

Citius TransNet Investment Trust ("Citius TransNet")

June 2026

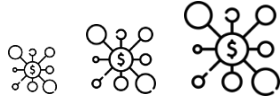
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Introduction



Growth

- ƒ ROFO portfolio demonstrating Sponsor group commitment
- ƒ EAAA Platform's track record of acquiring assets at various stages and scaling up
- ƒ Proven capital raising capabilities of EAAA Platform
- ƒ Build capabilities to tap adjacency in the transport sectors



Governance

- ƒ Governance principles that promote accountability, fairness, and transparency
- ƒ Experienced Investment Manager (IM) Team with eminent independent directors
- ƒ Focus on risk management

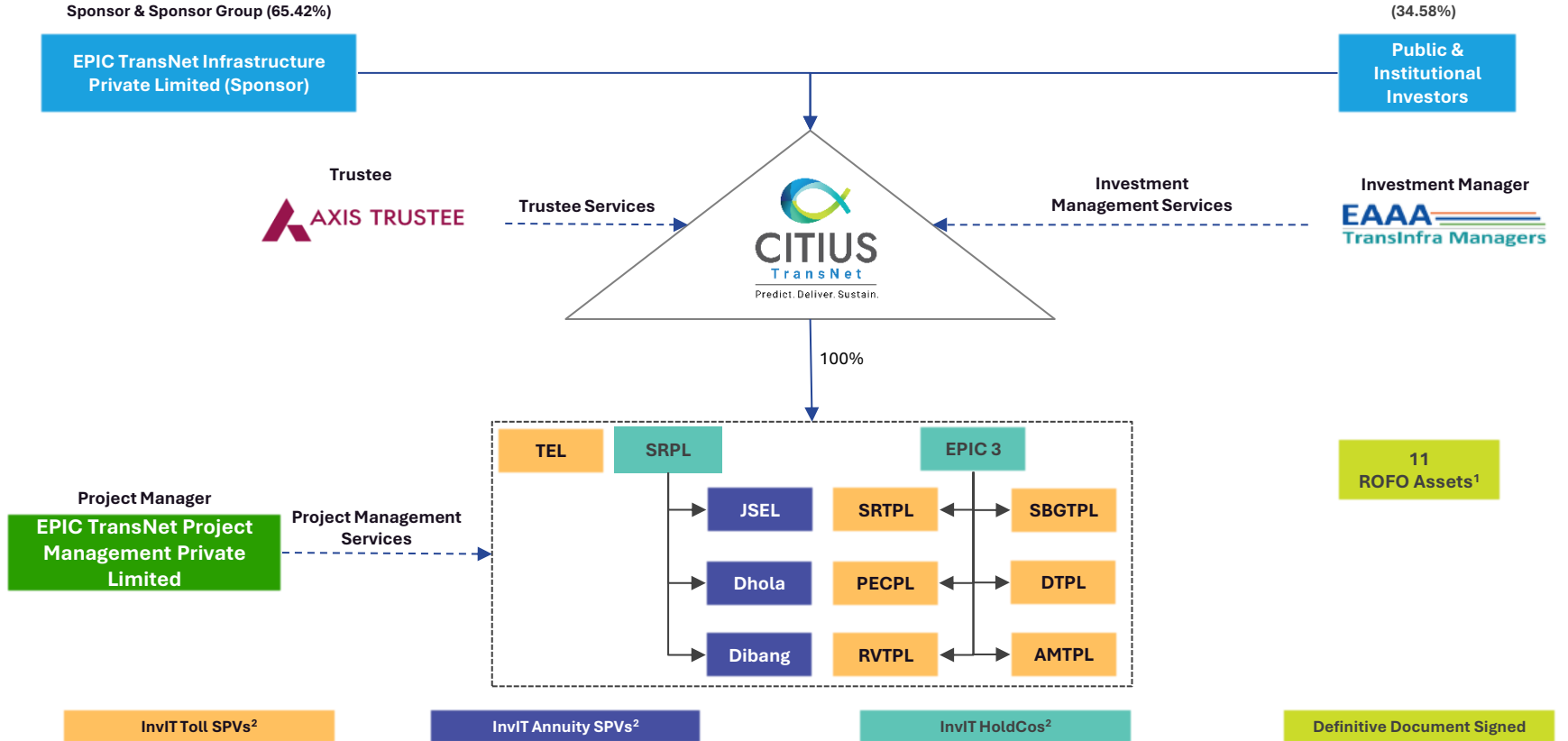


Management

- ƒ "Active" asset management to drive growth and value enhancement
- ƒ Operational excellence in O&M
- ƒ Teams with experience across asset "life cycle" comprising construction, operations and asset handover

Backed by an experienced in-house team with 'full spectrum' asset management and maintenance capabilities

Citius TransNet - Structure



¹ EAAA Platform has signed definitive documents to acquire ROFO assets. It has completed acquisition of five assets and is in process of completing acquisition for balance six. These assets are to be offered to the Citius TransNet under the ROFO Agreement

² These assets were transferred to Citius TransNet in April 2026 (post IPO)

Note: Citius TransNet is registered as an infrastructure investment trust in accordance with the Securities and Exchange Board of India (Infrastructure Investment Trusts) Regulations, 2014, on August 1, 2025, having registration number IN/InvIT/25-26/0032

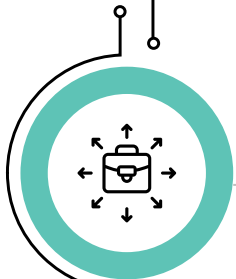


Executive Summary



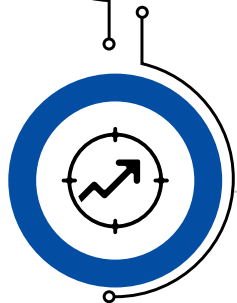
Unique Opportunity

- ‡ A transport sector focused InvIT, backed by a financial sponsor
- ‡ A Scaled, Mature, Balanced Portfolio



Diversified and De-risked Portfolio

- ‡ **Large Scale Portfolio:** aggregating 3,406.71 lane-kms across 10 highway assets in 9 states, and 2,366.81 lane-kms across 11 ROFO assets¹ in 6 states
- ‡ **Predictable Cash Flows:** Balanced portfolio of annuity and toll providing steady cash flows and recurring toll revenues
- ‡ **De-risked Portfolio:** Toll portfolio with 10.38 years³ of average operating history and minimal counterparty default risk

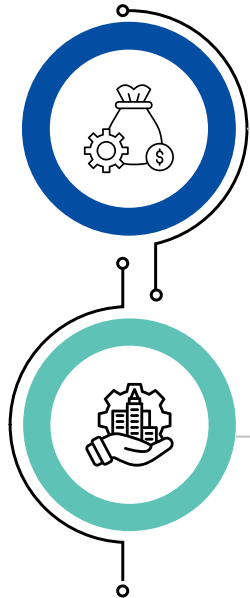


Growth

- ‡ **Large Market Opportunity:** INR 42-45 Tn Investment Potential across Transport Infrastructure of which Roads expected to attract highest share with INR 33-35 Tn³
- ‡ Acquisition strategy to focus on mature, de-risked, operating highway and transport assets
- ‡ **ROFO Pipeline:** ROFO Agreement with certain entities in the EAAA Platform for 11 HAM assets
- ‡ Proven track record of the EAAA platform to acquire quality infrastructure assets

¹ Including assets currently under acquisition process from Ashoka Buildcon for which definitive documents have been executed, 5/11 assets already acquired by the sponsor group. Of the identified ROFO assets, 10 are already operational

² Simple average as on March 31, 2026 ³ Source: CRISIL Industry Report (March, 2026)



Institutional Platform managed by Reputed Alternative Asset Manager

- † Managed by EAAA TransInfra Managers Ltd. (“ETML”), a wholly owned subsidiary of EAAA India Alternatives Limited (“EAAA”), one of the leading Indian Alternative Asset Manager - managed an AUM of INR 727 billion¹
- † EAAA’s diversified investor base including global & domestic institutions, and large family offices, demonstrates expertise and track record in AUM growth and capital raising

Backed by Strong Asset Management Pillars

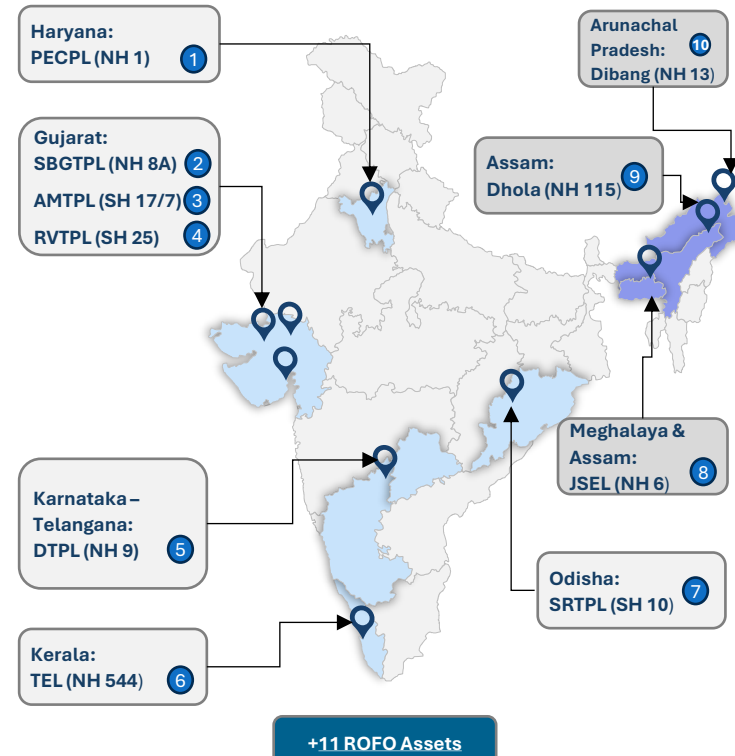
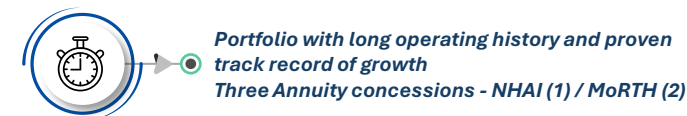
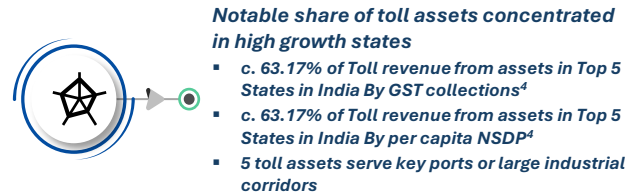
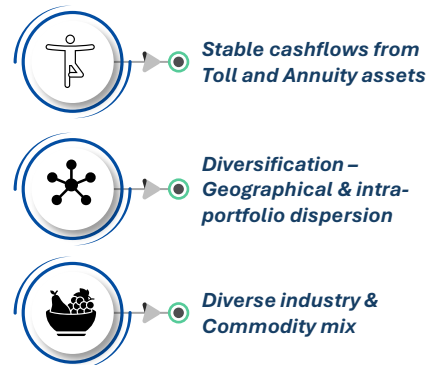
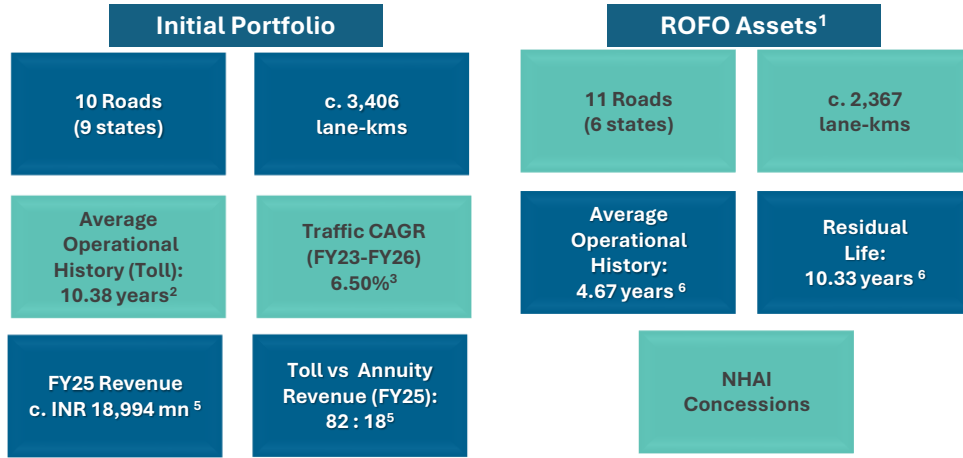
- † In-house operating team with more than 350 employees¹
- † Technology driven O&M capabilities - operating systems (iHAMS, TAS) and ISO certified practices improving asset performance and efficiency
- † Many of the assets have received various awards and recognition- including National Highway Excellence awards, International Safety awards (across years and assets), Build India Infra award.
- † ISO 45001 (Occupational Health & Safety), ISO 27001 (Information Security) & ISO 14001 (Environmental Management) accreditation for all portfolio assets

¹ as on March 31, 2026

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The Portfolio

Mature, Balanced, De-risked & Diversified Portfolio with Long Operating History

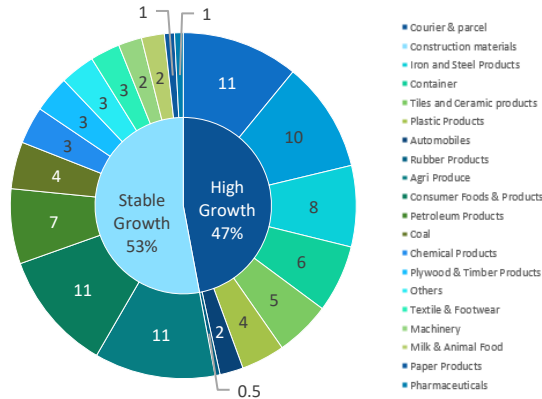


⁴ GST (Goods and Services Tax) Collections (FY 2025)
⁴NSDP (Net State Domestic Product) / Capita (FY 2024/ 2025)

¹ ROFO Portfolio - 5/11 assets already acquired by the EAAA Platform; ² Simple average as on March 31, 2026; ³ Average traffic growth is a weighted average computation of traffic PCU at respective SPVs using AUM as on March 31, 2026 as weights and further considering respective weights of tollable lengths for each toll plaza at SPV level; ⁴ Source: Crisil Industry Study (March, 2026) ⁵ Toll collection (net of revenue share) & Annuity receipts without GST ⁶ Simple average for the five ROFO Assets acquired by the EAAA platform as on March 31, 2026

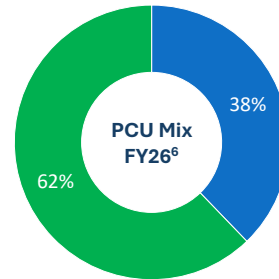
Well diversified Initial Portfolio with Strong Growth & Proven Track Record

FY25 Commodity¹, Traffic Mix and Historical Traffic Growth

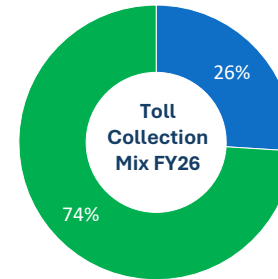


- Courier & parcel
- Construction materials
- Iron and Steel Products
- Container
- Tiles and Ceramic products
- Plastic Products
- Automobiles
- Rubber Products
- Agri Produce
- Consumer Foods & Products
- Petroleum Products
- Coal
- Chemical Products
- Plywood & Timber Products
- Others
- Textile & Footwear
- Machinery
- Milk & Animal Food
- Paper Products
- Pharmaceuticals

Balanced mix of passenger & commercial toll traffic



■ Passenger ■ Commercial



■ Passenger ■ Commercial

Exhibiting consistent traffic growth & resilience

FY23-FY26⁽²⁾

6.50% ↑

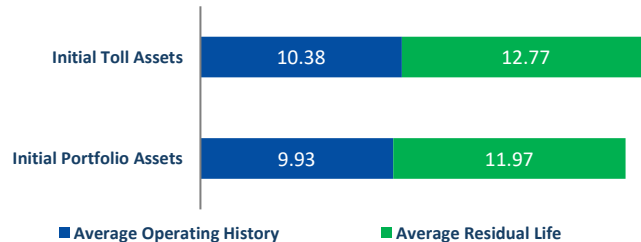
Average PCU Growth

FY18-FY26⁽²⁾⁽³⁾

6.47% ↑

Average PCU Growth

Long operating history & a significant residual life⁴



Stable High-Quality Distributed Annuity Portfolio

Entire annuity portfolio has NHAI / MoRTH as counterparties with low default risk

| SPV | Annuity Receipt Calendar ⁵ (INR million) | | | |
|--------|---|-----|-----|-----|
| | Q1 | Q2 | Q3 | Q4 |
| Dibang | 397 | -- | 397 | -- |
| Dhola | -- | 559 | -- | 559 |
| JSEL | -- | 724 | -- | 724 |

¹ Crisil Traffic Reports (stable growth=<4.5%, High growth>4.5%). Further figures in the chart have been rounded off for ease of reference; ² Average traffic growth is a weighted average computation of traffic PCU at respective SPVs using AUM as on March 31, 2026 as weights and further considering respective weights of tollable lengths for each toll plaza at SPV level; ³ FY18-FY26 excludes PECPL (short residual life – concession ends in February, 2027) and TEL (PCOD achieved in March, 2022 – toll collection commenced thereafter); ⁴ As on March 31, 2026 (Simple average operational history based on PCOD and EV weighted average residual life) ⁵ excluding GST ⁶ Crisil Traffic Reports

The background features several overlapping, curved, organic shapes in various shades of blue and green. The colors range from a deep navy blue to a bright cyan and a vibrant lime green. The shapes are layered, creating a sense of depth and movement. The overall composition is abstract and modern.

Growth Prospects

Calibrated Portfolio Expansion

- **Asset Selection:** Capitalize on the EAAA Platform's strength to acquire road and transport projects with attractive yields and expand portfolio pursuant to ROFO Agreement (11 identified HAM assets)
- **Informed Criteria:** Focus on assets basis criteria including concession lives, strategic locations, reliability of counterparties and high entry barriers, following rigorous due diligence
- **Monetization Alignment:** Leverage the National Monetization Pipeline (NMP) and private sector divestments to scale the portfolio systematically

Tech-Enabled Asset Management

- **Lifecycle Focus:** Drive O&M efficiency through long-term asset preservation, cost optimization, and preventive maintenance programs
- **Technological Innovation:** Utilize advanced materials (e.g., Glass Grid, RAP, and Steel Slag) in collaboration with research institutes to reduce maintenance cycles
- **Operational Excellence:** Deploy techno-commercial oversight and credible vendor partnerships to ensure compliance with NHAI and MoRTH standards



Prudent Capital & Risk Management

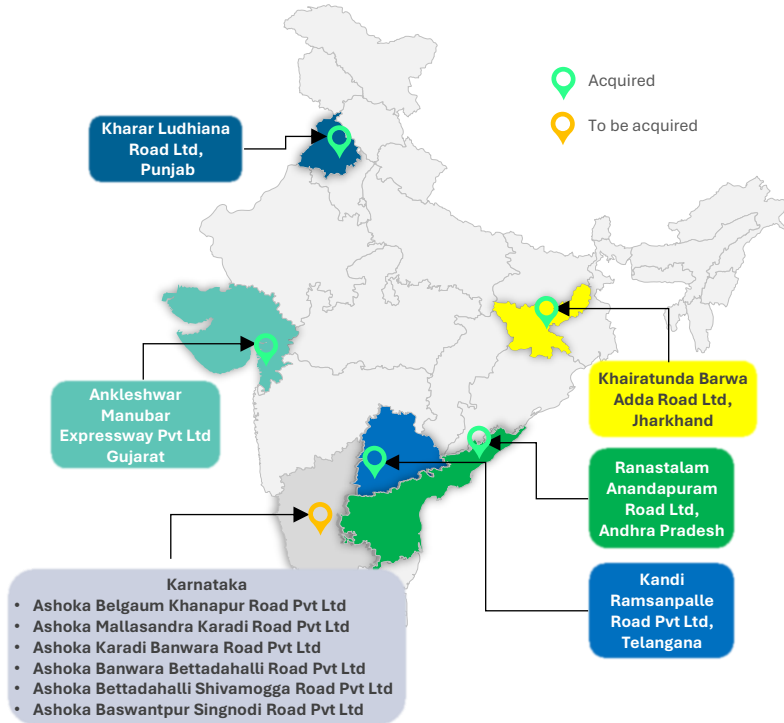
- **Optimized Structure:** Maintain consolidated borrowings below 49% (per InvIT Regulations) to preserve financial flexibility and a healthy credit rating
- **Cost Optimization:** Diversify the financing mix across lenders & investors to minimize overall cost of capital and enhance distributions
- **Risk Governance:** Enterprise-wide risk dashboards and quarterly reviews to monitor data integrity and SPV performance

Build Capabilities in Transport Sector Adjacencies

- **Strategic Diversification:** May expand into synergistic verticals including ropeways, airports, railways, logistics hubs, airports, and charging infrastructure
- **Capability Building:** Leverage financial management expertise & market insight to develop in-house expertise in adjacent transport infrastructure
- **Value Maximization:** Capitalize on urbanization and India's growing consumption demand to create new revenue streams and enhance long-term resilience & value

EAAA platform has signed definitive documents to acquire a portfolio of 11 Hybrid Annuity Model (“HAM”) road assets.

EAAA platform has already completed acquisition of 5 HAM road assets & is in process of completing acquisition for balance 6 assets



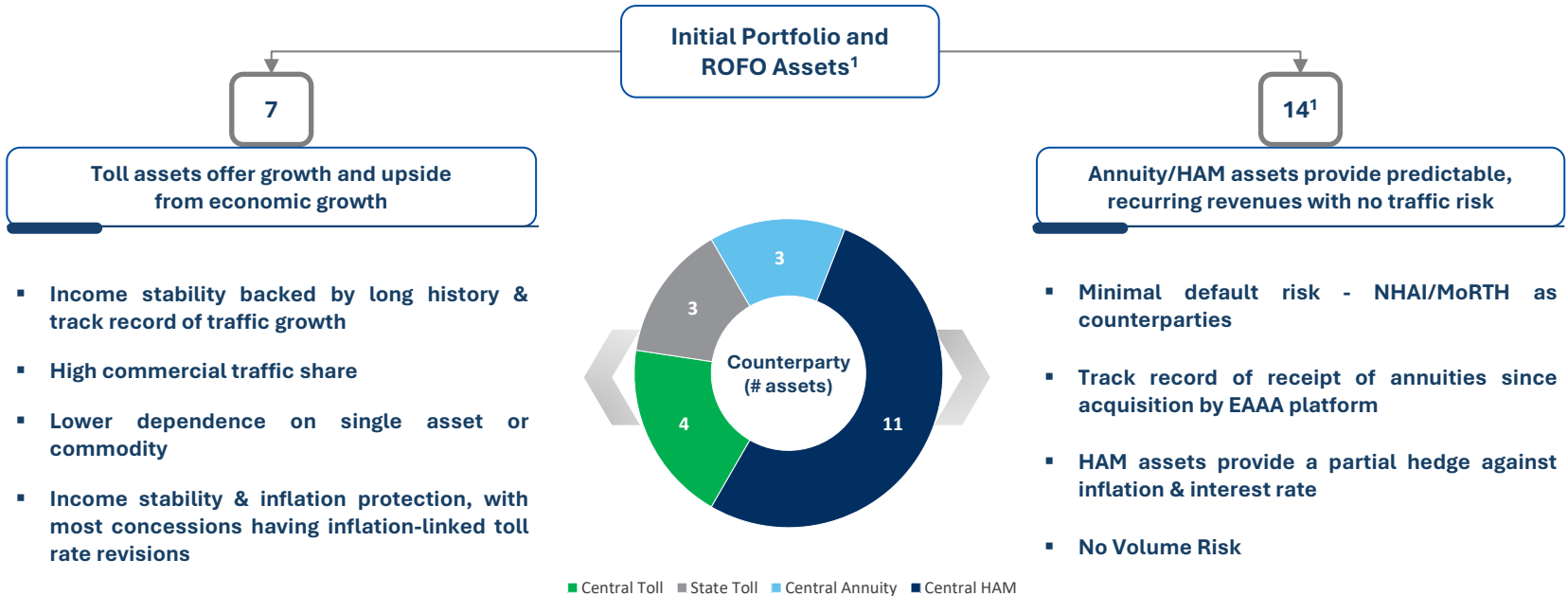
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| NHA counter-party in all 11 assets | c. 2,367 lane kms | Revenue Receipts c. INR 8,900 Mn¹ |
| Average operating history²: c. 4.67 years | Residual concession life²: c. 10.33 years | 6 states |

PCOD received for all ROFO HAM assets (except one)

Note: lane-kms exclude service lane-kms

¹ FY25 revenues includes annuity & interest on unpaid annuities, excludes O&M related receipts for the 10 operational assets

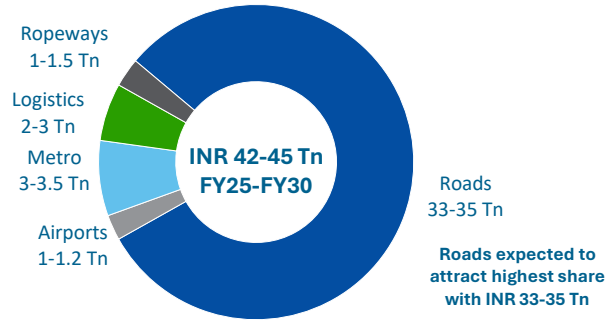
² Simple average for the five ROFO Assets acquired by the EAAA platform as on March 31, 2026



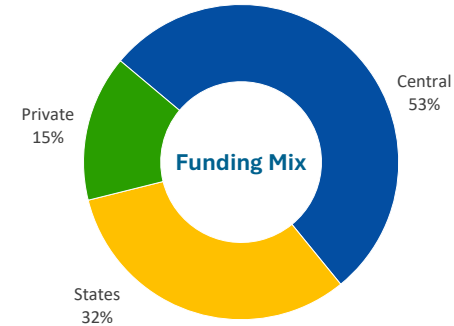
¹ Identified ROFO Portfolio comprising 11 NHAI HAM assets, 5/11 assets already acquired by EAAA platform; 6 are under acquisition

Attractive transport sector outlook with established regulatory environment and economic & social tailwinds

INR 42-45 Tn Investment Potential across Transport Infrastructure...



... to be funded through a mix of Central, State & Private Funding



Favorable Government policies focusing on multimodal transport integration, sustainable mobility & logistics efficiency



National Infrastructure Pipeline (NIP)

Platform to identify and develop large-scale infrastructure projects across the country



National Monetization Pipeline (NMP)

To unlock value from government-owned assets through monetization; Expected assets in NMP 2.0, for FY25-FY30, valued at ~INR 10,005 bn



National Logistics Policy

Operational backbone for efficient goods movement, targeting a reduction in logistics costs to below 10% of GDP by 2030



PM Gati Shakti (National Modal Plan for Multi Modal connectivity)

Digitally integrates planning across ministries facilitating coordinated and data-driven decision-making for infrastructure projects



Bharatmala

Expansion & modernization of the national highway network

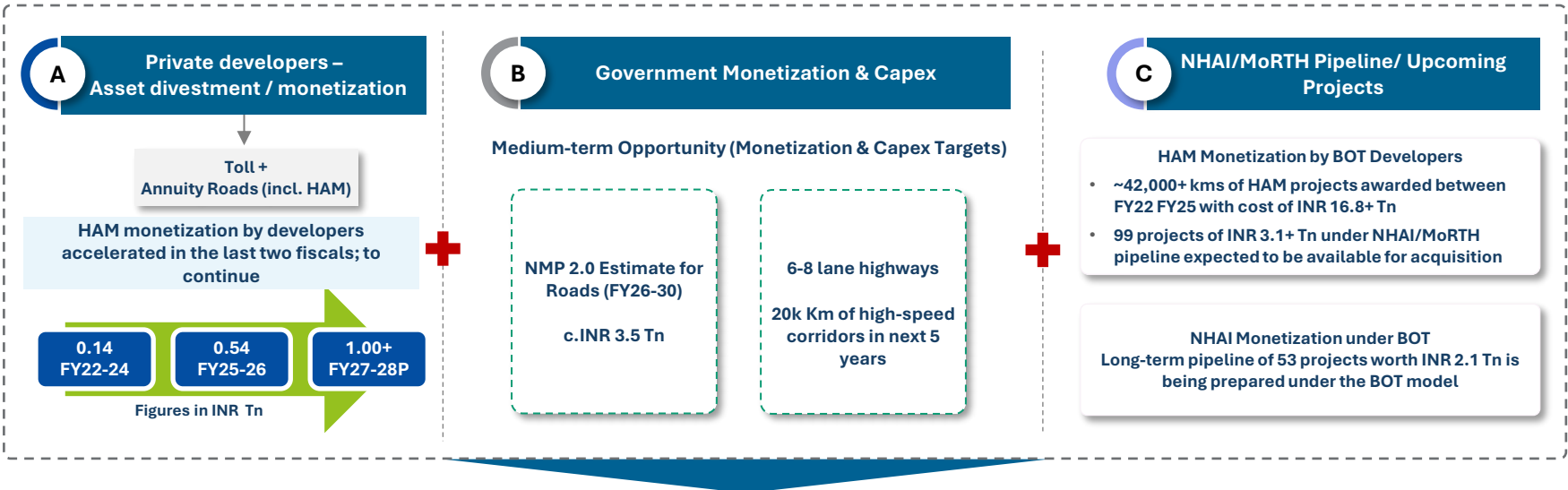


Sagarmala & Parvatmala

Modernization & utilization of Ports & Coastal infrastructure (Sagarmala)
Develop ropeway connectivity in hilly & difficult terrains (Parvatmala)

Outlook for Roads: Monetisation Potential

~INR 5.9 Tn monetization potential for road assets until fiscal 2030



Pool of opportunities for the platform

Existing portfolio / assets of various developers may be acquired

Government monetization on TOT (Toll-Operate-Transfer) basis

Ropeways

- Presently, 25 ropeways operational in India across 13 states
- National Highways Logistics Management Ltd (NHLML) is designated as central nodal agency to award projects with primary models adopted are Hybrid Annuity Model and Design-Build-Finance-Operate-Transfer model
- INR 1–1.5 trillion investment target in Ropeways under Parvatmala Pariyojana
- Long term vision of NHAI and NHLML is 250 projects spanning 1200km to be developed in next 5 years

Logistics Infrastructure Support

- Rail Linked terminals: Estimated market size of INR 80 Bn in FY25e; ~13% CAGR projected over FY25 – FY30
- Container Train Operations: Estimated market size of INR 120 bn in FY25e; ~14% CAGR projected over FY25 – FY30
- Container Freight Station / Inland Container Depot: Estimated market size of INR 80 bn in FY25e; ~10% CAGR projected over FY25 – FY30
- Industrial Warehousing: Estimated market size of INR 1450bn in FY25e; ~11% CAGR projected over FY25 – FY30

Airports

- Passenger traffic to grow 7–10% YoY in FY26 to 425–450 mn; Expected to reach 600–630 mn by FY30
- Growth driven by leisure, VFR, corporate & MICE demand
- Air freight projected to reach 5.1–5.3 MT by FY30
- ~200 new greenfield airports envisaged by 2047 (total ~350 airports)

Ports

- Projected ~5% CAGR (FY25–FY30)
- FY25 traffic growth of 4–6%, led by 11% container throughput growth
- Supported by Sagarmala, capacity modernisation & rising containerisation
- Beneficiary of global trade realignment and domestic manufacturing expansion

Metro Rail

- 1,000+ km operational across 23 cities (FY25); 1,032 km under implementation; 27 cities by FY30
- Network to exceed 1,120 km by FY26
- ₹3.0–3.5 trillion investment opportunity by FY30
- Strong policy support: Metro Rail Policy 2017, NUTP, PPP & multilateral funding

Outlook: Opportunities in Logistics Support Infrastructure

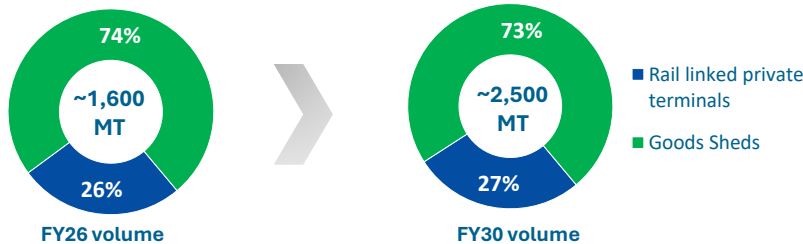
Logistics – Improving Efficiency & Structural Reforms

- Logistics cost at 13–14% of GDP (FY24); Viksit Bharat 2047 underscores the need to build a world-class logistics ecosystem to reduce costs, enhance competitiveness and strengthen domestic and overseas supply chains
- Supported by initiatives such as PM Gati Shakti, Dedicated Freight Corridors, Bharatmala Pariyojana, Sagarmala, Integrated Check Posts, ULIP and LEAP

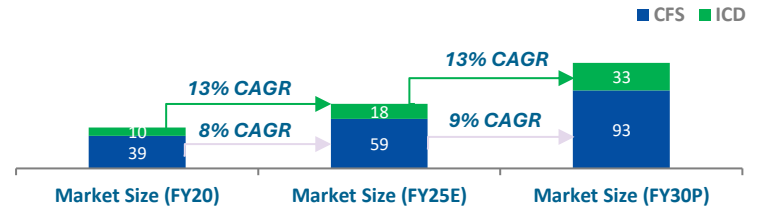
Segment wise market size and outlook



Rail linked terminals to experience highest growth over the next five years



CFS/ICD Market Size FY25-FY30P (in INR Bn)





Management & Governance

Strong IM Board with Independent Directors having *multi-sector expertise*



Vidya Basarkod

Independent Director

- Several years of experience in acquisition, development & delivery of projects in airports, ports, metro rails, roads
- Currently MD of COWI India, served in senior positions at Ramboll India, Jaypee Infratech, Reliance Capital Ltd etc
- M Tech (Structural Engineering), IIT, Bombay



Suresh Guramani

Independent Director

- Several years of experience in various sectors including banking, SMEs & microfinance
- Served as MD & CEO of SKS Microfinance
- Qualified Chartered Accountant



Dr. Emandi Sankara Rao

Independent Director

- Over 3 decades of diverse experience in infrastructure finance, project development, and project finance
- Served as a MD & CEO of IFCI, Director; Appointed by GoI
- Ex-CEO of IIFCL MF(IDF) Scheme & IIFCL Projects
- Ph.D., Project Finance & Network Effectiveness , IIT Bombay



Subahoo Chordia

Non-Executive Director

- CEO, EAAA India Alternatives Ltd & Non-Executive Director in EAAA Real Assets Managers Limited
- Oversees investments MDs, Asset Management Heads
- 20+ years of experience in the infrastructure space
- Served with IDBI Bank, Axis Bank
- Chartered Accountant



Sreekumar Chatra

Non-Executive Director

- MD- Investments of EAAA India Alternatives Ltd
- 26+ years of experience in investments, asset management, M&A, fund management in infrastructure
- Served earlier with CPPIB, Macquarie, PWC, KPMG, Feedback Ventures, TELCO
- B.E.(Mech) & PGDM from IIM-A



Bhavyang Oza

CIO & Whole-Time Director

- 26+ years of experience in infrastructure investment, fixed income business & advisory across infrastructure sub-sectors such as roads, renewable and logistics
- Served with IFCI Ltd, Axis Bank, Kotak Mahindra Bank, Kotak Alternates, Edelweiss Capital Ltd, Wachovia
- B. E. (Chemical) & Masters in Management Studies (NMIMS)

An Experienced Project Management Team



Sandip Das ^

28+ years of experience including with L&T and Hindustan Construction Company, specializing in materials engineering, pavement design, maintenance & quality assurance
M.Tech (Civil) from IIT, Kharagpur



Manish Chitkara *

33+ years of techno-commercial experience in infrastructure projects. Has been involved in construction of new HAM projects and divestment of completed BOT projects ;
Worked with HCC, Uniquest Infra Ventures & Apco Infratech;
B.E. Civil with masters' degree in construction management



Niraj Mohanty #

31+ years of experience in core construction, highways, bridges, etc. Management of entire O&M activities with across 15 highway projects. Masters in Civil Engineering



Dr. Esther Malini Victor #

27+ years of experience in PPPs;
Served earlier with L&T IDPL, TNRDCL
BE (Civil), ME (Urban Engineering) & Ph D



Pramod Mulchand Sharma ^

18+ years experience in infrastructure development, Instrumental in concluding PPP deals, driving operational efficiency & leading new technical initiatives; B.E & M.E. (Civil)



Kevinkumar Parshottambhai Chothani ^

Certified safety professional with 22+ years experience across sectors . Leads ESG due diligence & played key role in achieving ISO certifications. B.E (Electrical) & Post Diploma in Industrial Safety & OHS



Mohan Kumar Kolli #

20+ years of experience in planning, contracts & commercial strategy ; Previously with Apco Infratech. Leads procurement & sub-contracts for all PPP projects ;
B E (Civil) & Certified Chartered Engineer



Bhayang Oza

Chief Investment Officer

- 26+ years of experience in infrastructure investment, fixed income business & advisory across infrastructure sub-sectors such as roads, renewable and logistics
- Served with IFCI Ltd, Axis Bank, Kotak Mahindra Bank, Kotak Alternates, Edelweiss Capital Ltd, Wachiova



P Padmanabhan

Chief Financial Officer

- Over 30 years experience with ~17 years at L&T and thereafter L&T IDPL
- A Cost Accountant & Masters in Commerce



Harshad Shukla

Principal

- 17+ years of experience across research, investments and project financing in highways
- Earlier worked with Athaang Infrastructure, D.E. Shaw India Software, Essel Corporate and Emkay Global etc
- Chartered Accountant & CFA



Pravin Karambelkar

Compliance Officer

- 12 years of experience in secretarial and regulatory compliance
- Previously worked with Athaang Infrastructure, TRIL Urban Transport, Tata Realty and Infrastructure and TCPL Packaging Ltd.
- Company Secretary, Bachelor of Law & B.Com



Krunal Panchal

Investor Relations

- 11 years of experience across corporate finance, fund raising, investor relations and stakeholder management
- Earlier worked with Ashoka Buildcon, Lodha, Godrej Group and Welspun Corp Ltd.
- Chartered Accountant, MBA & M.Com



Asset Operations & Management Capabilities

Full-spectrum Asset Management Capabilities embedded in InvIT structure

Asset Management capabilities spanning entire “Life Cycle” of assets



Enabled By

350+ people

In-house Asset Management*



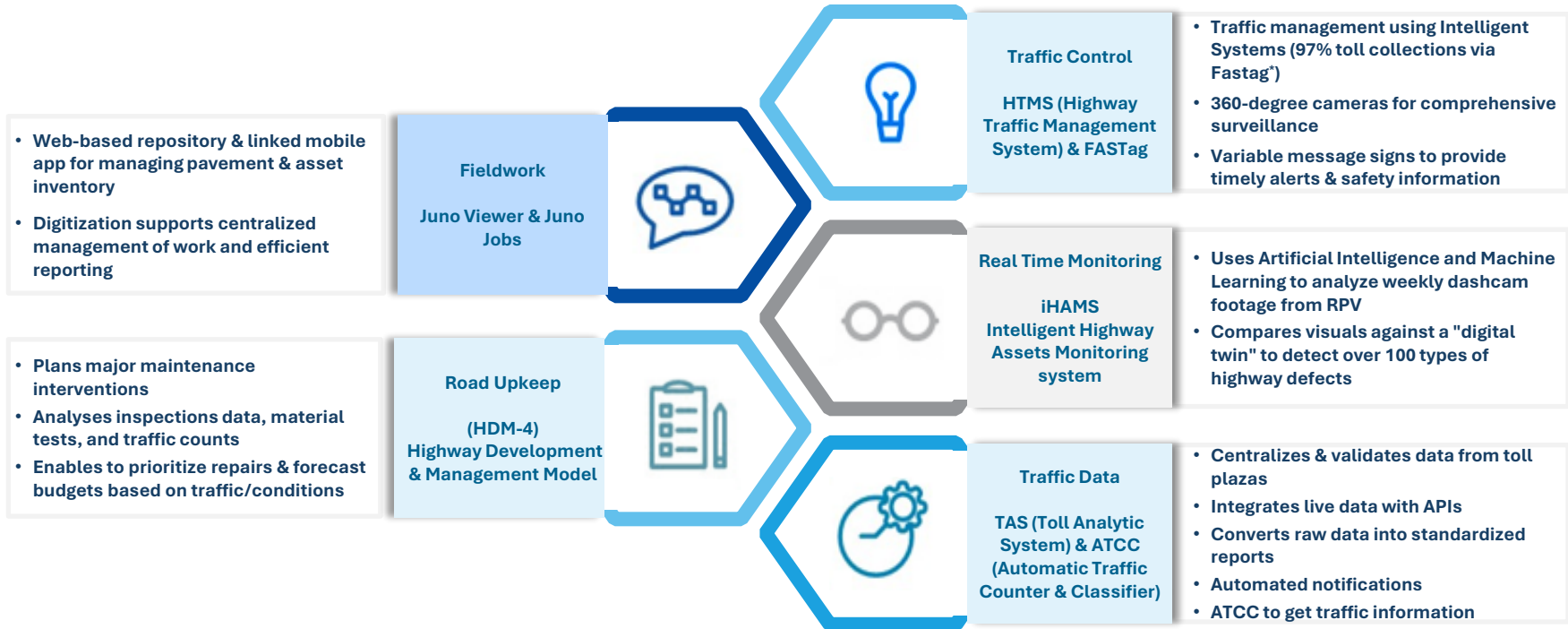
EAAA Alternatives

Project Manager is a 100% subsidiary of Sponsor & part of Sponsor Group

In-house team supported by EAAA Platform (26 members), bringing in additional institutional asset management capabilities

* Professionals employed by the Project Manager, HoldCos and Project SPVs as of March 31, 2026

Integrated digital framework designed to enhance efficiency, safety & proactive management



Implementing a range of Innovations ...

Examples



Glass Grid

Used in Major Maintenance (MM) works to delay reflection cracking thereby delaying the MM cycles



Polymer Modified Bitumen (PMB)

Enhances performance of the pavement which leads to less carbon emissions



Recycled Asphalt Pavement (RAP)

Recycles milling material RAP reduces the costs of Dense Bituminous Macadam (DBM)



In-house R&D Lab Turbhe, Navi Mumbai

Conduct research on new technologies and materials ensuring quality control

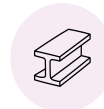
...other contemporary and emerging technologies & methods...



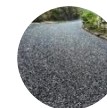
Increasing RAP content in DBM (Dense Bituminous Macadam) / BC (Bituminous Concrete) mixes



Micro Surfacing with RAP & fiber



Steel slag in bituminous mixes



CGBM (Cement Grouted Bituminous Mix) with indigenously developed grout

...driven through collaboration with Premier Research Institutes

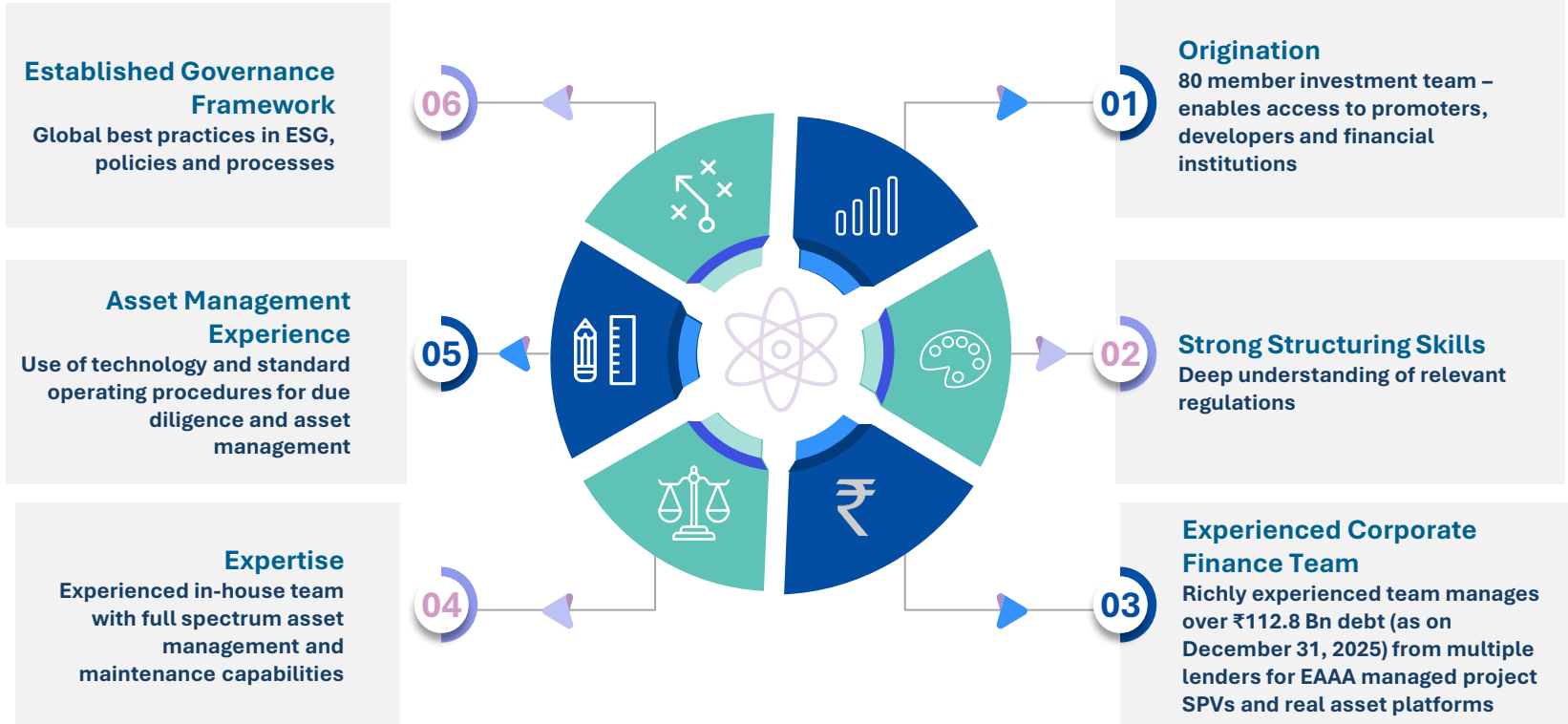
01.
Indian Institute of Technology
Kharagpur (IIT KGP)

02.
Central Road Research Institute
(CRR)

03.
Indian Institute of Technology
Guwahati (IIT GHY)



EAAA Platform

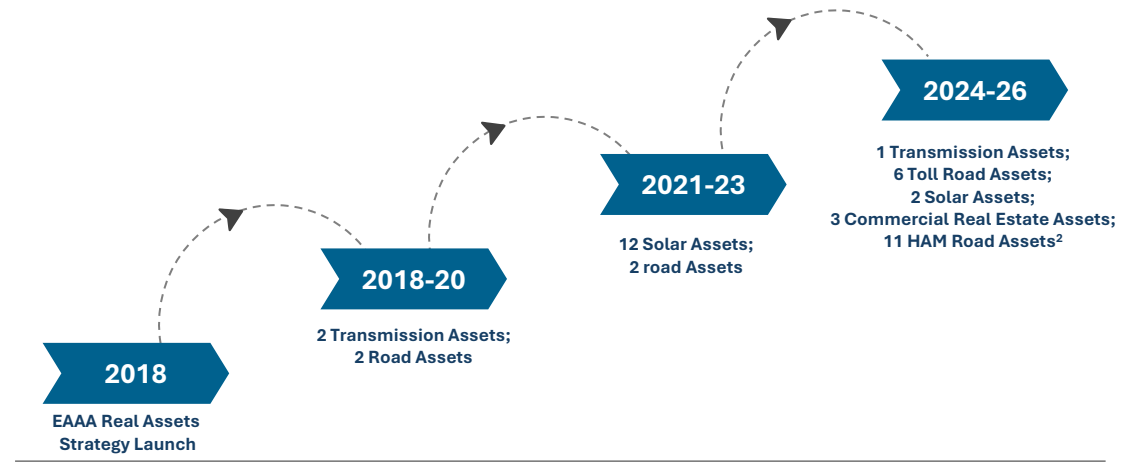


**EAAA is one of the leading alternatives platforms in India with more than 15 years of experience;
Managing an AUM of ₹727 billion as of March 31, 2026**

Proven Real Assets Acquisition Expertise of Platform

Demonstrated acquisition expertise across sectors over the years

- ♣ Proven expertise in acquisition across real assets
- ♣ Acquired & successfully integrated 32 Infrastructure Assets¹. 6 more under acquisition
- ♣ Acquired 15 roads from 5 distinct sellers by way of large platform acquisitions, NCLT processes & bilateral negotiations
- ♣ Prior experience of setting up, managing and growing an energy focused InvIT – AnZen



Consolidated Holdings³



5,773
lane kms of
Road Assets³



1,706
MWp of
Solar Assets



1,835
Circuit kms of
Transmission
assets

.... **Strong, differentiated acquisition capabilities** having acquired assets at various stages

¹ As on Apr 8, 2026 ² 5/11 assets have already been acquired by the EAAA Platform and the remaining 6 assets are in advance stages of acquisition

³ As on Apr 8, 2026 and upon completion of acquisition of identified ROFO assets

Two-Tiered Governance Framework focused on strategic direction & operational integrity

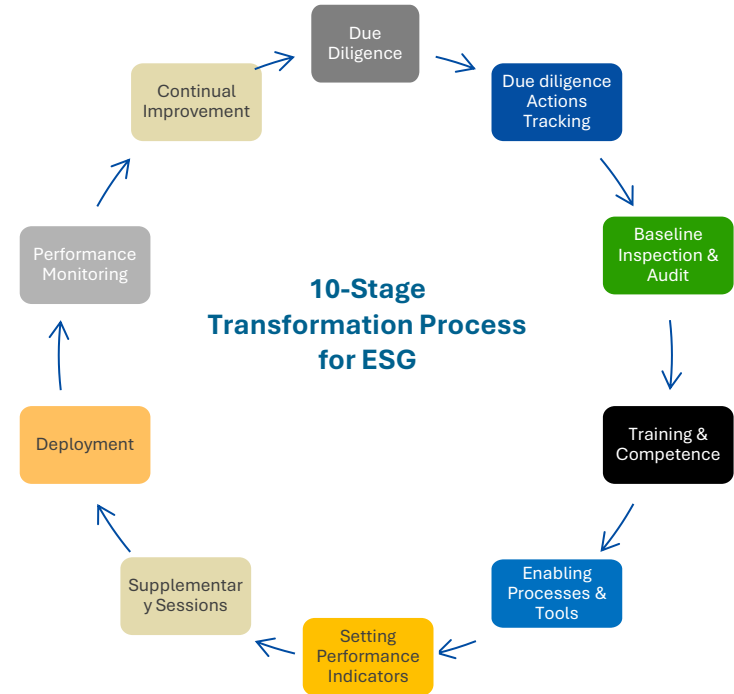
Platform-Level Governance



Asset-Level Governance

- Application of Corporate & Technical SOPs including SHE
- ERM Tools : Risk Dashboards & Quarterly Reviews
- Compliance Management: Comprehensive database ensuring principles at platform level are consistently applied to all assets
- Data Integrity & Cyber Security

- **Established an Environment and Social Management System (ESMS)** that integrates ESG
- EAAA is a **signatory to United Nations-supported Principles For Responsible Investment (UNPRI)** & guided by UN Global Compact
- **Transparency & Reporting:** Annual sustainability report
- **Governance Structure:** ESG Governing Council & ESG Task Force



ISO Certified Practices across all assets & received 28 awards, recognitions and accreditations for a wide range of achievements, including operational excellence, construction innovation, O&M practices, health and safety, environmental management and social impact



Assets – Awards & Recognition

28 Awards – Operational Excellence, SHE & CSR Initiatives

MoRTH – National Highways Excellence Awards

Dhola – Outstanding Work in Challenging Condition – Silver - 2021

Dibang – Outstanding Work in Challenging Condition – Gold - 2021

Dhola – Excellence in Highways Safety - Plain – Gold - 2022

Dhola – Green Highways Silver - 2022

Dibang – Excellence in Operations and Maintenance - Flexible – Silver - 2022

DTL – Green Highways – Silver - 2023

Dhola – Build India Infra Award 2024 in “Impact Category”

British Safety Council

Dhola – International Safety Award – Distinction - 2023

Dibang – International Safety Award - Merit - 2023

Dibang – International Safety Award - Sector Award - 2023

Dibang – International Safety Award - Distinction - 2024

TEL – International Safety Award - Merit - 2025

DTPL – International Safety Award - Distinction - 2026

SBGTPL – International Safety Award - Distinction - 2026

28 Awards – Operational Excellence, SHE & CSR Initiatives (cont'd)

| | | | |
|---------------------------|--|---------------------------|--|
| Dhola | OHSSAI Safety Award - 8th Annual HSE Excellence & ESG Global Awards 2023 - Gold | Dibang | OHSSAI Safety Award - 9th Annual HSE Excellence & ESG Global Awards 2024 - Gold |
| EPIC Concessions 3 | Golden Star Awards - Excellence in CSR - Concern for Health - 2024 | EPIC Concessions 3 | National Award for Excellence for CSR under "Women Empowerment" category - 2025 |
| EPIC Concessions 3 | Golden Star Awards - Excellence in Innovation- Best Innovation in Emerging Technologies - 2024 | RVTL | GSRDC Road Safety Awards - First Prize - 2025 |
| EPIC Concessions 3 | Golden Star Awards - Excellence in Innovation - Best Innovative/Promising Company of the Year - 2024 | Dhola Infra | OSH India - Excellence in Public Safety Awareness & Engagement - 2025 |
| EPIC Concessions 3 | Golden Star Awards - Excellence in Innovation - Best Innovative Project of the Year - 2024 | AMTPL | OHSSAI Safety Award - 10th Annual HSE Excellence & ESG Global Awards 2025 - Gold |
| Dhola | OSH India - Excellence in Road Safety - Technology & Services - 2024 | JSEL | OHSSAI Safety Award - 10th Annual HSE Excellence & ESG Global Awards 2025 - Silver |
| EPIC Concessions 3 | Brand Honchos - India CSR Award for Most Impactful Rural Children Healthcare Initiative of the year 2024 | EPIC Concessions 3 | The Brainalytics - Bharat CSR & Sustainability Summit and Awards 2026 - Excellence Award in Skilling & Employability through CSR |



Annexures - Assets

Initial Portfolio Assets

| Asset Name | Type | Authority | Location | Lanes | Length | Concession period* | Revenue from operations FY25# | Operational history** | Residual Life** |
|---------------------------------------|---------|-----------|---------------------|------------------|--------|--------------------|-------------------------------|-----------------------|-----------------|
| | | | | (in nos) | (kms) | (in years) | (in ₹ million) | (in years) | (in years) |
| Dibang | Annuity | MoRTH | Arunachal Pradesh | 2 | 29.64 | 17 | 384.14 | 7.87 | 4.64 |
| Dhola | Annuity | MoRTH | Assam | 2 | 28.51 | 17 | 658.82 | 8.58 | 3.92 |
| JSEL | Annuity | NHAI | Assam/Meghalaya | 4 | 61.80 | 20 | 1,479.25 | 10.17 | 5.00 |
| Sub-total Annuity | | | | | | | 2,522.21 | | |
| AMTPL ⁽¹⁾ | Toll | GSRDC | Gujarat | 4 ⁽²⁾ | 180.70 | 22 | 4,003.37 | 13.98 | 11.13 |
| DTPL | Toll | NHAI | Karnataka/Telangana | 4 | 144.95 | 25 | 2,466.11 | 8.46 | 18.02 |
| PECPL | Toll | NHAI | Haryana | 6 | 10.00 | 20 | 1,115.90 | 17.71 | 0.84 |
| RVTPL | Toll | GSRDC | Gujarat | 4 | 131.65 | 20 | 2,291.56 | 14.17 | 3.89 |
| SBGTPL | Toll | NHAI | Gujarat | 6 | 56.16 | 24 | 2,803.84 | 15.50*** | 8.62 |
| SRTPL | Toll | OWD | Odisha | 4 | 161.73 | 22 | 3,039.18 | 8.05 | 14.69 |
| TEL | Toll | NHAI | Kerala | 6 | 28.36 | 20 | 1,628.30 | 4.06 | 10.46 |
| Sub-total Toll | | | | | | | 17,348.26 | | |
| Total revenue from operations# | | | | | | | 19,870.46 | | |

*Original Concession Period # net of eliminations **as on March 31, 2026 ***Being a 4-to-6 laning project, SBGTPL has been collecting toll since Appointed Date, provisional completion achieved on 04-Jan-2020

(1) GSRDC has entered into a separate, additional concession agreement with AMTPL dated October 30, 2025 to augment a section of the highway (for a length of 28.75 km) from the existing four lanes to six lanes, on a build, operate and transfer basis

(2) excluding 4 lane to 6 lane expansion for a stretch of approximately 28.75 km

Traffic Growth

FY23-26 (CAGR)

9.1%

2.6%

2.8%

9.9%

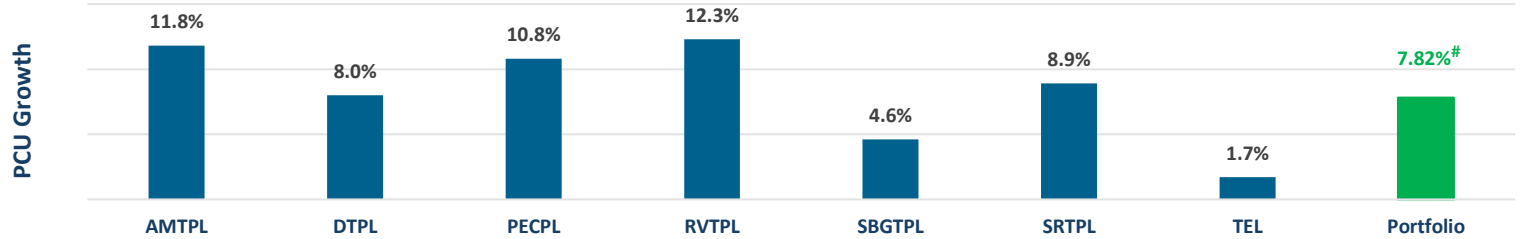
5.9%

10.0%

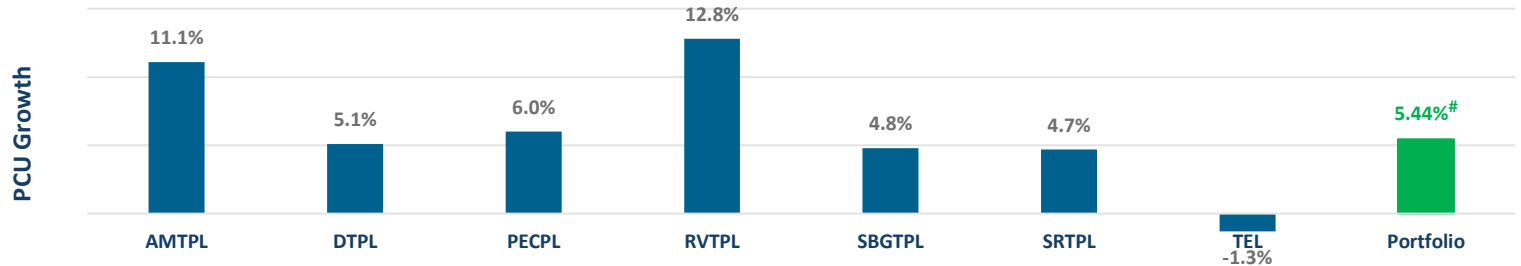
1.2%

6.5%

Q4FY26 vs Q4FY25



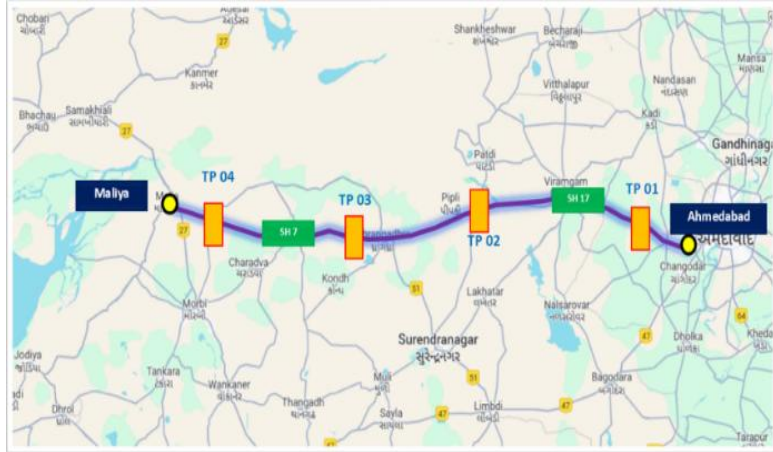
FY26 vs FY25



Portfolio traffic growth (toll assets) is a weighted average computation of traffic PCU at respective SPVs using AUM as on March 31, 2026 as weights and further considering respective weights of tollable lengths for each toll plaza at SPV level

Ahmedabad Maliya Tollway Private Limited

| | | | | | | | | |
|--------------|---------|------------------|-------|-------------|--------------------------------------|-------------|-----------------------------------|-------------|
| State | Gujarat | Authority | GSRDC | Toll | Operational Years¹ | 13.98 years | Residual Tenor¹ | 11.13 years |
|--------------|---------|------------------|-------|-------------|--------------------------------------|-------------|-----------------------------------|-------------|



- Connects the industrial areas of Sanand, Chharodi and Khoda, pharmaceutical hub at Moraiya, ceramic tiles manufacturers in Morbi and is part of the shortest route connecting the Kutch region and the nearby ports from Ahmedabad, Maharashtra, MP, and Southern India
- Strategically positioned between Gujarat’s major urban center, Ahmedabad, and important ports of Kandla and Mundra

| | |
|-------------------------------------|--|
| Length | 180.70 km (4 Lane) |
| PCUs (FY25) | TP-1: 55,335; TP-2: 31,429; TP-3: 41,036; TP-4: 32,368 |
| Revenue (FY25) | INR 4,003.37 Mn |
| Key Commodities | Machinery & Engineering Goods, Logistics, Petroleum, Oil & Lubricants |
| Broad Project Influence Area | Ahmedabad and nearby industrial hubs such as Sanand GIDC, Morbi’s ceramic cluster units, industrial and logistics hubs such as Becharaji, Viramgam, Maliya, and Gandhidham |



¹ as on March 31, 2026

| | | | | | | | | | |
|--------------|-------------------------|------------------|------|-------------|------|--------------------------------------|---------------|-----------------------------------|----------------|
| State | Karnataka/ Telangana | Authority | NHAI | Type | Toll | Operational Years¹ | 8.46 years | Residual Tenor¹ | 18.02 years |
|--------------|-------------------------|------------------|------|-------------|------|--------------------------------------|---------------|-----------------------------------|----------------|



- Part of NH-65 (old NH-9) originating from Pune and ending at Machilipatnam (AP), passing through Indapur, Solapur, Omerga, Humnabad, Zaheerabad, Hyderabad, Suryapet and Vijayawada
- Connects with major corridors including, NH-48 (Mumbai–Chennai Corridor) near Pune and NH- 44 (Delhi–Bengaluru Corridor) near Hyderabad along with NH-16 (Kolkata–Chennai Coastal Corridor) near Vijayawada.
- Apart from the Chennai Surat Expressway, there are no major alternative routes at either the local or broader network level.

| | |
|-------------------------------------|--|
| Length | 144.95 km (4 Lane) |
| PCUs (FY25) | TP-1 (Mangalgi): 24,061; TP-2 (Kamkole): 36,472 |
| Revenue (FY25) | INR 2,466.11 Mn |
| Key Commodities | Construction/ Building Materials, Automobiles, Manufacturing, Agricultural commodities, courier and parcel |
| Broad Project Influence Area | Gujarat, Mumbai, Pune, Hyderabad, Bangalore, Chennai, key industrial centers such as Bidar, Zaheerabad’s Mahindra & Mahindra plant, MRF Industries, & sugarcane processing units |



¹ as on March 31, 2026

| | | | | | | | | | |
|--------------|---------|------------------|------|-------------|------|--------------------------------------|-------------|-----------------------------------|------------|
| State | Haryana | Authority | NHAI | Type | Toll | Operational Years¹ | 17.71 years | Residual Tenor¹ | 0.84 years |
|--------------|---------|------------------|------|-------------|------|--------------------------------------|-------------|-----------------------------------|------------|



- Part of NH-1, which connects Delhi to Haryana and Punjab, crossing through Haryana along its route. It serves the high traffic stretch from Delhi to Sonipat, Panipat, Karnal, Ambala, and Jalandhar. The elevated section bypasses congestion within the city of Panipat.
- Project corridor is a part of the longest national highway in India

| | |
|-------------------------------------|---|
| Length | 10.00 km (6 Lane) |
| PCUs (FY25) | 82,575 |
| Revenue (FY25) | INR 1,115.90 Mn |
| Key Commodities | Construction Materials, FMCG Goods, Agricultural Products, Manufacturing Goods |
| Broad Project Influence Area | Urban centres such as Sonipat, Panipat, Ambala, Ludhiana, Jalandhar, and Amritsar |



¹ as on March 31, 2026

| | | | | | | | | | |
|--------------|---------|------------------|-------|-------------|------|--------------------------------------|-------------|-----------------------------------|------------|
| State | Gujarat | Authority | GSRDC | Type | Toll | Operational Years¹ | 14.17 years | Residual Tenor¹ | 3.89 years |
|--------------|---------|------------------|-------|-------------|------|--------------------------------------|-------------|-----------------------------------|------------|



- Part of State Highway 25 (“SH-25”) and NH-151A, which connects the industrial areas of Rajkot, Dhrol, Jamnagar
- Strategically positioned within India’s largest petroleum refining zone, encompassing major players like Reliance and Nayara Energy in Jamnagar and Vadinar, acting as a crucial freight corridor for both domestic and export-oriented fuel movement
- Key link between the western refinery belt and various parts of India
- No short distance alternate routes available that will impact the traffic the project



| | |
|-------------------------------------|--|
| Length | 131.65 km (4 Lane) |
| PCUs (FY25) | TP1 (Paddhari)-29,757; TP2 (Dhroli)- 33,733; TP3 (Bed)-37,637 |
| Revenue (FY25) | INR 2,291.56 Mn |
| Key Commodities | Petroleum, Chemicals, Agriculture, Construction materials |
| Broad Project Influence Area | Bedi, Sikka, Vadinar, Khambalia mining area, urban settlements of Rajkot, Paddhari, Jamnagar, Depaliya, and Motikhavadi, tourist destinations Dwarka and Porbandar |

¹ as on March 31, 2026

| | | | | | | | | | |
|--------------|--------|------------------|-----|-------------|------|--------------------------------------|------------|-----------------------------------|-------------|
| State | Odisha | Authority | OWD | Type | Toll | Operational Years¹ | 8.05 years | Residual Tenor¹ | 14.69 years |
|--------------|--------|------------------|-----|-------------|------|--------------------------------------|------------|-----------------------------------|-------------|



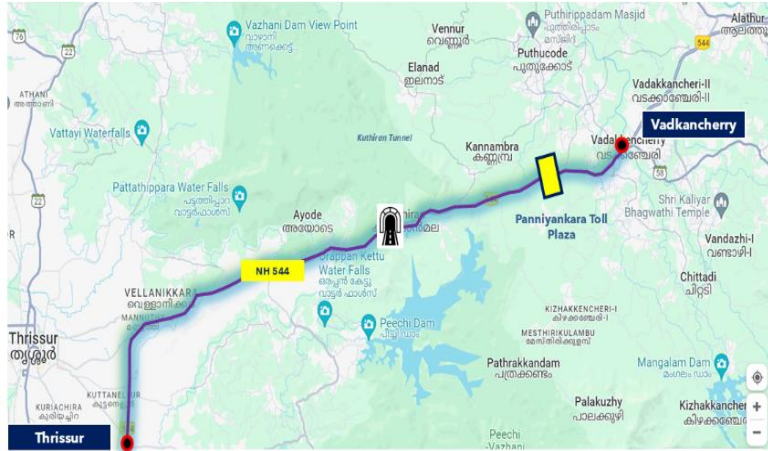
- Project road (part of SH-10) passes through Sambalpur, Jharsuguda and Sundargarh districts in Odisha, which are among the key industrial and mining regions of the State
- Region includes prominent industrial zones and mineral-rich belts, particularly known for coal and iron ore deposits
- Micro alternate routes were closed during the implementation stage and even passenger vehicles prefer not to use the alternate route because of the narrow road in poor condition and long distance while compared to the project road

| | |
|------------------------------|--|
| Length | 161.73 km (4 Lane) |
| PCUs (FY25) | TP1- 22,763; TP2- 28,362; TP3- 20,716 |
| Revenue (FY25) | INR 3,039.18 Mn |
| Key Commodities | Coal & Iron Ore, Thermal Power Plants, Steel, Aluminium |
| Broad Project Influence Area | Angul, Raigarh, Jharsuguda airport, Mahanadi Coalfields Limited, Rourkela Steel Plant, Vedanta Aluminium, Bhushan Power & Steel, Ultratech Cement, OCL India |



¹ as on March 31, 2026

| | | | | | | | | | |
|--------------|---------------|------------------|-------------|-------------|-------------|--------------------------------------|-------------------|-----------------------------------|--------------------|
| State | Kerala | Authority | NHAI | Type | Toll | Operational Years¹ | 4.06 years | Residual Tenor¹ | 10.46 years |
|--------------|---------------|------------------|-------------|-------------|-------------|--------------------------------------|-------------------|-----------------------------------|--------------------|



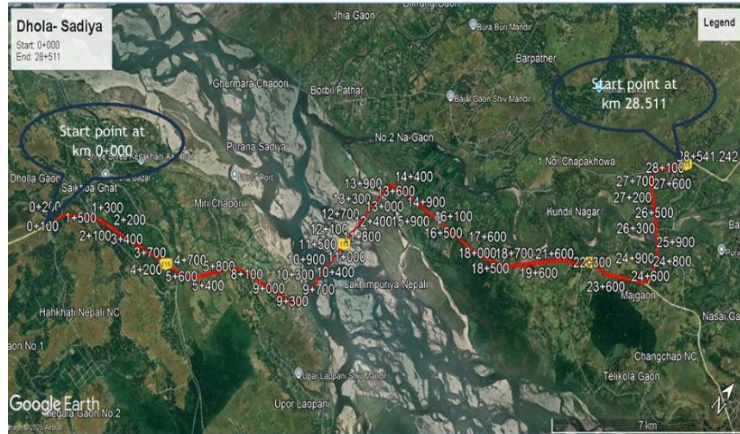
- ❑ Part of NH-544, a critical corridor connecting Salem in Tamil Nadu to Kochi in Kerala
- ❑ Major arterial route linking Kerala with Tamil Nadu and the rest of India
- ❑ Located approximately 110.00 km from Kochi port, which is especially important for port-related traffic and commercial activity moving inland from the coast.
- ❑ Asset does not have any significant alternate route since alternative routes

| | |
|-------------------------------------|--|
| Length | 28.36 km (6 Lane) |
| PCUs (FY25) | 46,604 |
| Revenue (FY25) | INR 1,628.30 Mn |
| Key Commodities | Building Materials, Agricultural commodities |
| Broad Project Influence Area | Major industrial and commercial hubs in Tamil Nadu and Karnataka, such as Coimbatore, Pollachi, Madurai, Chennai, and Bangalore, Kochi port |



¹ as on March 31, 2026

| | | | | | | | | | |
|--------------|--------------|------------------|--------------|-------------|----------------|--------------------------------------|-------------------|-----------------------------------|-------------------|
| State | Assam | Authority | MoRTH | Type | Annuity | Operational Years¹ | 8.58 years | Residual Tenor¹ | 3.92 years |
|--------------|--------------|------------------|--------------|-------------|----------------|--------------------------------------|-------------------|-----------------------------------|-------------------|



- ❑ Concession agreement for construction of 12.9m wide bridge between Dhola and Sadiya ghats along with 2 lane connecting roads from near about Dhola to Islampur Tiniali in Assam
- ❑ The concession period was 17 years which ends on Feb 28, 2030

| | |
|----------------------------|----------------------------------|
| Length (Km) / Lanes | 28.51 / 2 |
| NH | New NH 115 |
| PCOD / FCOD | 31 Aug 2017 / 13 Oct 2018 |
| Revenue (FY25) | INR 658.82 Mn* |

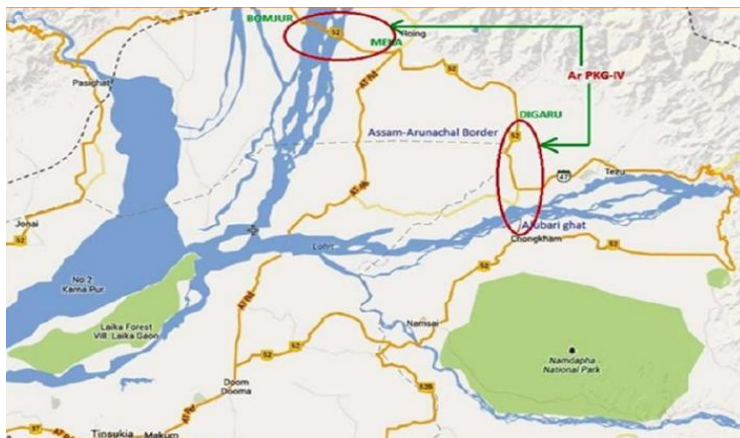


Semi-Annual Annuity Amount

INR 559 Mn*

*excluding GST ¹ As of March 31, 2026

| | | | | | | | | | |
|--------------|-------------------|------------------|-------|-------------|---------|--------------------------------------|------------|-----------------------------------|------------|
| State | Arunachal Pradesh | Authority | MORTH | Type | Annuity | Operational Years¹ | 7.87 years | Residual Tenor¹ | 4.64 years |
|--------------|-------------------|------------------|-------|-------------|---------|--------------------------------------|------------|-----------------------------------|------------|



- ❑ Concession agreement for construction of bridges across Dibang river system and connecting road between Bomjur-Meka (NH-52) covering a length of approximately 17.36 km and
- ❑ Construction of bridge across river Lohit at Alubari Ghat and connecting the road between Chowkham- Digaru covering a length of approximately 12.27 km in Arunachal Pradesh (total approximately 30.95 km)
- ❑ The concession period was 17 years which ends on November 12, 2030

| | |
|---------------------|---------------------------|
| Length (Km) / Lanes | 29.64 / 2 |
| NH | NH 13 |
| PCOD / FCOD | 19 May 2018 / 12 Dec 2018 |
| Revenue (FY25) | INR 384.14 Mn* |



Semi-Annual Annuity Amount

INR 397 Mn*

*excluding GST ¹ As of March 31, 2026

Jorabat Shillong Expressway Limited

| | | | | | | | | | |
|--------------|------------------------------|------------------|-------------|-------------|----------------|--------------------------------------|--------------------|-----------------------------------|-------------------|
| State | Assam & Meghalaya | Authority | NHAI | Type | Annuity | Operational Years¹ | 10.17 years | Residual Tenor¹ | 5.00 years |
|--------------|------------------------------|------------------|-------------|-------------|----------------|--------------------------------------|--------------------|-----------------------------------|-------------------|



- ❑ 4-lane project of the Jorabat-Shillong (Barapani) section of NH-40 in the states of Assam and Meghalaya
- ❑ The concession period was 20 years which ends on Jan 11, 2031

| | |
|----------------------------|----------------------------------|
| Length (Km) / Lanes | 61.80 / 4 |
| NH | NH 06 |
| PCOD / FCOD | 28 Jan 2018 / 30 Aug 2019 |
| Revenue (FY25) | INR 1,479.25 Mn* |



Semi-Annual Annuity Amount

INR 725 Mn*

*excluding GST ¹ As of March 31, 2026

ROFO Assets Snapshot

| Asset | State | Lane | Approx. Length Km | # Annuity Received / Balance | FY25 Revenue Receipts* (in ₹ million) | Status |
|---|----------------|------|-------------------|---------------------------------|---------------------------------------|------------------|
| Kharar Ludhiana Road Ltd | Punjab | 4/6 | 76.0 | 11/19 | 1,293.8 | Acquired |
| Ranastalam Anandapuram Road Ltd | Andhra Pradesh | 6 | 47.0 | 10/20 | 970.1 | Acquired |
| Ankleshwar Manubar Expressway Pvt Ltd | Gujarat | 8 | 11.3 | 7/23 | 1,465.9 | Acquired |
| Khairatunda Barwa Adda Road Ltd | Jharkhand | 6 | 40.3 | 8/22 | 814.6 | Acquired |
| Kandi Ramsanpalle Road Pvt Ltd | Telangana | 4 | 39.9 | 6/24 | 965.9 | Acquired |
| Ashoka Belgaum Khanapur Road Pvt Ltd | Karnataka | 4 | 30.0 | 8/22 | 663.2 | TBA ¹ |
| Ashoka Mallasandra Karadi Road Pvt Ltd | Karnataka | 4 | 50.6 | 8/22 | 565.9 | TBA ¹ |
| Ashoka Karadi Banwara Road Pvt Ltd | Karnataka | 4 | 56.7 | 4/26 | 929.6 | TBA ¹ |
| Ashoka Banwara Bettadahalli Road Pvt Ltd | Karnataka | 4 | 47.2 | 4/26 | 781.4 | TBA ¹ |
| Ashoka Baswantpur Singodi Road Pvt Ltd | Karnataka | 6 | 40.6 | 2/28 | 444.7 | TBA ¹ |
| Ashoka Bettadahalli Shivamogga Road Pvt Ltd | Karnataka | 4 | 50.9 | PCOD pending as on May 31, 2026 | | TBA ¹ |

* For 10 HAM assets operational in FY25 ; revenue receipts include annuity & interest on unpaid annuities, excludes O&M related receipts ; Source: Ashoka Buildcon Ltd.'s stock exchange intimation dated September 30, 2025;

¹ TBA: To be acquired , Currently, the EAAA platform holds 5 HAM assets, which are available for acquisition; 6 more HAM assets, are expected to be acquired by EAAA platform

| | | |
|---|--|--|
| ABL : Ashoka Buildcon Limited | EAAA : EAAA Alternatives India Ltd. | IM : Investment Manager |
| ACL : Ashoka Concessions Ltd. | EHS : Environment, Health & Safety | INR : Indian Rupee (also "Rs.") |
| AM : Ankleshwar Manubar Expressway Private Limited | EPC : Engineering, Procurement, Construction | ISO : International Organization of Standardization |
| AMTPL : Ahmedabad-Maliya Tollway Pvt Ltd. | EPIC 3 : Epic Concesiones 3 Pvt. Ltd. | IYP : Infrastructure Yield Plus |
| AUM : Assets Under Management | ESG : Environmental, Social & Governance | ITS : Intelligent Transport System |
| BC : Bituminous Concrete | ETC : Electronic Toll Collection | JSEL : Jorabat Shillong Expressway Ltd. |
| BK : Ashoka Belgaum Khanapur Road Private Limited | ETIPL : Epic TransNet Infrastructure Pvt. Ltd. | KBA : Khairatunda Barwa Adda Road Limited |
| BOT : Build-Operate-Transfer | ETML : EAAA TransInfra Managers Ltd. | KPI : Key Performance Indicator |
| BS : Ashoka Baswantpur Singnodi Road Private Limited | ETPMPL : Epic TransNet Project Management Pvt. Ltd. | KL : Kharar Ludhiana Road Limited |
| C&CE : Cash & Cash Equivalents | EV : Enterprise Value | KR : Kandi Ramsanpalle Road Private Limited |
| CAGR : Compounded Annual Growth Rate | FCOD : Final Commercial Operation Date | L&D : Learning & Development |
| CGBM : Cement Grouted Bituminous Mix | GDP : Gross Domestic Product | LCV : Light Commercial Vehicle |
| CJV : Car, Jeep, Van | GIDC : Gujarat Industrial Development Corporation | M&A : Mergers & Acquisitions |
| Ckt-km : Circuit Kilometers | GPS : Global Positioning System | MAV : Mutli-Axle Vehicle |
| COD : Commercial Operations Date | GRI : Global Reporting Initiative | MM : Major Maintenance |
| CRRI : Central Road Research Insititute | GSDP : Gross State Domestic Product | MMT : Million Metric Tonnes |
| CIO : Chief Investment Officer | GSRDC : Gujarat State Road Development Corporation Ltd. | MoRTH : Ministry of Road Transport & Highways |
| CSIR : The Council of Scientific and Industrial Research | GST : Goods & Services Tax | MWp : Megawatt Peak |
| CSR : Corporate Social Responsibility | GW : Giga Watt | NCR : National Capital Region |
| CTTL : Chennai-Tada Tollways Ltd. | HAM : Hybrid Annuity Model | NH : National Highway |
| DBM : Dense Bituminous Macadam | HTMS : Highway Traffic Management System | NIP : National Infrastructure Pipeline |
| Dhola : Dhola Infra Projects Pvt Ltd. | iHAMS : Intelligent Highway Assets Monitoring system | NMP : National Monetization Pipeline |
| Dibang : Dibang Infra Projects Pvt Ltd. | IIT : Indian Institute of Technology | |
| DSRA : Debt Service Reserve Amount | | |
| DTPL : Deccan Tollways Pvt Ltd. | | |

| | |
|-----------|---|
| NHAI | : National Highways Authority of India |
| NSDP | : Net State Domestic Product |
| O&M | : Operations & Maintenance |
| Odisha WD | : Odisha Works Department |
| OH&S | : Occupational Health & Safety |
| OHSSAI | : Occupational Health, Safety, Sustainability, and Industrial Hygiene |
| OSV | : Over-size Vehicle |
| PCU | : Passenger Car Unit |
| PCOD | : Provisional Commercial Operation Date |
| PECPL | : Panipat Elevated Corridor Pvt Ltd. |
| PIM | : Project Investment Multiple |
| PMB | : Polymer Modified Bitumen |
| PMB | : Project Manager |
| QC / QA | : Quality Control / Quality Assurance |
| R&D | : Research & Development |
| RAP | : Recycled Asphalt Pavement |
| RM | : Routine Maintenance |
| ROFO | : Right of First Offer |
| RPV | : Route Patrol Vehicle |
| RVTPPL | : Rajkot-Vadinar Tollway Pvt Ltd. |
| SBGTPL | : Samkhiali Bhachau Gandhidham Tollway Pvt Ltd. |
| SH | : State Highway |
| SHE | : Safety, Health & Environment |

| | |
|--------|--|
| SOPs | : Standard Operating Procedures |
| SOPs | : Standard Operating Procedures |
| SPA | : Share Purchase Agreement |
| SPV | : Special Purpose Vehicle |
| SRPL | : SRPL Roads Pvt. Ltd. |
| SRTPPL | : Sambalpur-Rourkela Tollway Pvt Ltd. |
| TAS | : Traffic Analysis System |
| TEL | : Thrissur Expressway Ltd. |
| TMS | : Traffic Management System |
| Tn | : Trillion |
| TOT | : Toll-Operate-Transfer |
| TS-1 | : Ashoka Mallasandra Karadi Road Pvt. Ltd. |
| TS-2 | : Ashoka Karadi Banwara Road Pvt. Ltd. |
| TS-3 | : Ashoka Banwara Bettadahali Road Pvt. Ltd. |
| TS-4 | : Ashoka Bettadahali Shivamogga Road Pvt. Ltd. |
| UN | : United Nations |
| UNPRI | : UN Principles for Responsible Investment |
| USD | : United States Dollar |
| VTS | : Vehicles Tracking System |
| Watrak | : Watrak Infrastructure Pvt. Ltd. |

The background features several overlapping, curved, organic shapes in various shades of blue and green. The colors range from a deep, dark blue to a bright, light blue, and from a muted green to a vibrant lime green. The shapes are layered, creating a sense of depth and movement. The overall composition is abstract and modern.

Thank You