **"the InvIT**"), an infrastructure investment trust, registered with the **Securities Exchange Board of India ("SEBI")** with effect from 19th August 2024, bearing registration number IN/InvIT/24-25/0031 and **Axis Trustee Services Limited ("the Trustee")** acting on behalf of the Trust for the purpose of the fair enterprise valuation of the special purpose vehicles (defined below and hereinafter together referred as "**the SPVs"**) proposed to be acquired by the Trust **("Proposed Transaction")**:

Sr. No.	Name of the SPV	Abbreviation	Asset Type
1	Bethamangala Expressway Private Limited	BEPL	HAM
2	Bangarupalem Gudipala Highways Limited	BGHL	HAM
3	DAK Package 1 Expressway Private Limited	DEPPL	HAM
4	Katra Expressway Private Limited	KEPL	HAM
5	Mehgama Hansdiha Highways Limited	MHHL	HAM
6	Poondiyankuppam Highways Limited	PHL	HAM
7	Raipur Visakhapatnam Highways Limited	RVHL	HAM

*(Hereinafter all the seven companies mentioned above are together referred to as "**the SPVs"**)*

The Trust is proposing to undertake a fair enterprise valuation of the above SPV's.

I understand from the Investment Manager that Net Debt to AUM of Anantam Highway Trust as at 31st December 2025 was 42.11%. In this regard, the Investment Manager and the Trustee intends to undertake the fair enterprise valuation of the SPVs as on 31st March 2026 (**"Valuation Date"**).

I am enclosing the Report providing opinion on the fair enterprise value of the SPV as defined hereinafter on a going concern basis as at 31st March 2026 (**"Valuation Date").**

Enterprise Value ("**EV**") is described as the total value of the equity in a business plus the value of its debt and debt related liabilities, minus any Cash and Cash Equivalents to meet those liabilities. The attached Report details the valuation methodologies used, calculations performed and the conclusion reached with respect to this valuation.

I was further requested by the Investment Manager to provide the adjusted enterprise value of the SPVs as at 31st March 2026, where the adjusted enterprise value ("**Adjusted EV**") is derived as EV as defined above plus Cash and Cash Equivalents of the SPVs as at 31st March 2026.

I have relied on explanations and information provided by the Investment Manager. Although, I have reviewed such data for consistency, those are not independently investigated or otherwise verified. My team and I have no present or planned future interest in the Trust, the SPVs or the Investment Manager except to the extent of this appointment as an independent valuer and the fee for this Valuation Report ("**Report**") which is not contingent upon the values reported herein. The valuation analysis should not be construed as investment advice, specifically, I do not express any opinion on the suitability or otherwise of entering into any financial or other transaction with the Trust.

The analysis must be considered as a whole. Selecting portions of any analysis or the factors that are considered in this Report, without considering all factors and analysis together could create a misleading view of the process underlying the valuation conclusions. The preparation of a valuation is a complex process and is not necessarily susceptible to partial analysis or summary description. Any attempt to do so could lead to undue emphasis on any particular factor or analysis.

The information provided to me by the Investment Manager in relation to the SPVs included but not limited to historical financial statements, forecasts/projections, other statements and assumptions about future matters like forward-looking financial information prepared by the Investment Manager. The forecasts and projections as supplied to me are based upon assumptions about events and circumstances which are yet to occur.

By nature, valuation is based on estimates and it includes the risks and uncertainties relating to the events occurring in the future. Accordingly, the actual figures in future may differ from these estimates and may have a significant impact on the valuation of the SPVs.

I have not tested individual assumptions or attempted to substantiate the veracity or integrity of such assumptions in relation to the forward-looking financial information, however, I have made sufficient enquiry to satisfy myself that such information has been prepared on a reasonable basis.

Notwithstanding anything above, I cannot provide any assurance that the forward-looking financial information will be representative of the results which will actually be achieved during the cash flow forecast period.

The valuation provided by me and the valuation conclusion are included herein and the Report complies with the SEBI InvIT Regulation and guidelines, circular or notification issued by the Securities and Exchange Board of India ("SEBI") thereunder as amended from time to time.

Please note that all comments in the Report must be read in conjunction with the caveats to the Report, which are contained in Section 11 of this Report. This letter, the Report and the summary of valuation included herein can be provided to Trust's advisors and may be made available for the inspection to the public and with the SEBI, the stock exchanges and any other regulatory and supervisory authority, as may be required.

I draw your attention to the limitation of liability clauses in Section 11 of this Report.

This letter should be read in conjunction with the attached Report.

Yours faithfully,

S. Sundararaman
Registered Valuer
IBBI Registration No.: IBBI/RV/06/2018/10238
Asset Class: Securities or Financial Assets
Place: Chennai
UDIN: 26028423FXSRQA5472

Definition, Abbreviation & Glossary of terms

Abbreviations	Meaning
AA	Alpha Alternatives
BOT	Build Operate Transfer
Capex	Capital Expenditure
CCIL	Clearing Corporation of India Limited
CCM	Comparable Companies Multiples
COD	Commercial Operation Date
DBOT	Design Build, Operate and Transfer
CTM	Comparable Transactions Multiples
DCF	Discounted Cash Flow
EBITDA	Earnings Before Interest, Taxes, Depreciation and Amortization
ERP	Equity Risk Premium
EV	Enterprise Value
FCFF	Free Cash Flow to the Firm
FDI	Foreign Direct Investment
FY	Financial Year Ended 31st March
HAM	Hybrid Annuity Model
Ind AS	Indian Accounting Standards
INR	Indian Rupee
Investment Manager/ AAFL	Alpha Alternatives Fund – Infra Advisors Private Limited
IVS	ICAI Valuation Standards 2018
Kms	Kilometers
MMR	Major Maintenance and Repairs
Mn	Million
MoRTH	Ministry of Road Transport and Highways
NAV	Net Asset Value Method
NH	National Highway
NHAI	National Highways Authority of India
NHDP	National Highways Development Project
NHIIP	National Highways Interconnectivity Improvement Project
NS-EW	North- South and East-West Corridors
O&M	Operation & Maintenance
PPP	Public Private Partnership
RFID	Radio Frequency Identification Device
RV	Registered Valuer
ROB	Railway over Bridge
SARDP-NE	Special Accelerated Road Development Programme of Road Network in North Eastern States
SEBI	Securities and Exchange Board of India
SEBI InvIT Regulations	SEBI (Infrastructure Investment Trusts) Regulations, 2014, as amended
Sponsor/ AAFAL	Alpha Alternatives Funds Advisors LLP
SPV	Special Purpose Vehicle
Trustee	Axis Trustee Services Limited

Contents

Section	Particulars	Page No.
1	Executive Summary	6
2	Procedures adopted for current valuation exercise	15
3	Overview of the InvIT and the SPVs	16
4	Structure of the Trust	31
5	Overview of the Industry	32
6	Valuation Methodology and Approach	42
7	Valuation of the SPVs	46
8	Valuation Conclusion	52
9	Additional procedures for compliance with InvIT Regulations	53
10	Sources of Information	56
11	Exclusions and Limitations	57
	Appendices	
12	Appendix 1: Valuation of SPVs as on 31st March 2026	60
13	Appendix 2: Weighted Average Cost of Capital of the SPVs	68
14	Appendix 3: Computation of Unlevered and Relevered Beta	69
16	Appendix 4: Summary of Approval and Licenses	71
17	Appendix 5: Summary of Ongoing GST Litigations	78
18	Appendix 6: Summary of Forecasted Major Repairs	79
19	Appendix 7: Details of Equity Stake and Debt Outstanding in Existing SPVs	80
20	Appendix 8: Brief Details about the Valuer	81

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1. Executive Summary

The Trust

Anantam Highways Trust **("the Trust" or "InvIT")** was established on 24th July 2024 as an irrevocable trust pursuant to the trust deed under the provisions of the Indian Trusts Act, 1882. The Trust is registered as an Indian infrastructure investment trust with the Securities and Exchange Board of India ("**SEBI**"), pursuant to the SEBI (Infrastructure Investment Trusts) Regulations, 2014, as amended from time to time, with effect from 19th August 2024, bearing registration number IN/InvIT/24-25/0031. The Trust has acquired the SPVs and would be responsible for holding the SPVs in trust and for the benefit of the unitholders, undertaking the activities and other duties specified as per the SEBI InvIT Regulations.

Anantam Highways Trust is an infrastructure investment trust established to acquire, manage and invest infrastructure assets across sectors and/or securities of companies engaged in the infrastructure sector. The Trust currently owns a portfolio of 7 HAM road assets.

Axis Trustee Services Limited ("**the Trustee**") has been appointed as the Trustee of the Trust.

The units of the Trust are listed on the National Stock Exchange of India Limited and BSE Limited since 16th October 2025.

The InvIT currently involves owning, operating & maintaining a portfolio of 7 road projects (7 HAM Projects) in the states of Tamil Nadu, Haryana, Chhattisgarh, Jharkhand & Karnataka.

The unit holding pattern of the Trust as on 31st March 2026 is as follows:

Sr No	Particulars	No. of Units	%
1	Sponsor & sponsor group	8,16,49,861	37.54%
2	Mutual Funds	50,72,436	2.33%
3	Insurance Companies	85,49,527	3.93%
4	Foreign Portfolio Investors	1,20,000	0.06%
5	Alternative Investment Fund	4,65,973	0.21%
6	Non-institutional investors	12,16,42,203	55.93%
	Total Outstanding Units	**21,75,00,000**	**100.00%**

Source: Investment Manager

The Sponsor

Alpha Alternatives Fund Advisors LLP ("**the Sponsor**" or "**AAFAL**") is the Sponsor of the Trust. The Sponsor is a limited liability partnership incorporated in India under the Limited Liability Partnership Act, 2008.

The Sponsor was incorporated as a multi-asset class multi strategy asset management entity that creates investment solutions across various asset-classes, such as, infrastructure, credit, real estate, equities, commodities, and fixed income.

The Sponsor is registered as an investment advisor, portfolio manager and investment manager to alternative investment funds with SEBI. The Sponsor provides fund and asset management services to its clients and makes investment in various companies engaged in, amongst others, the infrastructure sector. The Sponsor as an investment manager makes investments through the funds managed by it and has evaluated and invested in various infrastructure sub-sectors which fall under the Harmonized Master List of Infrastructure sub-sectors issued by the Ministry of Finance (Department of Economic Affairs) (Policy and Planning Unit), by way of a notification dated 11th October 2022 (the "Harmonized List").

The Sponsor has set up an alternative investment fund in accordance with the provisions of the Securities and Exchange Board of India (Alternative Investment Funds) Regulations, 2012 ("AIF") focused on the road infrastructure sector, namely, Build India Infrastructure Fund (a Category II AIF), a scheme of Alpha Alternatives Special Situations Fund. The scheme has received approval from SEBI on 24th June 2024.

Shareholding of the Sponsor as on 31st March 2026 is as under:

Sr. No.	Particulars	No. of Shares	%
1	Alpha Alternatives Holdings Private Limited	84,99,50,000	99.99
2	Mr. Naresh Kothari *	50,000	0.01
	Total	**85,00,00,000**	**100.00%**

** Shares held as nominee on behalf of Alpha Alternatives Holdings Private Limited*

Source: Investment Manager

The Investment Manager

Alpha Alternatives Fund – Infra Advisors Private Ltd ("**AAFL**" or "**the Investment Manager"**) has been appointed as the Investment Manager to the Trust by the Trustee and will be responsible to carry out the duties of such person as mentioned under the SEBI InvIT Regulations.

Shareholding of the Investment Manager as on 31st March 2026 is as under:

Sr. No.	Particulars	No. of Shares	%
1	Alpha Alternatives Fund Advisors LLP	87,19,999	99.99
2	Jignesh Shah *	1	0.01
	Total	**87,20,000**	**100%**

** Shares held as nominee on behalf of Alpha Alternatives Fund Advisors LLP*

Source: Investment Manager

The Project Manager

Anantam Highways Project Managers Private Limited ("**ASPL**" or "**the Project Manager"**) has been appointed as the Project Manager to the Trust and will be looking over the operation and maintenance of the entire portfolio of the projects to be transferred to the Trust.

Shareholding of the Project Manager as on 31st March 2026 is as under:

Sr. No.	Particulars	No. of Shares	%
1	Alpha Alternatives Fund Advisors LLP	9,999	99.99
2	Naresh Kothari *	1	0.01
	Total	**10,000**	**100%**

** Shares held as nominee on behalf of Alpha Alternatives Fund Advisors LLP*

Source: Investment Manager

Scope and Purpose of Valuation

The SPVs under consideration are valued at Enterprise Value and Adjusted Enterprise Value of the following:

Sr. No.	Name of the SPV	Abbreviation	Asset Type
1	Bethamangala Expressway Private Limited	BEPL	HAM
2	Bangarupalem Gudipala Highways Limited	BGHL	HAM
3	DAK Package 1 Expressway Private Limited	DEPPL	HAM
4	Katra Expressway Private Limited	KEPL	HAM
5	Mehgama Hansdiha Highways Limited	MHHL	HAM
6	Poondiyankuppam Highways Limited	PHL	HAM
7	Raipur Visakhapatnam Highways Limited	RVHL	HAM

(Together referred to as "**the SPVs**")

Purpose of Valuation

As per Regulation 22(4)(b) of the SEBI InvIT Regulation, in case of any transaction, other than any borrowing, value of which is equal to or greater than twenty-five per cent of the InvIT assets, to determine if the said limits are met, and to provide the unitholders the valuation report to facilitate the decision making. As per Regulation 21(8) of the SEBI InvIT Regulations: "For any transaction of purchase or sale of infrastructure projects, whether directly or through Holdco and/or SPV, for publicly offered InvITs- a full valuation of the specific project shall be undertaken by the valuer".

In this regard, the Investment Manager is proposing to undertake a fair enterprise valuation of the SPV as on 31st March, 2026 as per the SEBI InvIT Regulations.

In this regard, the Investment Manager has appointed me, S. Sundararaman ("**Registered Valuer**" or "**RV**" or "**I**" or "**My**" or "**Me**") bearing IBBI registration number IBBI/RV/06/2018/10238 to undertake fair valuation of the SPVs at the enterprise level as per the extant provisions of the SEBI InvIT Regulations issued by SEBI. Enterprise Value ("**EV**") is described as the total value of the equity in a business plus the value of its debt and debt related liabilities, minus any Cash and Cash Equivalents to meet those liabilities.

Further, on the request of the Investment Manager, I have calculated Adjusted Enterprise Value of the SPVs which is derived as the EV as defined above plus Cash and Cash Equivalents of the SPVs as at the Valuation Date.

I declare that:

- I am competent to undertake the financial valuation in terms of the SEBI InvIT Regulations;
- I am not an associate of the Sponsor(s) or Investment Manager or Trustee and I have not less than five years of experience in valuation of infrastructure assets;
- I am independent and have prepared the Report on a fair and unbiased basis;
- I have valued the SPVs based on the valuation standards as specified / applicable as per SEBI InvIT Regulations.

This Report covers all the disclosures required as per the SEBI InvIT Regulations and the Valuation of the SPVs is impartial, true and fair and in compliance with the SEBI InvIT Regulations.
(Please refer appendix 8 for further information about myself)

Scope of Valuation

i. Financial Asset to be Valued

The RV has been mandated by the Investment Manager to arrive at the Enterprise Value ("EV") of the SPVs. Enterprise Value is described as the total value of the equity in a business plus the value of its debt and debt related liabilities, minus any Cash and Cash Equivalents to meet those liabilities.

Further, on the request of the Investment Manager, I have calculated Adjusted Enterprise Value of the SPVs which is derived as the EV as defined above plus Cash and Cash Equivalents of the SPVs as at the valuation date.

ii. Valuation Base

Valuation Base means the indication of the type of value being used in an engagement. In the present case, I have determined the fair value of the SPVs at the enterprise level. Fair Value Bases defined as under:

Fair Value

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the valuation date. It is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction in the principal (or most advantageous) market at the measurement date under current market conditions (i.e. an exit price) regardless of whether that price is directly observable or estimated using another valuation technique. Fair value or Market value is usually synonymous to each other except in certain circumstances where characteristics of an asset translate into a special asset value for the party(ies) involved.

iii. Valuation Date

Valuation Date is the specific date at which the value of the assets to be valued gets estimated or measured. Valuation is time specific and can change with the passage of time due to changes in the condition of the asset to be valued. Accordingly, valuation of an asset as at a particular date can be different from other date(s).

The Valuation Date considered for the fair enterprise valuation of the SPVs is 31st March 2026 ("**Valuation Date**"). The attached Report is drawn up by reference to accounting and financial information as on 31st March 2026. The RV is not aware of any other events having occurred since 31st March 2026 till date of this Report ("**Report Date**") which he deems to be significant for his valuation analysis, except for any events disclosed by the Investment Manager during the valuation exercise.

iv. Premise of Value

Premise of Value refers to the conditions and circumstances how an asset is deployed. In the present case, RV has determined the fair enterprise value of the SPVs on a Going Concern Value defined as under:

(v) Going Concern Value

Going Concern value is the value of a business enterprise that is expected to continue to operate in the future. The intangible elements of going concern value result from factors such as having a trained work force, an operational plant, necessary licenses, systems, and procedures in place etc.

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Summary of Valuation

I have assessed the fair enterprise value of each of the SPVs on a stand-alone basis by using the Discounted Cash Flow ("**DCF**") method under the income approach. Following table summarizes my explaination on the usage or non usage of different valuation methods:

Valuation Approach	Valuation Methodology	Used	Explanation
Cost Approach	Net Asset Value	No	NAV does not capture the future earning potential of the business. Hence NAV method is considered only for background reference.
Income Approach	Discounted Cash Flow	Yes	The revenue of all the SPVs is mainly derived from the annuity fees that are typically pre-determined with the relevant government authority and cannot be modified to reflect prevailing circumstances, other than annual adjustments to account for inflation and interest rate changes as applicable, as specified in the concession agreements. Accordingly, since all the SPVs are generating income based on pre-determined agreements / mechanism and since the Investment Manager has provided me the financial projections for the balance tenor of the concession agreements, DCF Method under the income approach has been considered as the appropriate method for the present valuation exercise.
Market Approach	Market Price	No	The equity shares of the SPVs are not listed on any recognized stock exchange in India. Hence, I was unable to apply the market price method.
	Comparable Companies	No	In the absence of any exactly comparable listed companies with characteristics and parameters similar to that of the SPVs, I am unable to consider this method for the current valuation.
	Comparable Transactions	No	In the absence of adequate details about the Comparable Transactions, I was unable to apply the CTM method.

Under the DCF Method, the Free Cash Flow to Firm ("**FCFF**") has been used for the purpose of valuation of each of the SPVs. In order to arrive at the fair EV of the individual SPVs under the DCF Method, I have relied on Provisional financial statements as at 31st March 2026 prepared in accordance with the Indian Accounting Standards (Ind AS) and the financial projections of the respective SPVs prepared by the Investment Manager as at the Valuation Date based on their best judgement.

The discount rate considered for the respective SPVs for the purpose of this valuation exercise is based on the Weighted Average Cost of Capital ("**WACC**") for each of the SPVs. As all the SPVs under considerations have executed projects under the HAM model, the operating rights of the underlying assets shall be transferred back to the appointing authority after the expiry of the concession period. At the end of the agreed concession period, the operating rights in relation to the roads and the obligation to maintain the road revert to the government entity that granted the concession by the SPVs. Accordingly, terminal period value i.e. value on account of cash flows to be generated after the expiry of concession period has not been considered.

Based on the methodology and assumptions discussed further, RV has arrived at the fair enterprise value of the SPVs as on the Valuation Date:

INR Mn

Sr. No.	SPVs	Approximate Projection Period (Balance Concession Period)	WACC	Fair EV	Fair Adjusted EV
1	BEPL	~13 Years 2 Months	7.32%	5,552	5,984
2	BGHL	~14 Years 1 Months	7.13%	6,740	7,194
3	DEPPL	~13 Years 6 Months	7.44%	7,377	7,658
4	KEPL	~13 Years 2 Months	7.28%	6,784	7,347
5	MHHL	~14 Years 9 Months	7.05%	5,626	5,650
6	PHL	~14 Years 2 Months	7.18%	8,382	8,452
7	RVHL	~14 Years 0 Months	7.32%	7,369	7,377
	Total			**47,830**	**49,663**

** Enterprise Value ("**EV**") is described as the total value of the equity in a business plus the value of its debt and debt related liabilities, minus any Cash and Cash Equivalents to meet those liabilities.*

*** Further, on the request of the Investment Manager, I have calculated Adjusted Enterprise Value of the SPVs which is derived as the EV as defined above plus Cash and Cash equivalents of the SPVs as at the Valuation Date.*
(Refer Appendix 1 & 2 for the detailed workings)

The fair EV of the SPVs is estimated using DCF method. The valuation requires Investment Manager to make certain assumptions about the model inputs including forecast cash flows, discount rate, and credit risk.

Further to above, considering that present Valuation exercise is based on estimates of future financial performance or opinions, which represent reasonable expectations at a particular point of time, but such information, estimates or opinions are not offered as predictions or as assurances that a particular level of income or profit will be achieved, a particular event will occur or that a particular price will be offered or accepted. Actual results achieved during the period covered by the prospective financial analysis will vary from these estimates and the variations may be material. Accordingly, a quantitative sensitivity analysis is considered on the following unobservable inputs:

a. WACC by increasing / decreasing it by 0.5%
b. WACC by increasing / decreasing it by 1.0%
c. Total Expenses by increasing / decreasing it by 20%

1. Fair Enterprise Valuation Range based on

a. WACC parameter (0.5%)

INR Mn

Sr. No.	SPVs	WACC +0.5%	EV	Base WACC	EV	WACC -0.5%	EV
1	BEPL	7.82%	5,445	7.32%	5,552	6.82%	5,664
2	BGHL	7.63%	6,595	7.13%	6,740	6.63%	6,891
3	DEPPL	7.94%	7,245	7.44%	7,377	6.94%	7,513
4	KEPL	7.78%	6,661	7.28%	6,784	6.78%	6,912
5	MHHL	7.55%	5,509	7.05%	5,626	6.55%	5,748
6	PHL	7.68%	8,196	7.18%	8,382	6.68%	8,575
7	RVHL	7.82%	7,219	7.32%	7,369	6.82%	7,524
	Total		**46,871**		**47,830**		**48,828**

b. WACC parameter (1.0%)

INR Mn

Sr. No.	SPVs	WACC +1.0%	EV	Base WACC	EV	WACC -1.0%	EV
1	BEPL	8.32%	5,341	7.32%	5,552	6.32%	5,780
2	BGHL	8.13%	6,456	7.13%	6,740	6.13%	7,048
3	DEPPL	8.44%	7,119	7.44%	7,377	6.44%	7,654
4	KEPL	8.28%	6,542	7.28%	6,784	6.28%	7,045
5	MHHL	8.05%	5,397	7.05%	5,626	6.05%	5,875
6	PHL	8.18%	8,018	7.18%	8,382	6.18%	8,777
7	RVHL	8.32%	7,075	7.32%	7,369	6.32%	7,686
	Total		**45,948**		**47,830**		**49,865**

c. Total Expenses by increasing / decreasing it by 20%

INR Mn

SPVs	EV at Expenses +20%	EV at Base Expenses	EV at Expenses - 20%
BEPL	5,393	5,552	5,710
BGHL	6,505	6,740	6,959
DEPPL	7,500	7,377	7,939
KEPL	6,839	6,784	7,287
MHHL	5,307	5,626	5,893
PHL	8,108	8,382	8,569
RVHL	7,238	7,369	7,786
Total	**46,891**	**47,830**	**50,143**

2. Adjusted Enterprise Valuation Range based on

a. WACC parameter (0.5%)

INR Mn

Sr. No.	SPVs	WACC +0.5%	Adjusted EV	Base WACC	Adjusted EV	WACC -0.5%	Adjusted EV
1	BEPL	7.82%	5,877	7.32%	5,984	6.82%	6,096
2	BGHL	7.63%	7,049	7.13%	7,194	6.63%	7,345
3	DEPPL	7.94%	7,527	7.44%	7,658	6.94%	7,795
4	KEPL	7.78%	7,223	7.28%	7,347	6.78%	7,475
5	MHHL	7.55%	5,533	7.05%	5,650	6.55%	5,772
6	PHL	7.68%	8,267	7.18%	8,452	6.68%	8,646
7	RVHL	7.82%	7,228	7.32%	7,377	6.82%	7,533
	Total		**48,704**		**49,663**		**50,661**

b. WACC parameter (1.0%)

INR Mn

Sr. No.	SPVs	WACC +1.0%	Adjusted EV	Base WACC	Adjusted EV	WACC -1.0%	Adjusted EV
1	BEPL	8.32%	5,773	7.32%	5,984	6.32%	6,212
2	BGHL	8.13%	6,910	7.13%	7,194	6.13%	7,502
3	DEPPL	8.44%	7,400	7.44%	7,658	6.44%	7,936
4	KEPL	8.28%	7,104	7.28%	7,347	6.28%	7,608
5	MHHL	8.05%	5,420	7.05%	5,650	6.05%	5,899
6	PHL	8.18%	8,088	7.18%	8,452	6.18%	8,848
7	RVHL	8.32%	7,084	7.32%	7,377	6.32%	7,694
	Total		**47,781**		**49,663**		**51,698**

c. Total Expenses by increasing / decreasing it by 20%

INR Mn

SPVs	EV at Expenses +20%	EV at Base Expenses	EV at Expenses -20%
BEPL	5,825	5,984	6,142
BGHL	6,959	7,194	7,413
DEPPL	7,782	7,658	8,221
KEPL	7,401	7,347	7,850
MHHL	5,330	5,650	5,916
PHL	8,179	8,452	8,640
RVHL	7,247	7,377	7,795
Total	**48,724**	**49,663**	**51,976**

Following are the Enterprise Value of all the SPVs during the previous Valuations:

INR Mn

SPVs	Acquisition Date	Dec-24	Jun-25
BMHL	11-Oct-25	7,508	7,193
DBHL	11-Oct-25	5,808	5,576
DHHL	11-Oct-25	6,924	6,524
VHL	11-Oct-25	6,730	6,578
MBHL	11-Oct-25	8,300	8,030
NPHL	11-Oct-25	10,793	10,284
RHL	11-Oct-25	6,519	6,038
Total		**52,582**	**50,223**

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2. Procedures adopted for current valuation exercise

I have performed the valuation analysis, to the extent applicable, in accordance with ICAI Valuation Standards 2018 ("**IVS**") issued by the Institute of Chartered Accountants of India.

In connection with this analysis, I have adopted the following procedures to carry out the valuation analysis:

i. Requested and received financial and qualitative information relating to the SPVs;

ii. Obtained and analyzed data available in public domain, as considered relevant by me;

iii. Discussions with the Investment Manager on:

- Understanding of the business of the SPVs – business and fundamental factors that affect its earning-generating capacity including strengths, weaknesses, opportunities and threats analysis and historical and expected financial performance;

iv. Undertook industry analysis:

- Research publicly available market data including economic factors and industry trends that may impact the valuation;
- Analysis of key trends and valuation multiples of comparable companies/comparable transactions, if any, using proprietary databases subscribed by me;

v. Analysis of other publicly available information;

vi. Selection of valuation approach and valuation methodology/(ies), in accordance with IVS, as considered appropriate and relevant by me;

vii. Conducted physical site visit of the road stretch of the SPVs;

viii. Determination of fair value of the EV of the SPVs on a going concern basis till the end of the concession period as at the Valuation Date and determination of fair value of the Adjusted EV of the SPVs on a going concern basis till the end of the concession period as at the Valuation Date on request of the Investment Manager.

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3. Overview of the InvIT and SPVs

3.1. InvIT / Anantam Highway Trust ("the Trust")

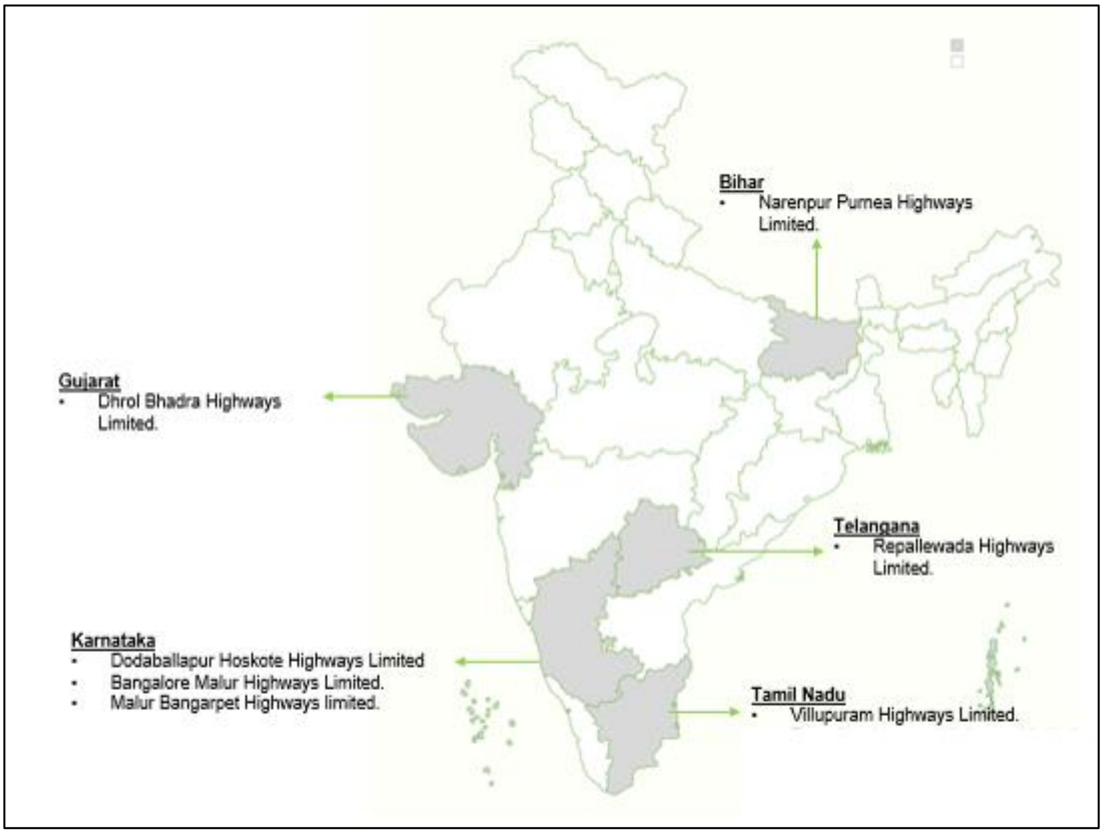
Anantam Highways Trust **("the Trust" or "InvIT")** was established on 24th July 2024 as an irrevocable trust pursuant to the trust deed under the provisions of the Indian Trusts Act, 1882. The Trust is registered as an Indian infrastructure investment trust with the Securities and Exchange Board of India ("**SEBI**"), pursuant to the SEBI (Infrastructure Investment Trusts) Regulations, 2014, as amended from time to time, with effect from 19th August 2024, bearing registration number IN/InvIT/24-25/0031. The Trust has proposed to acquire the SPVs and would be responsible for holding the SPVs in trust and for the benefit of the unitholders, undertaking the activities and other duties specified as per the SEBI InvIT Regulations.

Anantam Highways Trust is an infrastructure investment trust established to acquire, manage and invest in a portfolio of infrastructure assets across sectors and/or securities of companies engaged in the infrastructure sector.

Axis Trustee Services Limited ("**the Trustee**") has been appointed as the Trustee of the Trust.

The equity stake held and the amount of debt outstanding in the existing SPVs held by the Trust in its current portfolio as on the Valuation Date has been disclosed in Appendix 7.

Following is a map depicting the respective location of the existing projects of the Trust :

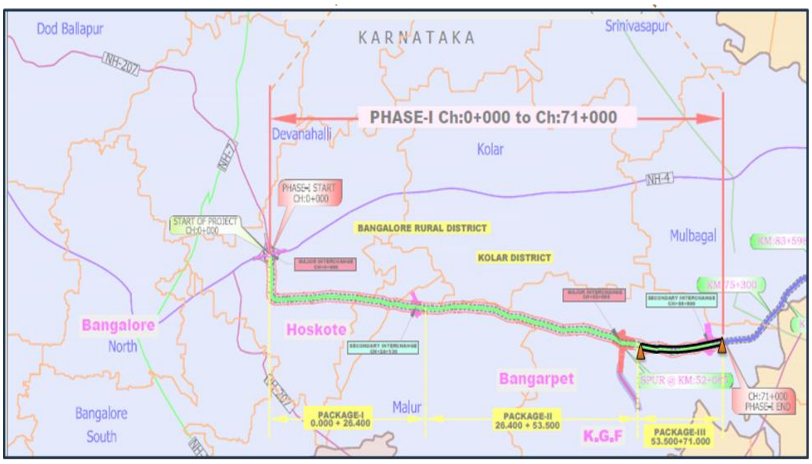


Source: Investment Manager

3.2. Background of the SPVs

i. Bethamangala Expressway Private Limited ("BEPL")

- BEPL was incorporated on 22nd September 2025 as a private limited company under the Companies Act, 2013 pursuant to certificate of incorporation issued by the Registrar of Companies, Central Registration Centre. The registered office of BEPL is located at 33rd Floor, Sunshine Tower, Senapati Bapat Marg, Dadar West, Delisle Road, Mumbai, Mumbai- 400013, Maharashtra, India.
- The Project Stretch (Bangarpet – Bethamangala Section) starts from Bangarpet i.e., Design Ch. (-) 53+500 and terminates at Bethamangala in Kolar District i.e., Design Ch. 71+000.
- The Bethamangala Expressway Private Limited ("BEPL") Project, a four lane highway with an aggregate length of 17.500 kms, comprising from km 53.500 to km 71.000 of Bangarpet to Bethamangala section of Bangalore Chennai Expressway on Hybrid Annuity Mode under Bharatmala Pariyojna, in the state of Karnataka (Phase-I Package-III), operated by NHAI.
- The project falls in the State of Karnataka for Rehabilitation and Up-gradation to 4-lane with paved shoulders configuration of Bangarpet – Bethamangala Section of NE-07.



Source: Investment Manager

- Summary of project details of BEPL are as follows:

Parameters	Details
Lane Kms	70 Km
Nos. of Lanes	4
NH / SH	NE-07
State Covered	Karnataka
Area (Start and End)	Bangarpet – Bethamangala
Bid Project Cost	INR 8,630 Mn
LOA Date	11th March 2021
Appointed Date	18th January 2022
Name of EPC Contractor	KCC Buildcon Pvt. Ltd.
Model	HAM
Project Type	DBOT
Concession Granted by	NHAI
PCOD/COD	31st May 2024
Nos. of Annuities	30
Construction Period	730 days from Appointed date
Operational Period	15 years from COD

Source: Investment Manager

- The salient features of the project are as follows:

Sr. No.	Salient Features	As per Site
1	Total Length of the Project Highway	17.5 Km
2	Total length of Connecting Roads	4.9 Km
3	Toll Plaza	1 Nos.
4	No of Vehicular underpasses	11 Nos.
5	No of Light Vehicular underpass	07 Nos.
6	Vehicle overpass/ Interchange	01 Nos.
7	Major Bridges	02 Nos.
8	Truck Lay Bye	01 Nos.
9	Minor Bridges	06 Nos.
10	Box/Slab Culverts	40 Nos.

Source: Investment Manager

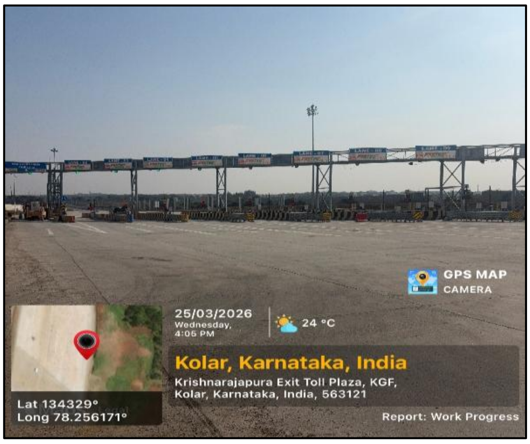
- The shareholding of BEPL as on Valuation Date is as follows:

Sr. No.	Particulars	No. of Shares	%
1	Build India Infrastructure Fund	4,95,85,279	99.99%
2	Alpha Alternatives Fund Advisors LLP*	1	0.00%
	Total	**4,95,85,280**	**100.00%**

** Shares held as nominee of Build Infra Infrastructure Fund*

Source: Investment Manager

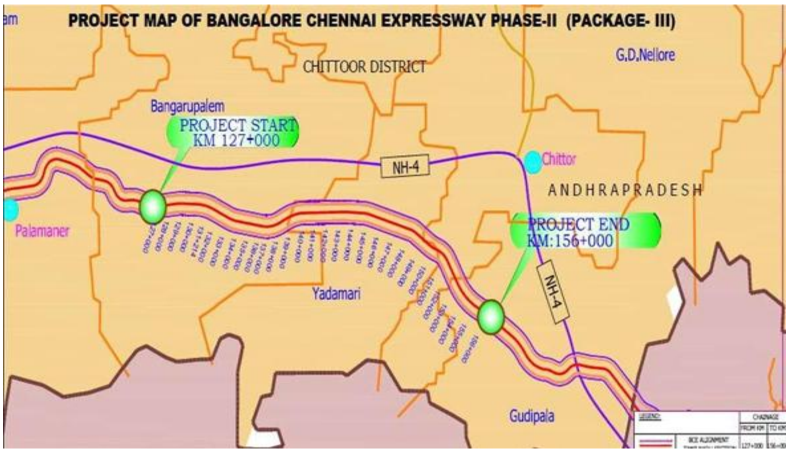
- My team had conducted physical site visit of the road stretch of BEPL on 25th March 2026. Refer below for the pictures of the road stretch:



ii. Bangarupalem Gudipala Highways Limited ("BGHL")

- BGHL was incorporated on 28th September 2021 as a private limited company under the Companies Act, 2013 pursuant to certificate of incorporation issued by the Registrar of Companies, Central Registration Centre. The registered office of BGHL is located at Plot No 5, Inside Govind Narayan Singh Gate, Chuna Bhatti, Kolar Road, Bhopal 462016, Madhya Pradesh, India..
- The Site of the project highway is a section of Bangalore Chennai Expressway. Project section commences from Ch.127+000 at 165, Mogili village of Andhra Pradesh state and terminates at Ch. 156+000 near 190, Ramapuram village of Andhra Pradesh state. The Appointed date of the Project was on 04-Oct-2022 and the Scheduled Completion Date of the project is 03.10.2024.
- Project involves construction of new 4 lane expressway from km 127+000 to 156+000, which is the part of 330 km Bangalore-Chennai Expressway (NE-07), is an approved access-controlled road by NHAI with a route alignment through Karnataka, Andhra Pradesh and Tamilnadu.

- The map below illustrates the location of the Project and the corridor it covers:



Source: Investment Manager

- Summary of project details of BGHL are as follows:

Parameters	Details
Lane Kms	116.00 Lane Kms
Nos. of Lanes	4
NH / SH	NE-7
State Covered	Andhra Pradesh
Area (Start and End)	Bangarupalem to Gudipala
Bid Project Cost	INR 10,600 Mn
LOA Date	15th September 2021
Appointed Date	4th October 2022
Name of EPC Contractor	Dilip Buildcon Limited
Model	HAM
Project Type	DBOT
Concession Granted by	NHAI
PCOD	23rd May 2025
COD	Pending
Nos. of Annuities	30
Construction Period	730 days from Appointed date
Operational Period	15 years from COD

Source: Investment Manager

- The salient features of the project are as follows:

Sr. No.	Salient Features	As per Site
1	Total Length of the Project Highway	29.000 Km
2	Total length of Connection Roads	0.984 Km
3	Total Length of Slip Road	1.450 Km
4	Truck Lay Bays	1 Nos.
5	Vehicular underpasses	10 Nos.
6	Light Vehicular underpasses	8 Nos.
7	Vehicle overpass	1 Nos.
8	Major Bridges	6 Nos.
9	Minor Bridges	6 Nos.
10	Pipe/Box Culverts	60 Nos.

Source: Investment Manager

- The shareholding of BGHL as on Valuation Date is as follows:

Sr. No.	Particulars	No. of Shares	%
1	Pankaj Rai	10	0.00%
2	Devendra Jain	10	0.00%
3	Dilip Suryavanshi	10	0.00%
4	Dilip Buildcon Limited	2,50,209	74.99%
5	Bharat Singh	10	0.00%
6	Sandeep Chandrakant Deshpande	10	0.00%
7	Pradeep Suryavanshi	10	0.00%
8	Build India Infrastructure Fund	83,378	24.99%
	Total	**3,33,647**	**100.00%**

**Shares held as nominee on behalf of Dilip Buildcon Limited*
Source: Investment Manager

- My team had conducted physical site visit of the road stretch of BGHL on 25th March 2026. Refer below for the pictures of the road stretch:

iii. DAK Package 1 Expressway Private Limited ("DEPPL")

- DEPPL was incorporated on 23th September 2025 as a limited company under the Companies Act, 2013 pursuant to certificate of incorporation issued by the Registrar of Companies, Central Registration Centre. The registered office of DEPPL is located at 33rd Floor, Sunshine Tower, Senapati Bapat Marg, Dadar West, Delisle Road, Mumbai, Mumbai- 400013, Maharashtra, India.
- DAK Package 1 Expressway Private Limited ("DEPPL") is a strech of road in Haryana State i.e Construction of four-lane Greenfield Delhi-Amritsar-Katra Expressway from Jussur Kheri on KMP Expressway to Junction with Rohtak-Panipat road (NH 709) near Rukhi Paani village (Km 0+000 to Km 34+000) on Hybrid Annuity Mode under Bharatmala Pariyojna in the state of Haryana (Package I).
- The Delhi–Amritsar–Katra Expressway passes through Haryana (Jhajjar, Kharkhoda, Jind) and Punjab (Sangrur, Malerkotla, Ludhiana, Jalandhar, Nakodar, Sultanpur Lodhi, Goindwal Sahib, Khadoor Sahib, Tarn Taran, Amritsar, Gurdaspur, Dera Baba Nanak). From Nakodar, it splits — one spur heads to Sri Guru Ram Das Ji International Airport in Amritsar, while the main route continues through Jammu & Kashmir (bypassing Kathua and Jammu) to terminate at Katra. It originates near Delhi's Bahadurgarh border, connecting to the KMP Expressway near Nilauthi village in Jhajjar district.
- The map below illustrates the location of the Project and the corridor it covers:

Source: Investment Manager

- Summary of project details of DEPPL are as follows:

Parameters	Details
Lane Kms	136 Lane Kms
Nos. of Lanes	4
NH / SH	NH-709
State Covered	Haryana
Area (Start and End)	Jussur Kheri to Rukhi-Paani
Bid Project Cost	INR 12,190 Mn
LOA Date	5th March 2021
Appointed Date	27th December 2021
Name of EPC Contractor	KCC Buildcon Pvt. Ltd
Model	HAM
Project Type	DBOT
Concession Granted by	NHAI
PCOD	26th September 2024
COD	Pending
Nos. of Annuities	30
Construction Period	730 days from Appointed date
Operational Period	15 years from COD

Source: Investment Manager

- The salient features of the project are as follows:

Sr. No.	Salient Features	For SPV
1	Total Length of the Project Highway	34.00 Kms
2	Total length of Connecting Roads	9.43 km
3	Toll Plaza	3 Nos
4	SVUP	5 Nos
5	LVUP	21 Nos
6	VUP	6 Nos
7	Vehicle overpass/ interchange	3 No
8	ROB	1 No
9	Major Bridges	1 Nos
10	Minor Bridges	12 Nos
11	Pipe Culverts	35 Nos
12	Box/Slab Culverts	110 Nos

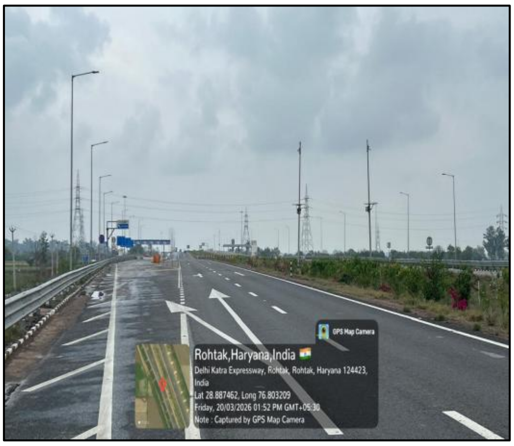
Source: Investment Manager

- The shareholding of DEPPL as on Valuation Date is as follows:

Sr. No.	Particulars	No. of Shares	%
1	Build India Infrastructure Fund	4,95,85,279	99.99%
2	Alpha Alternatives Fund Advisors LLP*	1	0.00%
	Total	**4,95,85,280**	**100.00%**

**Shares held as nominee on behalf of Build India Infrastructure Fund*
Source: Investment Manager

- My team had conducted physical site visit of the road stretch of DEPPL on 20th March 2026. Refer below for the pictures of the road stretch:



iv. Katra Expressway Private Limited ("KEPL")

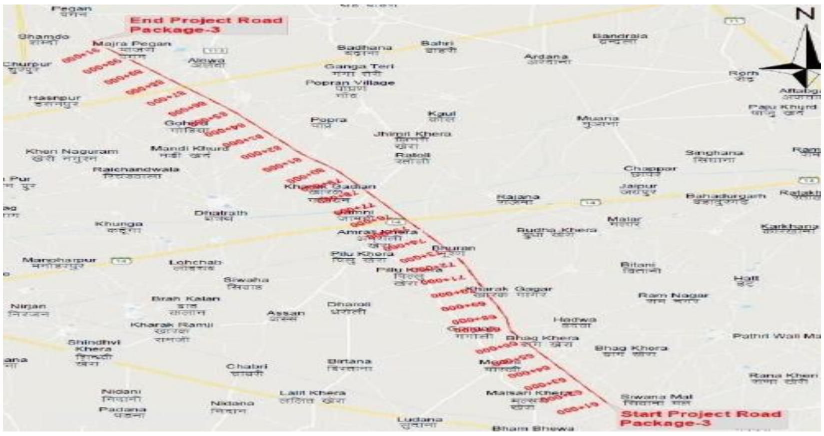
- KEPL was incorporated on 22nd September 2025 as a limited company under the Companies Act, 2013 pursuant to certificate of incorporation issued by the Registrar of Companies, Central Registration Centre. The registered office of KEPL is located at 33rd Floor, Sunshine Tower, Senapati Bapat Marg, Dadar West, Delisle Road, Mumbai, Mumbai- 400013, Maharashtra, India.

- Katra Expressway Private Limited ("KEPL") is a strech of road in Haryana State i.e Construction of Four Lane Greenfield Delhi Amritsar Katra Expressway from Junction with Jind Panipat Road (NH 352A) near Gagana Village to Junction with Jind Karnal Road (NH 709A) near Alawa Village (Km 60+800 to Km 91+400) on Hybrid Annuity Mode under Bharat Mala Pari yojana in the State of Haryana.

- Katra Expressway Private Limited ("KEPL") Project, a Four - Lane Greenfield Delhi-Amritsar - Katra Expressway from Junction with Jind Paniat Road(NH-352A) near Gangana Village to Junction with Jind Karnal Road (NH- 709A) near Alewa village (km 60+800 to km 91+400) under Bharatmala Pariyojana in the state of Haryana on Hybrid Annuity Mode

- The Delhi–Amritsar–Katra Expressway originates near Delhi's Bahadurgarh border, passing through Haryana via Nilauthi (Jhajjar), Kharkhoda, and Jind, then through Punjab via Sangrur, Malerkotla, Ludhiana, Jalandhar, and Nakodar. From Nakodar it splits — one spur runs through Sultanpur Lodhi, Goindwal Sahib, Khadoor Sahib, and Tarn Taran to Amritsar airport, while the main route continues via Gurdaspur and Dera Baba Nanak. The second arm enters Jammu & Kashmir, bypassing Kathua and Jammu to terminate at Katra.

- The map below illustrates the location of the Project and the corridor it covers:



Source: Investment Manager

- Summary of project details of KEPL are as follows:

Parameters	Details
Lane Kms	122.4 Kms
Nos. of Lanes	4
NH / SH	NE 5
State Covered	Haryana
Area (Start and End)	Gagana - Alawa
Bid Project Cost	INR 11,190 Mn
LOA Date	5th March 2021
Appointed Date	24th December 2021
Name of EPC Contractor	KCC Buildcon Pvt. Ltd
Model	HAM
Project Type	DBOT
Concession Granted by	NHAI
PCOD	21st May 2024
COD	17th November 2025
Nos. of Annuities	30
Construction Period	730 days from Appointed date
Operational Period	15 years from PCOD/COD

Source: Investment Manager

- The salient features of the project are as follows:

Sr. No.	Salient Features	As per Site
1	Total Length of the Project Highway	30.6 Km
2	Total length of Connecting Roads	5.48 Km
3	Toll Plaza	2 No.
4	No of Vehicular underpasses	3 Nos.
5	Light Vehicular underpass	24 Nos.
6	Small Vehicular underpass	13 Nos.
7	No of Flyovers	1 Nos.
8	ROB	1 Nos.
9	Major Bridges	1 Nos.
10	Minor Bridges	13 Nos.
11	Interchange	2 Nos.
12	Box/Slab Culverts	91 Nos.
13	Pipe Culverts	35 Nos.

Source: Investment Manager

- The shareholding of KEPL as on Valuation Date is as follows:

Sr. No.	Particulars	No. of Shares	%
1	Build India Infrastructure Fund	4,95,85,279	99.99%
2	Alpha Alternatives Fund Advisors LLP *	1	0.00%
	Total	**4,95,85,280**	**100.00%**

**Shares held as nominee on behalf of Build India Infrastructure Fund*

Source: Investment Manager

- My team had conducted physical site visit of the road stretch of KEPL on 20th March 2026. Refer below for the pictures of the road stretch:

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v. Mehgama Hansdiha Highways Limited ("MHHL")

- MHHL was incorporated on 24th March 2022 as a private limited company under the Companies Act, 2013 pursuant to certificate of incorporation issued by the Registrar of Companies, Central Registration Centre. The registered office of MHHL is located at Plot No 5, Inside Govind Narayan Singh Gate, Chuna Bhatti, Kolar Road, Bhopal 462016, Madhya Pradesh, India.

- The Project corridor also includes 3 bypass around Pathargama, Godda and Poraiyahat.

- The Project Stretch (Mehagama–Hansdiha Section) starts from Mahagama i.e., Design Chainage Ch.41+900 and terminates at Hansdiha in Dumka District i.e., Design Chainage. 93+000.

- The Mehgama Hansdiha Highways Limited ("MHHL") Project, Four Laning of Mehgama - Hansdiha Section of NH-133 from existing Km 41+ 900 to existing Km 93+000 in the State of Jharkhand on Hybrid Annuity mode.

- The map below illustrates the location of the Project and the corridor it covers:

Source: Investment Manager

- Summary of project details of MHHL are as follows:

Parameters	Details
Lane Kms	207.30 Lane Kms
Nos. of Lanes	4
NH / SH	NH 133
State Covered	Jharkhand
Area (Start and End)	Mehgama - Hansdiha
Bid Project Cost	INR 9,760 Mn
LOA Date	15th December 2022
Appointed Date	9th May 2023
Name of EPC Contractor	Dilip Buildcon Limited
Model	HAM
Project Type	DBOT
Concession Granted by	NHAI
PCOD	22nd December 2025
COD	Pending
Nos. of Annuities	30
Construction Period	730 days from Appointed date
Operational Period	15 years from COD

Source: Investment Manager

- The salient features of the project are as follows:

Sr. No.	Salient Features	As per Site
1	Total Length of the Project Highway	51.825 Km
2	Width of main carriage way	18.0 Km
3	No of wayside amenities	3 Nos
4	Toll Plaza	1 Nos.
5	Bus Bays / Bus Shelters	23 Nos.
6	Truck Lay Bays	2 Nos.
7	Vehicular underpasses	12 Nos.
8	ROB	3 Nos.
9	Flyover	2 Nos.
10	Major Bridges	3 Nos.
11	Minor Bridges	25 Nos.
12	Slab Culverts	30 Nos.
13	Box Culverts	95 Nos.
14	Pipe Culverts	24 Nos.

Source: Investment Manager

- The shareholding of MHHL as on Valuation Date is as follows:

Sr. No.	Particulars	No. of Shares	%
1	Pankaj Rai	10	0.00%
2	Devendra Jain	10	0.00%
3	Dilip Buildcon Limited	5,25,010	75.00%
4	Bharat Singh	10	0.00%
5	Sandeep Chandrakant Deshpande	10	0.00%
6	Pradeep Suryavanshi	10	0.00%
7	Amit Goswami	10	0.00%
8	Build India Infrastructure Fund	1,74,930	24.99%
	Total	**7,00,000**	**100.00%**

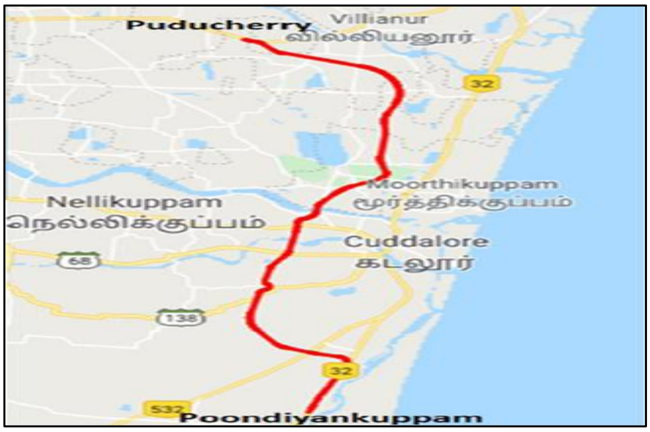
** Shares held as nominee on behalf of Dilip Buildcon Limited*

Source: Investment Manager

- My team had conducted physical site visit of the road stretch of MHHL on 18th April 2026. Refer below for the pictures of the road stretch:

vi. Poondiyankuppam Highways Limited ("PHL")

- PHL was incorporated on 12th April 2024 as a limited company under the Companies Act, 2013 pursuant to certificate of incorporation issued by the Registrar of Companies, Central Registration Centre. The registered office of PHL is located at Plot No 5, Inside Govind Narayan Singh Gate, Chuna Bhatti, Kolar Road, Bhopal 462016, Madhya Pradesh, India.
- Poondiyankuppam Highways Limited ("PHL"). The Project Stretch (Puducherry - Poondiyankuppam Section) starts from near Puducherry i.e. Existing Chainage 25+624 (Design Ch. 29+000) and terminates at Poondiyankuppam i.e. Existing Chainage 77+000 (Design Ch. 67+000). A substantial length of the package passes through Bypass (33.58 KM)
- National Highway NH-45A (New NH 32), which starts at near Puducherry and ends at Poondiyankuppam is a part of NH- 45A.(New NH 32)
- The road runs through many towns / villages such as Navamalkapper, Mangalam, Uruvaiyar, Bahour, Seliamebu, Kuruvinatham, Pudukadai, Odalapattu, Padirikuppam, Semmankuppam etc. along its alignment.
- The map below illustrates the location of the Project and the corridor it covers:



Source: Investment Manager

- Summary of project details of PHL are as follows:

Parameters	Details
Lane Kms	152 Lane Kms
Nos. of Lanes	4
NH / SH	NH 45A (New NH 32)
State Covered	Tamil Nadu and Puducherry
Area (Start and End)	Puducherry - Poondiyankuppam
Bid Project Cost	INR 12,280 Mn
LOA Date	17th March 2021
Appointed Date	15th November 2021
Name of EPC Contractor	Dilip Buildcon Limited
Model	HAM
Project Type	DFBOT
Concession Granted by	NHAI
PCOD	16th May 2025
COD	Pending
Nos. of Annuities	30
Construction Period	730 days from Appointed date
Operational Period	15 years from COD

Source: Investment Manager

- The salient features of the project are as follows:

Sr. No.	Salient Features	As per Site
1	Total Length of the Project Highway	38 Km
2	Total length of Service Roads	3.960 Km
3	Length of Bypass	33.580 Km
4	Length of Slip Roads	23.500 Km
5	Bus Bays	34 Nos.
6	Truck Lay Bays	4 No.
7	No of Bus Bays	34 No.
8	Grade Separated Junctions	15 Nos.
9	Minor Junctions	19 Nos.
10	Vehicular Underpass	7 Nos.
11	Light Vehicular underpasses	3 Nos.
12	No of Flyovers	6 Nos.
13	Pedestrian/Cattle Underpass	1 Nos.
14	ROB	3 Nos.
15	Major Bridges	3 Nos.
16	Minor Bridges for Main Carriageway	13 Nos.
17	Box/Slab Culverts	129 Nos.
18	Pipe Culverts	0 Nos.

Source: Investment Manager

- The shareholding of PHL as on Valuation Date is as follows:

Sr. No.	Particulars	No. of Shares	%
1	Pankaj Rai	10	0.01%
2	Alpha Alternatives Financial Services Private Limited	2,274	1.43%
3	Devendra Jain	10	0.01%
4	Seema Suryavanshi	10	0.01%
5	Dilip Buildcon Limited	82,610	51.97%
6	Bharat Singh	10	0.01%
7	Sandeep Chandrakant Deshpande	10	0.01%
8	Pradeep Suryavanshi	10	0.01%
9	Dbl Infraventures Private Limited	36,557	23.00%
10	Spectrum Edge Llp	16,965	10.67%
11	Build India Infrastructure Fund	20,482	12.89%
	Total	**1,58,948**	**100.00%**

** Shares held as nominee on behalf of Dilip Buildcon Limited*

Source: Investment Manager

- My team had conducted physical site visit of the road stretch of PHL on 19th March 2026. Refer below for the pictures of the road stretch:

vii. Raipur Visakhapatnam Highways Limited ("RVHL")

- RVHL was incorporated on 28th March 2022 as a limited company under the Companies Act, 2013 pursuant to certificate of incorporation issued by the Registrar of Companies, Central Registration Centre. The registered office of RVHL is located at Plot No 5, Inside Govind Narayan Singh Gate, Chuna Bhatti, Kolar Road, Bhopal 462016, Madhya Pradesh, India.
- RVHL is a stretch of road in Chhattisgarh State i.e The Project Stretch (Sargi-Basanwahi Section) starts from Sargi i.e., Design Chainage Ch.42+800 and terminates at Basanwahi in Kanker District i.e., Design Chainage. 99+500. Chhattisgarh is a state in Central India formed on 1st November 2000, from Madhya Pradesh. Known for its abundant Forests, rich tribal culture and high rice production , its sometimes called the ' Rice Bowl of India.
- The project section of NH-130-CD, spanning a total length of 56.700Km, connects the districts of Jhanki village of Abhanpur tehsil in Raipur district and ends at the Marangpuri village of Baderajpur tehsil in Kondagaon district in the state of Chattisgarh.
- The Project Highway connects connects four districts such as Raipur, Dhamtari, Kanker and Kondagaon districts of Chhattisgarh state. The total length of the project corridor is 56.700 km (existing length).
- The map below illustrates the location of the Project and the corridor it covers:-

Source: Investment Manager

- Summary of project details of RVHL are as follows:

Parameters	Details
Lane Kms	340.20 Km
Nos. of Lanes	6
NH / SH	NH-130-CD
State Covered	Chhattisgarh
Area (Start and End)	Jhanki – Marangpuri
Bid Project Cost	INR 12,550 Mn
LOA Date	28th February 2022
Appointed Date	9th January 2023
Name of EPC Contractor	Dilip Buildcon Limited
COD	8th April 2025
Model	HAM
Project Type	DBOT
Concession Granted by	NHAI
Construction Period	730 days from Appointed date
Operational Period	15 years from COD

Source: Investment Manager

- The salient features of the project are as follows:

Sr. No.	Salient Features	As per Site
1	Total Length of the Project Highway	56.700 Km
2	Total length of Slip Roads	7.484 Km
3	Total length of Connecting Roads	1.062 Km
4	Major Bridges	5 Nos.
5	Minor Bridges	11 Nos.
6	LVUPs	14 Nos.
7	VUPs	5 Nos.
8	VOPs	1 Nos.
9	Interchange	2 Nos.
10	New Viaducts	19 Nos
11	Box Culverts	110 Nos.
12	Pipe Culverts	56 Nos.
13	Elephant Pass	7 Nos.
14	Animal Pass	14 Nos.
15	Monkey canopies(Over Pass)	14 Nos.
16	Toll Plaza	2 Nos.

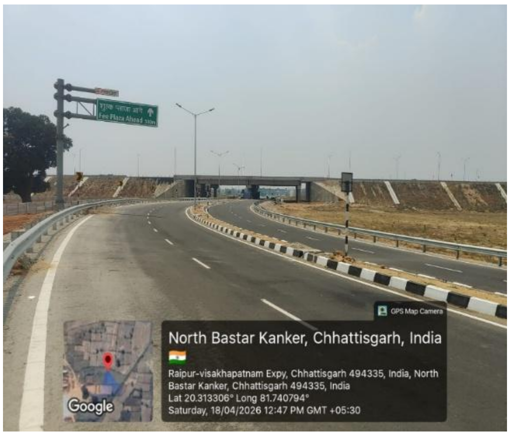
Source: Investment Manager

- The shareholding of RVHL as on Valuation Date is as follows:

Sr. No.	Particulars	No. of Shares	%
1	Pankaj Rai	10	0.00%
2	Devendra Jain	10	0.00%
3	Dilip Buildcon Limited	5,17,965	75.00%
4	Bharat Singh	10	0.00%
5	Sandeep Chandrakant Deshpande	10	0.00%
6	Pradeep Suryavanshi	10	0.00%
7	Amit Goswami	10	0.00%
8	Build India Infrastructure Fund	1,72,583	24.99%
	Total	**6,90,608**	**100%**

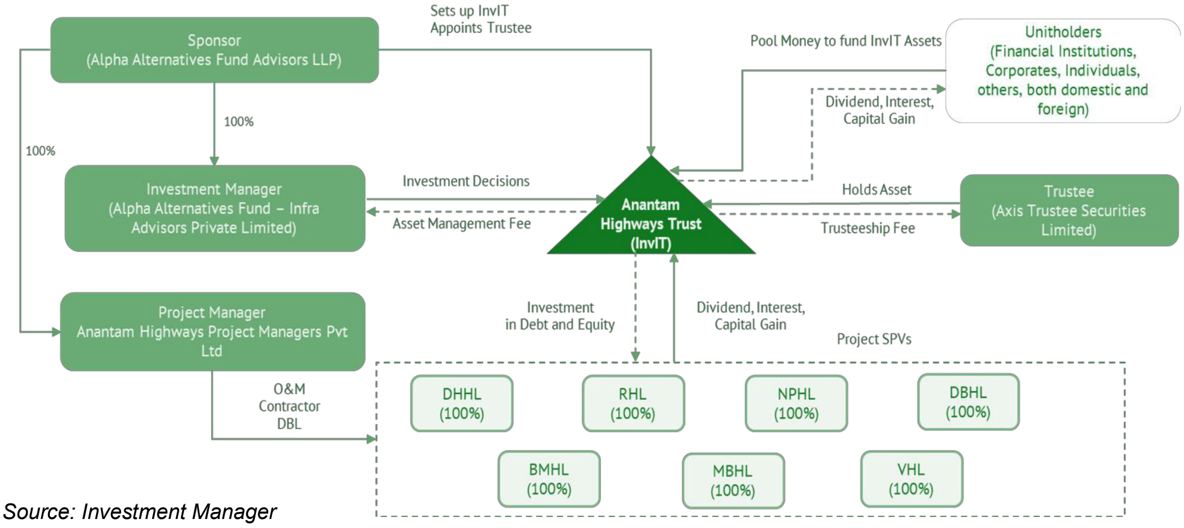
**Shares held as nominee on behalf of Dilip Buildcon Limited*
Source: Investment Manager

- My team had conducted physical site visit of the road stretch of RVHL on 18th April 2026. Refer below for the pictures of the road stretch:



4. Structure of the Trust

4.1 The following is structure of Anantam Highways Trust:



Source: Investment Manager

Proposed Transaction

The Trust is contemplating to acquire 100% equity stake / economic interest in the SPV from the existing shareholders i.e. Alpha Alternatives Financial Services Private Limited, Alpha Alternatives Fund Advisors LLP, Amit Goswami, Bharat Singh, Build India Infrastructure Fund, Dbl Infraventures Private Limited, Devendra Jain, Dilip Buildcon Limited, Dilip Suryavanshi, Pankaj Rai, Pradeep Suryavanshi, Sandeep Chandrakant Deshpande, Seema Suryavanshi, Spectrum Edge Llp along with unsecured loan extended by the Transferor ("**Proposed Transaction")**:

Sr No	Name of the SPV	Asset Type	Equity Stake to be acquired	Unsecured Loan as on 31.03.2026	Whether a Related Party of Trust
1	BEPL	HAM	100%	3330	Yes
2	BGHL	HAM	100%	7160	Yes
3	DEPPL	HAM	100%	-	Yes
4	KEPL	HAM	100%	1714	Yes
5	MHHL	HAM	100%	5350	Yes
6	PHL	HAM	100%	15300	Yes
7	RVHL	HAM	100%	6565	Yes

Equity Interest:
I understand the Trust is proposing to acquire 100% Equity Stake in the above mentioned SPV.

Unsecured Loan Interest:
I understand the Trust is proposed to acquire the SPV along with the above-mentioned Unsecured loan interest outstanding as at the Valuation Date.

Related Party Transaction:

I understand the Seller and the Trust are related parties as per the definition of related parties as per regulation 2(1)(zv) of SEBI InvIT regulation and hence, the above Proposed Transaction is considered as a related party transaction.

5. Overview of the Industry

5.1 Introduction of Indian Infrastructure Industry

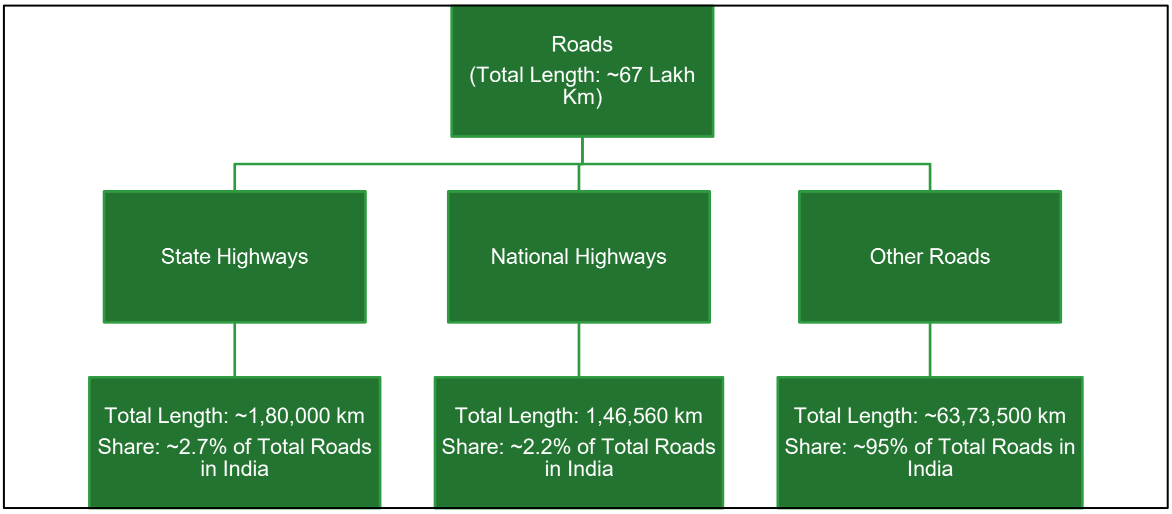
As India strives towards becoming a developed economy, the transport sector plays a crucial role. In the 2026-27 Budget, the capital expenditure allocation is set at Rs 12.2 lakh crore.

During the Financial Year 2025–26, the National Highways Authority of India constructed 5,313 km of National Highways, exceeding its target of 4,640 km. Capital expenditure for highway development reached ₹2,44,362 crore, surpassing the government budgetary support target of ₹2,38,384 crore. This included both government budgetary support and NHAI's own funds, with the differential amount of ₹5,978 crore met through NHAI's internal resources. Compared to the previous year, while capital expenditure was marginally lower than FY 2024–25's record ₹2,50,000 crore, it continued to reflect sustained high-level infrastructure investment by the government. Additionally, the Union Budget maintained strong support for state-led infrastructure expansion through long-term capital assistance and reform-linked incentives, reinforcing India's commitment to transport-driven economic development.

5.2 Road Network in India

As of March 2026, India is the second-largest road network in the world, with National Highways extending over 146,195 km and serving as the country's primary arterial routes. To further strengthen and expand this network, the Government has launched several major initiatives, including the Bharatmala Pariyojana (along with NHDP), the Special Accelerated Road Development Programme for the Northeastern Region (SARDP-NE), the Left Wing Extremism (LWE) road development projects such as the Vijayawada-Ranchi Road, and Externally Aided Projects (EAP).

Over 64.5% of all goods in the country are transported through roads, while 90% of the total passenger traffic uses road network to commute.



Source: MoRTH Year End Review, Government of India, December 2025

NHs constitute around 2 per cent of the total road network in the country but carry about 40% of the road traffic. The density of India's highway network at 1.94 km of roads per square kilometre of land – is similar to that of the France (1.98) and much greater than China's (0.54) or USA's (0.68).

National Highway (NH) network increased by ~61% from 91,287 km in 2014 to 1,46,560 km currently.

Following table provides the construction of Km per day for NH:

Year	Construction (per year)	Project Awarded (in km)	Construction (in km/day)
2015-16	6061	6397	16.6
2016-17	8231	4335	22.6
2017-18	9829	7400	26.9
2018-19	10855	6000	29.7
2019-20	10237	8948	28.1
2020-21	13327	10467	36.5
2021-22	10457	12731	28.6
2022-23	10331	7497	28.3
2023-24	12349	8,581	33.83
2024-25	10421	3100	28.6
2025-26	10660	7538	29.2

Source: PIB Year End Review, April 2026

5.3 Key Statistics

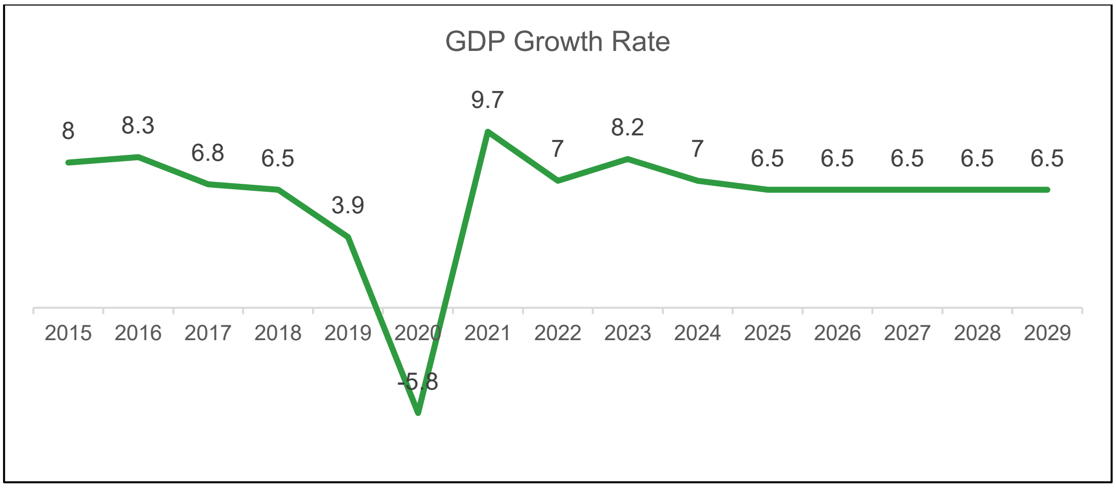
- The Ministry of Road Transport and Highways (MoRTH) remains the apex authority responsible for policy, planning, development, and maintenance of India's road transport and National Highway infrastructure, while the National Highways Authority of India continues as the principal autonomous implementation agency for flagship programs such as NHDP, Bharatmala Pariyojana, expressway development, and monetization initiatives.
- In the Union Budget FY 2026–27, allocation for roads and highways increased to approximately ₹3.10 lakh crore, up from ₹2.87 lakh crore in FY 2025–26, reaffirming infrastructure as a central pillar of India's economic development strategy.
- India currently possesses the world's second-largest road network, with the National Highway network expanding by approximately 61% from 91,287 km in 2014 to 1,46,560 km by late 2025/early 2026. This sustained growth underscores the country's aggressive infrastructure expansion over the last decade.
- Operational access-controlled High-Speed Corridors and Expressways have expanded exponentially from only 93 km in 2014 to 3,052 km currently, representing growth of over 3,180%, significantly strengthening long-distance logistics and mobility.
- The length of 4-lane and above National Highways has more than doubled from 18,371 km in 2014 to 43,512 km currently, reflecting enhanced quality and capacity of the highway network.
- During FY 2024–25, NHAI constructed 5,614 km of highways and achieved record capital expenditure of ₹2.5 lakh crore. In FY 2025–26, despite slower sector-wide execution, NHAI still exceeded its target by constructing 5,313 km against the target of 4,640 km.
- National Highway construction across India reached approximately 10,660 km in FY 2024–25 at an average pace of 29.2 km/day, nearly three times the construction speed recorded in 2007–08.
- Bharatmala Pariyojana Phase I remains India's flagship road infrastructure program, with 34,800 km initially approved. As of November 2025, 26,425 km had been awarded and approximately 21,597 km completed, with a total capital outlay exceeding ₹8.53 lakh crore.
- Under Bharatmala, major initiatives include economic corridors, feeder roads, border connectivity, coastal roads, expressways, and port connectivity projects, significantly improving trade competitiveness and logistics efficiency.
- MoRTH's Vision 2047 for National Highways aims to ensure all citizens are within 100–150 km of high-speed corridors, reduce logistics costs as a percentage of GDP, improve passenger amenities, and position India among the top 10 G20 countries in highway density.
- NHAI's asset monetization strategy has become a major financing pillar, with cumulative monetization receipts exceeding ₹1.52 lakh crore by November 2025 through Toll-Operate-Transfer (TOT), InvITs, and securitization models. In FY 2025–26 alone, NHAI monetized approximately ₹28,307 crore.

- Foreign Direct Investment (FDI) in construction development and infrastructure has remained robust, with cumulative inflows exceeding US$33 billion, supported by the government's 100% FDI policy for the roads sector.
- Strategic logistics development includes 35 planned Multimodal Logistics Parks, expanded port connectivity corridors, Gati Shakti integration, and major projects such as the Delhi–Mumbai Expressway and Amritsar–Jamnagar Corridor.
- Policy reforms such as revised BOT concession agreements, mandatory 90% land acquisition before project awards, digital approval systems, GST reduction on construction equipment, and private sector-friendly financing structures have significantly improved investor confidence and execution efficiency.
- Technology-led modernization efforts include Rajmargyatra, FASTag ecosystem expansion, knowledge-sharing platforms, digital tourist permits, and vehicle scrappage programs, all aimed at improving operational efficiency, road safety, and sustainability.
- Road safety remains a strategic priority, with blackspot rectification, cashless treatment schemes for accident victims, and sustainability measures increasingly integrated into highway development frameworks.
- Overall, India's roads and highways sector remains among the world's fastest-growing infrastructure segments, driven by sustained government investment, strong private participation, digital transformation, and long-term strategic planning, positioning the country's transport ecosystem as a major enabler of future economic growth

5.4 Economic and Financial Outlook

GDP Growth

India's real GDP growth in FY27 is expected to be between 6.8 and 7.2%. The industrial sector is estimated to grow by 6.3 per cent in FY26. Strong growth rates in construction activities and electricity, gas, water supply and other utility services are expected to support industrial expansion.

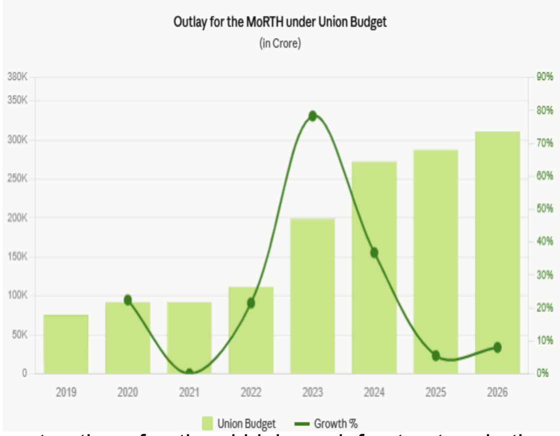


Source: IMF

Government Spending

The Ministry of Road Transport and Highways (MoRTH) has been allocated Rs 3. 10 lakh crore under Budget 2026-27, which accounts for approximately 6% of total central expenditure. This is an increase of about 8% compared to the Rs 2.87 lakh crore provided in the previous financial year.

The budgetary allocation for the National Highways Authority of India (NHAI) now stands at Rs 1.87 lakh crore, an annual increase of around 10% from Rs 1.70 lakh crore (RE) — accounting for nearly 60% of the total ministry allocations.



NHAI spent a record-breaking Rs 2,50,000 crore on the construction of national highway infrastructure in the fiscal year 2024-25. This was the highest capital expenditure ever recorded, representing a 21% increase from the previous year's Rs 2,07,000 crore in FY 2023-24.

Financing & Capital Structure Government Spending

Public Financing - Funding from government sources includes budgetary allocations, which are financed from taxes, cesses, or dedicated road funds. Publicly funded projects are usually given to contractors under various contract models such as the Engineering Procurement Construction (EPC).

Private Financing - Under private financing, the private developer builds a road, and in return has the right to collect toll for a specified period of time. The developer is responsible for the maintenance of roads during this period.

5.5 Implementation of important projects and expressways:

Bharatmala Pariyojana (Phase I): India’s flagship highway development program remains the largest umbrella initiative focused on optimizing freight and passenger movement through Economic Corridors, Inter-Corridors, Feeder Routes, Border Roads, Coastal Connectivity, and Greenfield Expressways. Initially approved for 34,800 km with an estimated outlay of ₹5.35 lakh crore, the total projected investment has now expanded beyond ₹8.5 lakh crore due to revised project costs and expanded implementation. As of late FY 2025–26, approximately 26,425 km have been awarded and over 21,500 km have been completed. Key components include Economic Corridors (9,000 km), Inter-Corridors (6,000 km), National Corridor Efficiency projects (5,000 km), Border and International Connectivity roads (2,000 km), Coastal and Port Connectivity roads (2,000 km), and Expressways.

Project Execution Models: Under Bharatmala, project implementation continues through a diversified funding structure with approximately 60% under Hybrid Annuity Mode (HAM), 10% under BOT (Toll), and 30% under EPC mode, ensuring balanced private and public participation.

Char Dham Mahamarg Vikas Pariyojana: This strategic all-weather connectivity project covering 889 km aims to improve access to the pilgrimage destinations of Badrinath, Kedarnath, Gangotri, and Yamunotri, with project costs now estimated at over ₹12,000 crore. Significant progress has been achieved, with several stretches nearing completion.

Delhi Peripheral Expressways: The Eastern Peripheral Expressway and Western Peripheral Expressway continue to play a major role in decongesting Delhi-NCR traffic by diverting freight movement away from central urban corridors.

Bengaluru–Vijayawada Economic Corridor (NH-544G): Key sections of this access-controlled Greenfield corridor are under implementation to strengthen South India’s logistics and industrial connectivity, particularly in Karnataka and Andhra Pradesh.

Setu Bharatam Programme: This initiative continues to eliminate railway level crossings on National Highways through the construction of over 174 Road Over Bridges (ROBs) and Road Under Bridges (RUBs), improving safety and traffic flow.

Major Economic Corridors and Strategic Highway Projects:

- The Delhi–Mumbai Expressway (1,350 km), one of India's largest expressway projects, is nearing phased completion.
- The Amritsar–Jamnagar Economic Corridor (1,257 km) remains a major strategic freight corridor.
- The Mumbai–Kanyakumari Corridor, Kerala highway upgrades (₹65,000 crore), and West Bengal corridor projects (₹25,000 crore) are under active development.
- The Cabinet has also approved 8 major National High-Speed Corridor projects spanning 936 km at an investment of over ₹50,655 crore.

Wayside Amenities (WSAs): As of March 2026, over 501 WSAs have been awarded across National Highways and Expressways, with more than 100 operational and over 700 expected by FY 2028–29, significantly improving highway user convenience.

National Highway Awards and Construction: During FY 2025–26, over 7,500 km of highway projects were awarded, while overall NH construction remained above 10,000 km annually, reinforcing strong project momentum.

Budgetary Support:

- In Union Budget FY 2025–26, MoRTH received ₹2.87 lakh crore allocation.
- In Union Budget FY 2026–27, this increased further to approximately ₹3.10 lakh crore.

Asset Monetization & Private Investment: NHAI's monetization through TOT, InvIT, and securitization models has crossed ₹1.5 lakh crore cumulatively, generating substantial capital for future road development while strengthening private participation.

Logistics & Multimodal Integration: MoRTH's broader strategy includes the development of 35 Multimodal Logistics Parks, expanded port connectivity, Gati Shakti integration, and expressway-led industrial growth, significantly reducing logistics costs and boosting national competitiveness.

5.6 Opportunities in road development & maintenance in India

India has joined the league of 15 of global alliance which will work towards the ethical use of smart city technologies

The Government aims to construct 65,000 kms of national highways at a cost of Rs. 53.5 lakh Mn (US$ 741.51 billion).

Road building in India is second least expensive in Asia.

5.7 Asset Monetisation

TOT Model – Under this model, the right of collection of user fee (toll) in respect of selected operational highways constructed through public funding are assigned through a concession agreement as a result of bidding for a specified period of 15-30 years to the Concessionaire against upfront payment of a lump-sum amount quoted to the Government/NHAI. During the concession period, the responsibility for operations and maintenance of the road assets rests with the Concessionaire.

InVIT Model – NHAI has set up an InvIT under the SEBI InvIT Regulations, 2014 which is a pooled investment vehicle that issues units to investors, while having three entities for management of the Trust – Trustee, Investment Manager and Project Manager. The three entities have defined roles and responsibilities under the SEBI Regulations.

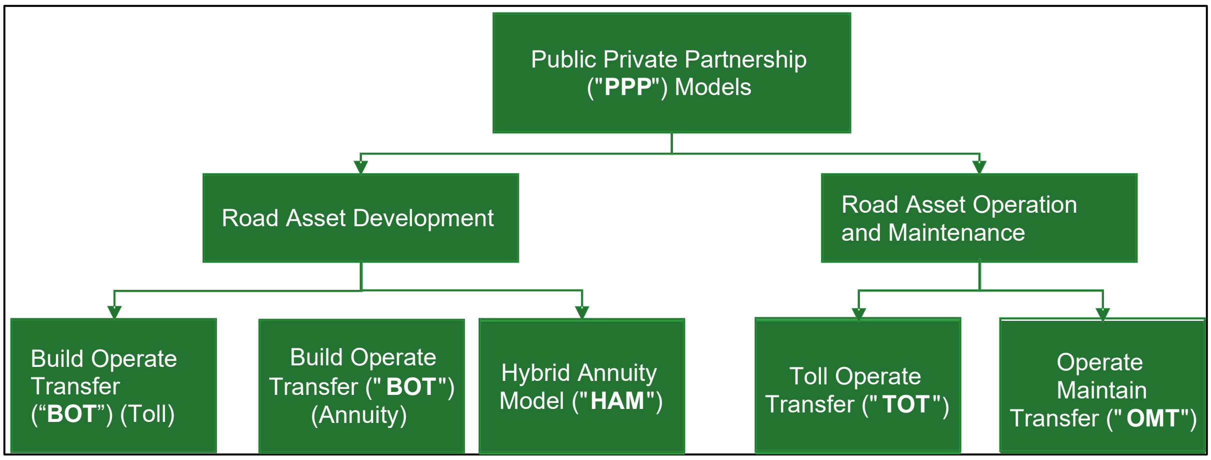
Securitization through SPVs Model – A SPV/DME (100% owned by NHAI), has been created by bundling road assets under consideration and securitizing the future user fee from the road assets. NHAI will collect tolls, maintain the road assets and periodically transfer payments to the SPV sufficient for servicing debt obligations at the SPV level. About Rs.3,70,000 Mn has already been raised through this method (DME- Delhi Mumbai Expressway) by NHAI so far.

5.8 Utility Corridors

Working towards development of around 10,000 km of Optic Fibre Cables (OFC) infrastructure across the country by FY2024-25, National Highways Logistics Management Limited (NHLML), a fully owned Company of NHAI, is implementing the network of Digital Highways by developing integrated utility corridors along the National Highways to develop OFC infrastructure. Around 1,367 km on Delhi – Mumbai Expressway and 512 km on Hyderabad - Bangalore Corridor have been identified for the Digital Highway Development.

5.9 Public Private Partnership ("PPP") Models of road development and maintenance in India

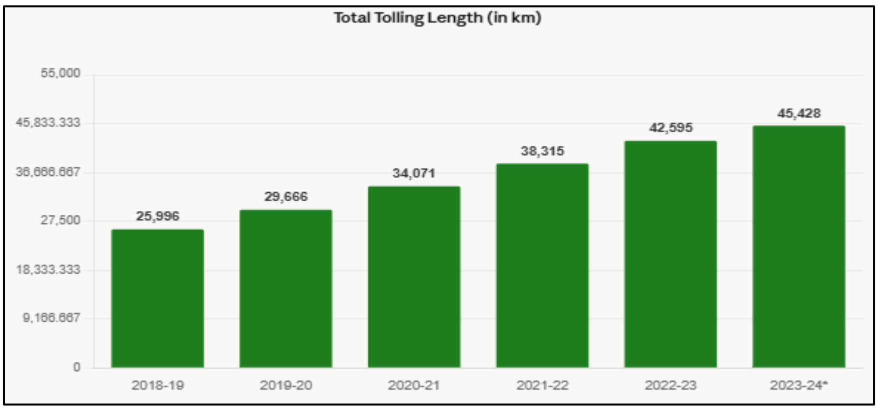
India has a well-developed framework for Public-Private-Partnerships (PPP) in the highway sector. PPP has been a major contributor to the success story of the roads and highway sector in India. With the emergence of private players over the last decade, the road construction market has become fragmented and competitive. Players bidding for projects also vary in terms of size. PPP modes have been used in India for both development and operation & maintenance of road assets.



5.10 <u>Road Asset Development Models</u>

- **BOT Toll**

In a BOT toll project, the concessionaire is responsible for designing, building, financing, operating, maintaining, tolling and transferring the project to the relevant authority at the end of the concession period. The concession period is project specific but is usually for 20-25 years. In BOT Toll model, the concessionaire earns revenue primarily in the form of toll revenue which in turns depends on the traffic on the road stretch. Toll rates are regulated by the government through rules.



- **BOT Annuity**

  Similar to a BOT Toll projects, is BOT Annuity project, the concessionaire is responsible for designing, building, financing, operating, maintaining, tolling and transferring the project to the relevant authority at the end of the concession period. However, in these projects, the right to collect toll on road stretch lies with the government. The concessionaire earns revenue in the form of pre-determined semi-annual annuity payments.

- **HAM**

  Similar to a BOT projects, in HAM project, the concessionaire is responsible for designing, building, financing, operating, maintaining and transferring the project to the relevant authority at the end of the concession period. However, in these projects, the right to collect toll on road stretch lies with the government. The construction period for HAM projects is project specific and a fixed operation period of 15 years.

5.11 Major Events of 2025

- Union Budget FY 2025–26: The Government of India allocated approximately ₹2.87 lakh crore to the Ministry of Road Transport & Highways, while overall national capital expenditure was raised to ₹11.21 lakh crore, reaffirming transport infrastructure as a strategic economic growth driver.
- National Highway Construction Target: MoRTH set an ambitious target of constructing 10,000 km of National Highways during FY 2025–26, including around 5,800 km of high-speed corridors.
- Record Highway Expansion: During FY 2024–25 (reported through 2025), NHAI constructed 5,614 km of National Highways, surpassing its annual target, while overall highway construction remained above 10,000 km nationwide.
- Bharatmala Pariyojana Progress: By 2025, over 26,000 km of projects had been awarded under Bharatmala Phase I, with more than 21,000 km completed, including several strategic economic corridors, greenfield expressways, border roads, and port connectivity projects.
- Delhi–Mumbai Expressway: Major stretches of the 1,350 km Delhi–Mumbai Expressway became operational, significantly improving freight movement, passenger travel, and industrial connectivity across multiple states.
- Amritsar–Jamnagar Economic Corridor: Progress accelerated on this major economic corridor, strengthening strategic and industrial logistics connectivity across northern and western India.
- National High-Speed Corridor Expansion: The Union Cabinet approved 8 major National High-Speed Corridor projects spanning 936 km at a cost exceeding ₹50,655 crore.
- Wayside Amenities (WSAs): By March 2025, the government had awarded over 501 Wayside Amenities across National Highways and Expressways, with more than 94 operational, aimed at improving highway user services and logistics support.
- Multimodal Logistics Parks: Development of 35 Multimodal Logistics Parks under Bharatmala continued, enhancing integrated freight movement and reducing logistics costs.
- Asset Monetization: NHAI’s monetization through Toll-Operate-Transfer (TOT), InvITs, and securitization models continued strongly, generating substantial capital for new infrastructure development and reducing fiscal burden.
- FASTag & Digital Highway Modernization: FASTag adoption reached near-universal levels, while initiatives such as the Rajmargyatra app, digital permits, and electronic tolling systems further modernized India’s road transport ecosystem.
- Road Safety Measures: Government intensified blackspot rectification programs, expanded vehicle scrappage facilities, and introduced schemes for cashless treatment of road accident victims.
- Strategic State-Level Highway Projects: Major highway expansions and inaugurations were undertaken across states including Kerala, Karnataka, Uttar Pradesh, Gujarat, Andhra Pradesh, Odisha, and West Bengal, focusing on expressways, bypasses, logistics corridors, and industrial linkages.
- Private Sector Participation: Revised BOT and HAM frameworks, improved concession agreements, and mandatory 90% land acquisition prior to project awards enhanced investor confidence and accelerated project execution.
- Tourism & Connectivity Boost: Strategic projects such as airport connectivity corridors, pilgrimage routes, ropeways, and coastal highway expansions were accelerated to improve tourism, regional development, and interstate mobility.

5.12 Growth Drivers

Robust Demand:

In the period from April 2025 to March 2026 (FY 2025–26), India's automotive industry recorded strong growth across all major vehicle segments. Domestic sales of passenger vehicles reached a record 46,43,439 units, reflecting continued consumer demand and expansion in the personal mobility market. Commercial vehicle sales stood at 10,79,871 units, supported by robust infrastructure activity, logistics demand, and economic expansion. Three-wheeler sales increased to 8,36,231 units, driven by rising urban mobility and last-mile transportation needs. Meanwhile, two-wheeler sales surged to 2,17,05,974 units, maintaining their dominance as the largest segment of India's automobile industry. These figures highlight broad-based growth across the automotive sector, supported by improving rural demand, rising disposable incomes, infrastructure development, and strong market confidenceIncreasing Investment:

Under the Union Budget 2025-26, the government has allocated Rs. 2,87,333.3 crore (US$ 33.07 billion) to the Ministry of Road Transport and Highways, reflecting a modest increase of 2.41% compared to the FY25.

Policy Support:

Infrastructure development remains one of the most critical drivers of India's long-term economic growth, with robust financing mechanisms essential for timely and sustainable execution of large-scale projects. The National Bank for Financing Infrastructure and Development continues to play a transformative role as India's premier development finance institution by providing long-term capital, advisory services, technology integration, and project analytics to accelerate infrastructure expansion. As India advances toward its developed economy vision and broader Viksit Bharat 2047 goals, infrastructure investment is expected to maintain annual growth of approximately 8–10%, supported by rising public capex and increasing private participation. In FY 2026–27, India's public capital expenditure reached a record ₹12.2 lakh crore, while NaBFID significantly expanded its financing footprint, with cumulative sanctions exceeding ₹2.03 lakh crore by March 2025 and plans to sanction over ₹1.2 lakh crore in FY26 alone. NaBFID's outstanding asset base is projected to nearly double to over ₹1.15 lakh crore by March 2026, with major funding concentrated in transport, logistics, energy, and sustainable infrastructure sectors. Through strategic partnerships with domestic and global institutions, innovative financing models, and climate-focused infrastructure funding, NaBFID is emerging as a key enabler of India's infrastructure transformation, helping bridge long-term financing gaps while supporting the nation's ambition of becoming a US$5 trillion+ economy in the coming years.

5.13 Challenges & Issues in the Sector

Land Acquisition Delays & Cost:

Land acquisition remains a major challenge for India's infrastructure sector, with costs rising significantly due to higher compensation requirements under the RFCTLARR Act, 2013. Compared to earlier years, land acquisition expenses for highway projects have increased by over 30–40%, substantially raising overall project costs. Delays in key pre-construction activities such as land acquisition, rehabilitation, and utility relocation continue to impact project timelines, as the process involves multiple regulatory stages, stakeholders, and approvals. To address these bottlenecks, the government has strengthened approval mechanisms and expanded digital platforms like BhoomiRashi to improve transparency and speed, though land acquisition remains one of the largest execution risks in road infrastructure development.

Regulatory Approvals & Disputes:

- Road projects require multiple approvals such as environmental, forest, railway, and utility clearances, which often delay execution timelines.
- Delays in approvals can lead to cost overruns due to inflation, financing costs, and extended construction periods.
- Contractual disputes between contractors, concessionaires, and government authorities over land, payments, or project scope can create significant financial liabilities.
- Arbitration and litigation remain major challenges in the sector, impacting project efficiency and capital utilization.

- Government reforms, revised concession agreements, and digital monitoring systems are being implemented to improve approvals and reduce disputes..

Operational Issues:

- Uncertainty of toll revenue collection and variation of collected toll revenue compared to projected levels as Actual traffic is much less than the anticipated traffic.
- Often unforeseen weather conditions require unplanned O&M, over and above the routine and periodic maintenance activities. This results in enhanced O&M expenses. The increase in O&M costs is also affecting the project returns.

Financing road construction projects:

- In the case of toll motorways, the challenge of financing construction projects is different but still remains. Traditionally, the construction of toll motorways is a profitable investment but in the times of recession, funding may be rare or nonexistent.
- Powerful national economies may be able to efficiently tackle the problem but weaker economies can hardly find the financing sources for road construction projects.

Climate Change:

- The road sector is vulnerable to climate change impacts. Climate change and extreme weather events pose a significant challenge to the safety, reliability, effectiveness and sustainability of road transportation systems. Tsunami waves, wildfires, floods and hurricanes constitute a big risk for passengers, vehicles and goods, as well as for the integrity of the transport infrastructure.
- Since reliable road transport is an essential driver of economic growth and social wellbeing worldwide, national road authorities and motorway operators must adapt the infrastructure to climate change and increase the resilience of road transport to extreme weather

Economy and cost effectiveness:

- Among all transport modes, road transport occupies a significant place in short- and medium distance travel operations. However, the unit cost of transportation (per ton × km), compared with other modes of transport, remains high and is getting higher and cost ineffective as the travel distance increases.
- Road transport cost comprises direct costs (fuel, capital depreciation, maintenance, motorway tolls, ferry fares and wages) and external costs (noise, congestion, infrastructure damages, health and environmental issues).

a. Recent Initiatives by Government

i. BhoomiRashi Portal: Digitized land acquisition platform that has significantly reduced notification and approval timelines from months to a few weeks, improving transparency and accelerating project execution.

ii. Central Road and Infrastructure Fund (CRIF): Continues to be a major funding source for road development through fuel cess collections, supporting National Highways, State Highways, rural roads, and multimodal infrastructure projects. Annual allocations remain above ₹3.5 lakh crore.

iii. National Bank for Financing Infrastructure and Development (NaBFID): Emerging as a key long-term infrastructure financier, with cumulative sanctions exceeding ₹2 lakh crore for transport, logistics, and strategic infrastructure projects.

iv. FASTag & Digital Tolling: Nationwide electronic toll collection is now near-universal, improving toll efficiency, reducing congestion, and supporting asset monetization. Tolling network has expanded significantly alongside highway growth.

v. Revival of Stalled Projects: Government continues to support delayed projects through concession extensions, capital support, and policy reforms to improve project completion rates.

vi. Rural Road Development (PMGSY): PMGSY-IV aims to connect 25,000 additional habitations with over 62,500 km of roads by 2028–29, with an investment exceeding ₹70,000 crore.

vii. Road Safety Reforms: New regulations focus on blackspot rectification, vehicle scrappage, driver fatigue monitoring, safer commercial transport operations, and research-driven highway safety improvements.

viii. Private & Global Funding: Increased participation from NIIF, sovereign funds, World Bank, AIIB, ADB, JICA, and international institutions continues to strengthen financing for expressways, logistics corridors, and green highway projects.

ix. International Collaboration: India is expanding global partnerships for technology transfer, sustainable road development, and climate-resilient infrastructure.

b. Outlook

i. Development and maintenance of road infrastructure is a key Government priority, the sector has received strong budgetary support over the years. During the past years, the standardized processes for Public Private Partnership & public funded projects and a clear policy framework relating to bidding and tolling have also been developed.

ii. The major initiatives undertaken by the Government such as National Infrastructure Pipeline (NIP) and the PM Gati Shakti National Master Plan will raise productivity, and accelerate economic growth and sustainable development.

iii. The highway sector in India has been at the forefront of performance and innovation. The government is committed towards expanding the National Highway network to 2 lakh kilometers by 2025 emphasizing the construction of the World Class Road infrastructure in time bound & target-oriented way. India has a well-developed framework for Public-Private-Partnerships (PPP) in the highway sector.

iv. The Asian Development Bank ranked India at the first spot in PPP operational maturity and also designated India as a developed market for PPPs. The Hybrid Annuity Model (HAM) has balanced risk appropriated between private and public partners and boosted PPP activity in the sector.

v. The Government of India has allocated ₹11.21 lakh crore under the National Infrastructure Pipeline 2025-26. This allocation is part of the Union Budget 2025-26 and represents a 3.1% increase in GDP.

Sources: IBEF Roads Report, February 2025; ICRA reports, website of Ministry of Road Transport and Highways, Government of India, Press Information Bureau.

6. Valuation Methodology and Approach

The present valuation exercise is being undertaken in order to derive the fair EV of the SPVs.

The valuation exercise involves selecting a method suitable for the purpose of valuation, by exercise of judgment by the valuers, based on the facts and circumstances as applicable to the business of the company to be valued.

There are three generally accepted approaches to valuation:

(a) "Cost" approach
(b) "Market" approach
(c) "Income" approach

6.1. Cost Approach

The cost approach values the underlying assets of the business to determine the business value. This valuation method carries more weight with respect to holding companies than operating companies. Also, cost value approaches are more relevant to the extent that a significant portion of the assets are of a nature that could be liquidated readily if so desired.

Net Asset Value ("NAV") Method

The NAV Method under Cost Approach considers the assets and liabilities, including intangible assets and contingent liabilities. The Net Assets, after reducing the dues to the preference shareholders, if any, represent the value of a company.

The NAV Method is appropriate in a case where the main strength of the business is its asset backing rather than its capacity or potential to earn profits. This valuation approach is also used in cases where the firm is to be liquidated, i.e. it does not meet the "Going Concern" criteria.

As an indicator of the total value of the entity, the NAV method has the disadvantage of only considering the status of the business at one point in time.

Additionally, NAV does not properly take into account the earning capacity of the business or any intangible assets that have no historical cost. In many aspects, NAV represents the minimum benchmark value of an operating business.

6.2. Market Approach

Under the Market approach, the valuation is based on the market value of the company in case of listed companies, and comparable companies' trading or transaction multiples for unlisted companies. The Market approach generally reflects the investors' perception about the true worth of the company.

Comparable Companies Multiples ("CCM") Method

The value is determined on the basis of multiples derived from valuations of comparable companies, as manifest in the stock market valuations of listed companies. This valuation is based on the principle that market valuations, taking place between informed buyers and informed sellers, incorporate all factors relevant to valuation. Relevant multiples need to be chosen carefully and adjusted for differences between the circumstances.

Comparable Transactions Multiples ("CTM") Method

Under the CTM Method, the value is determined on the basis of multiples derived from valuations of similar transactions in the industry. Relevant multiples need to be chosen carefully and adjusted for differences between the circumstances. Few of such multiples are EV/Earnings before Interest, Taxes, Depreciation & Amortization ("**EBITDA**") multiple and EV/Revenue multiple.

Market Price Method

Under this method, the market price of an equity share of the company as quoted on a recognized stock exchange is normally considered as the fair value of the equity shares of that company where such quotations are arising from the shares being regularly and freely traded. The market value generally reflects the investors' perception about the true worth of the company.

6.3. Income Approach

The income approach is widely used for valuation under "Going Concern" basis. It focuses on the income generated by the company in the past as well as its future earning capability. The Discounted Cash Flow Method under the income approach seeks to arrive at a valuation based on the strength of future cash flows.

DCF Method

Under DCF Method value of a company can be assessed using the Free Cash Flow to Firm **(“FCFF”)** or Free Cash Flow to Equity Method (“**FCFE**”). Under the DCF method, the business is valued by discounting its free cash flows for the explicit forecast period and the perpetuity value thereafter. The free cash flows represent the cash available for distribution to both, the owners and creditors of the business. The free cash flows in the explicit period and those in perpetuity are discounted by the WACC. The WACC, based on an optimal vis-à-vis actual capital structure, is an appropriate rate of discount to calculate the present value of future cash flows as it considers equity-debt risk by incorporating debt-equity ratio of the firm.

The perpetuity (terminal) value is calculated based on the business’ potential for further growth beyond the explicit forecast period. The “Constant Growth Model” is applied, which implies an expected constant level of growth for perpetuity in the cash flows over the last year of the forecast period.

The discounting factor (rate of discounting the future cash flows) reflects not only the time value of money, but also the risk associated with the business’ future operations. The EV (aggregate of the present value of explicit period and terminal period cash flows) so derived, is further reduced by the value of debt, if any, (net of Cash and Cash Equivalents) to arrive at value to the owners of the business.

6.4. Conclusion on Valuation Approach

It is pertinent to note that the valuation of any company or its assets is inherently imprecise and is subject to certain uncertainties and contingencies, all of which are difficult to predict and are beyond my control. In performing my analysis, I have made numerous assumptions with respect to industry performance and general business and economic conditions, many of which are beyond the control of the SPVs. In addition, this valuation will fluctuate with changes in prevailing market conditions, and prospects, financial and otherwise, of the SPVs, and other factors which generally influence the valuation of companies and their assets.

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6.5. Cost Approach

In the present case, the SPVs operate and maintain the project facilities in accordance with the terms and conditions under the relevant concession agreement(s). During the concession period, the SPVs operate and maintain their respective road assets and earn revenues through annuity payment that are pre-determined as per the respective concession agreement. In such scenario, the true worth of the business is reflected in its future earning capacity rather than the cost of the project. Accordingly, I have not considered the cost approach for the current valuation exercise.

The existing Book Value of the SPVs comprising of the value of its Net fixed assets, Financial assets, Other non-current assets and working capital based on the Provisional financial statements as at 31st March 2026 prepared as per Indian Accounting Standards (Ind AS) are as under:

INR Mn

Sr. No.	SPVs	Book Enterprise Value*	Adjusted Enterprise Value**
1	BEPL	4,022	4,454
2	BGHL	4,533	4,987
3	DEPPL	5,749	6,031
4	KEPL	5,171	5,733
6	MHHL	4,683	4,707
7	PHL	5,924	5,995
8	RVHL	6,175	6,184
	Total	**36,258**	**38,090**

** Book Enterprise Value (“**EV**”) is described as the total value of the equity in a business plus the value of its debt and debt related liabilities, minus any Cash and Cash Equivalents to meet those liabilities.*

*** Adjusted Enterprise Value of the SPVs is derived as the EV as defined above plus Cash and Cash Equivalents of the SPVs as at the Valuation Date.*

6.6. Market Approach

The present valuation exercise is to undertake fair EV of the SPVs engaged in the road infrastructure projects for a predetermined tenure. Further, the tariff revenue and expenses are very specific to the SPVs depending on the nature of their geographical location, stage of project, terms of profitability. In the absence of any exactly comparable listed companies with characteristics and parameters similar to that of the SPVs, I have not considered CCM method in the present case. In the absence of adequate details about independent Comparable Transactions, I was unable to apply the CTM method as a measure of valuation. Currently, the equity shares of the SPVs are not listed on any recognized stock exchange of India. Hence, I was unable to apply market price method.

6.7. Income Approach

Each of the SPVs operates under a DBOT based concession agreement with NHAI.

Currently, The revenue of the SPVs is based on tenure, annuity payments, operations and other factors that are unique to each of the SPVs.

The revenue of the SPVs is based on tenure, annuity payments, operations and other factors that are unique to each of the SPVs. The revenue of the SPVs is mainly derived from the annuity payments (annuity fees), interest income on balance annuity payments (which is linked to bank rate) and O&M payments (adjusted for inflation), that is defined under respective Concession Agreement for operation period.

The annuity amounts are typically pre-determined with the relevant government authority (NHAI in this case) and cannot be modified to reflect prevailing circumstances. Interest on balance annuity payments are linked to bank rate, which is changed by RBI based on prevailing market conditions. The rights in relation to the underlying assets of all the SPVs shall be transferred after the expiry of the Concession Period. Accordingly, since all the SPVs are generating income based on pre-determined agreements / mechanism and since the Investment Manager has provided me with the financial projections of the SPVs for the balance tenor of the concession agreements, DCF Method under the income approach has been considered as the appropriate method for the present valuation exercise.

In the present exercise, my objective is to determine the Fair Enterprise Value of the SPVs as per the DCF Method. EV is described as the total value of the equity in a business plus the value of its debt and debt related liabilities, minus any cash or cash equivalents to meet those liabilities. Accordingly, in the present case, I have considered it appropriate to consider cash flows at FCFF (Free Cash Flow to Firm) level i.e., cash flows that are available to all the providers of capital (equity shareholders, preference shareholders and lenders). Therefore, cash flows required to service lenders and preference shareholders such as interest, dividend, repayment of principal amount and even additional fund raising are not considered in the calculation of FCFF.

While carrying out this engagement, I have relied extensively on the information made available to me by the Investment Manager. I have considered projected financial statement of the SPVs as provided by the Investment Manager. I have not tested individual assumptions or attempted to substantiate the veracity or integrity of such assumptions in relation to the forward-looking financial information, however, I have made sufficient enquiries to satisfy myself that such information has been prepared on a reasonable basis. Notwithstanding anything above, I cannot provide any assurance that the forward-looking financial information will be representative of the results which will actually be achieved during the cash flow forecast period.

Following are the major steps I have considered in order to arrive at the EV of the SPVs as per the DCF Method:

- Determination of Free Cash Flows to Firm which included:
  a) Obtaining the financial projections to determine the cash flows expected to be generated by the SPVs from the Investment Manager;
  b) Analyzed the projections and its underlying assumptions to assess the reasonableness of the cash flows;
- Determination of the discount rate; and Applying the discount rate to arrive at the present value of the cash flows.

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7. Valuation of the SPVs

7.1. The key conclusions of the projections provided to me by the Investment Manager are:

- **Revenue cash flows**

The Operating Revenue cash flow for the SPVs can be divided into two segments:

Payment NHAI during the Construction Period:

As per the concession agreement, each SPV was eligible to receive 40% of the Bid Project Cost of the respective SPVs, adjusted for the price index multiple, in 5/10 equal installments during the construction period. I have been represented by the Investment Manager that all the SPVs have received the agreed portion of the inflation adjusted bid project cost (of 40%) as per their respective concession agreement. Hence, no further cash flow receipts are attributable towards this segment of cash flows.

Payment by NHAI during the Operation Period: Accordingly, the revenue of the SPVs would mainly consists of the following receipts:

a. **Annuity payments**: The remaining 60% of the Bid Project Cost, adjusted for the price index multiple, to be paid in pursuance of the respective concession agreements (i.e. the Balance Completion Cost) is eligible to be received by the respective SPVs by way of specified biannual installments as mentioned in their respective concession agreement for the balance period of operations.

b. **Interest**: As per the concession agreements, all the SPVs are entitled to receive interest on reducing Balance Completion Cost equal to MCLR (average of top 5 scheduled commercial banks) + 1.25% spread. Such interest is due and payable along with each of the biannual installments as mentioned above.

Quarter	MCLR	Notes
Q2 FY2025-26	8.87%	Reduced by 24 basis point (9.11% in Q1 FY26).
Q3 FY2025-26	8.67%	Reduced by 20 basis points.
Q4 FY2025-26	8.60%	Reduced by 7 basis points.

The above table represents the MCLR Rate for the past 3 quarters. As of the valuation date, the prevailing MCLR Rate is 8.60%.

Sr. No	SPV	Annuities received till valuation date	Balance annuities to be received	MCLR	MCLR considered	Interest Rate Considered
1	BEPL	3	27	MCLR	8.60%	9.85%
2	BGHL	1	29	MCLR	8.60%	9.85%
3	DEPPL	2	28	MCLR	8.60%	9.85%
4	KEPL	3	27	MCLR	8.60%	9.85%
5	MHHL	0	30	MCLR	8.60%	9.85%
6	PHL	1	29	MCLR	8.60%	9.85%
7	RVHL	1	29	MCLR	8.60%	9.85%

c. **Operation and Maintenance Revenue**: In lieu of O&M expenses to be incurred by SPV, SPVs are eligible for certain O&M income (as defined in the respective concession agreement) at each biannual installment date, duly adjusted for an appropriate inflation rate.

(Refer Appendix 1 for detailed revenue breakup)

Operating and Maintenance Expenses:

Since all the SPVs are operational on the Valuation Date, following are the major costs incurred by the SPV:

Operation and Maintenance Costs (Routine) ("O&M Costs")

These are routine costs incurred every year. These costs are related to the normal wear and tear of the road and hence involve repairing the patches damaged mainly due to heavy traffic movement. O&M Costs also include staff salaries, project management fees, professional fees, insurance, security expenses, electricity, etc. The primary purpose of these expenses is to maintain the road as per the specifications mentioned in the respective concession agreement. SPV is generally responsible for carrying out operation and maintenance activities at its road during its concession period**.** The following table shows the broad breakup of O&M Cost for FY 27, which is used in our valuation:

INR Mn

Sr No	SPVs	O&M Cost	PM Fees	CSR Expense	Total Payout
1	BEPL	59	4	4	**66**
2	BGHL	69	5	2	**77**
3	DEPPL	85	5	3	**93**
4	KEPL	89	5	3	**97**
5	MHHL	86	4	-	**90**
6	PHL	76	7	1	**84**
7	RVHL	59	5	1	**64**

The Investment Manager has escalated these costs by approximately 4% p.a for BEPL, 3% p.a for DEPPL,BGHL,RVHL,MHHL and 2% p.a for PHL.The Investment Manager has provided the estimated O&M costs for the projected period and I have corroborated the said expenses based on the Technical Due Diligence ("TDD") reports prepared by Infinite Civil Solution Pvt. Ltd. for BEPL, DPEPL & KEPL; Sri Infra Consulting Engineers Pvt. Ltd. for BGHL; and Ruky Projects for PHL, RVHL & MHHL as provided to me by the Investment Manager. Given the technical nature of this study, I have relied on the experts report for these costs.

- **Estimating the Major Maintenance and Repairs Costs ("MMR Costs"):**

  Major maintenance expenses will be incurred on a periodic basis. These are the costs incurred to bring the road assets back to its earlier condition or keep the road assets in its present condition. These expenses are primarily related to the construction or re-laying of the top layer of the road. Accordingly, such costs include considerable amounts of materials and labour.

  The Investment Manager has provided the estimated MMR costs for the projected period and I have corroborated the said expenses based on the Technical Due Diligence ("TDD") reports prepared by Infinite Civil Solution Pvt. Ltd. for BEPL, DEPPL & KEPL; Sri Infra Consulting Engineers Pvt. Ltd. for BGHL; and Ruky Projects for PHL, RVHL & MHHL as provided to me by the Investment Manager. (Refer Appendix 6).

- **Capital Expenditure ("Capex"):**

  As represented by the Investment Manager, regarding the maintenance Capex, there is no balance Capex in any of the SPVs.

- **Direct Taxes**:

  As per the discussions with the Investment Manager, the new provisions of Income Tax Act, 2025 (Section 200) have been considered for the projected period of all SPVs. Hence the new provisions of Income Tax Act, 2025 have been considered for the projected period of the SPVs.

- **Working Capital:**

  The Investment Manager has provided projected financial information on biannual basis for all the SPVs. The biannual period are based on the annuity dates of the respective SPVs. The amount of O&M expenses payable to O&M Contractor by the SPVs on the basis of their respective O&M Agreements is also due and payable on the basis of the annuity amount and date on which annuities are received. Hence, for the SPVs where annuity payments are material component of revenue, there are no receivables and payables estimated to be outstanding at their respective annuity dates during the biannually prepared projected period. Other working capital items outstanding as at the Valuation Date mainly represents the advance income tax, GST input tax (and cash) credit, prepaid expenses, MMR, etc which are appropriately adjusted to determine the free cash flows of the SPVs.

  The Investment Manager has provided projected Working Capital information and Other Income information mainly relates to the interest earned in fixed deposits/DSRA etc for all the SPV. I have relied on the same.

- **GST Claim:**

  The Investment Manager has informed us that due to the changes in extant provision of the Goods & Services Tax ("GST") laws, the SPVs are eligible to receive GST claim from NHAI which are as follows:

i. **On Annuity:** As per the clarification notification of Ministry of Road Transport & Highways as on 27th August 2021 vis-à-vis Ministry of Finance circular dated 17th June 2021, SPVs are eligible to claim reimbursement of GST on annuity, considering change in law, after adjusting GST input credit lying with the SPVs.

ii. **On Interest on Annuity:** As per the Ministry of Finance circular dated 17th June 2021, GST will be applicable on annuity (deferred payments) paid for construction of roads i.e. annuity plus interest, additionally Ministry of Road Transport & Highways issued clarification dated 17th June 2021 that the SPVs will be eligible to claim reimbursement of GST on interest.

iii. **Change in GST rates:** Ministry of Finance vide notification no. 03/2022 dated 13th July 2022, increased the GST rates applicable on road construction services from 12% to 18%. As per the clarification of Ministry of Road Transport & Highways dated 20th September 2022, the above increase in GST rates are eligible for reimbursement from NHAI as it is considered as change in law (i.e. change of rate).

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7.2. Calculation of Weighted Average Cost of Capital for the SPVs

- **Cost of Equity:**

Cost of Equity (CoE) is a discounting factor to calculate the returns expected by the equity holders depending on the perceived level of risk associated with the business and the industry in which the business operates.

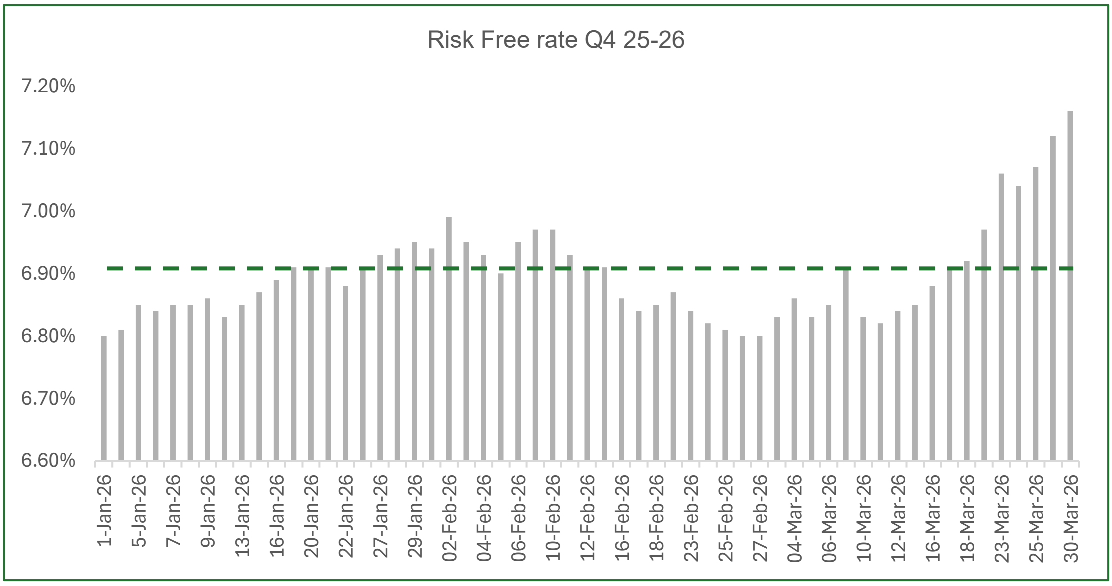
For this purpose, I have used the Capital Asset Pricing Model (CAPM), which is a commonly used model to determine the appropriate cost of equity for the SPVs.

K(e) = Rf + [ERP* Beta] + CSRP

Wherein:
K(e) = cost of equity
Rf = risk free rate
ERP = Equity Risk Premium
Beta = a measure of the sensitivity of assets to returns of the overall market
CSRP = Company Specific Risk Premium (In general, an additional company-specific risk premium will be added to the cost of equity calculated pursuant to CAPM).
For valuation exercise, I have arrived at adjusted cost of equity of the SPVs based on the above calculation *(Refer Appendix 2 for detailed workings).*

- **Risk Free Rate:**

The Risk-Free Rate has been determined with reference to the Zero-Coupon Yield Curve ("ZCYC") for Government of India securities, as published by the Clearing Corporation of India Limited (CCIL), as of the valuation date. The daily movement of ZCYC rates during Q4 FY 2025-26 is mentioned below:



During the quarter ended on the valuation date, government bond yields exhibited heightened volatility, particularly towards the latter part of the period, resulting in a divergence between point-in-time (spot) yield (7.16% as on 31st March 2026) and average yield (6.90% is the daily average of Q4 of 2026).

In order to mitigate the impact of short-term market fluctuations and avoid undue sensitivity arising from reliance on a single-day observation, a normalized approach has been adopted by considering the trailing three-month average of daily ZCYC rates, resulting in a risk-free rate of 6.90%. This approach, in my opinion for the current valuation date of 31st March 2026, provides a more representative estimate of the underlying risk-free rate considering the long-term nature of projected cash flows for the purpose of this valuation exercise.

If the spot risk-free rate of 7.16% is considered, the resulting WACC would approximately increase by 0.08%. This impact is already captured within the sensitivity analysis reflected in the WACC variations of ±0.5% and ±1%, as presented in Section 1 of the Report.

- **Equity Risk Premium ("ERP"):**
  The Equity Risk Premium (ERP) is a measure of the additional return that investors require for investing in equity markets over risk-free assets, such as government bonds. It is typically estimated by comparing historical realized returns on equity with the risk-free rate, often represented by 10-year government securities. For my estimation of the ERP for India, I have analyzed rolling historical returns of the Nifty 50 Index over 10-year, 15 year, and 20-year periods, covering data from 2000 to 2026. As of 31st March 2026, the calculated ERP based on these rolling return periods stands at 6.23%, 6.48% and 7.87% for the 10-year, 15-year and 20-year periods respectively. These figures indicate variability in ERP over different investment horizons, but collectively they suggest a range around 6% to 8%. Considering the historical trends, variability across periods, and long-term expectations, an equity risk premium of 7% for India continues to be an appropriate and reasonable assumption.

- **Debt – Equity Ratio:**
  I have considered the target debt-equity ratio as per the industry standards. I have considered the industry bench mark since the cost of capital is a forward looking measure, and captures the cost of raising new funds to buy the asset at any valuation date (not the current actually deployed). Specifically, such benchmark is required to consider the nature of the asset class, and the comparative facts from the industry to arrive at the correct assumption.

  Given the risk profile of HAM projects, and considering the leverage at 70-80% of the total project cost based on a rating agencies report available in public domain, and further considering the InvIT Regulations allowing in general upto 70% leverage in assets where AAA rating has been obtained, a debt-to-equity ratio of 70% for HAM asset was found to be appropriate.

- **Beta:**

  Beta is a measure of the sensitivity of a company's stock price to the movements of the overall market index. In the present case, I find it appropriate to consider the beta of companies in similar business/ industry to that of the SPV for an appropriate period.
  For the valuation of the SPVs, I find it appropriate to consider the beta of PG InvIT and IRB InvIT fund for an appropriate period. The beta so arrived, is further adjusted based on the factors of mentioned SPVs like completion of projects, revenue certainty, past collection trend, lack of execution uncertainty, etc. to arrive at the adjusted unlevered beta appropriate to the SPVs.
  I have further unlevered the beta of such companies based on market debt-equity of the respective company using the following formula:
  Unlevered Beta = Levered Beta / [1 + (Debt / Equity) *(1-T)]
  Further I have re-levered it based on debt-equity at 70:30 based on the industry Debt: Equity ratio of HAM based projects using the following formula:
  Re-levered Beta = Unlevered Beta * [1 + (Debt / Equity) *(1-T)]
  Accordingly, as per above, I have arrived at re-levered betas of the SPVs.
  (Refer Appendix 3 for detailed workings)

- **Company Specific Risk Premium ("CSRP"):**
  As the risk inherent in achieving the future cash flows. In the present case, considering the counter-party risk for Discount Rate is the return expected by a market participant from a particular investment and shall reflect not only the time value of money but also the risk inherent in the asset being valued as well certain SPVs, considering the length of the explicit period for the SPVs, and basis my discussion with Investment Manager, I found it appropriate to 0% CSRP for the SPVs.

- **Cost of Debt:**
  The calculation of Cost of Debt post-tax can be defined as follows:
  K(d) = K(d) pre-tax * (1 - T)
  Wherein:
  K(d) = Cost of debt
  T = tax rate as applicable
  For valuation exercise, pre-tax cost of debt has been considered as 7.50%.

- **Weighted Average Cost of Capital (WACC):**
  The discount rate, or the WACC, is the weighted average of the expected return on equity and the cost of debt. The weight of each factor is determined based on the company's optimal capital structure.

  Formula for calculation of WACC:
  WACC = [K(d) * Debt /(Debt + Equity)] + [K(e) * (1 - Debt /(Debt + Equity))]

  Accordingly, as per above, I have arrived the WACC for the explicit period of the SPVs.
  (Refer Appendix 2 for detailed workings).

- **Cash Accrual Factor (CAF) and Discounting Factor**
  Discounted cash flow require to forecast cash flows in future and discount them to the present in order to arrive at present value of the asset as on Valuation Date. To discount back the projections we use the Cash Accrual Factor ("CAF"). The Cash Accrual Factor refers to the duration between the Valuation date and the point at which each cash flow is expected to accrue.

  In case of HAM Projects, the annuities are received bi-annually at a predetermined date and the concession agreement provides that the annuities would be realized within 15 days from the annuity date. As represented by the Investment Manager, I have taken 5 days of collection for the purpose of this valuation exercise.Hence we have considered the annuity realizations date for the purpose of determination of the CAF.Accordingly, the cash flows during each year of the projected period are discounted back from the respective annuity realization to Valuation Date.

  Discounted cash flow is equal to sum of the cash flow in each period divided by discounting factor, where the discounting factor is determined by raising one plus discount rate (WACC) to the power of the CAF.

  $DCF = [CF_1 / (1+r)^{CAF1}] + [CF_2 / (1+r)^{CAF2}] + ... + [CF_n /(1+r)^{CAFn}]$

  Where,

  CF = Cash Flows,

  CAF = Cash accrual factor for particular period

  R = Discount Rate (i.e. WACC)

7.3. At the end of the agreed concession period, the rights in relation to the underlying assets, its operations and the obligation to maintain the road reverts to the government authority that granted the concession. Hence, SPVs are not expected to generate cash flow after the expiry of their respective concession agreements. Accordingly, I found it appropriate not to consider terminal period value, which represents the present value at the end of explicit forecast period of all subsequent cash flows to the end of the life of the asset or into perpetuity if the asset has an indefinite life, in this valuation exercise.

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8. Valuation Conclusion

The current valuation has been carried out based on the discussed valuation methodology explained herein earlier. Further, various qualitative factors, the business dynamics and growth potential of the business, having regard to information base, management perceptions, key underlying assumptions and limitations were given due consideration.

I have been represented by the Investment Manager that there is no potential devolvement on account of the contingent liability as of valuation date; hence no impact has been factored in to arrive at fair EV of the SPVs.

Based on the above analysis, the fair EV and Adjusted Enterprise Value as on the Valuation Date of the SPVs is as mentioned below:

INR Mn

Sr. No.	SPVs	Approximate Projection Period (Balance Concession Period)	WACC	Fair EV*	Fair Adjusted EV**
1	BEPL	~13 Years 2 Months	7.32%	5,552	5,984
2	BGHL	~14 Years 1 Months	7.13%	6,740	7,194
3	DEPPL	~13 Years 6 Months	7.44%	7,377	7,658
4	KEPL	~13 Years 2 Months	7.28%	6,784	7,347
5	MHHL	~14 Years 9 Months	7.05%	5,626	5,650
6	PHL	~14 Years 2 Months	7.18%	8,382	8,452
7	RVHL	~14 Years 0 Months	7.32%	7,369	7,377
	Total			**47,830**	**49,663**

(Refer Appendix 1 for detailed workings)

** Enterprise Value (“**EV**”) is described as the total value of the equity in a business plus the value of its debt and debt related liabilities, minus any Cash and Cash Equivalents to meet those liabilities.*

*** Adjusted Enterprise Value of the SPVs is derived as the EV as defined above plus Cash and Cash Equivalents of the SPVs as at the Valuation Date.*

EV is described as the total value of the equity in a business plus the value of its debt and debt related liabilities, minus any Cash and Cash Equivalents to meet those liabilities.

Adjusted Enterprise Value is derived as EV as defined above plus Cash and Cash Equivalents of the SPVs as at 31st March 2026.

The fair EV of the SPVs is estimated using DCF method. The valuation requires Investment Manager to make certain assumptions about the model inputs including forecast cash flows, discount rate, and credit risk.

Valuation is based on estimates of future financial performance or opinions, which represent reasonable expectations at a particular point of time, but such information, estimates or opinions are not offered as predictions or as assurances that a particular level of income or profit will be achieved, a particular event will occur or that a particular price will be offered or accepted. Actual results achieved during the period covered by the prospective financial analysis will vary from these estimates and the variations may be material.

Accordingly, I have conducted a quantitative sensitivity analysis on certain model inputs, the results of which are as indicated below:

a. WACC by increasing / decreasing it by 0.5%
b. WACC by increasing / decreasing it by 1.0%
c. Total Expenses by increasing / decreasing it by 20%

The detailed results of the above sensitivity analysis are presented in **Section 1 – Summary of Valuation**, for reference and further consideration.

9. Additional Procedures to be complied with in accordance with InvIT regulations

Scope of Work

The Schedule V of the SEBI InvIT Regulations prescribes the minimum set of mandatory disclosures to be made in the valuation report. In this reference, the minimum disclosures in valuation report may include following information as well, so as to provide the investors with the adequate information about the valuation and other aspects of the underlying assets of the InvIT.

The additional set of disclosures, as prescribed under Schedule V of InvIT Regulations, to be made in the valuation report of the SPVs are as follows:

	Schedule V of the SEBI InvIT Regulations	Reference In Report
i.	Details of the project including whether the transaction is a related party transaction	Section 9.2 (A)
ii.	Latest pictures of the project	Section 9.2 (B)
iii.	the existing use of the project	Section 3.2 – Background of the SPVs
iv.	the nature of the interest the InvIT holds or proposes to hold in the project, percentage of interest of the InvIT in the project	Section 4 – Structure of the Trust
v.	Date of inspection and Date of Valuation	Same as Point (ii) as mentioned above and Section 1 – Executive Summary
vi.	Qualifications and assumptions	Section 7 – Valuation of the SPVs (Key Assumptions)
vii.	Methods used for valuation	Section 6 – Valuation Methodology
viii.	Valuation standards adopted	Section 2 – Procedures adopted for Valuation
ix.	Extent of valuer's investigations and nature and source of data to be relied upon	Section 10 – Sources of information
x.	Purchase price of the project by the InvIT (for existing projects of the InvIT)	Section 9.2 (A)
xi.	Valuation of the project in the previous 3 years; (for existing projects of the InvIT)	Section 1- Executive Summary
xii.	Detailed valuation of the project as calculated by the valuer;	Appendix 1,2,3
xiii.	List of one-time sanctions/approvals which are obtained or pending;	Section 9.2 (C)
xiv.	List of up to date/overdue periodic clearances;	Section 9.2 (D)
xv.	Statement of assets	Section 9.2 (E)
xvi.	Estimates of already carried as well as proposed major repairs and improvements along with estimated time of completion;	Section 9.2 (F)
xvii.	Revenue pendencies including local authority taxes associated with InvIT asset and compounding charges, if any;	Section 9.2 (G)
xviii.	On-going material litigations including tax disputes in relation to the assets, if any;	Section 9.2 (H)
xix.	Vulnerability to natural or induced hazards that may not have been covered in town planning/ building control.	Section 9.2 (I)

Analysis of Additional Set of Disclosures for the SPVs

A. Purchase Price of the SPVs by the InvIT

Since this Report pertains to the acquisition of the Target SPVs, the detailed information relating to the purchase price of the existing SPVs of the InvIT has been disclosed in the full valuation report of the InvIT as on 31st March 2026.

B. Latest Pictures of the Project:

The details relating to the respective projects along with relevant pictures are disclosed in the background of each SPVs (Refer section 3.2).

C. List of one-time sanctions/approvals which are obtained or pending:

As informed by the Investment Manager, there are no pending applications for government sanctions/ approvals by the SPVs (related to the road stretches of the SPVs) which are pending as on 31st March 2026. The list of sanctions/ approvals obtained by the SPVs till 31st March 2026 is provided in Appendix 4.1 to Appendix 4.7.

D. List of up to date/ overdue periodic clearances:

The Investment Manager has confirmed that the SPVs are not required to take any periodic clearances and hence there are no up to date/ overdue periodic clearances as on 31st March 2026.

E. Statement of assets included:

The details of assets of the SPVs as per the Provisional Financial statements as at 31st March 2026 are as mentioned below:-

INR Mn

SPVs	Net Fixed Assets	Non-Current Assets	Current Assets
BEPL	-	3,779	1,245
BGHL	-	4,013	1110
DEPPL	-	5,401	1,797
KEPL	-	4,731	1721
MHHL	-	3,939	996
PHL	-	4,649	1,395
RVHL	-	5,480	1,067
Total	**-**	**31,993**	**9,332**

F. Estimates of already carried as well as proposed major repairs and improvements along with estimated time of completion:

I have been informed that maintenance is regularly carried out by SPVs in order to maintain the working condition of the assets. *(Refer Appendix 6 for detailed working)*

G. Revenue pendencies including local authority taxes associated with InvIT asset and compounding charges, if any:

Investment Manager has informed me that there are no material dues including local authority taxes (such as Municipal Tax, Property Tax, etc.) pending to be payable to the government authorities with respect to the SPVs (InvIT assets).

H. On-going material litigations including tax disputes in relation to the assets, if any:

As informed by the Investment Manager, as 31st March 2026, there are no ongoing material litigations except those shown in Appendix 5. Further, the Investment Manager has informed us that majority of the tax litigations are low to medium risk and accordingly no material outflow is expected against the litigations, hence no impact has been factored on the valuation of the SPVs.

I. <u>Vulnerability to natural or induced hazards that may not have been covered in town planning/ building control:</u>

Investment Manager has confirmed to me that there are no natural or induced hazards which may impact town planning/ building control, that have not been considered.

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10. Sources of Information

For the purpose of undertaking this valuation exercise, I have relied on the following sources of information provided by the Investment Manager:

i. Provisional Financial Statements of all SPVs for Financial Year ("FY") ended 31st March 2026;
ii. Projected financial information for the remaining project life for each of the SPVs;
iii. Technical Due Diligence ("TDD") Report prepared by Infinite Civil Solution Pvt. Ltd. for BEPL, DPEPL & KEPL; Sri Infra Consulting Engineers Pvt. Ltd. for BGHL; and Ruky Projects for PHL, RVHL & MHHL for projected MMR and O&M Costs;
iv. Details of projected Major Maintenance & Repairs (MMR) Expenditure and Capital Expenditure (Capex);
v. Details of Written Down Value ("WDV") as on 31st March 2026;
vi. Details of brought forward losses (as per Income Tax Act) of the SPVs as at 31st March 2026;
vii. Concession Agreement of each of the SPVs with their respective concessioning authority;
viii. List of licenses / approvals, details of tax litigations, civil proceeding and arbitrations of the SPVs;
ix. Shareholding pattern as on Valuation Date of the SPVs and other entities mentioned in this Report;
x. Management Representation Letter by the Investment Manager dated 15th May 2026;
xi. Relevant data and information about the SPVs provided by the Investment Manager either in written or oral form or in the form of soft copy;
xii. Information provided by leading database sources, market research reports and other published data.

The information provided to me by the Investment Manager in relation to the SPVs included but not limited to historical financial statements, forecasts/projections, other statements and assumptions about future matters like forward-looking financial information prepared by the Investment Manager. The forecasts and projections as supplied to me are based upon assumptions about events and circumstances which are yet to occur.

For the purpose of Calculation of Raw beta, we have sourced the data from S&P Capital IQ.

I have not tested individual assumptions or attempted to substantiate the veracity or integrity of such assumptions in relation to the forward-looking financial information, however, I have made sufficient enquiries to satisfy myself that such information has been prepared on a reasonable basis.

Notwithstanding anything above, I cannot provide any assurance that the forward-looking financial information will be representative of the results which will actually be achieved during the cash flow forecast period.

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11. Exclusions and Limitations

- My Report is subject to the limitations detailed hereinafter. This Report is to be read in totality, and not in parts, in conjunction with the relevant documents referred to herein.
- Valuation analysis and results are specific to the purpose of valuation and is not intended to represent value at any time other than the valuation date of 31st March 2026 ("Valuation Date") mentioned in the Report and as per agreed terms of my engagement. It may not be valid for any other purpose or as at any other date. Also, it may not be valid if done on behalf of any other entity.
- This Report, its contents and the results are specific to (i) the purpose of valuation agreed as per the terms of my engagements; (ii) the Valuation Date and (iii) are based on the financial information of the SPVs till 30th June 2025. The Investment Manager has represented that the business activities of the SPVs have been carried out in normal and ordinary course between 31st March 2026 and the Report Date and that no material changes have occurred in the operations and financial position between 31st March 2026 and the Report date, except for any events disclosed by the Investment Manager during the valuation exercise.
- The scope of my assignment did not involve me performing audit tests for the purpose of expressing an opinion on the fairness or accuracy of any financial or analytical information that was provided and used by me during the course of my work. The assignment did not involve me to conduct the financial or technical feasibility study. I have not done any independent technical valuation or appraisal or due diligence of the assets or liabilities of the SPVs or any of other entity mentioned in this Report and have considered them at the value as disclosed by the SPVs in their regulatory filings or in submissions, oral or written, made to me.
- In addition, I do not take any responsibility for any changes in the information used by me to arrive at my conclusion as set out here in which may occur subsequent to the date of my Report or by virtue of fact that the details provided to me are incorrect or inaccurate.
- I have assumed and relied upon the truth, accuracy and completeness of the information, data and financial terms provided to me or used by me; I have assumed that the same are not misleading and do not assume or accept any liability or responsibility for any independent verification of such information or any independent technical valuation or appraisal of any of the assets, operations or liabilities of the SPVs or any other entity mentioned in the Report. Nothing has come to my knowledge to indicate that the material provided to me was misstated or incorrect or would not afford reasonable grounds upon which to base my Report.
- This Report is intended for the sole use in connection with the purpose as set out above. It can however be relied upon and disclosed in connection with any statutory and regulatory filing in connection with the provision of SEBI InvIT Regulations. However, I will not accept any responsibility to any other party to whom this Report may be shown or who may acquire a copy of the Report, without my written consent.
- It is clarified that this Report is not a fairness opinion under any of the stock exchange/ listing regulations. In case of any third party having access to this Report, please note this Report is not a substitute for the third party's own due diligence/ appraisal/ enquiries/ independent advice that the third party should undertake for his purpose.
- Further, this Report is necessarily based on financial, economic, monetary, market and other conditions as in effect on, and the information made available to me or used by me up to, the date hereof. Subsequent developments in the aforementioned conditions may affect this Report and the assumptions made in preparing this Report and I shall not be obliged to update, revise or reaffirm this Report if information provided to me changes.
- This Report is based on the information received from the sources as mentioned in Section 10 of this Report and discussions with the Investment Manager. I have assumed that no information has been withheld that could have influenced the purpose of my Report.
- Valuation is not a precise science and the conclusions arrived at in many cases may be subjective and dependent on the exercise of individual judgment. There is, therefore, no indisputable single value. I have arrived at an indicative EV based on my analysis. While I have provided an assessment of the value based on

an analysis of information available to me and within the scope of my engagement, others may place a different value on this business.

- Any discrepancies in any table / appendix between the total and the sums of the amounts listed are due to rounding-off.
- Valuation is based on estimates of future financial performance or opinions, which represent reasonable expectations at a particular point of time, but such information, estimates or opinions are not offered as predictions or as assurances that a particular level of income or profit will be achieved, a particular event will occur or that a particular price will be offered or accepted. Actual results achieved during the period covered by the prospective financial analysis will vary from these estimates and the variations may be material.
- I do not carry out any validation procedures or due diligence with respect to the information provided/extracted or carry out any verification of the assets or comment on the achievability and reasonableness of the assumptions underlying the financial forecasts, save for satisfying ourselves to the extent possible that they are consistent with other information provided to me in the course of this engagement.
- My conclusion assumes that the assets and liabilities of the SPVs, reflected in their respective latest balance sheets remain intact as of the Report date.
- Whilst all reasonable care has been taken to ensure that the factual statements in the Report are accurate, neither myself, nor any of my associates, officers or employees shall in any way be liable or responsible either directly or indirectly for the contents stated herein. Accordingly, I make no representation or warranty, express or implied, in respect of the completeness, authenticity or accuracy of such factual statements. I expressly disclaim any and all liabilities, which may arise based upon the information used in this Report. I am not liable to any third party in relation to the issue of this Report.
- The scope of my work has been limited both in terms of the areas of the business & operations which I have reviewed and the extent to which I have reviewed them. There may be matters, other than those noted in this Report, which might be relevant in the context of the transaction and which a wider scope might uncover.
- For the present valuation exercise, I have also relied on information available in public domain; however the accuracy and timelines of the same has not been independently verified by me.
- In the particular circumstances of this case, my liability (in contract or under any statute or otherwise) for any economic loss or damage arising out of or in connection with this engagement, however the loss or damage caused, shall be limited to the amount of fees actually received by me from the Investment Manager, as laid out in the engagement letter for such valuation work.
- In rendering this Report, I have not provided any legal, regulatory, tax, accounting or actuarial advice or opinion and accordingly I do not assume any responsibility or liability in respect thereof.
- This Report does not address the relative merits of investing in InvIT as compared with any other alternative business transaction, or other alternatives, or whether or not such alternatives could be achieved or are available.
- I am not an advisor with respect to legal, tax and regulatory matters for the transaction occured. No investigation of the SPVs' claim to title of assets has been made for the purpose of this Report and the SPVs' claim to such rights have been assumed to be valid. No consideration has been given to liens or encumbrances against the assets, beyond the loans disclosed in the accounts. Therefore, no responsibility is assumed for matters of a legal nature.
- I have no present or planned future interest in the Trustee, Investment Manager or the SPVs and the fee for this Report is not contingent upon the values reported herein. My valuation analysis should not be construed as investment advice; specifically, I do not express any opinion on the suitability or otherwise of entering into any financial or other transaction with the Investment Manager or SPVs.
- I have submitted the draft valuation report to the Trust and Investment Manager for confirmation of accuracy of the factual data used in my analysis and to prevent any error or inaccuracy in this Report.

Limitation of Liabilities

It is agreed that, having regard to the RV's interest in limiting the personal liability and exposure to litigation of its personnel, the Sponsor, the Settlor, the Investment Manager and the Trust will not bring any claim in respect of any damage against any of RV personally.

In no circumstances RV shall be responsible for any consequential, special, direct, indirect, punitive or incidental loss, damages or expenses (including loss of profits, data, business, opportunity cost, goodwill or indemnification) in connection with the performance of the services whether such damages are based on breach of contract, tort, strict liability, breach of warranty, negligence, or otherwise, even if the Investment Manager had contemplated and communicated to RV the likelihood of such damages. Any decision to act upon the deliverables (including this Report) is to be made by the Investment Manager and no communication by RV should be treated as an invitation or inducement to engage the Investment Manager to act upon the deliverable(s).

It is clarified that the Investment Manager will be solely responsible for any delays, additional costs, or other liabilities caused by or associated with any deficiencies in their responsibilities, misrepresentations, incorrect and incomplete information including information provided to determine the assumptions.

RV will not be liable if any loss arises due to the provision of false, misleading or incomplete information or documentation by the Investment Manager.

Further, this Report is necessarily based on financial, economic, monetary, market and other conditions as in effect on, and the information made available to me or used by me up to, the date hereof. Subsequent developments in the aforementioned conditions may affect this Report and the assumptions made in preparing this Report and I shall not be obliged to update, revise or reaffirm this Report if information provided to me changes.

Yours faithfully,

S. Sundararaman
Registered Valuer
IBBI Registration No.: IBBI/RV/06/2018/10238
Asset Class: Securities or Financial Assets
Place: Chennai
UDIN: 26028423FXSRQA5472

Appendix 1 – Valuation of SPVs as on 31st March 2026

Abbreviations	Meaning
O&M	Operation and Maintenance
BCC	Balance Completion Cost
EBITDA	Operating Earnings Before Interest, Taxes, Depreciation and Amortization
MMR	Major Maintenance and Repairs Expenditure
Capex	Capital Expenditure
WCap	Incremental Working Capital
FCFF	Free Cash Flow to the Firm
CAF	Cash Accrual Factor
WACC	Weighted Average Cost of Capital
DF	Discounting Factor
PVFCFF	Present value of Free Cash Flow to the Firm

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Appendix 1.1 – Valuation of BEPL as on 31st March 2026 under the DCF Method

INR Mn

Period	Finance Income	Changes in Financial Asset	Interest on BCC	O&M Revenue	Other Income	Total Inflow	Routine O&M Expense	MMR	Capex	WCap	Tax	Total Outflow	FCFF	WACC	CAF	DF	PV of FCFF
	A	B	C	D	E	F=A+B+C+D+E	G	H	I	J	K	L=G+H+I+J+K	M=F+L	N	O	P	Q=M*P
May-26	56	71	282	15	10	434	(31)	-	-	71	-	40	474	7.32%	0.2	0.99	468
Nov-26	56	75	273	16	3	422	(35)	-	-	177	-	142	565	7.32%	0.7	0.95	538
May-27	54	80	267	16	3	420	(38)	-	-	86	-	48	467	7.32%	1.2	0.92	430
Nov-27	53	84	259	16	4	417	(38)	-	-	68	-	30	447	7.32%	1.7	0.89	397
May-28	52	91	253	17	4	416	(36)	-	-	68	-	32	448	7.32%	2.2	0.86	384
Nov-28	51	96	243	17	6	413	(36)	-	-	67	-	31	444	7.32%	2.7	0.83	367
May-29	49	102	237	17	6	411	(37)	-	-	66	-	30	440	7.32%	3.2	0.80	352
Nov-29	48	107	227	18	6	407	(37)	-	-	28	(60)	(69)	338	7.32%	3.7	0.77	260
May-30	46	114	220	18	7	405	(40)	-	-	-	(67)	(108)	298	7.32%	4.2	0.74	222
Nov-30	45	120	210	18	8	401	(40)	-	-	-	(66)	(107)	295	7.32%	4.7	0.72	212
May-31	43	127	201	19	9	399	(47)	(111)	-	-	(42)	(200)	199	7.32%	5.2	0.69	138
Nov-31	42	133	192	19	6	392	(47)	(111)	-	-	(41)	(199)	194	7.32%	5.7	0.67	130
May-32	40	141	183	20	3	386	(54)	-	-	-	(70)	(124)	262	7.32%	6.2	0.65	170
Nov-32	38	148	172	20	4	382	(53)	-	-	-	(69)	(122)	259	7.32%	6.7	0.62	162
May-33	36	156	163	20	4	378	(43)	-	-	-	(74)	(117)	261	7.32%	7.2	0.60	157
Nov-33	34	163	151	21	3	373	(43)	-	-	-	(73)	(115)	258	7.32%	7.7	0.58	150
May-34	32	172	141	21	3	369	(46)	-	-	-	(74)	(120)	249	7.32%	8.2	0.56	140
Nov-34	30	180	129	22	4	365	(46)	-	-	-	(72)	(119)	246	7.32%	8.7	0.54	133
May-35	27	189	118	22	5	361	(46)	-	-	-	(73)	(120)	241	7.32%	9.2	0.52	126
Nov-35	25	198	106	22	6	357	(46)	-	-	-	(72)	(119)	239	7.32%	9.7	0.50	120
May-36	22	207	94	23	7	353	(48)	-	-	-	(72)	(121)	233	7.32%	10.2	0.49	113
Nov-36	19	213	81	23	9	346	(48)	-	-	-	(71)	(119)	227	7.32%	10.7	0.47	107
May-37	16	217	69	24	9	334	(50)	-	-	-	(68)	(118)	216	7.32%	11.2	0.45	98
Nov-37	13	230	56	24	10	333	(50)	-	-	-	(68)	(118)	216	7.32%	11.7	0.44	94
May-38	10	248	43	25	11	336	(60)	(151)	-	-	(29)	(240)	96	7.32%	12.2	0.42	41
Nov-38	7	253	28	25	7	320	(60)	(151)	-	-	(25)	(236)	84	7.32%	12.7	0.41	34
May-39	3	257	14	26	1	301	(29)	-	-	(178)	(67)	(274)	27	7.32%	13.2	0.39	11
Enterprise Value																	**5552**
Adjustments:																	
Cash and Cash Equivalents																	432
Adjusted Enterprise Value																	**5984**

Appendix 1.2 – Valuation of BGHL as on 31st March 2026 under the DCF Method

INR Mn

Period	Finance Income	Chnages in Financial Asset	Interest on BCC	O&M Income	Other income	Total Inflow	Routine O&M Expense	MMR	Capex	WCap	Tax	Total Outfow	FCFF	WACC	CAF	DF	PV of FCFF
	A	B	C	D	E	F=A+B+C+D+E	G	H	I	J	K	L=G+H+I+J+K	M=F+L	N	O	P	Q=M*P
May-26	140	(5)	362	16	13	526	(35)	-	-	86	-	51	577	7.13%	0.11	0.99	573
Nov-26	143	40	352	16	3	555	(42)	-	-	92	-	50	605	7.13%	0.61	0.96	580
May-27	139	21	344	17	3	522	(43)	-	-	86	-	43	565	7.13%	1.11	0.93	524
Nov-27	141	24	335	17	4	520	(60)	-	-	83	(25)	(2)	518	7.13%	1.61	0.89	464
May-28	138	31	327	17	5	519	(61)	-	-	82	(61)	(39)	480	7.13%	2.11	0.86	415
Nov-28	139	35	316	17	7	515	(48)	-	-	18	(63)	(93)	422	7.13%	2.62	0.84	353
May-29	135	44	309	18	8	514	(48)	-	-	-	(77)	(124)	390	7.13%	3.11	0.81	314
Nov-29	136	49	298	18	9	510	(49)	-	-	-	(75)	(124)	386	7.13%	3.62	0.78	301
May-30	132	59	289	18	11	509	(48)	-	-	-	(85)	(133)	375	7.13%	4.11	0.75	283
Nov-30	132	64	278	18	12	504	(51)	-	-	-	(84)	(134)	369	7.13%	4.62	0.73	269
May-31	127	75	269	19	13	503	(51)	(209)	-	-	(38)	(298)	205	7.13%	5.11	0.70	144
Nov-31	127	82	258	19	8	493	(57)	(209)	-	-	(35)	(300)	193	7.13%	5.62	0.68	131
May-32	122	92	247	19	3	483	(57)	-	-	-	(91)	(147)	336	7.13%	6.12	0.66	220
Nov-32	120	101	234	19	4	478	(52)	-	-	-	(90)	(143)	335	7.13%	6.62	0.63	212
May-33	115	113	223	20	3	474	(52)	-	-	-	(94)	(146)	328	7.13%	7.12	0.61	201
Nov-33	113	122	210	20	3	468	(54)	-	-	-	(92)	(146)	322	7.13%	7.62	0.59	191
May-34	106	135	199	20	3	463	(53)	-	-	-	(94)	(147)	316	7.13%	8.12	0.57	181
Nov-34	103	146	185	20	5	459	(55)	-	-	-	(92)	(147)	311	7.13%	8.62	0.55	172
May-35	96	161	172	20	6	456	(52)	-	-	-	(94)	(146)	309	7.13%	9.12	0.53	165
Nov-35	92	172	159	21	8	451	(69)	-	-	-	(89)	(158)	293	7.13%	9.62	0.52	151
May-36	85	187	144	21	9	446	(69)	-	-	-	(89)	(158)	288	7.13%	10.12	0.50	143
Nov-36	79	201	129	21	11	442	(54)	-	-	-	(92)	(146)	296	7.13%	10.62	0.48	142
May-37	70	218	115	21	12	436	(54)	-	-	-	(92)	(146)	290	7.13%	11.12	0.47	135
Nov-37	64	230	99	21	14	427	(55)	-	-	-	(90)	(144)	283	7.13%	11.62	0.45	127
May-38	54	239	84	22	15	414	(55)	(243)	-	-	(26)	(324)	90	7.13%	12.12	0.43	39
Nov-38	47	260	68	22	9	405	(56)	(243)	-	-	(23)	(323)	82	7.13%	12.62	0.42	34
May-39	37	289	52	22	-0	399	(56)	-	-	-	(84)	(140)	259	7.13%	13.12	0.41	105
Nov-39	27	301	34	22	-0	385	(60)	-	-	-	(79)	(140)	245	7.13%	13.62	0.39	96
May-40	16	312	17	22	-0	367	(60)	-	-	(31)	(75)	(167)	200	7.13%	14.12	0.38	76
Enterprise Value																	**6740**
Adjustments:																	
Cash and Cash Equivalents																	454
Adjusted Enterprise Value																	**7194**

Appendix 1.3 – Valuation of DEPPL as on 31st March 2026 under the DCF Method

INR Mn

Period	Finance Income	Changes in Financial Asset	Interest on BCC	O&M Income	Other income	Total Inflow	Routine O&M Expense	MMR	Capex	WCap	Tax	Total Outflow	FCFF	WACC	CAF	DF	PV of FCFF
	A	B	C	D	E	F=A+B+C+D+E	G	H	I	J	K	L=G+H+I+J+K	M=F+L	N	O	P	Q=M*P
Apr-26	105	62	386	16	9	578	(44)	-	-	267	-	223	802	7.44%	0.04	1.00	799
Oct-26	104	68	374	16	4	567	(49)	-	-	93	-	44	610	7.44%	0.54	0.96	587
Apr-27	103	75	367	17	4	565	(57)	-	-	91	-	34	599	7.44%	1.04	0.93	556
Oct-27	102	81	356	17	4	560	(57)	-	-	90	-	33	593	7.44%	1.54	0.90	531
Apr-28	100	88	346	17	6	557	(55)	-	-	90	-	35	593	7.44%	2.04	0.86	512
Oct-28	98	95	335	18	9	556	(55)	-	-	89	-	35	590	7.44%	2.54	0.83	492
Apr-29	96	104	327	18	10	554	(58)	-	-	88	-	30	584	7.44%	3.04	0.80	470
Oct-29	94	111	314	18	12	550	(58)	-	-	86	-	29	579	7.44%	3.54	0.78	449
Apr-30	92	120	305	19	14	549	(62)	-	-	17	(38)	(83)	466	7.44%	4.04	0.75	348
Oct-30	90	128	292	19	16	545	(62)	-	-	-	(90)	(152)	393	7.44%	4.54	0.72	284
Apr-31	87	138	282	19	18	544	(59)	-	-	-	(98)	(158)	386	7.44%	5.04	0.70	269
Oct-31	85	147	269	20	20	540	(59)	(309)	-	-	(19)	(388)	152	7.44%	5.54	0.67	102
Apr-32	82	157	256	20	12	527	(66)	(309)	-	-	(20)	(396)	131	7.44%	6.04	0.65	85
Oct-32	79	167	243	21	5	515	(66)	-	-	-	(95)	(161)	353	7.44%	6.55	0.63	221
Apr-33	75	178	231	21	5	510	(68)	-	-	-	(98)	(166)	344	7.44%	7.04	0.60	208
Oct-33	72	189	216	21	5	503	(68)	-	-	-	(96)	(164)	339	7.44%	7.55	0.58	197
Apr-34	68	201	203	22	5	499	(71)	-	-	-	(98)	(168)	330	7.44%	8.04	0.56	185
Oct-34	64	213	188	22	5	492	(71)	-	-	-	(96)	(167)	325	7.44%	8.55	0.54	176
Apr-35	59	226	174	23	7	489	(67)	-	-	-	(99)	(166)	323	7.44%	9.04	0.52	169
Oct-35	55	238	158	23	10	484	(67)	-	-	-	(97)	(165)	319	7.44%	9.55	0.50	161
Apr-36	51	252	142	24	12	480	(72)	-	-	-	(97)	(169)	311	7.44%	10.05	0.49	151
Oct-36	46	266	125	24	15	476	(72)	-	-	-	(96)	(168)	308	7.44%	10.55	0.47	145
Apr-37	40	276	109	25	16	467	(75)	-	-	-	(94)	(169)	298	7.44%	11.05	0.45	135
Oct-37	35	282	92	25	19	453	(74)	-	-	-	(91)	(165)	287	7.44%	11.55	0.44	125
Apr-38	29	302	75	26	22	453	(87)	-	-	-	(89)	(176)	278	7.44%	12.05	0.42	117
Oct-38	23	327	57	26	23	457	(87)	(388)	-	(7)	-	(482)	-25	7.44%	12.55	0.41	-10
Apr-39	17	337	38	27	10	429	(89)	(388)	-	(10)	-	(487)	-58	7.44%	13.05	0.39	-23
Oct-39	10	344	19	27	1	401	(18)	-	-	(480)	(72)	(570)	(169)	7.44%	13.55	0.38	(64)
Enterprise Value																	**7377**
Adjustments:																	
Cash and Cash Equivalents																	282
Adjusted Enterprise Value																	**7658**

Appendix 1.4 – Valuation of KEPL as on 31st March 2026 under the DCF Method

INR Mn

Period	Finance Income	Changes in Financial Asset	Interest on BCC	O&M Income	Other income	Total Inflow	Routine O&M Expense	MMR	Capex	WCap	Tax	Total Outflow	FCFF	WACC	CAF	DF	PV of FCFF
	A	B	C	D	E	F=A+B+C+D+E	G	H	I	J	K	L=G+H+I+J+K	M=F+L	N	O	P	Q=M*P
May-26	88	78	362	16	10	553	(46)	-	-	196	-	150	703	7.28%	0.15	0.99	695
Nov-26	88	82	351	16	4	542	(51)	-	-	88	-	37	579	7.28%	0.66	0.95	553
May-27	86	90	343	17	4	540	(60)	-	-	341	-	281	820	7.28%	1.15	0.92	756
Nov-27	85	95	333	17	5	536	(60)	-	-	85	-	25	561	7.28%	1.66	0.89	499
May-28	83	104	324	17	6	534	(54)	-	-	85	-	31	565	7.28%	2.16	0.86	486
Nov-28	82	110	312	18	7	530	(54)	-	-	84	(11)	20	549	7.28%	2.66	0.83	456
May-29	79	119	304	18	7	527	(60)	-	-	30	(78)	(108)	419	7.28%	3.16	0.80	336
Nov-29	78	126	292	18	8	522	(60)	-	-	-	(76)	(137)	385	7.28%	3.66	0.77	298
May-30	75	136	282	19	9	520	(66)	-	-	-	(85)	(150)	370	7.28%	4.16	0.75	276
Nov-30	73	143	269	19	6	511	(66)	-	-	-	(82)	(148)	363	7.28%	4.66	0.72	262
May-31	70	153	258	20	3	505	(84)	(257)	-	-	(19)	(360)	145	7.28%	5.16	0.70	101
Nov-31	68	161	246	20	3	499	(84)	(257)	-	-	(17)	(359)	141	7.28%	5.66	0.67	95
May-32	65	172	235	20	3	495	(71)	-	-	-	(90)	(161)	334	7.28%	6.16	0.65	217
Nov-32	62	181	221	21	4	490	(71)	-	-	-	(89)	(160)	330	7.28%	6.66	0.63	207
May-33	58	193	209	21	4	485	(66)	-	-	-	(93)	(159)	326	7.28%	7.16	0.60	197
Nov-33	56	203	194	22	5	480	(66)	-	-	-	(91)	(158)	322	7.28%	7.66	0.58	188
May-34	52	215	181	22	6	476	(80)	-	-	-	(90)	(171)	305	7.28%	8.16	0.56	172
Nov-34	49	226	166	22	7	470	(80)	-	-	-	(89)	(169)	301	7.28%	8.66	0.54	164
May-35	44	239	152	23	7	465	(71)	-	-	-	(92)	(163)	302	7.28%	9.16	0.53	159
Nov-35	41	251	137	23	8	459	(71)	-	-	-	(91)	(162)	298	7.28%	9.66	0.51	151
May-36	36	264	121	24	9	454	(76)	-	-	-	(90)	(166)	288	7.28%	10.16	0.49	141
Nov-36	32	273	104	24	11	445	(76)	-	-	-	(88)	(163)	281	7.28%	10.67	0.47	133
May-37	27	278	89	25	11	429	(77)	-	-	-	(85)	(161)	268	7.28%	11.16	0.46	122
Nov-37	22	296	72	25	7	423	(77)	-	-	-	(83)	(160)	263	7.28%	11.67	0.44	116
May-38	17	321	55	26	4	423	(92)	(350)	-	(4)	-	(447)	-25	7.28%	12.16	0.43	-10
Nov-38	12	329	37	26	3	407	(92)	(350)	-	(7)	-	(450)	-43	7.28%	12.67	0.41	-18
May-39	6	335	18	27	0	386	(47)	-	-	(188)	(63)	(298)	88	7.28%	13.16	0.40	35
Enterprise Value																	**6784**
Adjustments:																	
Cash and Cash Equivalents																	562
Adjusted Enterprise Value																	**7347**

Appendix 1.5 – Valuation of MHHL as on 31st March 2026 under the DCF Method

INR Mn

Period	Finance Income	Changes in Financial Asset	Interest on BCC	O&M Income	Other income	Total Inflow	Routine O&M Expense	MMR	Capex	WCap	Tax	Total Outflow	FCFF	WACC	CAF	DF	PV of FCFF
	A	B	C	D	E	F=A+B+C+D+E	G	H	I	J	K	L=G+H+I+J+K	M=F+L	N	O	P	Q=M*P
Jun-26	106	-	285	0	-	391	(53)	-	-	65	-	13	404	7.05%	0.22	0.98	398
Dec-26	116	29	300	0	-	445	(37)	-	-	72	-	35	481	7.05%	0.72	0.95	457
Jun-27	115	25	295	1	-	435	(39)	-	-	71	-	32	467	7.05%	1.22	0.92	430
Dec-27	115	29	288	1	-	432	(39)	-	-	71	-	32	464	7.05%	1.72	0.89	413
Jun-28	114	35	281	1	-	430	(49)	-	-	69	-	19	449	7.05%	2.22	0.86	386
Dec-28	113	40	272	1	-	425	(49)	-	-	68	-	19	444	7.05%	2.73	0.83	369
Jun-29	111	46	266	1	-	423	(47)	-	-	68	-	21	445	7.05%	3.22	0.80	357
Dec-29	110	52	257	1	2	422	(47)	-	-	67	(2)	19	440	7.05%	3.73	0.78	342
Jun-30	108	59	250	1	5	422	(47)	-	-	55	(50)	(42)	381	7.05%	4.22	0.75	286
Dec-30	107	65	240	1	7	420	(47)	-	-	-	(50)	(96)	324	7.05%	4.73	0.72	235
Jun-31	104	73	233	1	9	420	(77)	-	-	-	(53)	(131)	290	7.05%	5.22	0.70	203
Dec-31	102	80	225	1	12	419	(77)	-	-	-	(53)	(130)	289	7.05%	5.73	0.68	196
Jun-32	100	88	216	1	14	418	(46)	(373)	-	(3)	-	(422)	(4)	7.05%	6.23	0.65	(3)
Dec-32	97	97	205	1	7	407	(46)	(373)	-	(4)	-	(423)	(17)	7.05%	6.73	0.63	(11)
Jun-33	94	106	197	1	0	397	(51)	-	-	6	(15)	(59)	337	7.05%	7.23	0.61	206
Dec-33	91	115	186	1	0	392	(51)	-	-	-	(67)	(118)	274	7.05%	7.73	0.59	162
Jun-34	87	125	177	1	0	389	(54)	-	-	-	(70)	(125)	265	7.05%	8.23	0.57	151
Dec-34	83	135	165	1	0	384	(54)	-	-	-	(69)	(123)	261	7.05%	8.73	0.55	144
Jun-35	79	146	155	1	0	381	(60)	-	-	-	(70)	(131)	250	7.05%	9.23	0.53	134
Dec-35	75	157	144	1	0	377	(60)	-	-	-	(69)	(130)	247	7.05%	9.73	0.52	127
Jun-36	70	169	133	1	0	372	(56)	-	-	-	(72)	(128)	244	7.05%	10.23	0.50	122
Dec-36	65	181	120	1	3	369	(56)	-	-	-	(71)	(127)	242	7.05%	10.73	0.48	117
Jun-37	59	194	109	1	6	368	(58)	-	-	-	(72)	(130)	238	7.05%	11.23	0.47	111
Dec-37	53	207	96	1	8	365	(58)	-	-	-	(72)	(129)	236	7.05%	11.73	0.45	106
Jun-38	47	218	84	1	11	360	(86)	-	-	-	(65)	(151)	210	7.05%	12.23	0.43	91
Dec-38	40	225	70	1	14	350	(86)	-	-	-	(62)	(148)	202	7.05%	12.73	0.42	85
Jun-39	33	244	57	1	17	351	(55)	(443)	-	(29)	-	(528)	-176	7.05%	13.23	0.41	(71)
Dec-39	26	268	44	1	8	346	(55)	(443)	-	(29)	-	(527)	-181	7.05%	13.73	0.39	(71)
Jun-40	17	279	29	1	0	326	(68)	-	-	46	-	(22)	304	7.05%	14.23	0.38	115
Dec-40	9	287	15	1	0	311	(68)	-	-	(88)	(39)	(196)	116	7.05%	14.73	0.37	42
Enterprise Value																	**5626**
Adjustments:																	
Cash and Cash Equivalents																	24
Adjusted Enterprise Value																	**5650**

Appendix 1.6 – Valuation of PHL as on 31st March 2026 under the DCF Method

INR Mn

Period	Finance Income	Changes in Financial Asset	Interest on BCC	O&M Income	Other income	Total Inflow	Routine O&M Expense	MMR	Capex	WCap	Tax	Total Outflow	FCFF	WACC	CAF	DF	PV of FCFF
	A	B	C	D	E	F=A+B+C+D+E	G	H	I	J	K	L=G+H+I+J+K	M=F+L	N	O	P	Q=M*P
May-26	173	0	193	26	4	395	(39)	-	-	64	-	26	421	7.18%	0.14	0.99	417
Nov-26	180	191	421	17	4	812	(46)	-	-	137	-	92	904	7.18%	0.64	0.96	864
May-27	169	18	403	17	4	611	(46)	-	-	101	-	55	666	7.18%	1.14	0.92	615
Nov-27	171	22	393	17	4	607	(46)	(21)	-	97	-	29	636	7.18%	1.64	0.89	568
May-28	169	30	384	18	4	604	(49)	(21)	-	96	-	26	629	7.18%	2.14	0.86	542
Nov-28	169	35	371	18	5	599	(49)	(7)	-	97	-	41	639	7.18%	2.65	0.83	532
May-29	165	46	362	18	5	596	(50)	(7)	-	4	(61)	(114)	482	7.18%	3.14	0.80	388
Nov-29	166	51	349	19	5	590	(50)	(7)	-	-	(78)	(134)	456	7.18%	3.65	0.78	354
May-30	161	62	339	19	6	588	(51)	(7)	-	-	(91)	(149)	439	7.18%	4.14	0.75	329
Nov-30	162	69	326	19	6	582	(51)	(7)	-	-	(89)	(148)	434	7.18%	4.65	0.72	315
May-31	156	81	314	20	7	579	(58)	(7)	-	-	(98)	(163)	416	7.18%	5.14	0.70	291
Nov-31	156	89	302	20	6	573	(58)	(63)	-	-	(82)	(203)	369	7.18%	5.65	0.68	250
May-32	151	102	289	21	4	567	(53)	(63)	-	-	(90)	(205)	361	7.18%	6.15	0.65	236
Nov-32	148	111	274	21	6	561	(53)	(12)	-	-	(101)	(165)	395	7.18%	6.65	0.63	249
May-33	142	126	262	21	5	556	(53)	(12)	-	-	(106)	(171)	385	7.18%	7.15	0.61	235
Nov-33	139	137	246	22	5	549	(53)	(7)	-	-	(105)	(166)	383	7.18%	7.65	0.59	226
May-34	132	152	233	22	5	544	(53)	(7)	-	-	(108)	(169)	375	7.18%	8.15	0.57	213
Nov-34	128	165	217	23	5	537	(53)	(7)	-	-	(106)	(167)	370	7.18%	8.65	0.55	203
May-35	119	182	202	23	5	531	(55)	(7)	-	-	(108)	(170)	361	7.18%	9.15	0.53	192
Nov-35	114	196	186	24	5	525	(55)	(25)	-	-	(102)	(182)	343	7.18%	9.65	0.51	176
May-36	105	214	170	24	6	519	(55)	(25)	-	-	(103)	(184)	336	7.18%	10.15	0.49	166
Nov-36	98	231	152	25	7	513	(55)	(9)	-	-	(105)	(170)	343	7.18%	10.65	0.48	164
May-37	88	251	135	25	6	506	(56)	(9)	-	-	(105)	(171)	335	7.18%	11.15	0.46	155
Nov-37	79	265	117	26	7	494	(56)	(7)	-	-	(103)	(166)	328	7.18%	11.65	0.45	146
May-38	68	277	99	26	8	478	(59)	(7)	-	-	(99)	(165)	313	7.18%	12.15	0.43	135
Nov-38	58	302	80	27	6	473	(59)	(72)	-	-	(82)	(213)	260	7.18%	12.65	0.42	108
May-39	46	336	61	27	1	471	(50)	(72)	-	-	(85)	(207)	264	7.18%	13.15	0.40	106
Nov-39	33	352	41	28	0	454	(50)	(15)	-	-	(95)	(160)	294	7.18%	13.65	0.39	114
May-40*	19	366	21	28	(0)	434	(53)	(15)	-	(30)	(90)	(188)	246	7.18%	14.15	0.37	92
Enterprise Value																	**8382**
Adjustments:																	
Cash and Cash Equivalents																	71
Adjusted Enterprise Value																	**8452**

Appendix 1.7 – Valuation of RVHL as on 31st March 2026 under the DCF Method

INR Mn

Period	Finance Income	Changes in Financial Asset	Interest on BCC	O&M Income	Other income	Total Inflow	Routine O&M Expense	MMR	Capex	WCap	Tax	Total Outflow	FCFF	WACC	CAF	DF	PV of FCFF
	A	B	C	D	E	F=A+B+C+D+E	G	H	I	J	K	L=G+H+I+J+K	M=F+L	N	O	P	Q=M*P
Apr-26	122	-17	243	0	3	352	(29)	-	-	58	-	28	381	7.32%	0.03	1.00	380
Oct-26	123	182	237	0	5	547	(35)	-	-	92	-	56	604	7.32%	0.53	0.96	582
Apr-27	119	64	371	1	5	558	(35)	-	-	93	-	58	616	7.32%	1.03	0.93	573
Oct-27	118	70	361	1	5	554	(45)	-	-	91	-	45	600	7.32%	1.53	0.90	538
Apr-28	116	77	353	1	7	554	(45)	-	-	90	-	45	598	7.32%	2.03	0.87	518
Oct-28	114	84	341	1	10	551	(41)	-	-	90	-	49	600	7.32%	2.53	0.84	502
Apr-29	112	93	333	1	11	550	(41)	-	-	90	-	49	599	7.32%	3.03	0.81	484
Oct-29	111	101	321	1	14	547	(42)	-	-	88	-	47	593	7.32%	3.53	0.78	462
Apr-30	108	110	312	1	16	547	(42)	-	-	15	-	(27)	519	7.32%	4.03	0.75	391
Oct-30	106	118	300	1	18	542	(76)	-	-	-	(54)	(130)	412	7.32%	4.53	0.73	299
Apr-31	103	128	290	1	21	542	(76)	-	-	-	(84)	(161)	382	7.32%	5.03	0.70	268
Oct-31	100	138	278	1	23	540	(39)	(354)	-	-	(4)	(397)	143	7.32%	5.53	0.68	97
Apr-32	97	148	266	1	13	526	(39)	(354)	-	-	(9)	(402)	124	7.32%	6.03	0.65	81
Oct-32	94	158	253	1	6	512	(46)	-	-	-	(93)	(138)	374	7.32%	6.53	0.63	236
Apr-33	90	170	241	1	6	508	(45)	-	-	-	(98)	(143)	365	7.32%	7.03	0.61	222
Oct-33	87	181	227	1	6	502	(48)	-	-	-	(96)	(144)	358	7.32%	7.53	0.59	210
Apr-34	82	194	215	1	8	500	(48)	-	-	-	(100)	(148)	352	7.32%	8.03	0.57	199
Oct-34	78	206	200	1	11	496	(53)	-	-	-	(98)	(150)	345	7.32%	8.53	0.55	189
Apr-35	73	220	186	1	13	494	(53)	-	-	-	(101)	(153)	340	7.32%	9.03	0.53	180
Oct-35	69	233	172	1	16	490	(48)	-	-	-	(101)	(149)	341	7.32%	9.53	0.51	174
Apr-36	64	247	156	1	19	486	(48)	-	-	-	(102)	(151)	336	7.32%	10.04	0.49	165
Oct-36	58	262	140	1	22	483	(51)	-	-	-	(101)	(152)	331	7.32%	10.54	0.48	157
Apr-37	52	278	124	1	23	478	(51)	-	-	-	(102)	(153)	325	7.32%	11.04	0.46	149
Oct-37	46	289	107	1	26	470	(81)	(417)	-	(10)	-	(508)	-39	7.32%	11.54	0.44	-17
Apr-38	40	296	91	1	16	443	(81)	(417)	-	(13)	-	(511)	-68	7.32%	12.04	0.43	-29
Oct-38	33	317	74	1	4	429	(45)	-	-	23	(61)	(83)	346	7.32%	12.54	0.41	143
Apr-39	26	345	56	1	(0)	428	(45)	-	-	-	(93)	(138)	291	7.32%	13.04	0.40	116
Oct-39	18	356	38	1	(0)	413	(60)	-	-	-	(86)	(146)	267	7.32%	13.54	0.38	103
Apr-40	11	364	19	1	(0)	394	(60)	-	-	(257)	(82)	(398)	-4	7.32%	14.04	0.37	-2
Enterprise Value																	**7369**
Adjustments:																	
Cash and Cash Equivalents																	9
Adjusted Enterprise Value																	**7377**

Appendix 2 – Weighted Average Cost of Capital (WACC) of the SPVs as on 31st March 2026

Particulars	Cost of Equity (Ke)						Cost of Debt			D/(D+E)	WACC
	Rf	ERP	Relevered Beta	Ke	CSRP	Adjusted Ke	Pre-Tax Kd	Tax Rate	Post-Tax Kd		
	Note 1	Note 2	Note 3	Note 4	Note 5	Note 6	Note 7	Note 8	Note 9	Note 10	Note 11
BEPL	6.90%	7.00%	0.51	10.50%	0.00%	**10.50%**	7.50%	20.48%	**5.96%**	70.00%	**7.32%**
BGHL	6.90%	7.00%	0.50	10.40%	0.00%	**10.40%**	7.50%	23.70%	**5.71%**	70.00%	**7.12%**
DEPPL	6.90%	7.00%	0.52	10.55%	0.00%	**10.55%**	7.50%	18.55%	**6.06%**	70.00%	**7.41%**
KEPL	6.90%	7.00%	0.51	10.48%	0.00%	**10.48%**	7.50%	21.12%	**5.89%**	70.00%	**7.26%**
MHHL	6.90%	7.00%	0.50	10.36%	0.00%	**10.36%**	7.50%	24.99%	**5.63%**	70.00%	**7.05%**
PHL	6.90%	7.00%	0.50	10.43%	0.00%	**10.43%**	7.50%	22.81%	**5.80%**	70.00%	**7.19%**
RVHL	6.90%	7.00%	0.51	10.49%	0.00%	**10.49%**	7.50%	20.56%	**5.95%**	70.00%	**7.31%**

Note No	Remarks
Note 1	Risk free rate has been considered as an average risk-free rate of 6.90%, based on the zero-coupon yield curve as of 31 March 2026 for 10-year Government securities, computed over the three-month period preceding the valuation date. (Refer Section 7.2 for the detailed note)
Note 2	Based on historical realized returns on equity investments over a risk-free rate represented by 10 years government bonds, a 7% equity risk premium is considered appropriate for India. (Refer Section 7.2 for the detailed note)
Note 3	Beta has been considered based on the beta of companies operating in the similar kind of business in India. (Refer Section 7.2 for the detailed note)
Note 4	Base Ke = Rf + (β x ERP)
Note 5	Risk Premium/ Discount Specific to the SPVs
Note 6	Adjusted Ke = Rf + (β x ERP) + CSRP
Note 7	As per Management Representation Letter (Refer section 7.2 for the detailed note)
Note 8	Average tax rate for the life of the SPVs have been considered
Note 9	Effective cost of debt. Kd = Pretax Kd * (1-Effective Tax Rate)
Note 10	The debt - equity ratio computed as [D/(D+E)] is considered as 70% as per industry standard.
Note 11	WACC = [Ke*(1-D/(D+E))]+[Kd*(1-t)*(D/(D+E))]

Appendix 3 – Computation of Unlevered and Relevered Beta

A. Calculation of Unlevered Beta

Unlevered Beta = Levered Beta/ [1+ (Debt/Equity)*(1-T)]

Particulars	Raw Beta	Debt to Market Capitalization	Effective Tax Rate (%)	Unlevered Beta
PowerGrid Infrastructure Investment Trust	0.15	2%	17.47%	0.15
IRB InvIT Fund	0.30	56%	25.17%	0.21
Average				**0.18**

B. Calculation of Relevered Beta

Re-Levered Beta = Unlevered Beta* [1+ (Debt/Equity)*(1-T)]

Particulars	Unlevered Beta	Debt Equity Ratio	Effective Tax rate of SPVs	Relevered Beta
BEPL	0.18	2.33	20.48%	0.51
BGHL	0.18	2.33	23.70%	0.50
DEPPL	0.18	2.33	18.55%	0.52
KEPL	0.18	2.33	21.12%	0.51
MHHL	0.18	2.33	24.99%	0.50
PHL	0.18	2.33	22.81%	0.50
RVHL	0.18	2.33	20.56%	0.51

**Source: Information provided by S&P Capital IQ, database sources, market research, other published data and internal workings*

<u>Justification of Companies used for calculation of Beta for SPV:</u>

The following companies are integral players in the Indian infrastructure sector and contributes significantly to the development, operation and maintenance of infrastructure project. Their strong market presence, diversified portfolios and cosistent involvement in the key infrastructure projects make them relevant for the computation of beta of HAM SPV in the context of road business valuation.

1. **<u>IRB InvIT Fund</u>**
   The IRB InvIT Fund is a dedicated infrastructure trust that manages toll road assets across India, with a portfolio comprising six operational highway projects. Its focused strategy within the transportation infrastructure sector and operational maturity positions it as a relevant peer in the broader infrastructure trust landscape. Structurally, IRB InvIT shares several characteristics with Anantam Highways Trust both are SEBI-registered InvITs with stable, income-generating infrastructure assets and long-term cash flow visibility. These similarities make IRB InvIT a reasonable comparable for evaluating Anantam Highways Trust, particularly in the context of computing beta for valuation purposes. Moreover, like Anantam Highways Trust, IRB InvIT is currently operating and generating cash flows from completed assets, thereby offering a realistic proxy for risk-return dynamics in the infrastructure domain. Both entities offer annuity-like cash flows, similar investor profiles, and comparable regulatory frameworks. For these reasons, IRB InvIT is considered an appropriate peer for beta estimation in the valuation analysis of Anantam Highways Trust.

2. **<u>PG InvIT</u>**
   PowerGrid InvIT (PG InvIT) primarily owns and operates high-voltage power transmission lines, which form a critical component of India's electricity infrastructure. The trust earns regulated revenues through long-term, fixed-fee contracts with utilities, offering predictable and stable cash flows over extended periods. Anantam Highways Trust, while operating in a different sector Roads Sector shares key structural and financial characteristics with PG InvIT. Both entities are SEBI-registered InvITs with long-term contracted revenues, asset-heavy models, and yield-focused investment propositions. These similarities support the application of standard infrastructure valuation methodologies such as the Discounted Cash Flow (DCF) approach, which emphasizes long-term cash flow generation and yield expectations. From a capital market perspective, both InvITs are designed to deliver long-term returns to investors through consistent distributions, making them suitable peers in a comparative valuation context.

Appendix 4.1 – BEPL Summary of Approval and Licenses

Sr. No.	Approvals	Date of Issue/ Renewal	Valid upto	Issuing Authority
1	Provisional Certificate certifying completion of the project highway	3rd July 2024	-	K&J Project Private Limited

Source: Investment Manager

Appendix 4.2 – BGHL Summary of Approval and Licenses

Sr. No.	Approvals	Date of Issue/ Renewal	Valid upto	Issuing Authority
1	Licence obtained pursuant to CLRA Act	November 5, 2024	October 31, 2025	Office of the Licensing Officer, GoI
2	License for Building and Construction Workers	October 31, 2022	Till Completion	Office of the Licensing Officer, GoI
3	Provisional Certificate certifying completion of the project highway	6/23/2025	-	SATRA Servics and Solutions Pvt Ltd in JV with Feedback Infra Pvt Ltd

Source: Investment Manager

Appendix 4.3 – DEPPL Summary of Approval and Licenses

Sr. No.	Approvals	Date of Issue/ Renewal	Valid upto	Issuing Authority
1	Provisional Certificate certifying completion of the project highway	9/26/2024	-	SA Infrastruture Consultant Pvt. Ltd

Source: Investment Manager

Appendix 4.4 – KEPL Summary of Approval and Licenses

Sr. No.	Approvals	Date of Issue/ Renewal	Valid upto	Issuing Authority
1	Provisional Certificate certifying completion of the project highway	7/15/2024	-	CHAITANYA Projects Consultancy (P) Ltd.

Source: Investment Manager

Appendix 4.5 – MHHL Summary of Approval and Licenses

Sr. No.	Approvals	Date of Issue/ Renewal	Valid upto	Issuing Authority
1	Licence obtained pursuant to CLRA Act	July 17, 2025	July 25, 2026	Office of the Licensing Officer, GoI
2	License for Building and Construction Workers	September 12, 2023	Till Completion	Office of the Registering Officer, GoI
3	Provisional Certificate certifying completion of the project highway	1/24/2026	-	L.N.Malviya Infra Projects Pvt. Ltd

Source: Investment Manager

Appendix 4.6 – PHL Summary of Approval and Licenses

Sr. No.	Approvals	Date of Issue/ Renewal	Valid upto	Issuing Authority
1	Licence obtained pursuant to CLRA Act	24-12-2021	12/23/2025	ALC Puducherry
2	License for Building and Construction Workers	24-12-2021	Till Completion	ALC Puducherry
3	Provisional Certificate certifying completion of the project highway	12/08/25 effective from 16/05/25	-	Theme Engineering Services Pvt. Ltd. In Association with Ishita Info Solutions Pvt.Ltd.

Source: Investment Manager

Appendix 4.7 – RVHL Summary of Approval and Licenses

Sr. No.	Approvals	Date of Issue/ Renewal	Valid upto	Issuing Authority
1	Licence obtained pursuant to CLRA Act	February 19, 2025	February 26, 2026	Office of the Licensing Officer, GoI
2	License for Building and Construction Workers	July 14, 2023	Till Completion	Office of the Licensing Officer, GoI
3	Provisional Certificate certifying completion of the project highway	7/3/2025	-	Bloom Companies, LLC

Source: Investment Manager

Appendix 5 – Summary of Ongoing GST Cases

Sr.No	Name of the Company	Issue	Notice Date	Amount (INR Mn)	Status as on 31-03-2026
1	Poondiyankuppam Highways Limited	Difference between P&L and GSTR-3B, short supply of services arrived from the difference between GSTR-3B & 2A	20-Apr-23	4.7	Appeal filed , One hearing comleted, Again they will give personal Hearing Date
2	Poondiyankuppam Highways Limited	Ineligible ITC as per Sec17(2)	18-Mar-24	121.6	Reply filed , Assessing officer will revert
3	Poondiyankuppam Highways Limited	GSTR-3B VS GSTR-7	31-Jul-25	3.9	Appeal filed , No personal Hearing was given till Date

Source: Investment Manager

Appendix 6: Summary of Forecasted Major Repairs

INR Mn

SPV	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY 41
BEPL	-	-	-	-	-	222	-	-	-	-	-	-	302	-	
BGHL	-	-	-	-	-	418	-	-	-	-	-	-	487	-	
DEPPL	-	-	-	-	-	309	309	-	-	-	-	-	388	388	
KEPL	-	-	-	-	-	514	-	-	-	-	-	-	701	-	
MHHL	-	-	-	-	-	-	747	-	-	-	-	-	-	885	-
PHL	-	21	28	14	13	70	75	19	15	33	35	17	79	87	15
RVHL	-	-	-	-	-	354	354	-	-	-	-	417	417	-	-
Total	-	63	42	27	617	2,013	1,509	33	29	83	53	1,251	2,518	1,390	16

Source: Investment Manager

Appendix 7: Details of Equity Stake and Debt Outstanding in Existing SPVs

INR Mn

Sr. No	SPV	Name	Equity Stake of the Trust	Trust's Equity Stake at Cost	Amount of Outstanding debt payable by the SPVs to the Trust**
1	BMHL	Bangalore Malur Highways Limited	100%*	2,964	3,317
2	DBHL	Dhrol Bhadra Highways Limited	100%*	1,555	3,418
3	DHHL	Dodaballapur Hoskote Highways Limited	100%*	1,710	3,546
4	VHL	Viluppuram Highways Limited	100%*	1,251	4,536
5	MBHL	Malur Bangarpet Highways Limited	100%*	3,308	3,776
6	NPHL	Narenpur Purnea Highways Limited	100%*	4,875	3,402
7	RHL	Repallewada Highways Limited	100%*	2,087	2,942

* *Anantam Highways Trust holds 100% effective ownership in all SPVs, with a 99.98% direct stake and the remaining negligible interest held by its nominee.*

***The amount of outstanding debt payable by the SPVs to the Trust as on the Valuation Date.*

Appendix 8: Brief Details about the Valuer

Professional Experience

Sundararaman is a fellow member from the Institute of Chartered Accountants of India, Graduate member of the Institute of Cost and Works Accountants of India, Information Systems Auditor (DISA of ICAI) and has completed the Post Qualification Certification courses of ICAI on IFRS, Valuation. He is a registered Insolvency Professional and a Registered Valuer for Securities or Financial Assets, having been enrolled with the Insolvency and Bankruptcy Board of India (IBBI) after passing the respective Examinations. He possesses more than 30 years of experience in servicing large and medium sized clients in the areas of Corporate Advisory including Strategic Restructuring, Governance, Acquisitions and related Valuations and Tax Implications apart from Audit and Assurance Services.

His areas of specialization include valuation for various Infrastructure Companies including valuation for Investment Infrastructure Trusts (InvITs)

Professional Qualifications & Certifications

- FCA
- Grad CWA
- Certificate Courses on Valuation
- Certificate Course on IFRS
- Information Systems Audit (DISA of ICAI)
- Registered Insolvency Professional
- IBBI Registered Valuer

Contact Details:

Mr. S. Sundararaman IBBI Registered Valuer
Mobile: +91 97909 28047
Email: **chennaissr@gmail.com**

Address:

50/25, Vedantha Desikar Street,
Mylapore, Chennai, Tami Nadu – 600 004

Registration Details

IBBI Registration No - IBBI/RV/06/2018/10238

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