



Creating **Highways** to **Success**



Creating Highways to Success

MBL Infrastructures Limited

Investor Presentation

April 2016

Safe Harbor

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MBL Infrastructures Ltd: Business Overview



MBL in a Snapshot....

An *Integrated Infrastructure* construction company

Successfully *completed* 2 BOT Toll road projects of **114 kms** & **18 kms** in the state of Madhya Pradesh



Bids for *NHAI* and *State projects* funded by *World Bank* or *ADB*

Currently executing more than **25** projects

Owns large fleet of *construction equipment* and has over **1,700 technical and skilled** personnel



Well diversified orders in hand of ~**Rs. 69,031 mn**



NHAI Prequalification for *Projects* up to **Rs. 6,791 mn** and for *OMT Contracts* up to **Rs. 4,041 mn**

Business Overview

Railways & Metro

- Building of High Speed Rail Corridors, ROBs, RUBs
- Civil Work like Viaduct, Depots etc.



EPC & OMT

- Largest contributor to construction sector
- Momentum of investments likely to pick-up during the terminal years of the 5-year plan



Railways & Metro

Highways



Urban Infrastructure

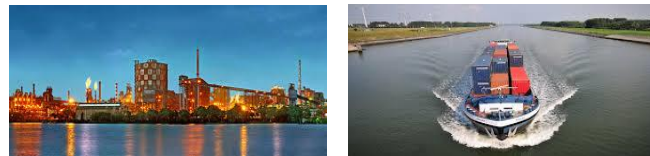
Industrials & Others Infrastructure

Housing Infrastructure



- Rising population has intensified the focus on development of urban infrastructure

BOT



- Industrial based construction investments to be USD 74 bn during 2012-16
- ~Rs. 228 bn Investments over 2014-22 on IWT

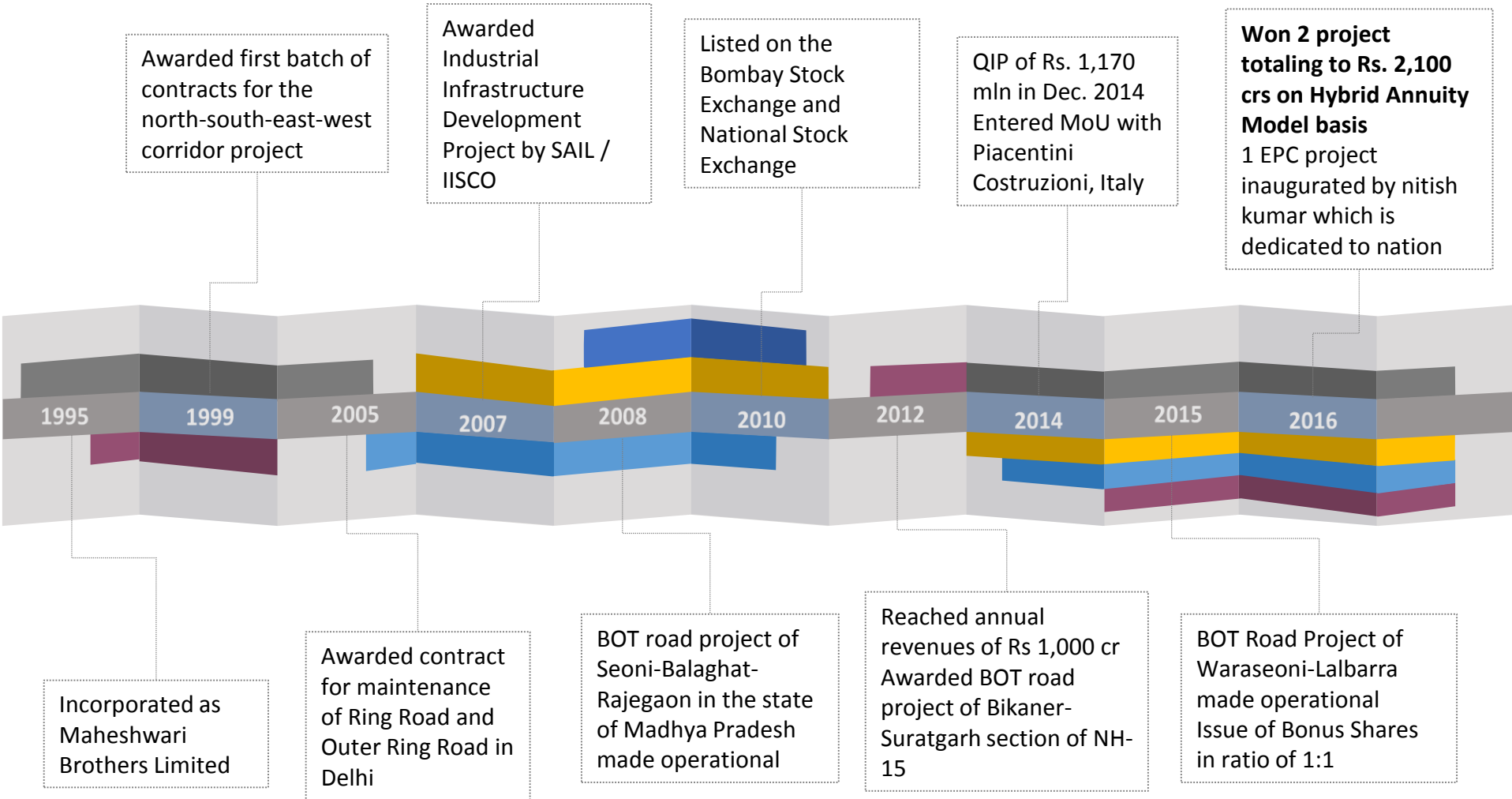
Industrial Infrastructure Inland Water Transport IWT

Other Urban Infrastructure

Current Exposure

Areas to Explore

Evolution



Key Strengths

Increasing and diversified Order Book

- Orders in hand of Rs. 69,031 mn
- Diversified projects from government and government agencies – includes roads, highways, railways, buildings

Large fleet of owned machineries

- Own a large fleet of construction equipment such as hot mix plants, sensor pavers, concrete pumps, cranes, etc, which lower cost of execution, enhances technical qualification and reduces time for mobilization

Excellent execution capabilities and technical expertise

- With over 20 years of experience, MBL has built a reputation for efficient and timely completion of projects
- Continuous expansion in our capacity in terms of experience, technical know-how and financial resources

Strong Financial Performance

- Revenues have expanded at a CAGR of 25.2% from FY 2010-15 whereas PAT has expanded at a CAGR of 17.1%

Track record of winning government contracts as a prime contractor

- Our business model allows us to enter into competitive bidding, where we demonstrate financial and technical capabilities required to win government contracts as primary contractor

Early Mover Advantage

- Awarded a contract in North South East West Corridor from NHAI under NHDP Phase I in 1999
- Awarded the comprehensive maintenance of the Ring Road and Outer Ring Road in Delhi in 2005

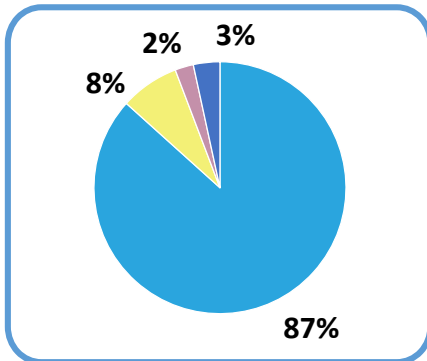
Integrated Business Model

- An experienced team and a fleet of owned equipment allows to integrate the business model
- Various divisions for RMC, quarrying, BOT projects, etc

Order Book

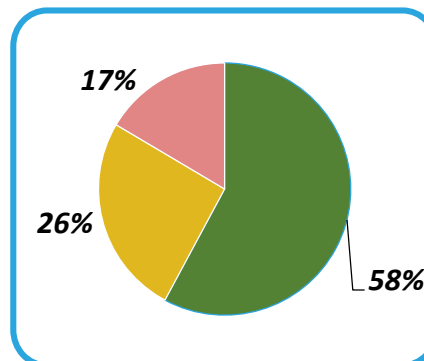
Segments

- **Roads & Highways**
 - Construction
 - Operations & Maintenance
- **Housing & Buildings**
- **Railways incl. Metro**
- **Others**



Geographies

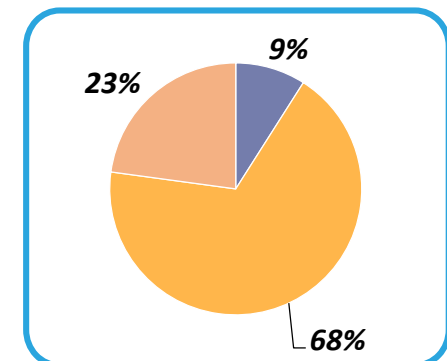
- **North & West**
 - New Delhi / Haryana/ UK#
 - Rajasthan
- **Central**
 - Madhya Pradesh
- **East (incl. others)**
 - Bihar/UP/Assam/Chattisgarh
 - West Bengal / Others



Uttarakhand

Clientele

- **NHAI & MORTH**
- **State Projects**
- **Others**



Total Orders in hand ~Rs. 69,031 mln

Recent Order Wins

Project	Type	Contract Value (Rs. Million)
Four Laning of Gagalheri-Saharanpur-Yamunanagar (UP/Haryana Border) section of NH-73 in the State of Uttar Pradesh under NHDP-IV	DBOT Hybrid Annuity Mode	11,840
4- Laning of Chutmalpur-Ganeshpur Section on NH-72A & Roorkee – Chutmalpur-Gagalheri Section on NH-73 in the state of Uttarakhand and Uttar Pradesh under NHDP-IV	DBOT Hybrid Annuity Mode	9,420
Rehabilitation and upgradation of Goharganj to Bhopal section of NH-12 incl. construction of Obedullaganj bypass in the State of Madhya Pradesh to four – lanes with paved shoulders under NHDP-III	EPC	5,835
Rehabilitation and upgradation from Jabalpur to Hiran River Section of NH-12 to four – lanes with paved shoulders configuration in the State of Madhya Pradesh under NHDP-III	EPC	4,147
Maintenance of Guwahati Bypass on NH-37 from Jalukbari to Koinadhara in the state of Assam	-	256
Total		31,498

Key Projects



Project: Four laning of NSEW corridor of Agra Dholpur section of NH-3

Project: Maintenance contract of New Delhi Ring Road from PWD



Project: Strengthening, widening, up gradation, operation and maintenance of Seoni-Balaghat road MPRDC






Project: Widening & strengthening of existing National Highway NH-37 from Guwahati to Sonapur



Hybrid Annuity Project: Four Laning of Chutmalpur-Ganeshpur section of NH-72A & Roorkee- Chutmalpur-Gagalheri section in the State of Uttarakhand and Uttar Pradesh under NHDP-IV

Hybrid Annuity Project: Four Laning of Gagalheri-Saharanpur- Yamunanagar (UP/Haryana Border) section of NH-73 in the State of Uttar Pradesh under NHDP-IV

Dynamic Board of Independent Directors

	Name	Role	Background
	Mr. Anjaneer Kumar Lakhota	CMD	<ul style="list-style-type: none"> A Chartered Accountant having 20 years of experience in the infrastructure industry
	Mr. Ashwini Kumar Singh	Independent Director	<ul style="list-style-type: none"> Electrical engineer from Jadavpur University , Fellow member of Institute of Engineers, Indian Council of Arbitration, All India Management Association and National HRD 20+ years experience in SAIL and Essar Steel
	Mr. Kumar Singh Baghel	Independent Director	<ul style="list-style-type: none"> Master in English and CAIB (Part I) Holding a 34+ years experience and retired as a General Manager from the State Bank of Bikaner and Jaipur
	Mr. Ram Dayal Modi	Independent Director	<ul style="list-style-type: none"> Gold Medalist in MA (Pol. Sc) from the University of Udaipur and was associated with State Bank of Bikaner & Jaipur, State Bank of Patiala and State Bank of Mysore
	Mr. Bhagwan Singh Duggal	Independent Director	<ul style="list-style-type: none"> Architecture from School of Planning and Architecture-Delhi, Post Graduate Diploma in Housing, Planning & Building, Netherlands Associated with planning and design, modernization & restorations marquee government
	Ms. Sunita Palita	Independent Director	<ul style="list-style-type: none"> PG in Anthropology from Miranda House, Delhi University and a PG Diploma in Journalism from Indian Institute of Mass Communication, New Delhi Has held academic positions with the World Food Programme and UNICEF on Child Rights Issues

Strong Relationships



National Highways
Authority of India
(NHAI)



Ministry of road
Transport & Highways
(MORTH)



Public Works Department
(PWD), Government of Delhi



Delhi Metro Rail Corporation
(DMRC)

.....and Others

MBL: BOT Portfolio



Integrated Business Model



Summary of BOT Projects

MBL
Infrastructures Ltd

Operational
 Under Construction
 Under Implementation

State	Client	Project Length	Concession Period	Project Type	Expected CoD
MP	State Project	114.0	15 yrs	Toll	Operational
MP	State Project	18.3	15 yrs	Toll + Annuity	Operational
MP	State Project	75.6	30 yrs	Toll	December 2016
MP	State Project	46.9	15 yrs	Toll + Annuity	June 2017
Rajasthan	State Project	172.4	16 yrs	Toll	June 2016
UP/Haryana Border	NHAI	51.5	17 yrs	HAM	--
Uttarakhand & Uttar Pradesh	NHAI	53.3	17 yrs	HAM	--

Seoni-Balaghat-Rajegaon

100% ▶

Waraseoni-Lalbarra Road

100% ▶

Seoni-Katangji

100% ▶

Garra-Waraseoni

100% ▶

Bikaner-Suratgarh

99.98% ▶

Gagalheri-Saharanpur-Yamunanagar

100% ▶

Chutmalpur-Ganeshpur & Roorkee- Chutmalpur-Gagalheri

100% ▶

Well funded asset portfolio

Interlinked BOT Projects in MP

1 Seoni-Balaghat-Rajegaon (Operational)

- SH 26 & 11 connecting Seoni, Balaghat & Rajegaon
- Stretch of 114 kms operational since February, 2008

2 Seoni-Katangi – Maharashtra Border (Under Construction)

- Stretch of 75.6 Kms connecting Seoni Katangi upto Maharashtra Border



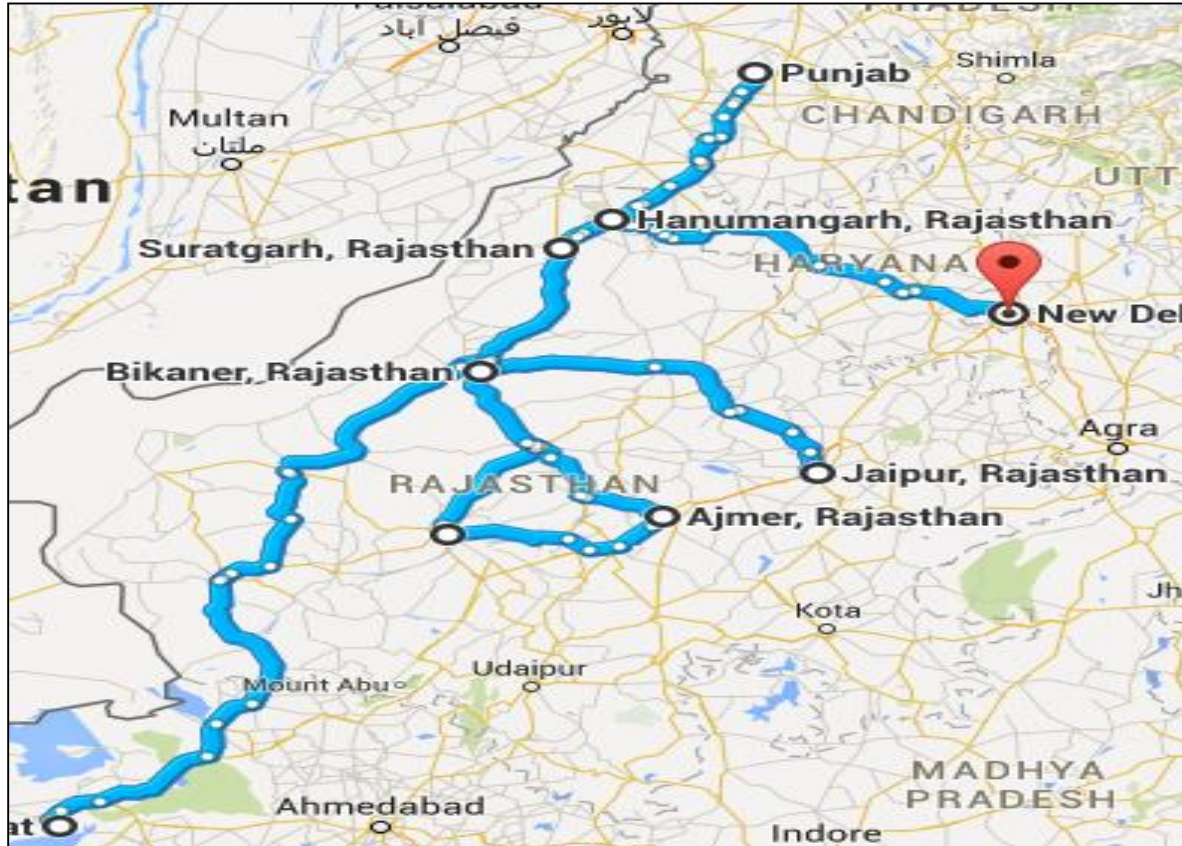
4 Garra – Waraseoni - Maharashtra Boarder (Under Construction)

- Stretch of 46.9 kms connecting Garra, Waraseoni upto Maharashtra Border

3 Waraseoni-Lalbarra Road (Operational)

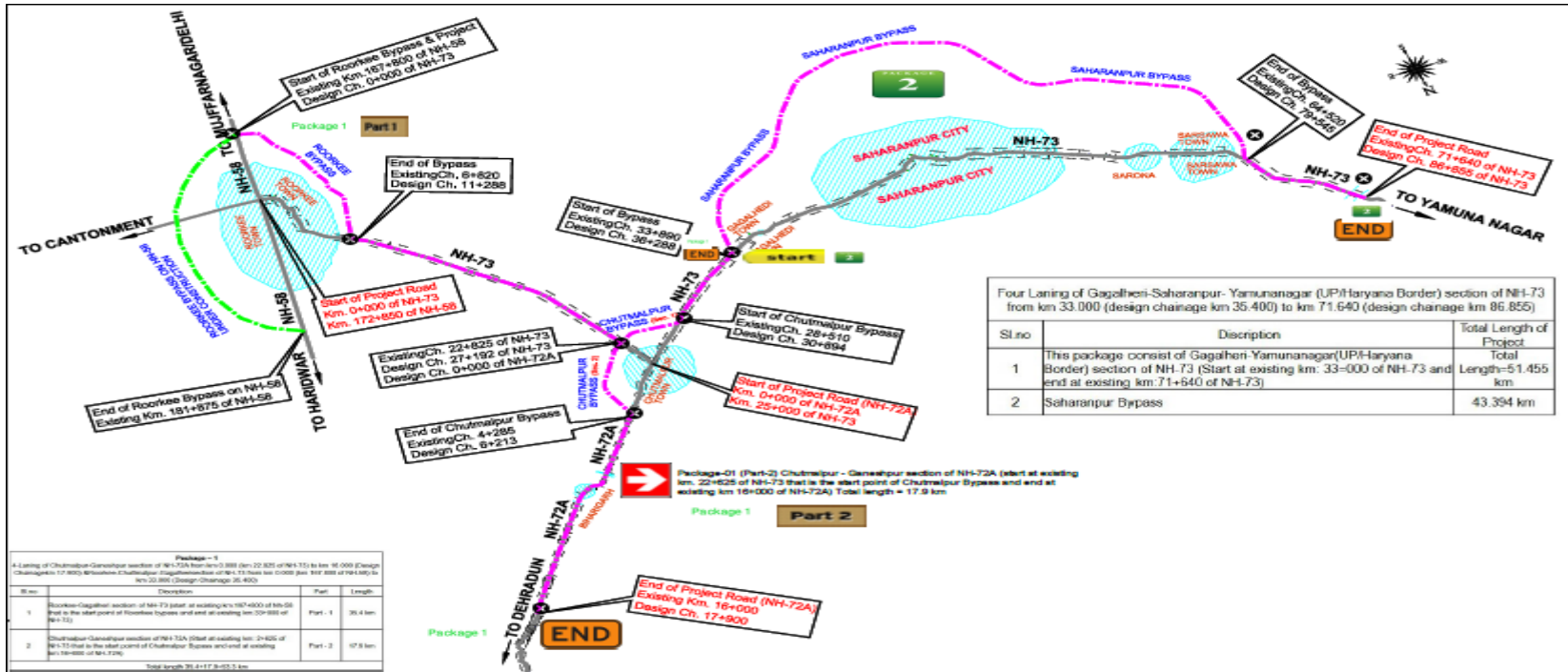
- Connecting Waraseoni and Lalbarra
- Stretch of 18.3 kms, operational since August 2015

Bikaner-Suratgarh Project



Map showing project road matrix

Hybrid Annuity Model (HAM) Projects



1- Four Laning of Gagaheri-Saharanpur-Yamunanagar (UP/Haryana Border) section of NH-73 in the State of Uttar Pradesh under NHDP-IV DBOT Hybrid Annuity Mode:-

11,840 Million

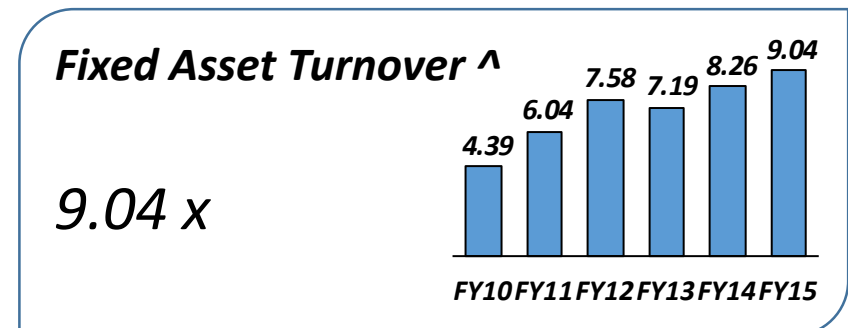
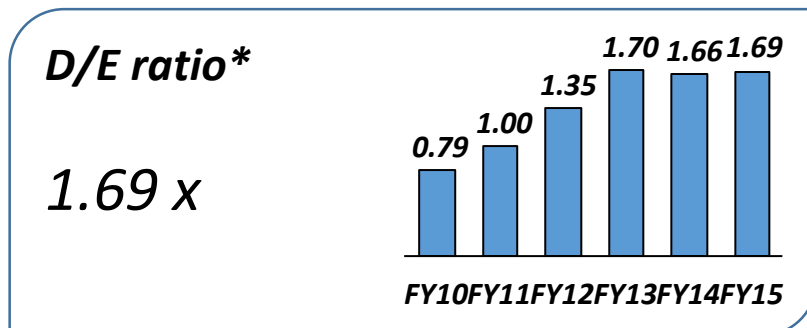
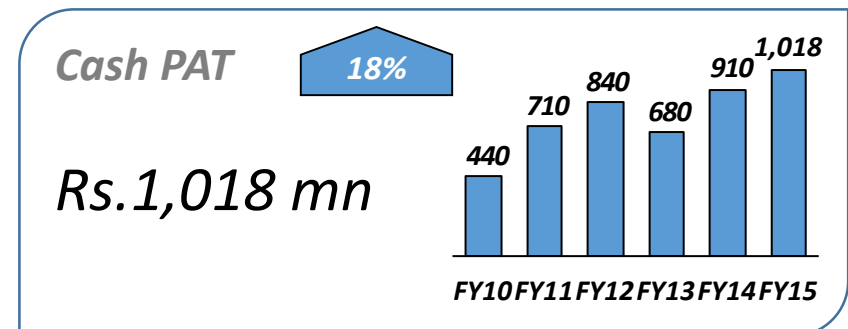
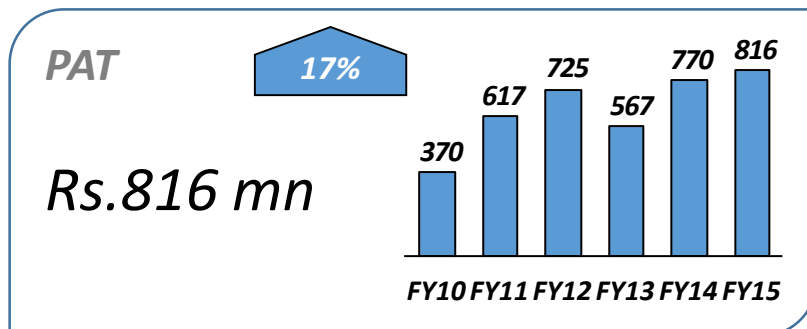
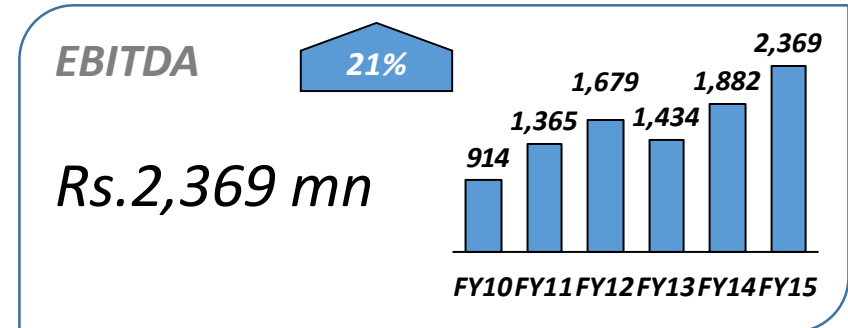
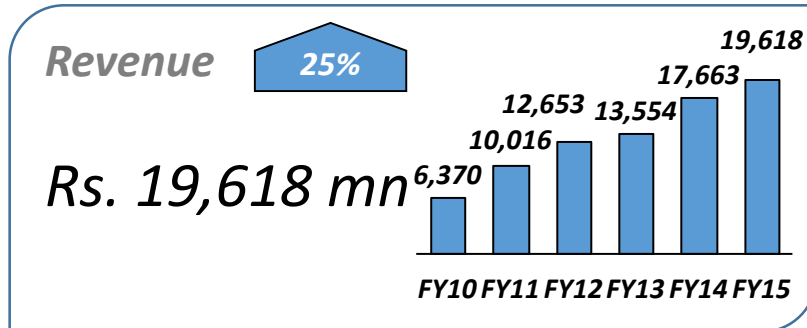
2- Four - Laning of Chutmalpur-Ganeshpur Section on NH-72A & Roorkee – Chutmalpur-Gagaheri Section on NH-73 in the state of Uttarakhand and Uttar Pradesh under NHDP-IV DBOT Hybrid Annuity Mode:-

9,420 Million

MBL: Financial Overview



Financial Snapshot

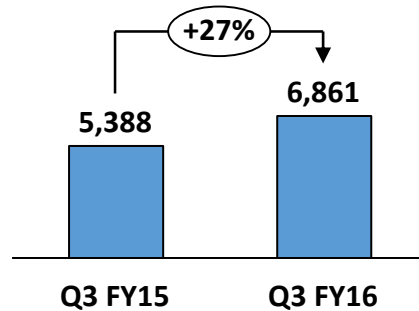


* - Equity Includes Minority Interest
^ - Fixed Assets excludes Assets under development

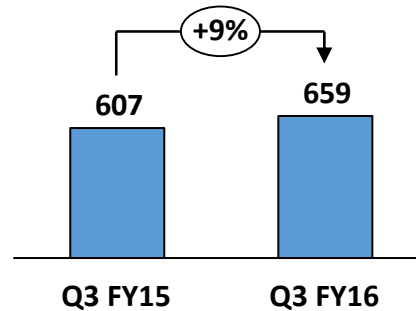
Quarter Performance Highlights

EPC

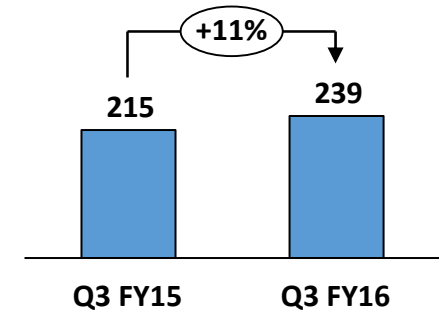
Revenue



EBITDA

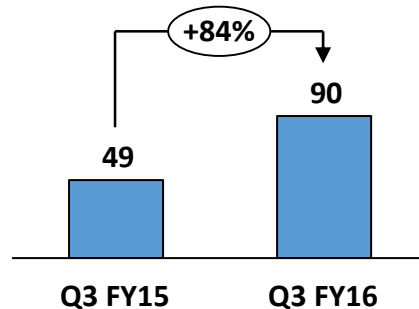


PAT

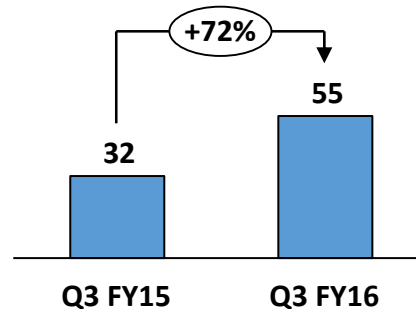


BOT

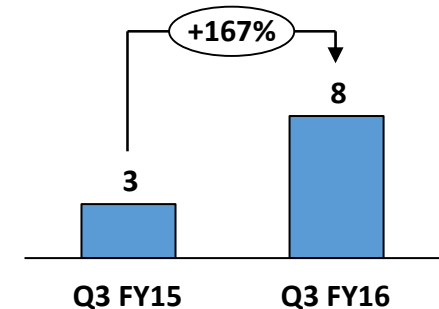
Revenue



EBITDA



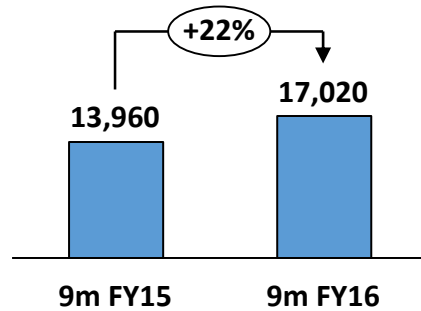
PAT



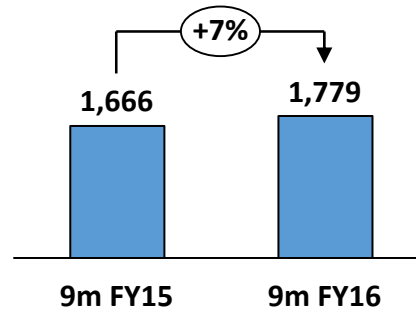
YTD Performance Highlights

EPC

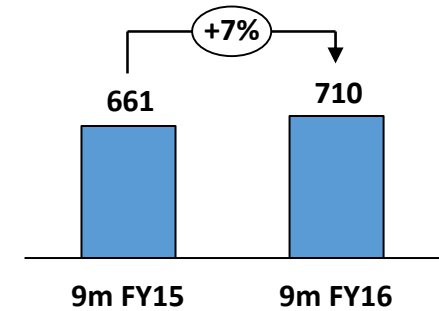
Revenue



EBITDA

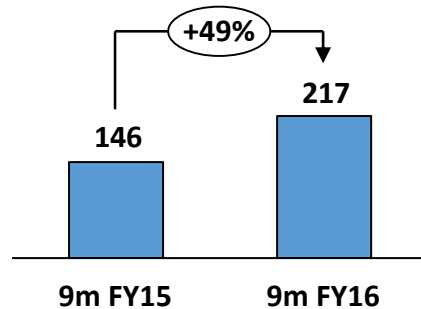


PAT

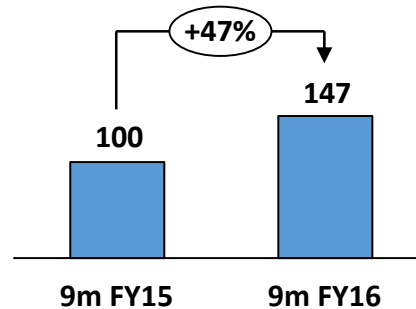


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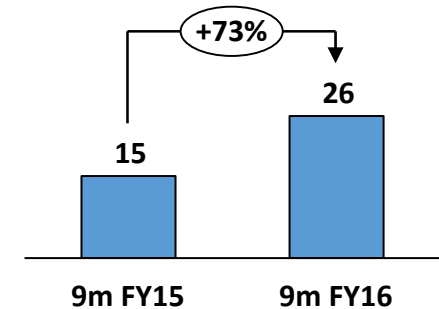
Revenue



EBITDA



PAT



Annual Profit & Loss Highlights

Rs. mn	FY15			FY14		
	EPC	BOT	Consol.	EPC	BOT	Consol.
REVENUE	19,485	192	19,618	17,537	174	17,663
EBITDA	2,247	126	2,369	1,762	120	1,882
EBITDA margin	11.5%	65.5%	12.08%	10.0%	69.0%	10.7%
Other Income	28	3	31	39	3	42
Interest	953	58	1,011	696	57	753
Depreciation	154	48	202	97	43	141
PBT	1,168	20	1,188	1,007	23	1,030
Tax	366	5	372	255	4	260
Profit After Tax	802	14	816	751	19	770
PAT Margin	4.1%	7.5%	4.16%	4.3%	10.7%	4.36%
Less: Minority Int. Profit / (Loss)	0	0	0	0	0	0
Add: Associates Profit / (Loss)	0	0	0	0	0	0
PAT after MI & Asso. Profit	802	14	816	751	19	770
Cash Profit	956	62	1,018	849	62	910

Consolidated Balance Sheet

<i>Rs. mn</i>	<i>Sept-15</i>	<i>Mar-15</i>
<i>Shareholder's Fund</i>	7,052.8	6,564.9
Share capital	414.5	207.3
Reserves & Surplus	6,638.3	6,357.6
<i>Share Application Money</i>	0.0	0.0
<i>Minority Interest</i>	0.2	0.2
<i>Non-current liabilities</i>	6,170.4	5,933.1
Long term borrowings	5,220.9	4,725.0
Other non-current liabilities	949.5	1,208.1
<i>Current liabilities</i>	11,410.1	9,687.4
Short term borrowings	7,285.4	5,900.1
Other current liabilities	4,124.7	3,787.3
<i>TOTAL EQUITIES & LIABILITIES</i>	24,633.5	22,185.6
<i>Non-current assets</i>	9,951.6	8,421.8
Fixed assets	9,102.9	7,578.0
Other Non-current assets	848.7	843.8
<i>Current assets</i>	14,681.9	13,763.8
Current Investment	0.0	0.0
Inventories	8,503.6	8,105.4
Trade receivables	4,719.6	3,949.4
Cash and bank balances	287.7	759.9
Other current assets	1,171.0	949.1
<i>TOTAL ASSETS</i>	24,633.5	22,185.6

MBL: Way Forward



New Avenues – Inland Water Transport

Memorandum of Understanding



- Piacentini Costruzioni is an Italian company engaged in the construction and civil engineering business with expertise in major and complex maritime works.
- MBL is looking to enter into civil engineering projects for construction of ports, harbour/ marine structures, water supply/ sanitation, bridges, viaducts and elevated structures and has signed an MoU with Piacentini for the same.



Prospects

- Inland Water Transport (IWT) offers a cost effective, environment friendly and fuel efficient mode, specially for bulk cargo, hazardous goods and over dimensional cargo – so vital for industrial development.
- Currently, inland waterways in India are functioning in an organised manner only in a few areas, such as Goa, Assam, West Bengal and Mumbai, apart from Ganga, Brahmaputra and Champakara and Udyogmandal canals.
- Development of inland waterways can improve vastly the capacity for the transportation of goods.

Announced Investments in Inland Waterways:

- A project on the river Ganga called 'Jal Marg Vikas' (National Waterways-I) will be developed between Allahabad and Haldia to cover a distance of 1,620 kms, which will enable commercial navigation of at least 1,500 tonne vessels. The project will be completed over a period of six years at an estimated cost of Rs 4,200 crore.

Differentiating Factors

- Sufficient investments of Rs. 17,430.77 Million in Fixed Assets as on 31st March 2015
 - Majority investments in Multiple use equipment along with non-common equipment
 - Optimized mix of critical and non critical equipments
- Well Balanced financial model
 - Low long term gearing
 - Balanced investment in Plant & Machinery, BOT projects & Net Margin for working capital
 - Good tie ups for fund based and non fund based working capital
 - Long term relationship with Banks
- Better Asset Turnover
 - Excellent track record, will enhance margins
- Sub-contracting non-critical work
 - Helps us keep Balance Sheet Asset Light

Certifications & Awards

Certifications

- ***ISO 9001:2008***
 - In recognition of the Organization's Quality Management System
- ***ISO 14001:2004***
 - In recognition of the Organization's Environment Management System
- ***OHSAS 18001:2007***
 - In recognition of the Organization's Health and Safety Management System

Awards

- ***2nd Fastest Growing Construction Company (Medium Category) in India at 13th Annual Construction World Global Awards***
- ***3rd Fastest Growing Construction Company (Medium Category) at 10th, 11th and 12th Annual Construction World Global Awards***
- ***India's top Challenger Companies in the Construction and Engineering value chain FY14 at 12th Annual Construction World Global Awards***