August 2026

Initiating Coverage | Sector: Infrastructure

Adani Enterprises

Multiple growth engines, one integrated platform

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Multiple growth engines, one integrated platform

- Adani Enterprises (AEL) is uniquely positioned to benefit from India's next capex cycle, with exposure across airports, roads, data centers, new energy, mining, copper, and strategic manufacturing. Its diversified portfolio provides multiple avenues to participate in infrastructure build-out, energy transition, digitalization, and India's push towards domestic manufacturing.
- We view AEL as a differentiated infrastructure incubator, combining established businesses that provide stability with high-growth platforms that can drive the next leg of earnings. Its ability to identify emerging opportunities, build scale and market leadership, and subsequently monetize mature platforms creates a repeatable model for capital recycling.
- AEL is entering a phase of accelerated earnings growth, with EBITDA expected to increase from ~INR140b in FY26 to ~INR299b by FY29E, implying a ~29% CAGR. Growth should be driven by the commissioning of Navi Mumbai Airport, capacity expansion at ANIL, commencement of tolling on key road projects, and continued momentum across its primary businesses.
- We initiate coverage on AEL with a BUY rating and an SoTP-based TP of INR3,880. We believe the market leadership, superior scale, diversified growth portfolio, and proven incubator model position AEL to emerge as a leading global infrastructure platform. Key risks include execution delays, higher-than-expected capex, regulatory/policy changes, and slower ramp-up of new businesses.

Adani Enterprises

BSE Sensex	S&P CNX
77,473	24,208

Bloomberg	ADE IN
Equity Shares (m)	1354
M.Cap.(INRb)/(USDb)	4212.8 / 44.2
52-Week Range (INR)	3245 / 1753
1, 6, 12 Rel. Per (%)	1/45/39
12M Avg Val (INR M)	4678

Financials & Valuations (INR b)

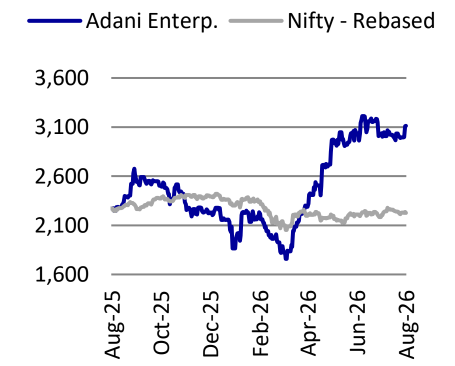
Y/E MARCH	2027E	2028E	2029E
Sales	1428	1623	1825
EBITDA	214	255	299
Adj. PAT	66	83	106
EBITDA (%)	15.0	15.7	16.4
Adj. EPS (INR)	48.5	61.2	78.2
EPS Gr. (%)	255.9	26.1	27.8
BV/Sh. (INR)	756	816	894
Ratios			
Net D:E	0.9	1.1	1.1
RoE (%)	6.6	7.2	8.5
RoCE (%)	5.8	5.9	6.3
Payout (%)	1.9	1.6	1.3
Valuations			
P/E (x)	64.1	50.8	39.8
P/BV (x)	4.1	3.8	3.5
EV/EBITDA(x)	24.1	21.3	18.6
Div. Yield (%)	0.0	0.0	0.0
FCF Yield (%)	-7.0	-4.4	-3.5

Shareholding Pattern (%)

As of	Jun-26	Mar-26	Jun-25
Promoter	74.8	74.7	74.0
DII	9.3	6.7	7.1
FII	8.8	10.8	11.5
Others	7.1	7.8	7.4

FII includes depository receipts

Stock's performance (one-year)



CMP: INR3,110 TP: INR3,880 (+25%) Buy

Multiple growth engines, one integrated platform

- **Adani Enterprises (AEL) is uniquely positioned to benefit from India's next capex cycle, with exposure across airports, roads, data centers, new energy, mining, copper, and strategic manufacturing. Its diversified portfolio provides multiple avenues to participate in infrastructure build-out, energy transition, digitalization, and India's push towards domestic manufacturing.**
- **We view AEL as a differentiated infrastructure incubator, combining established businesses that provide stability with high-growth platforms that can drive the next leg of earnings. Its ability to identify emerging opportunities, build scale and market leadership, and subsequently monetize mature platforms creates a repeatable model for capital recycling.**
- **AEL is entering a phase of accelerated earnings growth, with EBITDA expected to rise from ~INR140b in FY26 to ~INR299b by FY29E, implying a ~29% CAGR. Growth should be driven by the commissioning of Navi Mumbai Airport, capacity expansion at Adani New Industries Ltd. (ANIL), commencement of tolling on key road projects, and continued momentum across its primary businesses.**
- **The portfolio is increasingly moving from capital deployment to value creation, with airports, new energy, and data centers entering their scaling phase and mature businesses providing cash generation. As capex intensity moderates and incubated businesses move towards monetization, rising cash generation should support faster deleveraging and further capital recycling.**
- **We initiate coverage on AEL with a BUY rating and an SoTP-based TP of INR3,880. We believe its market leadership, superior scale, diversified growth portfolio, and proven incubator model position AEL to emerge as a leading global infrastructure platform.**
- **Key risks: Execution delays, higher-than-expected capex, regulatory/policy changes, commodity price volatility, and slower ramp-up of new businesses.**

Positioned at the heart of India's next capex cycle

- We believe AEL is uniquely positioned to benefit from India's structural investment theme, with exposure to multiple long-term growth areas spanning transport infrastructure, digitalization, energy transition, and domestic manufacturing.
- Its portfolio offers exposure to several large and underpenetrated opportunities, including an eight-airport platform with significant growth potential; a diversified roads portfolio spanning HAM, BOT, and TOT models; rapidly expanding data centers aided by rising AI/ML workloads; and green-energy equipment manufacturing benefiting from domestic content requirements.
- Beyond infrastructure, AEL is building strategic businesses in copper, PVC, mining, and defense manufacturing, positioning it to benefit from India's broader push towards self-reliance and import substitution. We believe this diversified incubator model places AEL at the intersection of India's infrastructure, manufacturing, and energy-transition upcycle, providing multiple avenues for sustained growth and earnings visibility.

AEL is uniquely positioned to benefit from India's structural investment theme, with exposure to multiple long-term growth areas spanning transport infrastructure, digitalization, energy transition, and domestic manufacturing.

Multiple businesses gaining strong traction. Earnings are at an inflection point with capacity expansions and strong demand.

Multiple businesses entering an earnings inflection phase

- **Airports – From infrastructure asset to multi-engine growth platform:** We view AEL's airport business as more than a regulated infrastructure play. The eight-airport portfolio is entering a phase where traffic growth, rising monetization, and commercial development can jointly drive earnings. Passenger throughput is expected to rise from ~96m in FY26 to ~119m by FY29E, while non-aero revenue, currently well below global benchmarks, should provide significant scope for monetization. In addition, commercial development over the life of the concessions could create further recurring revenue streams. With ~23% of India's passenger traffic and ~30% of cargo traffic, AEL has built meaningful scale across the aviation ecosystem. India remains significantly underpenetrated, and we expect the business to record a 24% EBITDA CAGR over FY26-29.
- **Green energy demand to drive growth for ANIL:** AEL is positioning ANIL to capture a larger share of India's transition from an equipment importer to a domestic clean-energy manufacturing hub. The key differentiator is the breadth of its manufacturing chain: ANIL spans polysilicon, wafers, cells, and modules, complemented by 2.25GW of wind-turbine capacity. Solar cell and module capacity is set to increase from 4GW currently to 10GW by FY27. We expect the earnings trajectory to strengthen materially as these capacities ramp up and the benefits of domestic-content policies increasingly flow through the industry. Policies supporting the use of Indian equipment in select projects, along with growth in rooftop solar and PM-KUSUM 2.0, should support demand for locally manufactured equipment. Beyond solar and wind, ANIL's investments in green hydrogen at Mundra provide a longer-duration option on the emergence of a domestic hydrogen ecosystem. We forecast a 13% EBITDA CAGR over FY26-29E.
- **Data center – exponential growth ahead:** We see AEL's data-center business experiencing exponential growth driven by a significant jump in computing requirements and demand for reliable and competitively priced power. AEL has an unusual combination of capabilities across renewable generation, conventional power, solar and wind manufacturing, fuel sourcing through its port network, transmission, and infrastructure development, alongside data center expertise through AdaniConneX. This vertical integration could provide a meaningful advantage in securing large hyperscaler workloads and scaling capacity efficiently. From just 55MW of operational capacity in FY26, AEL is targeting 3 GW capacity by 2030. The business targets an EBITDA margin of >70%. We see data centers as one of the highest-growth businesses within AEL's portfolio and a potentially meaningful contributor to consolidated earnings over the medium term.
- **Primary industries – building India's domestic industrial capacity:** AEL has established businesses across mining services, commercial mining, and IRM, while expanding into strategic manufacturing opportunities such as copper smelting and PVC. These businesses provide exposure to India's push for greater resource security and import substitution, while offering another meaningful source of earnings growth as new capacities ramp up. We estimate an EBITDA CAGR of 47% over FY26–29 on the back of strong EBITDA growth, led by the copper business once it reaches optimum utilization.

Earnings at an inflection point

- AEL's revenue is expected to clock a 22% CAGR during FY26-29. With margin improvement, EBITDA is likely to clock a 29% CAGR, reaching ~INR299b in FY29E from ~INR140b in FY26.
- **Key drivers:** Navi Mumbai Airport commissioning, ANIL capacity ramp-up, road assets entering tolling, and growth in primary industries, including Copper.
- Net/EBITDA stood at 5.4x in FY26 and is expected to moderate to ~4.5x by FY29, despite the high capex requirement, which will be funded through a mix of debt and internal accruals.
- We expect an OCF of ~INR570b through FY27-29, which will support capex growth going forward through internal accruals.

Valuation and View: A value-unlocking story

AEL's EBITDA is likely to clock a 29% CAGR. Key drivers: Navi Mumbai Airport commissioning, ANIL capacity ramp-up, road assets entering tolling, and growth in primary industries including copper.

- In our view, AEL's expansion across verticals, rising contribution from incubated businesses, and robust demand outlook provide strong visibility on earnings growth and cash flow generation over the near and long term. We forecast its consolidated revenue/EBITDA/PAT to grow at ~22%/29%/82% over FY26-29, aided by growth, margin expansion, and increasing contribution from high-margin verticals.
- **We initiate coverage on AEL with a BUY rating and an SoTP-based TP of INR3,880. Our recommendation is underpinned by AEL's market leadership, differentiated portfolio, superior scale, and proven ability to incubate and scale new businesses, positioning it to emerge as one of the world's leading integrated infrastructure platforms.**

Exhibit 1: Valuation summary (in INR m)

Segment EBITDA	EBITDA Sept 28	EV/EBITDA multiple	EV
IRM & Mining	62,285	12	7,47,423
ANIL	60,807	20	12,40,454
Airport	87,957	35	31,13,685
Data Center (attributable)	26,250	30	7,99,313
Roads	26,001	11	2,86,006
Copper	34,988	10	3,49,875
		Enterprise Value	**65,36,755**
		Less: Net debt	13,59,211
		Equity Value	**51,77,544**
		No of shares (m)	1,354
		Target price	**3,880**
		Upside	25%

Source: MOFSL, Company

STORY IN CHARTS

Investment arguments

India's premier infrastructure incubator with a focus on transportation and logistics, new energy, and primary industries

Airport business to scale up substantially, driven by the commissioning of the Navi Mumbai Airport

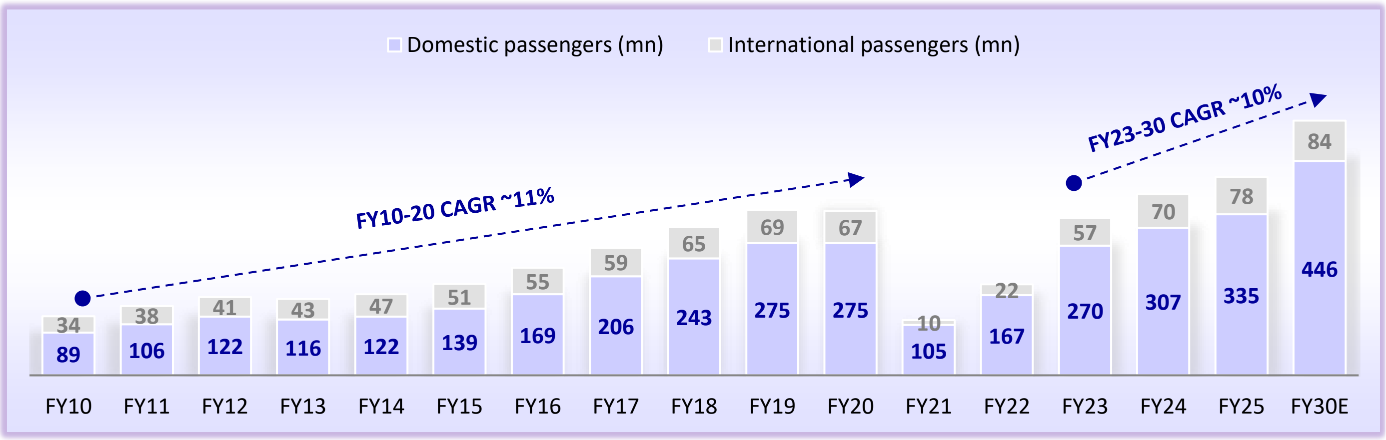
New Energy and Data Center (JV route) to see exponential growth driven by capacity additions and new customer contracts

EBITDA set to more than double by FY29

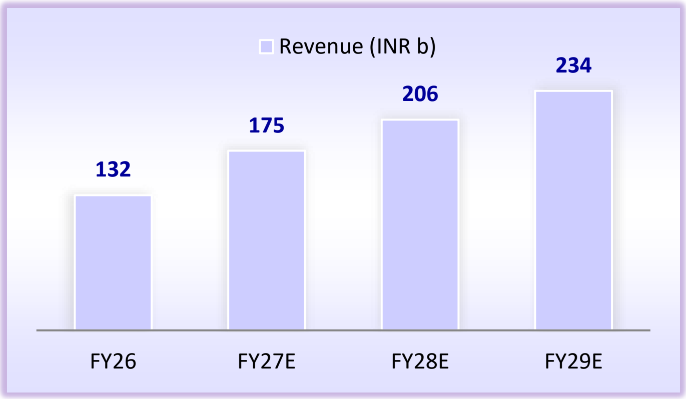
AEL is uniquely positioned to benefit from India's next capex cycle, with exposure across high-growth sectors

AIRPORTS	ROADS	DATA CENTRES	NEW ENERGY	MINING	COPPER	STRATEGIC MANUFACTURING
Growth in air travel and infrastructure	National highway expansion and connectivity	Digitalisation driving data infrastructure	Energy transition and clean energy solutions	Capacity expansion and resource development	Rising demand, domestic opportunity	India's push towards Atmanirbhar Bharat

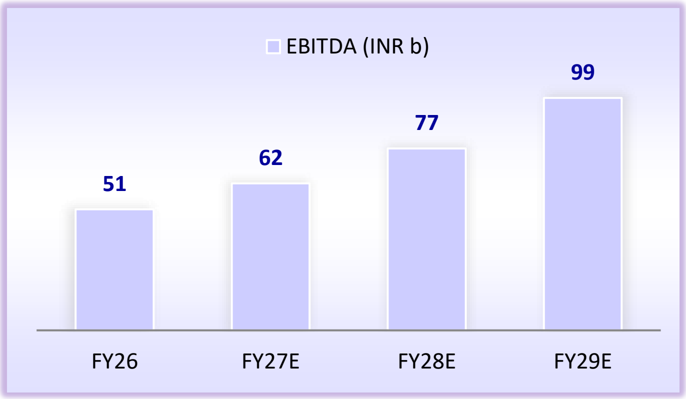
Passenger traffic in India to clock ~10% CAGR over FY23-30



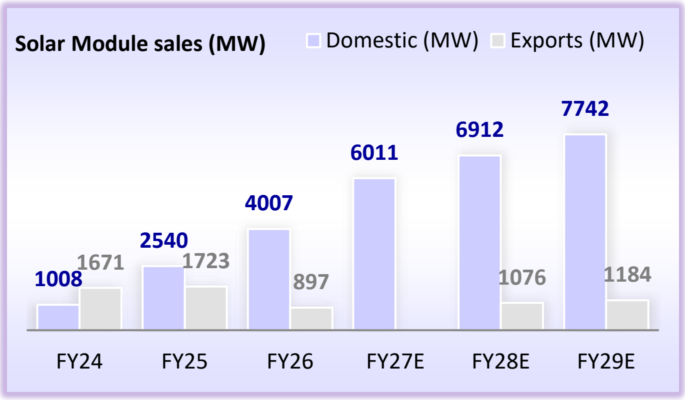
Airport revenue to post a 21% CAGR during FY26-29E



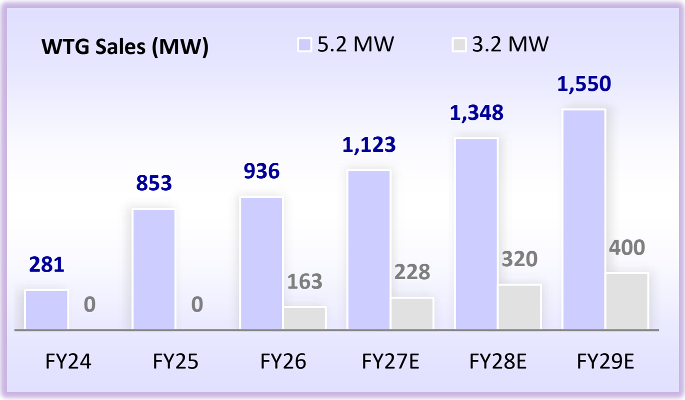
Airport EBITDA to clock a 24% CAGR over FY26-29E



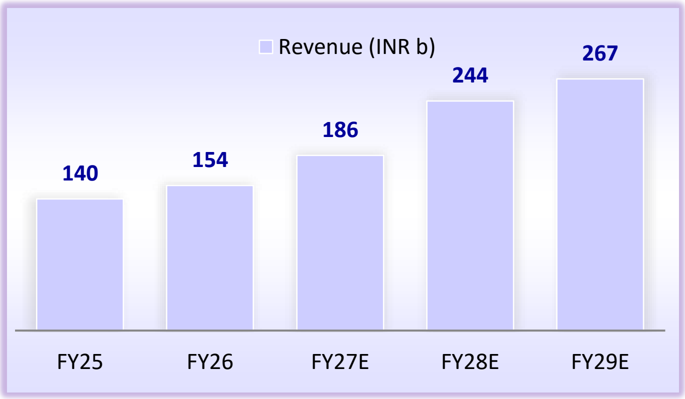
Solar module sales to increase with higher capacity in place



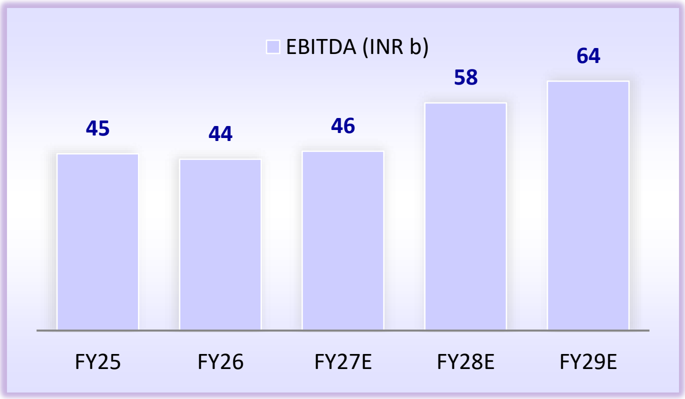
WTG sales to ramp up as demand rises for renewables



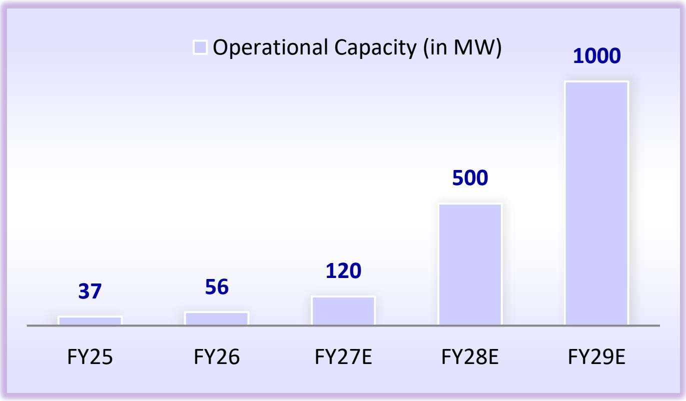
New energy revenue to jump on the back of strong demand in solar and wind



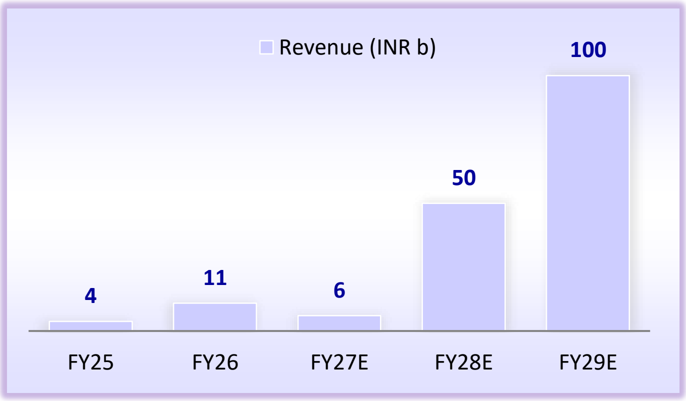
New energy EBITDA to follow revenue growth



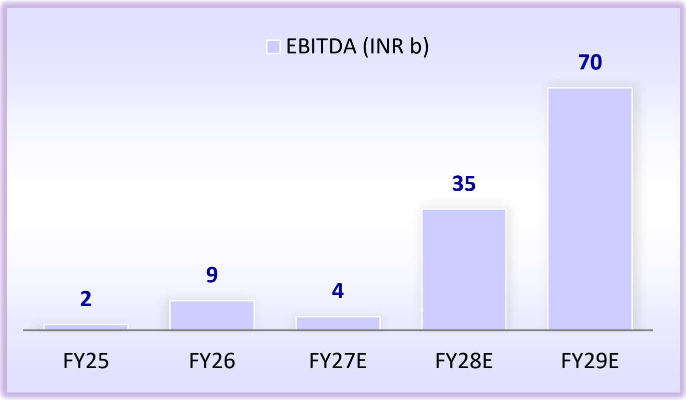
Data center's operational capacity to expand as construction of current orders finishes



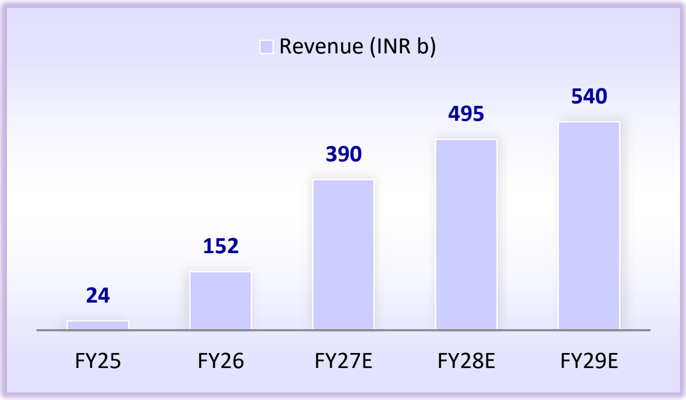
Data center's revenue to surge as the operational capacity increases



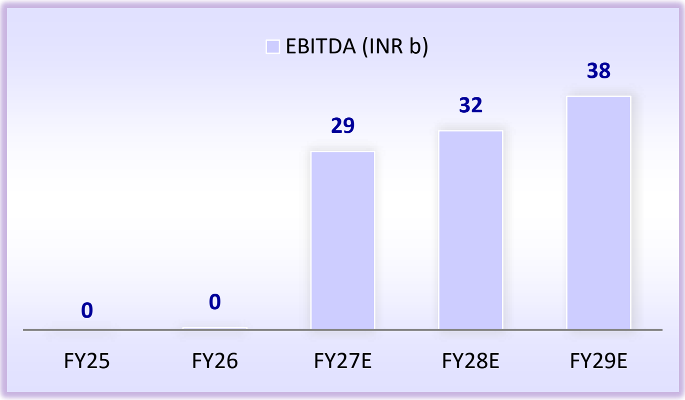
Data center's EBITDA to increase as margins expand and operational capacity increases



Copper revenue to grow as the capacity utilization improves

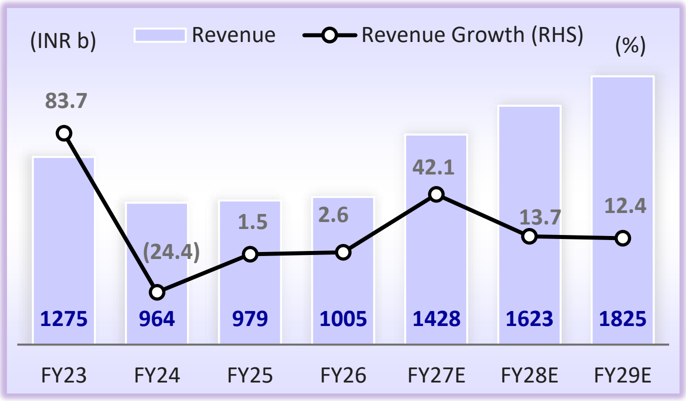


Copper EBITDA growth to be supported by an increase in capacity utilization and improvement in margins



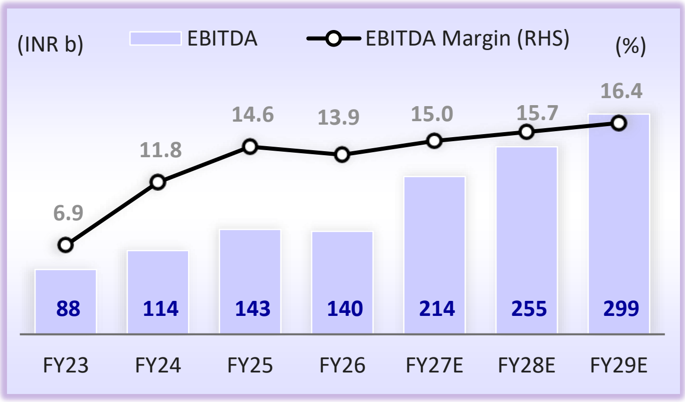
Source: MOFSL, Company

Overall revenue to experience strong growth



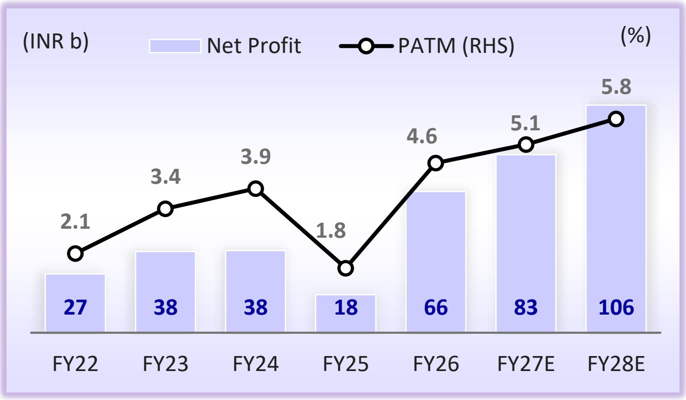
Source: MOFSL, Company

EBITDA growth to outpace revenue growth, driven by rising contribution from high-margin businesses



Source: MOFSL, Company

APAT to increase as margin improves



Source: MOFSL, Company

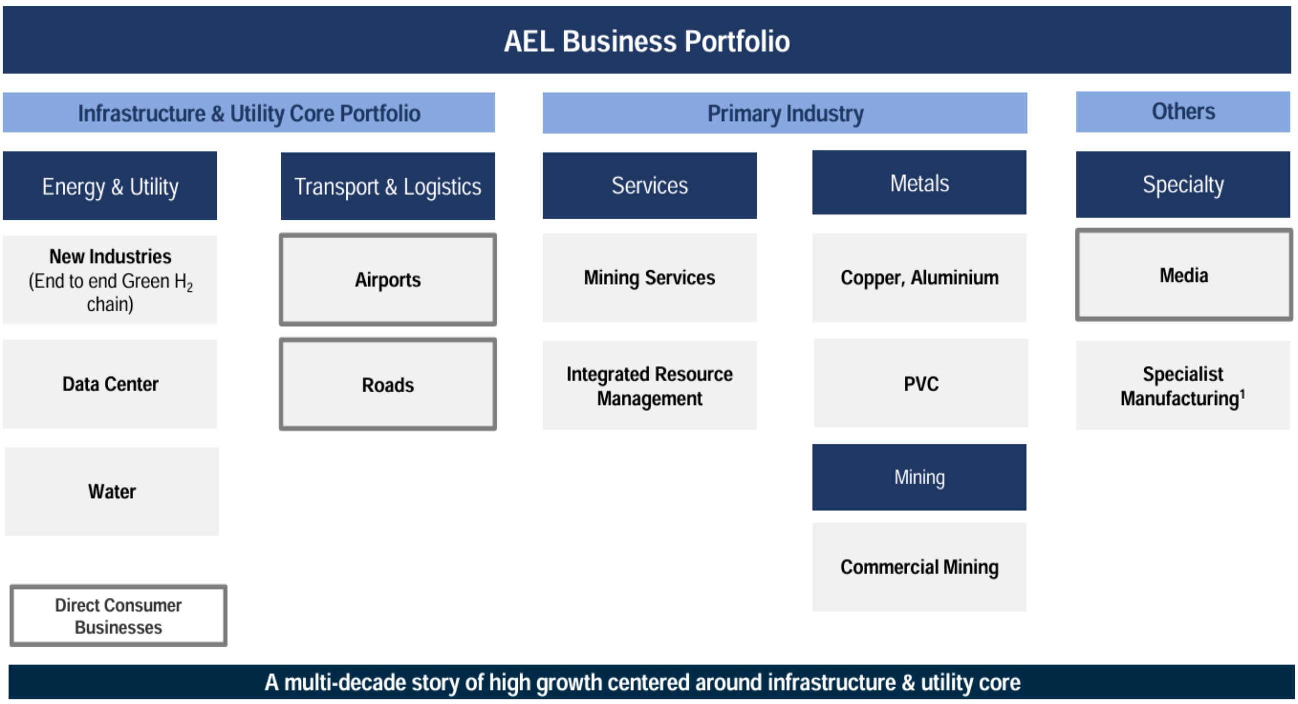
Investment thesis

AEL follows an incubation-led model of identifying high-growth opportunities, investing in large-scale infrastructure and industrial assets, scaling them to commercial maturity, and subsequently demerging, listing, or monetizing successful businesses to unlock shareholder value.

Positioned at the heart of India's next capex cycle

- AEL, established in 1988, is the flagship company of the Adani Group and its principal business incubator. AEL follows an incubation-led model of identifying high-growth opportunities, investing in large-scale infrastructure and industrial assets, scaling them to commercial maturity, and subsequently demerging, listing, or monetizing successful businesses to unlock shareholder value.
- We believe AEL is uniquely positioned to benefit from India's structural investment theme, with exposure to multiple long-term growth areas spanning transport infrastructure, digitalization, energy transition, and domestic manufacturing.
- Its portfolio offers exposure to several large and underpenetrated opportunities, including an eight-airport platform with significant growth potential; a diversified roads portfolio spanning HAM, BOT, and TOT models; rapidly expanding data centers aided by rising AI/ML workloads; and green-energy equipment manufacturing benefiting from domestic content requirements.
- Beyond infrastructure, AEL is building strategic businesses in copper, PVC, mining, and defense manufacturing, positioning it to benefit from India's broader push towards self-reliance and import substitution. We believe this diversified incubator model places AEL at the intersection of India's infrastructure, manufacturing, and energy-transition upcycle, providing multiple avenues for sustained growth and earnings visibility.

Exhibit 2: Group overview



Source: Company, MOFSL

Multiple businesses entering an earnings inflection phase

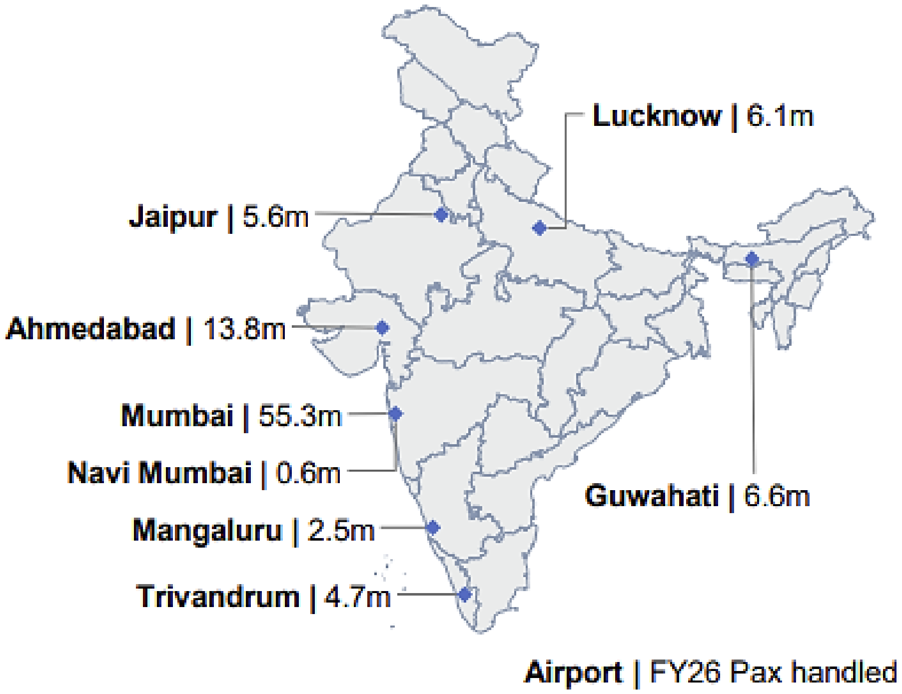
- **Airports:** We view AEL's airport business as more than a regulated infrastructure play. The eight-airport portfolio is entering a phase where traffic growth, rising monetization, and commercial development can jointly drive earnings. Passenger throughput is expected to rise from ~96m in FY26 to ~119m by FY29E, while non-aero revenue, currently well below global benchmarks, should provide significant scope for monetization. India remains significantly underpenetrated, and we expect the business to record a 24% EBITDA CAGR over FY26-29.
- **Green energy demand to drive growth for ANIL:** AEL is positioning ANIL to capture a larger share of India's transition from an equipment importer to a domestic clean-energy manufacturing hub. Solar cell and module capacity is set to increase from 4GW currently to 10GW by FY27. We expect the earnings trajectory to strengthen materially as these capacities ramp up and the benefits of domestic-content policies increasingly flow through the industry. Policies supporting the use of Indian equipment in select projects, along with growth in rooftop solar and PM-KUSUM 2.0, should support demand for locally manufactured equipment. Beyond solar and wind, ANIL's investments in green hydrogen at Mundra provide a longer-duration option on the emergence of a domestic hydrogen ecosystem. We forecast a 13% EBITDA CAGR over FY26-29E.
- **Data center – exponential growth ahead:** We see AEL's data-center business experiencing exponential growth driven by a significant jump in computing requirements and demand for reliable and competitively priced power. AEL has an unusual combination of capabilities across renewable generation, conventional power, solar and wind manufacturing, fuel sourcing through its port network, transmission, and infrastructure development, alongside data center expertise through AdaniConneX. This vertical integration could provide a meaningful advantage in securing large hyperscaler workloads and scaling capacity efficiently. From just 55MW of operational capacity in FY26, AEL is targeting 3 GW capacity by 2030. The business targets an EBITDA margin of >70%. We see data centers as one of the highest-growth businesses within AEL's portfolio and a potentially meaningful contributor to consolidated earnings over the medium term.
- **Primary industries – building India's domestic industrial capacity:** AEL has established businesses across mining services, commercial mining, and IRM, while expanding into strategic manufacturing opportunities such as copper smelting and PVC. These businesses provide exposure to India's push for greater resource security and import substitution, while offering another meaningful source of earnings growth as new capacities ramp up. We estimate an EBITDA CAGR of 47% over FY26–29 on the back of strong EBITDA growth, led by the copper business once it reaches optimum utilization.

Adani Airports: Business overview

One of India's largest private airport operators, managing eight airports with ~23% share of passenger traffic and ~29% of air cargo. The portfolio benefits from long-dated concessions.

- Adani Airports is one of India's largest private airport operators, managing eight airports with ~23% share of passenger traffic and ~29% of air cargo. The portfolio benefits from long-dated concessions, including 50-year concessions for six airports, while Mumbai International Airport (MIAL) and Navi Mumbai International Airport (NMIAL) have concession periods extending to 2066 and 2078, respectively.
- NMIAL commenced commercial operations on 25th Dec'25, while the new integrated terminal at Guwahati Airport was inaugurated during FY26. With a large and diversified airport portfolio, the portfolio provides significant exposure to structural growth in Indian aviation, with additional monetization potential from non-aeronautical revenues and city-side development. The company plans to develop ~22m sq. ft. in Phase I, with overall CSD potential of ~150m sq. ft.

Exhibit 3: Key airports of AAHL with pax handled in FY26



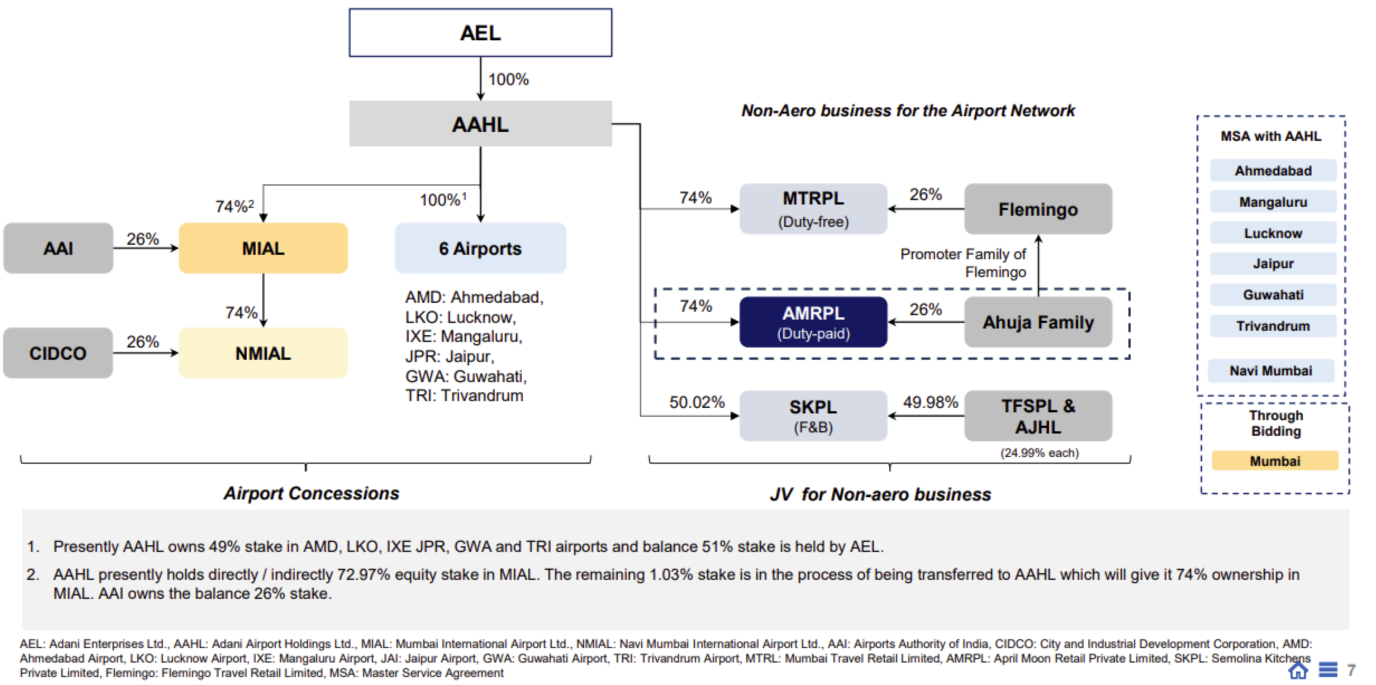
Source: Company, MOFSL

Exhibit 4: Airport – portfolio

Metric	Mumbai	Navi Mumbai	Ahmedabad	Lucknow	Mangaluru	Jaipur	Guwahati	Thiruvananthapuram
Award date	Aug-20	Jan-21	Aug-20	Feb-19	Feb-19	Feb-19	Jan-21	Jan-21
Concession period (in years)	Till 2066	Till 2078	50	50	50	50	50	50
Airport land area (acres)	1,952	2,866	987	1,259	584	776	754	637
City side area (acres)	191	250	27	110	10	17	60	2
Check-in capacity (m pax per annum)	55	20	16.8	8	2.5	6.5	13.1	4.5
Baggage capacity (bags/hour)	14,400	4,800	4,800	3,600	600	2,400	2,400	1,600

Source: Company, MOFSL

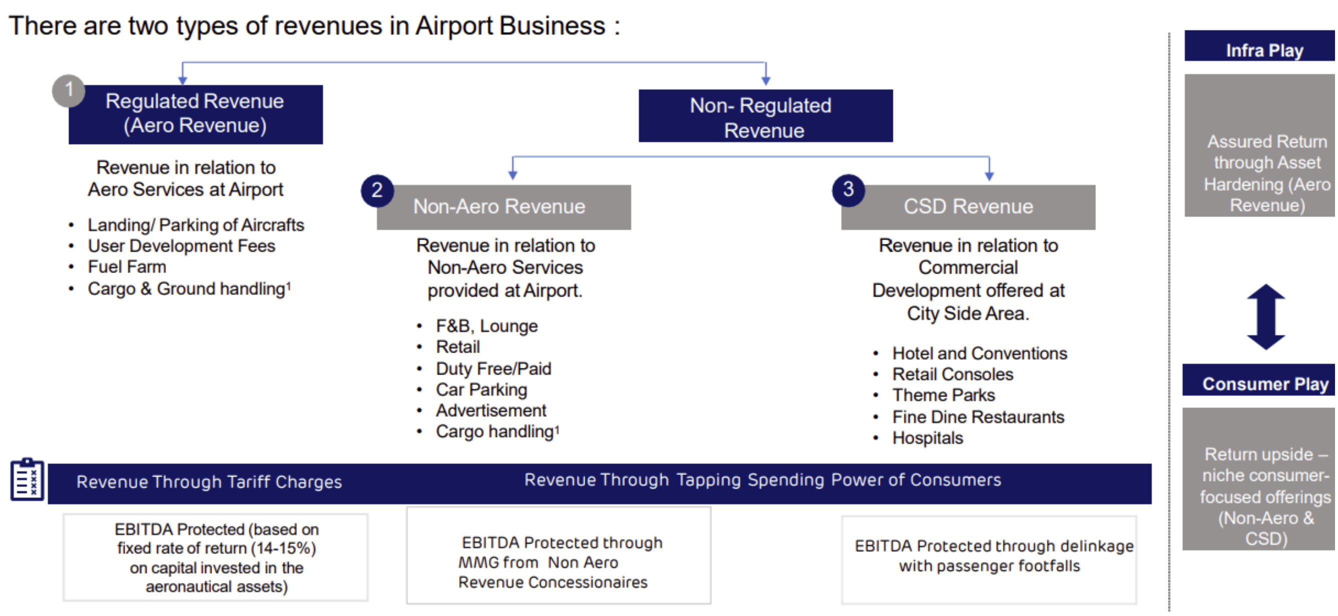
Exhibit 5: Airport – holding structure



Source: Company, MOFSL

Key sub-segments

Exhibit 6: Sources of revenue

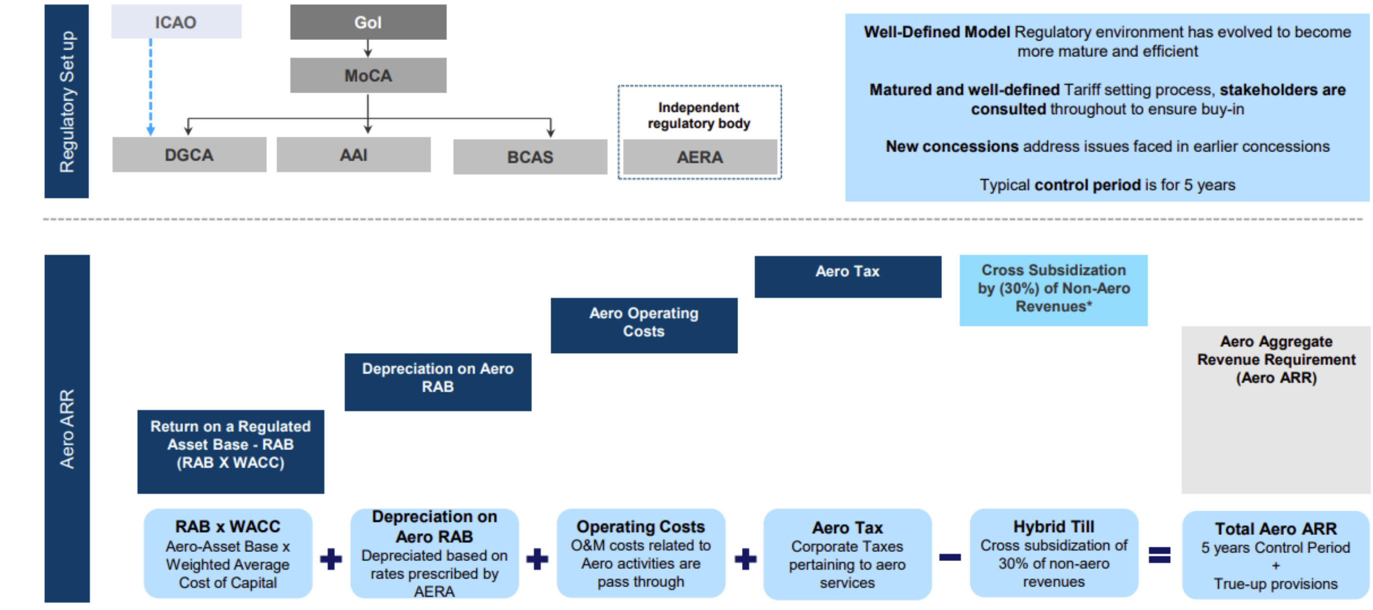


Source: Company, MOFSL

- **Aeronautical business:** Aeronautical revenue comprises charges levied on airlines and passengers for the use of airport infrastructure and related services. At major airports, these charges are regulated by the Airports Economic Regulatory Authority (AERA), which covers airports handling >3.5m passengers annually, airports notified as major airports by the central government, and certain groups of airports notified by the government.

- For aircraft operators, aeronautical charges generally include landing, parking, and housing fees, with the charges typically linked to the aircraft's maximum take-off weight.
- For passengers, airlines collect airport-related charges such as the aviation security fee and user development fee, which are generally levied on a per-passenger basis.

Exhibit 7: Aero revenue – calculation methodology



Source: Company, MOFSL

AAHL earns aeronautical revenue from passenger service fees, aircraft landing and parking charges, aerobridge usage, cargo-related services, and other regulated airport activities. These revenues are determined under AERA's regulated framework based on the airport's Aggregate Revenue Requirement (ARR), which provides for a ~14–15% return on the relevant regulated asset base. Consequently, aeronautical revenues are primarily driven by passenger traffic, aircraft movements, and capacity additions across the airport network.

Aeronautical revenue currently contributes ~33% of AAHL's revenue, while non-aeronautical revenue accounts for ~57%. Management targets a gradual shift towards a 60:40 Non-aero:Aero revenue mix, supported by increasing monetization of retail, F&B, advertising, parking, and real estate. Passenger traffic across AAHL's portfolio has grown at a 27% CAGR over FY22–26, led by Ahmedabad and Mumbai, which recorded 25% and 26% CAGRs, respectively. However, Mumbai Airport is nearing its current ~55mppa capacity, limiting further traffic growth. Navi Mumbai Airport provides the next major volume growth opportunity, with capacity expected to scale from ~20mppa currently to ~90mppa over time, enabling AAHL to accommodate incremental traffic growth within the Mumbai aviation market.

- **Non-aeronautical business:** Non-aeronautical revenue collections play a significant role in the profitability of Indian airports, as only 30% of non-aeronautical revenue is used to subsidize aeronautical revenue to arrive at the aggregate revenue requirement, and airport operators have pricing freedom in non-aeronautical revenue heads. The company focuses on maximizing commercial revenues through retail, food & beverage, duty-free shopping, advertising, car parking, lounges, and other passenger-centric services, which include the following:
  - **Food & Beverage (F&B):** Provides a mix of quick-service outlets, casual dining, and premium restaurants catering to varied passenger preferences.
  - **Retail:** Offers a diversified range of travel essentials, lifestyle products, and gifting options.
  - **Duty-Free:** Provides a portfolio of domestic and international brands across categories, targeting premium passenger spending through attractive product offerings, exclusive merchandise, and efficient store layouts.
  - **Car Parking:** Provides short- and long-duration parking facilities with convenient access, automated entry & exit, and digital payment options.
  - **Advertising:** Provides advertising opportunities across terminal, landside, and airside areas through both physical and digital media.
  - **Lounge:** Operates premium airport lounges offering dining, seating, business facilities, and other passenger amenities.
  - **Other Services:** Includes ancillary passenger services such as foreign exchange, meet-and-assist, premium assistance, and digital offerings.

Non-aeronautical EBITDA benefits from a degree of downside protection through minimum monthly guarantees or revenue-sharing arrangements with concessionaires, whichever is higher. AAHL is also moving towards a JV-based operating model with select brands, enabling greater participation in passenger spending upside compared with the traditional fixed-rental model.

Non-aeronautical revenue presents a significant long-term growth opportunity for Adani Airports. Global airport operators such as Hong Kong, London Heathrow, and Singapore generated non-aeronautical revenue of nearly INR1,339, INR989, and INR1,086 per passenger, respectively, in FY25, compared with just INR512 per passenger at Mumbai Airport as reported by the company. This substantial gap highlights the significant headroom for monetization through higher retail and F&B spend, advertising, parking, lounges, and city-side commercial developments, which are expected to be key drivers of revenue and EBITDA growth over the medium to long term.

- **City-side development (CSD):** Airports globally are increasingly developing into integrated commercial ecosystems rather than serving solely as transportation hubs. CSDs are becoming an important avenue for monetizing airport land and creating diversified, recurring revenue streams. These developments typically include hotels, offices, retail and entertainment infrastructure, convention centers, and other commercial offerings, enabling airports to capture spending from both passengers and the surrounding population.
- Internationally, integrated airport-led developments, such as Jewel Changi Airport, have demonstrated the potential to drive non-aeronautical revenues through a combination of retail, leisure and hospitality offerings. In India, Aerocity at Delhi's IGI Airport has emerged as a successful mixed-use commercial destination,

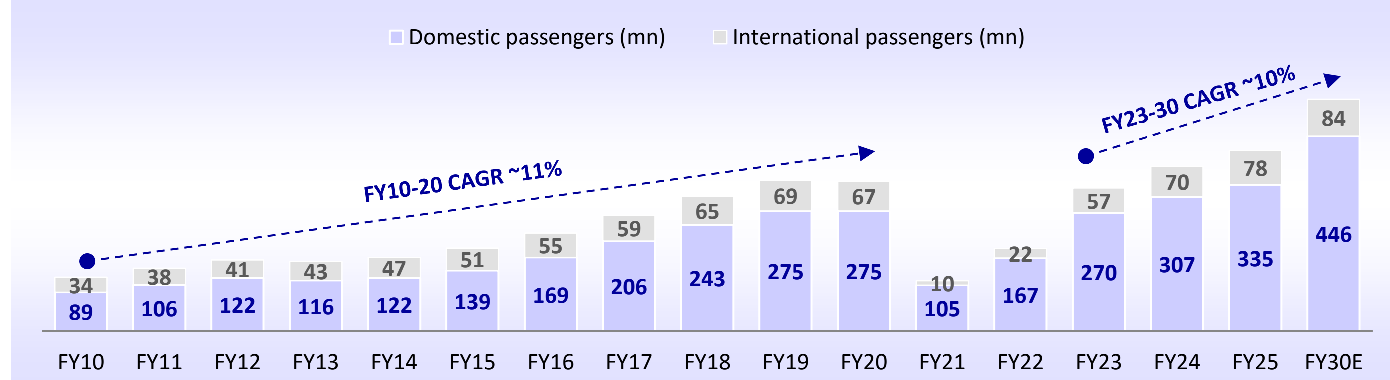
comprising premium hotels, Grade-A offices, retail, and convention facilities, supported by strong connectivity.

- AAHL is adopting a similar airport-city development strategy through Adani Airport City (AAC), which is planned across 663 acres spanning eight cities. Under Phase I, AAC intends to develop ~22m sq. ft. across six cities – Mumbai, Navi Mumbai, Ahmedabad, Lucknow, Jaipur, and Guwahati. The proposed development will comprise branded hotels, experiential retail, premium F&B, multiplexes, office and co-working spaces, convention centers, entertainment venues, and arenas.
- The project is expected to create a diversified, annuity-oriented revenue stream, with recurring income from office and retail assets complemented by operating income from hospitality and convention businesses. Development will be undertaken in phases, with initial assets expected to become operational from FY30.

Industry

- India's passenger traffic has clocked a 4.7% CAGR over FY17–26 despite the Covid-19 disruption, reaching ~420m passengers in FY26, ~23% above pre-pandemic levels. Growth, however, moderated to 1.9% YoY in FY26 amid temporary industry-wide constraints, including domestic fleet groundings, aircraft availability issues, and operational disruptions, alongside the Air India crash, Pahalgam attack, Operation Sindoor, and the Middle East-related airspace restrictions and flight rerouting.

Exhibit 8: Passenger traffic in India to clock a CAGR of ~10% over FY23-30



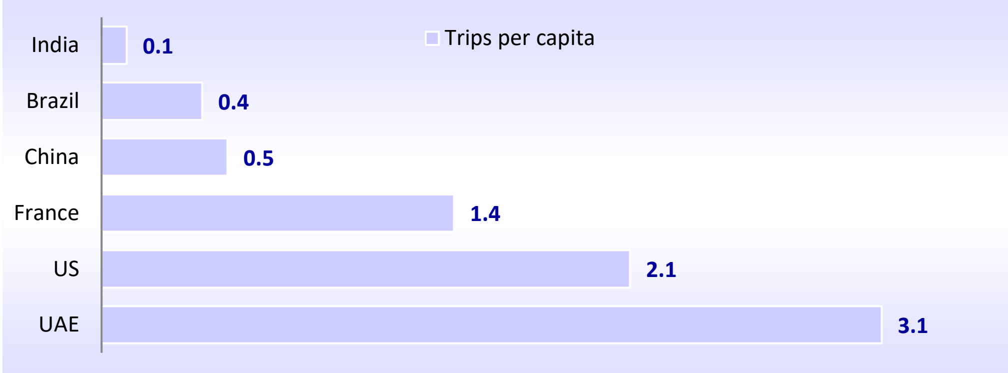
Source: Company, MOFSL

- Passenger traffic is expected to post ~10% CAGR over FY23–30, with FY27 growth estimated at 4–6% YoY to 436–445m passengers. Near-term growth is likely to remain moderated by elevated ATF prices, higher airfares, and geopolitical uncertainty, particularly in the Middle East, which accounts for ~50–55% of India's international passenger traffic. Despite these headwinds, passenger traffic is expected to reach 600–630m by FY31, supported by rising air-travel penetration, airport capacity additions, fleet expansion, higher disposable incomes, and a structural shift from rail to air travel.
- International traffic accounted for ~19% of total passenger traffic in FY26 and is expected to grow at a 6–7% CAGR over FY26–31. While near-term growth may remain subdued due to aircraft availability constraints, elevated fuel costs, and geopolitical disruptions, the long-term outlook remains favorable, supported by expanding bilateral air-service agreements, rising outbound tourism, induction of

widebody aircraft by Indian carriers, and continued airport infrastructure investment.

- India's air-travel penetration remains significantly below global levels, at just ~0.2 trips per capita, highlighting a substantial structural growth opportunity. Rising incomes, economic expansion, improving connectivity, and increasing penetration of air travel should support sustained traffic growth as India gradually converges with global peers.

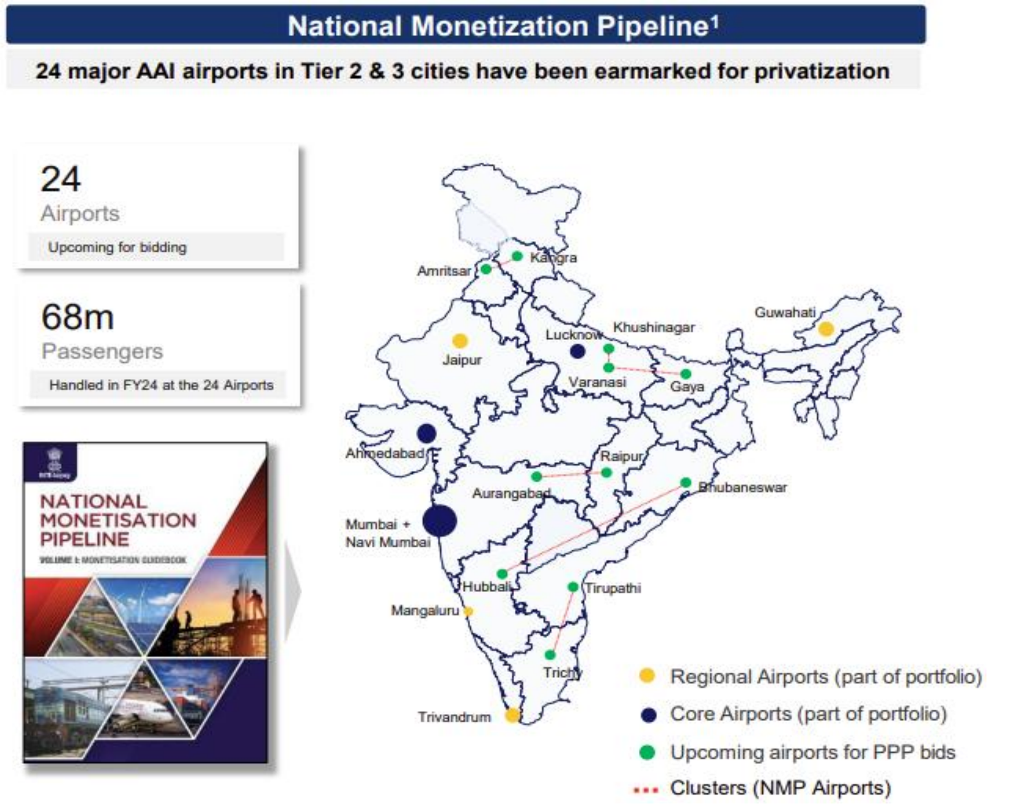
Exhibit 9: Trips per capita



Source: MRP Hotels, MOFSL

- India remains one of the least-penetrated aviation markets globally, providing significant headroom for long-term passenger growth. Asia Pacific is expected to account for ~37.3% of global traffic growth, while India is projected to deliver the second-highest passenger traffic CAGR of 6.1% over 2018–40.
- India's airport infrastructure has expanded rapidly, with the number of airports increasing from 74 in 2014 to 163 in 2025, and the government targeting 350–400 airports by 2047. Growth is being supported by airport privatization, the UDAN regional connectivity scheme, and continued investment in airport infrastructure.
- The airport privatization pipeline provides an additional structural growth opportunity for AEL. Under the National Monetisation Pipeline (NMP), the government has identified 24 AAI airports for monetization during 2025–27, with bundling of smaller airports alongside larger assets potentially improving the attractiveness of these opportunities for private operators. Further airport assets are expected to be offered under PPP models, providing AEL with potential avenues to expand its already sizeable airport portfolio.

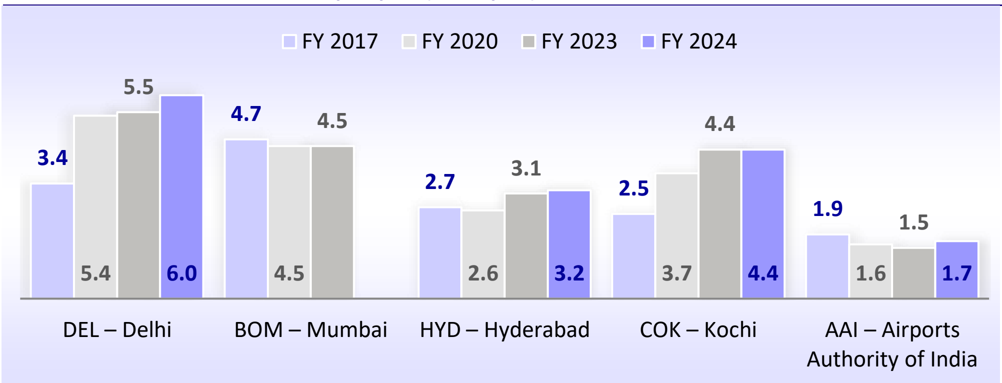
Exhibit 10: National monetization pipeline



Source: Company, MOFSL

The government's airport monetization program aims to unlock significant untapped non-aeronautical potential by bringing private-sector expertise into airport operations and commercial development. The opportunity is highlighted by the wide gap in non-aeronautical revenue per passenger: in FY24, Delhi and Mumbai airports generated >USD5.5 per passenger, compared with just ~USD1.7 at AAI-managed airports. This suggests substantial scope for private operators to improve commercial monetization through retail, F&B, advertising, parking, and other ancillary services.

Exhibit 11: Non-aero revenue per pax (USD/pax)



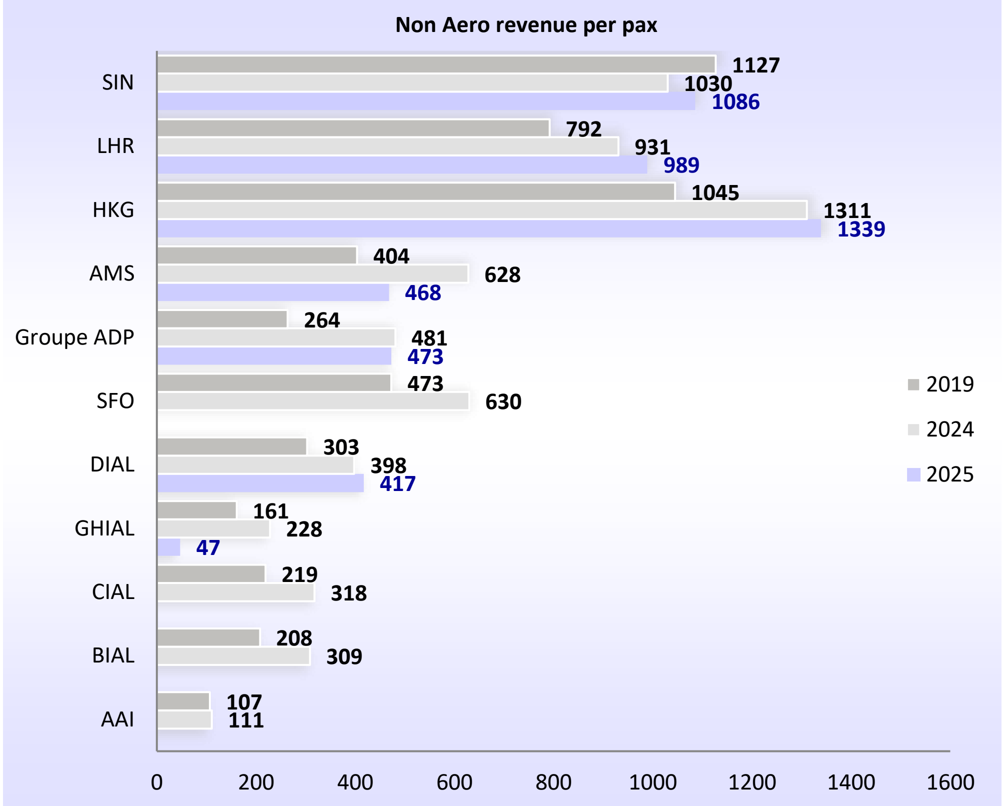
Source: Company, MOFSL

- India's strong tourism industry provides an additional structural tailwind for aviation. In 2025, India recorded 9.02m foreign tourist arrivals and 4.13b domestic tourist visits, generating ~INR2.7t in foreign-exchange earnings from tourism. Government initiatives to strengthen tourism infrastructure, including INR52.9b sanctioned under Swadesh Darshan and INR25.4b allocated in the FY26 Union Budget for developing 50 major tourist destinations, should further support travel demand.
- Rising tourism and air travel should benefit airport operators through both aeronautical and non-aeronautical revenue streams, including retail, F&B, parking, advertising, and commercial real estate. With eight airports spanning major aviation markets, including Mumbai and the newly operational Navi Mumbai airport, AAHL is positioned to capture both passenger growth and increasing monetization per passenger as India's aviation ecosystem expands.

Growth drivers

- **Structural growth in air travel:** India's expanding middle class, rising disposable incomes, and rapid urbanization are driving a structural increase in air travel. Rising demand from Tier II/III cities and greater penetration of low-cost carriers are improving affordability and bringing more first-time travelers into the aviation ecosystem, providing a long runway for passenger growth.
- **Rapid expansion of airport capacity:** Sustained investment in aviation infrastructure is helping alleviate capacity constraints and support the next phase of traffic growth. New greenfield airports such as Navi Mumbai and Noida (Jewar), expansion of existing facilities, and increasing private-sector participation under the PPP model are significantly expanding India's airport capacity. The number of operational airports has risen to 164 from 74 in 2014.
- **Regional connectivity unlocking new markets:** The UDAN scheme is improving connectivity to underserved cities and emerging tourism destinations, with viability-gap funding enabling airlines to operate on regional routes. Over time, improved connectivity should stimulate tourism, trade, and economic activity while creating new catchment areas for airports.
- **Fleet expansion supporting traffic growth:** Indian airlines are expected to require >2,200 new aircraft by 2042, providing the capacity needed to meet rising passenger demand. A supportive policy environment, including 100% FDI in scheduled air transport and the Protection of Interests in Aircraft Objects Act, 2025, should further facilitate aircraft leasing, financing, and fleet expansion.
- **Air cargo emerging as an additional growth engine:** India's air-cargo volumes reached 3.96 MMT in FY26, supported by e-commerce, perishables, and growing international trade. Increasing investment in dedicated cargo terminals and airport logistics infrastructure should support continued cargo growth and create additional monetization opportunities for airport operators.

Exhibit 12: Non-aero revenue per pax of peer airports across the world



Source: Company, MOFSL

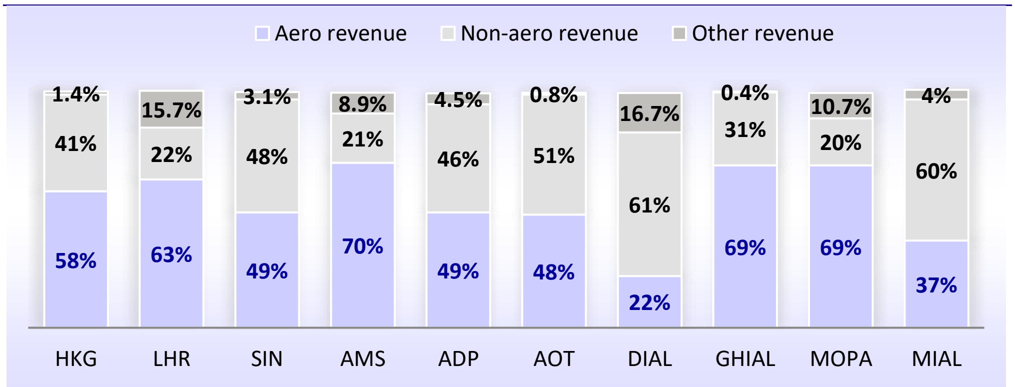
SFO: San Francisco International Airport; HKG: Hong Kong International Airport (China); LHR: London Heathrow Airport (United Kingdom); SIN: Singapore Changi Airport (Singapore); AMS: Amsterdam Airport Schiphol (Netherlands)

ADP: Paris Airports; DIAL: Delhi International Airport Limited (Indira Gandhi International Airport); GHIAL: GMR Hyderabad International Airport Limited (Shamshabad); BIAL: Bangalore International Airport Limited (Kempegowda International Airport, Bengaluru); CIAL: Cochin International Airport Limited (Kochi); AAI: Airports Authority of India

Note: Data for all Indian airports and Asia Pacific airports is as of Fiscal Year. Remaining data is as of the calendar year.

MIAL - Aero / Non-aero revenue split before FY21 is not available; BIAL FY25 data is currently not available

Exhibit 13: Aero: Non-aero split of peer airports across the world



Source: Company, MOFSL

Note: FY24 considered for all airports;
HKG: Hong Kong International Airport (China); LHR: London Heathrow Airport (United Kingdom); SIN: Singapore Changi Airport (Singapore); AMS: Amsterdam Airport Schiphol (Netherlands); ADP: Paris Airports; AOT: Airports of Thailand; DIAL: Delhi International Airport Limited (Indira Gandhi International Airport); GHIAL: GMR Hyderabad International Airport Limited (Shamshabad); MOPA: Goa Airport; MIAL: Mumbai International Airport Limited (Chhatrapati Shivaji Maharaj International Airport) [1, 2, 3, 4, 5]
Financial Year 1st April - 31st March - HKG, SIN, AOT, DIAL, GHIAL, MOPA, and MIAL

Financial Year 1st Jan - 31st December - LHR, AMS, and ADP

View

We expect AAHL's revenue and EBITDA to record a CAGR of 21% and 24%, respectively, over FY26–29, driven by the ramp-up of NMIAL, increasing non-aeronautical monetization, and city-side development. NMIAL commenced operations with an initial Phase I capacity of 20mppa and, given its significant regulated asset base, should provide a meaningful earnings uplift as passenger traffic scales up over the medium term.

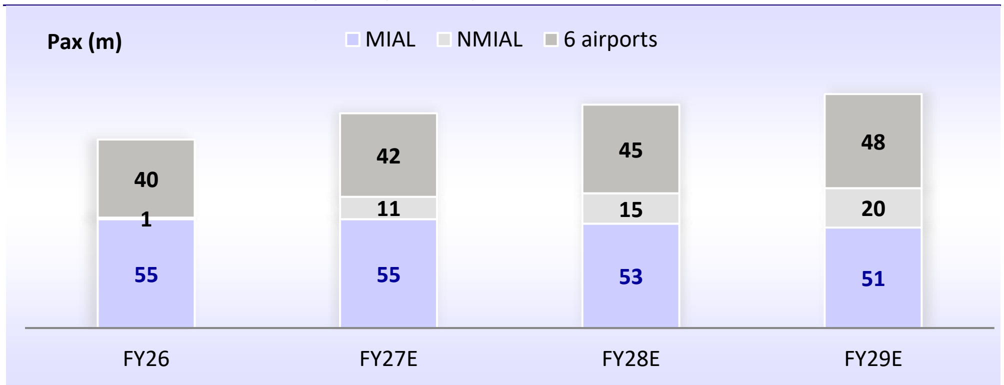
Non-aeronautical monetization is expected to remain a key driver of revenue and EBITDA growth, supported by AAHL's increasing use of JV-based arrangements that provide greater participation in passenger spending. In parallel, city-side development (CSD) at Mumbai and Ahmedabad airports is progressing, with Phase I expected to be completed over the next two to three years, creating an additional avenue for long-term revenue growth.

Exhibit 14: Airport operating metrics

Particulars	FY26	FY27E	FY28E	FY29E
Passengers (m)				
MIAL	55	55	53	51
NMIAL	1	11	15	20
6 airports	40	42	45	48
Total	**96**	**109**	**113**	**119**
Aero yield per pax (INR)				
MIAL	330	331	326	314
NMIAL	968	1510	1750	1850
6 airports	735	1128	1200	1196
Non-Aero Yield per pax (INR)				
MIAL	380	418	480	553
NMIAL	34	40	47	56
6 airports	541	509	635	748

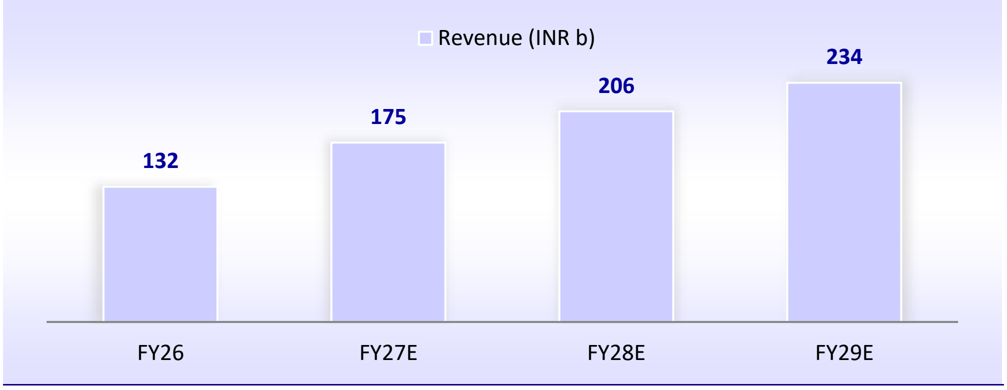
Source: Company, MOFSL

Exhibit 15: Aero:Non-Aero split of peer airports across the world



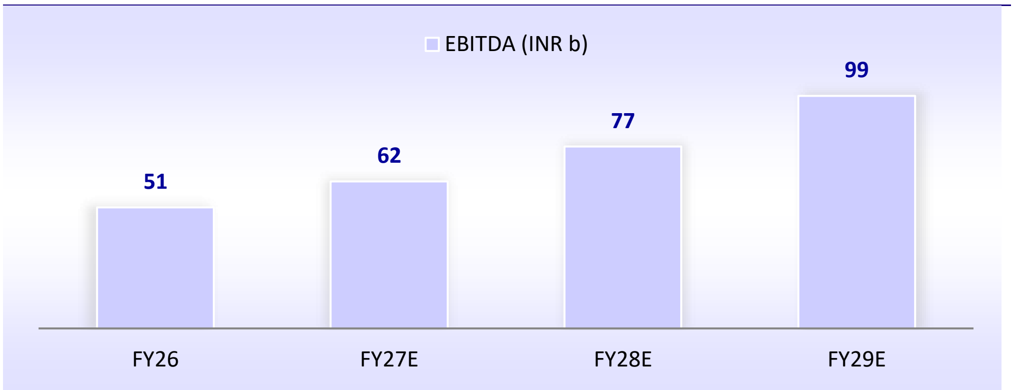
Source: Company, MOFSL

Exhibit 16: Revenue to clock a CAGR of 21% over FY26-29E



Source: MOFSL, Company

Exhibit 17: EBITDA to record a CAGR of 24% over FY26-29E



Source: MOFSL, Company

ARTL: One of the largest portfolios in the road sector

Adani Enterprises, through its subsidiary (ARTL), develops, operates, and maintains large-scale roads and highway projects across India.

- Adani Enterprises, through its subsidiary Adani Road Transport Ltd (ARTL), develops, operates, and maintains large-scale road and highway projects across India. The business works with key government agencies, including the National Highways Authority of India (NHAI), Uttar Pradesh Expressways Industrial Development Authority (UPEIDA), and Bihar State Road Development Corporation (BSRDC), across national highways and expressway projects.
- AEL entered the roads business in 2018 and has rapidly scaled the platform, building a diversified portfolio of 21 projects spanning >5,500 lane-km, with 14 projects operational, two under construction, and five recently awarded. The business has an unexecuted order book of ~INR250b, providing strong revenue visibility. Construction activity has also scaled significantly, with 1,452 lane-km completed in FY26, following 2,410 lane-km in FY25 and 515 lane-km in FY24.
- The recently completed Ganga Expressway further demonstrates AEL's execution capabilities, with the largest greenfield BOT project completed in less than 3.5 years. Toll collection commenced on 15th May'26, marking the transition of the asset from construction to the operating phase. Beyond roads, AEL is also expanding into metro and rail infrastructure, providing additional avenues for growth.
- AEL operates across three key road-development models
  Hybrid Annuity Model (HAM): The government funds 40% of the project cost, while the developer finances the remaining 60%. The developer constructs and maintains the road and receives semi-annual annuity payments from NHAI over a typical 15–18-year concession, while toll revenues accrue to NHAI.
  Build-Operate-Transfer (BOT/DBFOT): The developer finances, constructs, operates, and maintains the road and earns toll revenues during the concession period, typically 18–30 years. The asset and operating rights are transferred to the government authority upon expiry of the concession.
  Toll-Operate-Transfer (TOT): The developer acquires the right to operate and maintain an existing road asset for typically 20–25 years through an upfront payment to NHAI and earns revenues from toll collections.

Exhibit 18: Key business models for AEL in the road sector

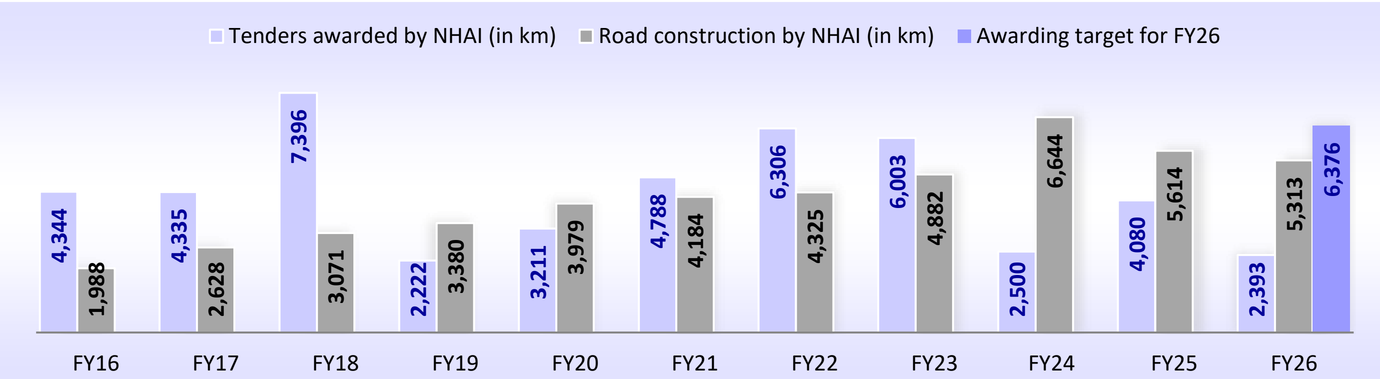
Business Model	HAM	BOT	TOT
Description	EPC + BOT	DBFOT	User Fees/ tolls on highway stretches
Revenue	Annuity	Toll Collection/ Annuity	Toll Collection
Funding by Developer	60% of BPC	100% of BPC	Concession fee + Augmentation Cost
O&M Risk	Developer	Developer	Developer
Revenue Risk	Authority	Toll: Developer Annuity: Authority	Developer

Source: Company, MOFSL

Exhibit 19: Road sector portfolio as of Jun'26: Portfolio of 21 projects

Source: Company, MOFSL

Exhibit 20: NHAI's awarding and construction trends (in km)



Sources: NHAI, MOFSL

NHAI focuses on asset monetization

- For FY26, NHAI had set an asset monetization target of INR300b and achieved INR283b (vs. INR287b achieved in FY25). A mix of models, focusing primarily on the ToT and InvITs routes, will achieve this target. NHAI recently awarded the 18th ToT bundle to IRB Infrastructure Trust for ~INR30.9b.
- For FY26, NHAI had identified a pool of 24 assets, stretching over 1,472km, for monetization. The proceeds will support highway development, debt repayment, and returns to investors.
- NHAI has also listed a public InvIT, Raajmarg Infra Investment Trust, in FY26, monetizing five road assets valued at INR95b.

Exhibit 21: ToT bundles bid out by NHAI

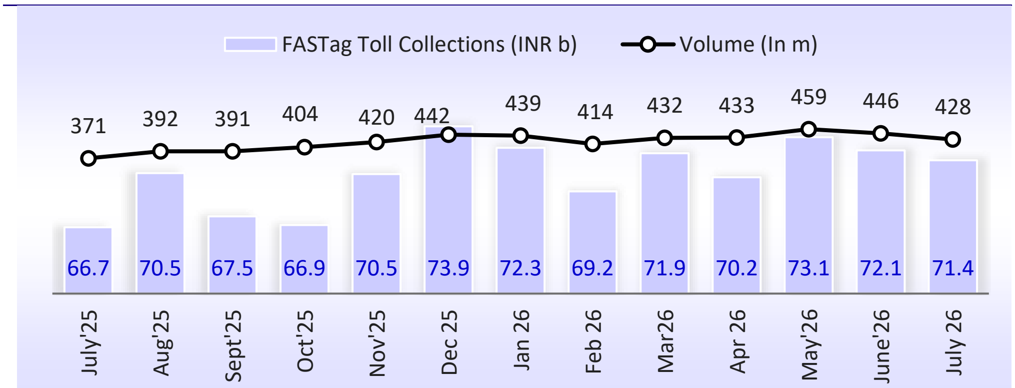
Sl. no	Bundle	Date	Length	Value (INR b)
1	TOT Bundle 1	Aug-18	682 km	96.8
2	TOT Bundle 2	Feb-19	586 km	Bid cancelled
3	TOT Bundle 3	Nov-19	566 km	50.1
4	TOT Bundle 4	Sep-20	401 km	Bid cancelled
5	TOT Bundle 5A-1	Jan-21	54 km	10.1
6	TOT Bundle 5A-2	Jan-21	106 km	12.5
7	TOT Bundle 6	Mar-22	108km	Bid cancelled
8	TOT Bundle 7	Mar-22	135km	62.7
9	TOT Bundle 8	Mar-22	139km	Bid cancelled
10	TOT Bundle 9	Apr-22	73km	30.1
11	TOT Bundle 10	Apr-22	125km	Bid cancelled
12	TOT Bundle 11	Oct-23	84km	21.5
13	TOT Bundle 12	Oct-23	316km	44.3
14	TOT Bundle 13	Dec-23	135km	16.8
15	TOT Bundle 14	Dec-23	138km	77.0
16	TOT Bundle 15	Dec-24	124km	16.9
17	TOT Bundle 16	Sep-24	251km	66.6
18	TOT Bundle 17	Nov’25	366km	92.7
19	TOT Bundle 18	Jun’25	74.5km	30.9
20	TOT Bundle 19	Jun’25	185km	Bids Invited

Sources: NITI Aayog, News Articles, MOFSL

FASTag toll collections continue to gain traction

- FASTag toll collections improved ~16% YoY in volume terms and ~15% YoY in value terms in FY26. The daily average toll in FY26 stood at ~INR2.29b per day (+15% YoY). During FY25, FASTag toll collections increased 13% YoY.
- The successful implementation of FASTag has resulted in strong toll collections on highways. Higher toll collections play a crucial role in expediting the monetization process of road assets by the Ministry. Additionally, toll collections benefit companies that aim to monetize their existing toll assets.

Exhibit 22: FASTag toll collections continue to improve



Sources: NPCI, RBI, MOFSL

Exhibit 23: GoI has budgeted ~INR12.2t in capex for FY27

Sl. no	Ministry	FY27 budget capex estimates (INR b)
1	Road transport and highways	2,941
2	Railways	2,778
3	Housing & urban affairs	348
4	Ports, shipping, and waterways	11.9
5	Others	6,139
	Total	**12,218**

Sources: India budget, MOFSL

ARTL road projects

Exhibit 24: Operational projects

Operational Projects	Type	Length (km)	Lane (km)	Counterparty	Agreement / LOA Date	Concession Period (Construction/ O&M Years)	Completion Status	Owned by	Stake
Bilaspur Pathrapali Road	HAM	53.3	213.2	NHAI	March 28, 2018	2+15	Operational	ARTL	74%
Suryapet Khammam Road	HAM	58.6	234.5	NHAI	March 8, 2019	2.5 +15	Operational	ARTL	74%
Mancherial Repallewada Road	HAM	42	168	NHAI	March 8, 2019	2+15	Operational	ARTL	74%
Vijayawada Bypass Project	HAM	17.9	107.3	NHAI	March 6, 2020	2.5+15	Operational	ARTL	74%
Nanasa Pidgaon Road	HAM	47.4	189.8	NHAI	March 30, 2020	2+15	Operational	ARTL	100%
Kodad Khammam Road	HAM	31.8	127.2	NHAI	March 22, 2021	2+15	Operational	ARTL	100%
Badakumari Karki Road	HAM	47.5	285	NHAI	March 31, 2021	2.5+18	Operational	ARTL	100%
Panagarh Palsit Road	BOT	67.8	406.5	NHAI	March 30, 2021	2.5+17.5	Operational	ARTL	74%
Budaun Hardoi Road (GE)	BOT	151.7	910.2	UPEIDA	December 16, 2021	3+27	Operational	AEL	100%
Hardoi Unnao Road (GE)	BOT	155.7	934.2	UPEIDA	December 16, 2021	3+27	Operational	AEL	100%
Unnao Prayagraj Road (GE)	BOT	156.9	941.1	UPEIDA	December 16, 2021	3+27	Operational	AEL	100%
Indore Gujarat Road Limited	BOT	155.2	620.6	NHAI	June 23, 2026	0+14	Operational	ARTL	
PRS Tolls	TOT	49.5	198.1	NHAI	March 17, 2021	0+20	Operational	ARTL	100%
DPJ TOTPL	TOT	105.9	423.6	NHAI	Acquired asset	0+20	Operational	ARTL	

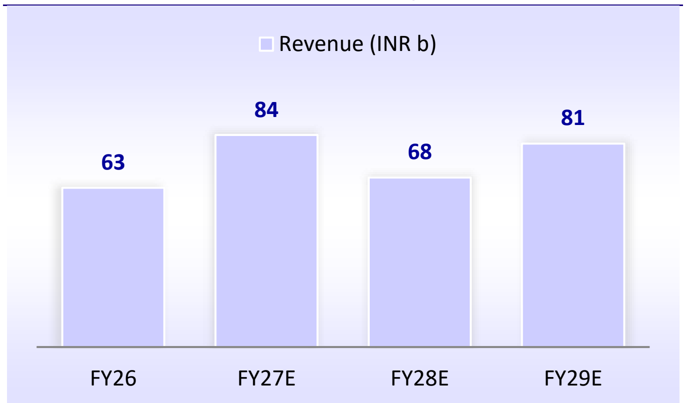
Sources: India budget, MOFSL

Exhibit 25: Under-construction projects

Under Construction Projects	Type	Length (km)	Lane (km)	Counterparty	Agreement / LOA Date	Concession Period (Construction/ O&M Years)	Completion Status	Owned by	Stake
Azhiyur Vengalam Road	HAM	40.8	244.8	NHAI	January 12, 2021	2.5 +15	Under construction	ARTL	100%
Munger Sultanganj - MSRL	HAM	41.8	167.3	BSRDCL	September 26, 2025	2+15	New Project	AEL	100%
Sultanganj Sabour - SSRL	HAM	41.1	164.4	BSRDCL	September 26, 2025	2+15	New Project	AEL	100%
Sree Vishwa Varadhi - SVVPL	HAM	35.2	140.9	BSRDCL	Acquired asset	2+15	New Project	ARTL	49%
Kagal Satara Road	BOT	65.1	390.6	NHAI	March 30, 2022	2+18	Under construction	ARTL	100%
Maharashtra Border Check Post	BOT	24 BCPs	NA	MSRDC	NA	1.5+23	21 BCPs operation 2 COD Achieved		
CORR	TOT	60.2	360.9	TNSHA	February 20, 2026	0+25	Toll collection yet to start		
SKRL	Ropeway	12.9	N/A	NHLML	September 9, 2025	6+29	New Project	ARTL	

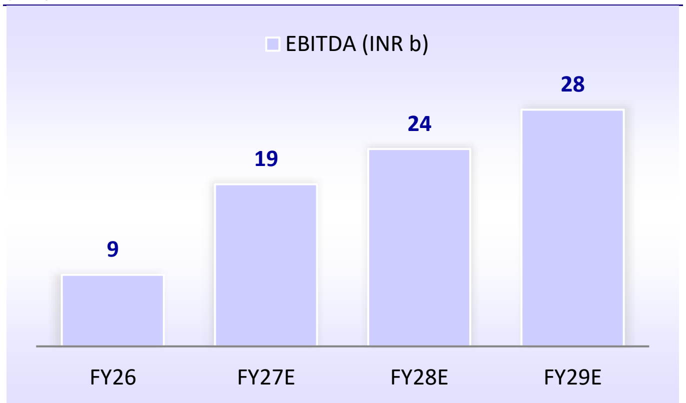
Sources: India budget, MOFSL

Exhibit 26: Revenue to remain steady



Source: MOFSL, Company

Exhibit 27: EBITDA to grow as the contribution from BOT projects starts to kick in



Source: MOFSL, Company

New Energy – ANIL

Adani New Industries Ltd. (ANIL) is building an integrated clean-energy platform spanning renewable-energy equipment manufacturing and green hydrogen. Its current operations are primarily driven by solar manufacturing and wind turbine generators (WTGs), which remain the key revenue and earnings contributors. At the same time, ANIL is developing longer-duration growth platforms across electrolyzers, green hydrogen, green ammonia, green methanol, and sustainable aviation fuel (SAF). While these businesses remain largely at the development or pilot stage, the commissioning of India's first off-grid 5MW green hydrogen pilot plant marks an important step towards commercialization and provides significant long-term optionality.

Exhibit 28: Renewable capacity addition targeted to grow at 13% CAGR from FY26 to FY32

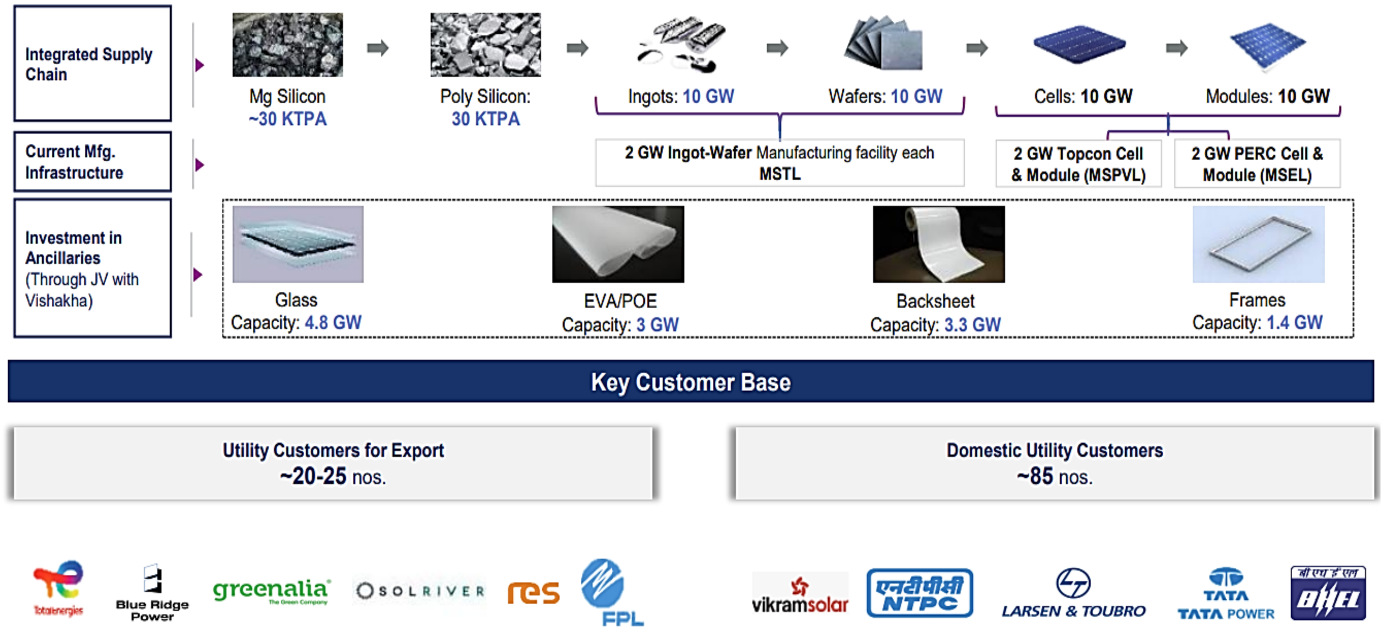
Type of Fuel	Capacity (GW)			
	Mar'22	Mar'26	Mar'27	Mar'32
Fossil Fuel				
Coal & Lignite	210.7	229.1	237.0	291.0
Gas	24.9	20.1	20.1	20.1
	235.6	**249.3**	**257.1**	**311.1**
Non-Fossil Fuel				
Large Hydro (incl. PSP)	46.7	51.4	53.0	61.0
Wind	40.4	56.1	63.0	113.0
Solar	54.0	150.3	176.0	356.0
Small Hydro Power	4.8	5.2	5.2	8.2
Nuclear	6.8	8.8	10.0	16.0
	152.7	**271.7**	**307.2**	**554.2**
Total	**388.3**	**521.0**	**564.3**	**865.3**

Source: CEA, MOFSL

Adani Solar

- ANIL's solar manufacturing business commenced operations in 2017 with 1.2GW of module capacity and has since evolved into an integrated manufacturing platform. The company currently operates 2GW of ingot-wafer, 4GW of cell and 4GW of module capacity, with a mix of Mono PERC and TOPCon technologies. Its manufacturing facilities include automated 2GW Mono PERC cell lines with efficiencies of up to 23.2% and 2GW TOPCon lines delivering average efficiencies of ~25.3%.
- ANIL is further expanding its manufacturing footprint by adding 6GW each of TOPCon cell and module capacity, which is expected to be commissioned in FY27, taking total cell and module capacity to 10GW each. The scale-up should provide a meaningful earnings catalyst as utilization ramps up, while greater vertical integration, economies of scale and process optimization are likely to improve cost competitiveness vs. leading Chinese manufacturers.
- Domestic policy support should provide an additional demand tailwind. Initiatives such as PM Surya Ghar and PM-KUSUM, alongside increasing domestic-content requirements, should support demand for locally manufactured solar equipment.

Exhibit 29: Solar manufacturing ecosystem: Integrated Solar Manufacturing Ecosystem



Source: Company, MOFSL

Outlook on the Solar business

- **Strong structural demand:** India targets 500GW of non-fossil fuel capacity by FY30, including ~280–290GW of solar. With installed solar capacity at ~162GW as of Jun'26, the country needs to add ~120–130GW over the next four years, implying annual additions of ~30–32GW (AC). Adjusting for a ~1.3–1.4x DC-to-AC ratio, this translates into ~40–45GW of annual cell and module demand, providing a sizeable multi-year opportunity for domestic manufacturers.
- **Cell manufacturing remains a key bottleneck:** While domestic module capacity has expanded rapidly to ~173GW as of FY26, significantly exceeding near-term domestic requirements, solar cell capacity remains much lower at ~32GW. This imbalance is likely to increase the importance of integrated manufacturers and create opportunities for exports as module capacity continues to outpace domestic demand. India exported ~INR93b of solar modules and cells in FY26.
- **Rooftop and distributed solar provide additional demand:** The PM Surya Ghar: Muft Bijli Yojana has emerged as a major driver of residential solar adoption. As of May 2026, >10m households had registered on the National Portal, with >3.3m rooftop systems installed, adding >12GW of capacity. Continued policy support and the government's long-term ambition to expand rooftop adoption should provide a sustained source of domestic demand for cells and modules.
- **Multiple demand segments are contributing to growth:** India added a record 42.6GW (AC) of solar capacity in FY26, nearly twice the previous year's additions. Government-led programs accounted for ~16.4GW, including 8.7GW under the Rooftop Solar Program and 7.7GW under PM-KUSUM. Utility-scale projects contributed ~15GW, while C&I open-access and captive projects added ~11GW, highlighting the broad-based nature of solar demand.
- **ANIL has meaningful headroom to scale:** ANIL supplied ~4GW of solar cells and modules to the domestic market in FY26. Against ~60GW of estimated cell and module requirements implied by FY26 solar additions, this represents ~7% of the domestic market. With ANIL's cell and module capacity expected to increase to

10GW each in FY27, the company is positioned to capture a larger share of India's rapidly expanding solar manufacturing opportunity.

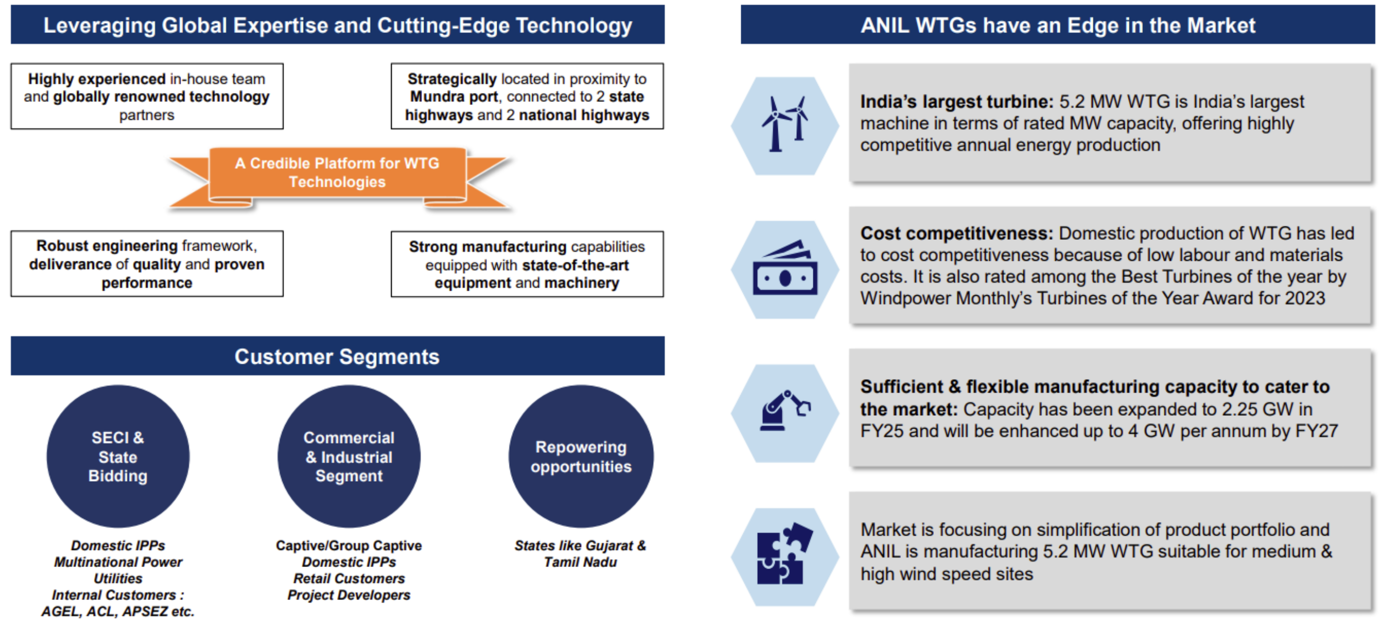
The domestic solar manufacturing industry continues to benefit from multiple government initiatives, including:

- **Approved List of Models and Manufacturers (ALMM)** – Ensures only approved domestically manufactured solar modules are eligible for government-supported and specified solar projects.
- **ALMM-II mandating domestically manufactured solar cells from Jun'26** – Mandates the use of domestically manufactured solar cells in ALMM-listed modules, strengthening domestic cell manufacturing.
- **ALMM List-III for Ingots and Wafers to come to effect from Jun'28** – Proposed to require domestically manufactured ingots and wafers, promoting end-to-end localization of the solar manufacturing value chain.
- **PM Surya Ghar Muft Bijli Yojana**
- **Production-linked Incentive (PLI) Scheme** – PLI to the tune of INR240b for the development of more than 45GW of module manufacturing capacity.
- **Basic Customs Duty (BCD) on imported cells and modules** – Government has levied custom duty of 44% (BCD of 40% and cess 10%) on modules and 27.5% (BCD of 25% and cess 10%) on cells to promote domestic manufacturing (effective from 1st Apr'22).

Wind turbine generator

- Adani Enterprises is well-positioned to capitalize on the growth in India's wind market. The business has established annual manufacturing capacity of 2.25 GW (approximately 450 WTGs), which will be enhanced to 4GW by FY27. As of FY26, the business has an executable order book of 750 MW scheduled for delivery in FY27, providing healthy near-term revenue visibility.
- A well-balanced portfolio of WTG products, designed for various wind speed regimes, ensures suitability for diverse customer segments and geographies. The division has a technology center in Germany that drives continuous advancements in product technologies, catering to Indian as well as global markets.
- Going forward, ANIL plans to broaden its product portfolio to four WTG platforms, enabling it to address diverse wind regimes across domestic and international markets while strengthening its position in the rapidly expanding wind energy equipment industry.

Exhibit 30: Wind turbine generator segment



Source: Company, MOFSL

Industry outlook

India's installed wind power capacity stood at 57.4 GW as of FY26 and is targeted to reach 100 GW by FY30 and 156 GW by FY36. To achieve these targets, the country is expected to add around 9–10 GW of wind capacity annually. With the industry increasingly shifting towards higher-capacity 3.3 MW, 4 MW, and 5.2 MW turbine platforms, annual demand is estimated at ~2,000–3,000 wind turbine generators (WTGs). At the same time, India's domestic WTG manufacturing capacity has expanded from 10 GW to 24 GW by FY26, with 70–80% indigenization across key components, strengthening the domestic manufacturing ecosystem.

In addition to new installations, India presents a sizeable repowering opportunity. Around 32 GW of legacy wind capacity was installed under the earlier Feed-in Tariff (FiT) regime, of which nearly 78% comprises turbines with capacities of 2 MW or below. Replacing these aging turbines with modern, higher-capacity models can significantly improve energy generation without requiring additional land.

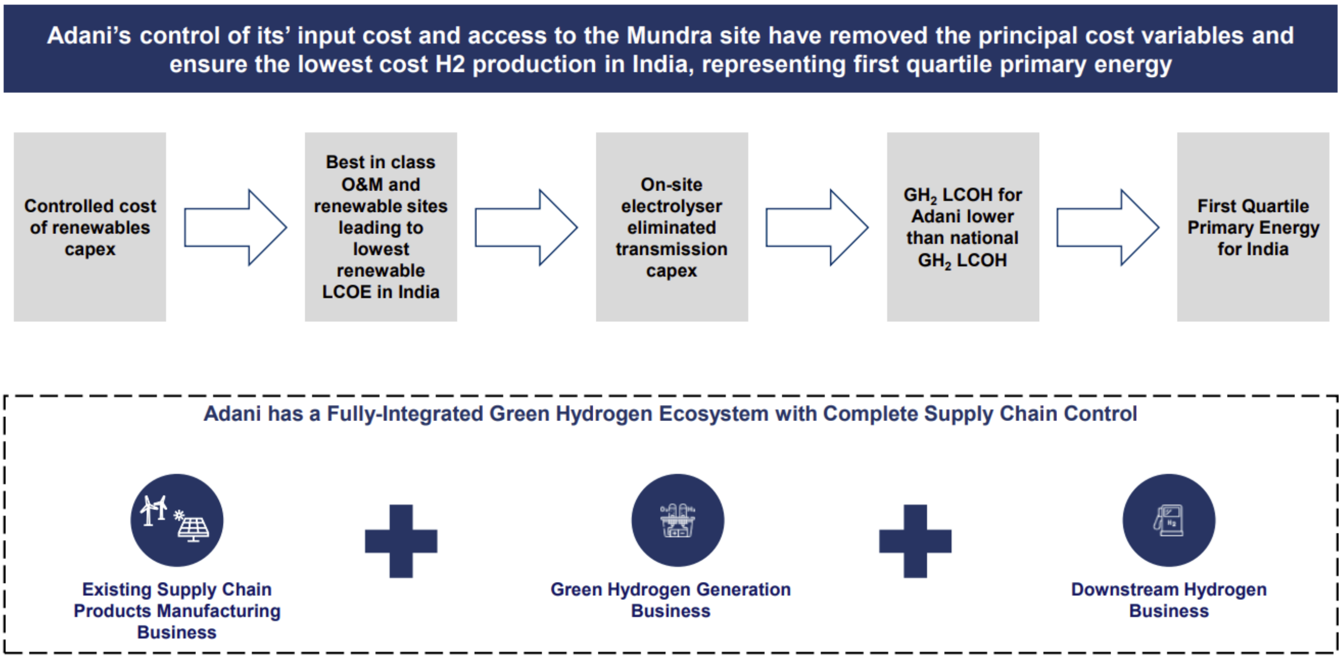
Green Hydrogen

- AEL is targeting large-scale green hydrogen production, with an initial ambition of 1 MTPA of green hydrogen (~5.6 MTPA of green ammonia) and downstream derivatives including green methanol and sustainable aviation fuel (SAF). The company aims to scale green hydrogen production to 2.1 MTPA over the next decade, positioning Mundra as the center of an integrated green-hydrogen ecosystem.
- The key competitive advantage is vertical integration across renewable power, manufacturing, and infrastructure. AEL has identified ~40GW of renewable potential across solar and wind in Gujarat, with Mundra offering access to established industrial infrastructure, port connectivity, and supporting pipeline networks. The group also plans to develop ~20GW of renewable capacity in Gujarat to supply its hydrogen facilities, while leveraging in-house manufacturing

of solar modules, wind turbines, and electrolyzers to strengthen supply-chain security.

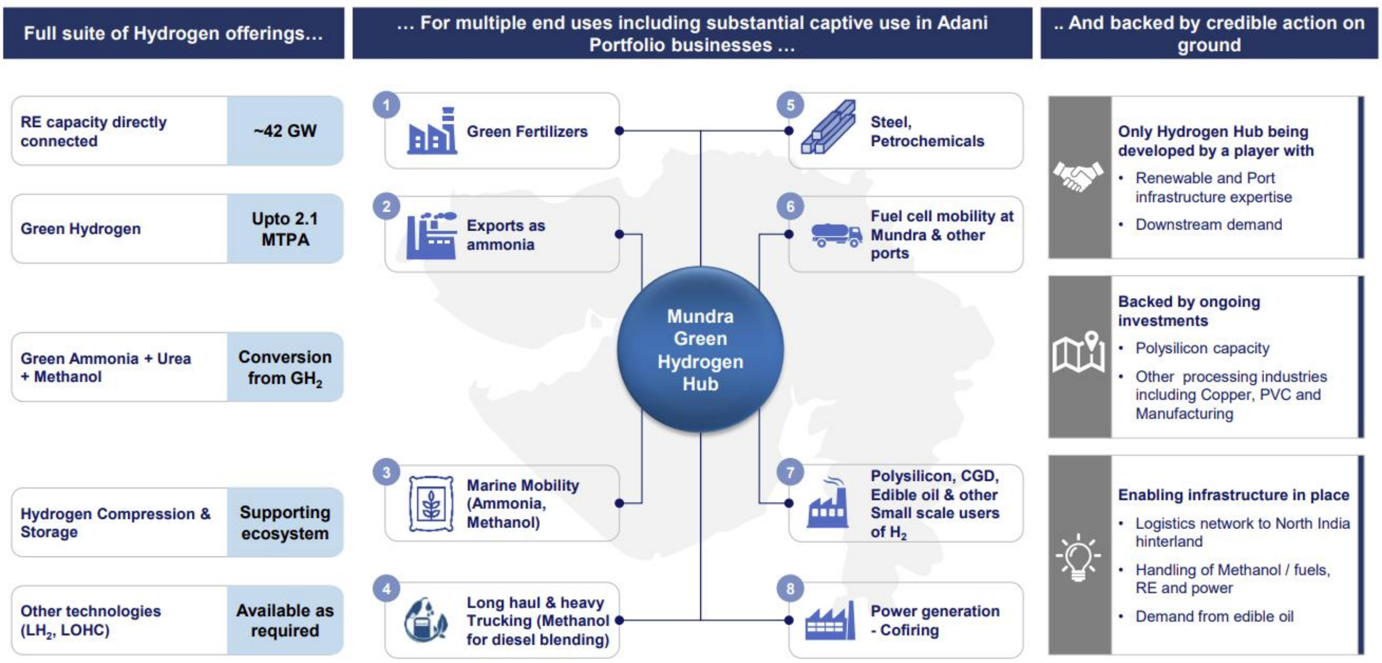
- Low-cost renewable power is central to the economics of green hydrogen, with electricity accounting for ~70% of production costs. ANIL aims to supply renewable power at ~INR2.5–2.8/kWh and reduce green-hydrogen production costs from the current ~USD3–6/kg to ~USD1.5/kg by FY30 through large-scale hybrid renewable generation and manufacturing integration. Achieving this cost target would materially improve the competitiveness of green hydrogen vs. conventional grey hydrogen.

Exhibit 31: The edge for AEL



Source: Company, MOFSL

Exhibit 32: Setting up the largest green hydrogen hub in the world at Mundra, Gujarat



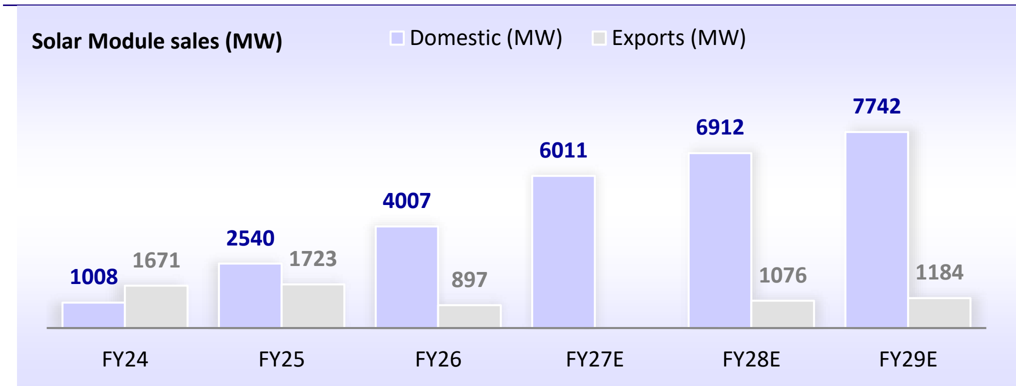
- ANIL is building an end-to-end green-hydrogen value chain, extending beyond hydrogen production into green ammonia, green methanol and SAF. The company is targeting 10GW each of solar cells and modules, 10GW of WTG manufacturing and 5GW of electrolyzer manufacturing, creating an integrated ecosystem from renewable generation and equipment manufacturing to hydrogen production and downstream derivatives.
- The platform has moved beyond the development stage, with initial pilot-scale operations already underway. ANIL commissioned its first 5MW off-grid green hydrogen pilot plant at Kutch in Jun'25, powered entirely by solar energy and integrated with battery storage. The company has also secured a cumulative 300MW p.a. electrolyzer manufacturing order under SECI's SIGHT scheme, with prototype fabrication underway.
- Long-term demand provides significant runway for the business. India's green-hydrogen demand is projected to increase from ~0.93 MMT in FY26 to ~6.0 MMT by FY30 and ~21.8 MMT by FY35. The National Green Hydrogen Mission targets 5 MMT of annual production by 2030, to establish India as a global hub for green hydrogen and its derivatives. Potential demand from refineries, fertilizers, green ammonia, city gas, green methanol, and export markets could support the emergence of a large domestic hydrogen ecosystem.

Exhibit 33: Solar business

Particulars	FY26	FY27E	FY28E	FY29E
Solar Capacity (MW)	4,000	10,000	10,000	10,000
Solar Sales (MW)	4,904	6,011	7,988	8,926
Revenue (INR m)	120,408	144,252	193,876	208,840
EBITDA (INR m)	34,138	36,063	46,530	50,122
EBITDA (%)	28%	25%	24%	24%

Sources: Company, MOFSL

Exhibit 34: Solar module sales



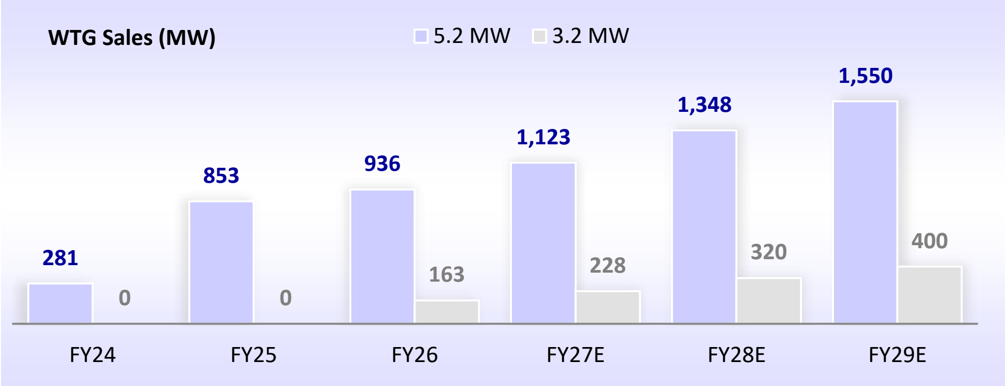
Sources: Company, MOFSL

Exhibit 35: Wind business

Particulars	FY26	FY27E	FY28E	FY29E
Wind Turbine Capacity (MW)	2250	2250	3000	4500
Wind Turbine Sales (MW)	1,099	1,352	1,668	1,950
Revenue (INR m)	33,582	41,902	50,031	58,496
EBITDA (INR m)	9,322	9,637	11,507	13,454
EBITDA (%)	28%	23%	23%	23%

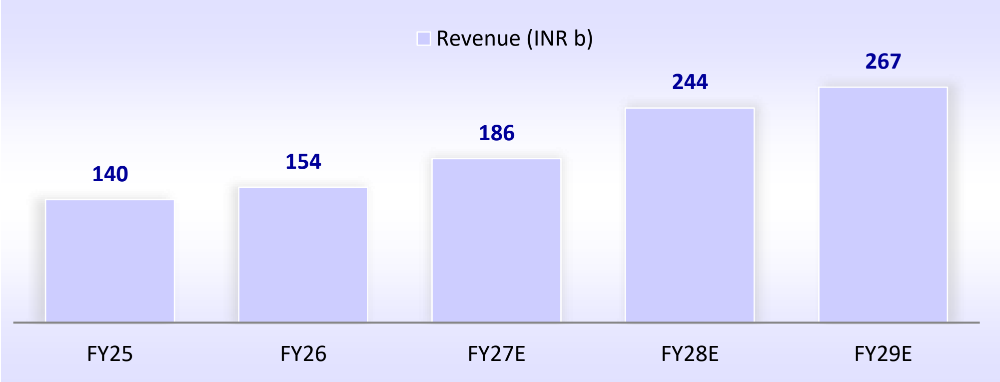
Sources: Company, MOFSL

Exhibit 36: WTG sales



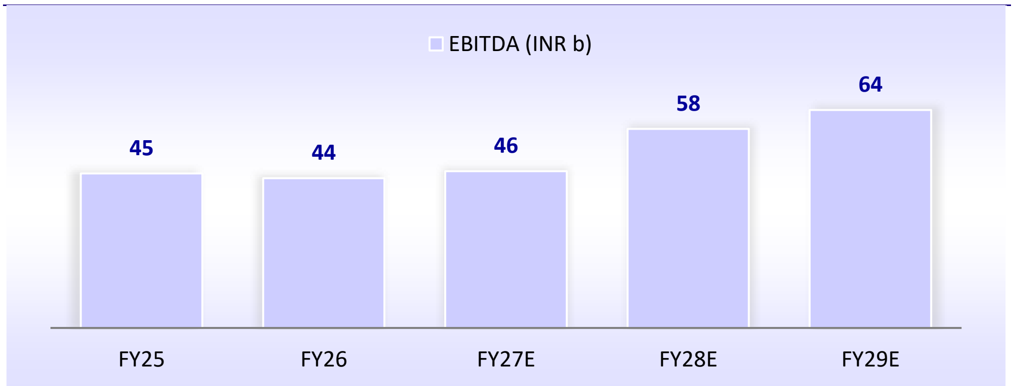
Sources: Company, MOFSL

Exhibit 37: Revenue to jump on the back of strong demand in solar and wind



Source: MOFSL, Company

Exhibit 38: EBITDA to follow revenue growth with moderation in margins



Source: MOFSL, Company

Data center: Next big growth opportunity

- AEL operates its data center business through a JV, known as AdaniConneX (ACX). It is a 50:50 joint venture between Adani Enterprises and EdgeConneX, established in 2021, combining Adani's strengths in power, renewable energy, infrastructure, land, and connectivity with EdgeConneX's global data-center expertise, which has built and operated 80+ data centers across 60+ markets. ACX is focused on developing scalable, AI-ready, and renewable-powered digital infrastructure to meet India's rapidly rising data demand.
- ACX has tied up 960+ MW of capacity and operates four data centers with a combined capacity of 65.4 MW. The company targets 3 GW of capacity by 2030, supported by an announced development pipeline of 2.6 GW. Its growth is underpinned by rising AI adoption, data localization, and demand for high-density, low-latency computing infrastructure. The company also benefits from the broader Adani ecosystem, particularly in land, power, renewable energy, infrastructure and connectivity, providing a competitive advantage in scaling data-center capacity.

Exhibit 39: City-wise data center capacity distribution

Total Growth	Data Centers Status	Operational Capacity
33 MW	**Chennai** Phase I – 17 MW completed	17 MW
50 MW	**Noida** 40 MW - All C&S completed, MEP under progress	10 MW
406 MW	**Hyderabad** Phase I & II – 9.6 MW each completed	19.2 MW
96 MW	**Pune (48 MW x 2)** **Pune I** | Phase I & II - 9.6 MW each complete; **Pune II** | Phase I – 9.6 MW – 98%	19.2 MW
110 MW	**Navi Mumbai** Execution started for 2 buildings - 30 & 80* MW	-
400 MW	**Vizag** Execution started for 2 buildings – C & S	-

Source: Company, MOFSL

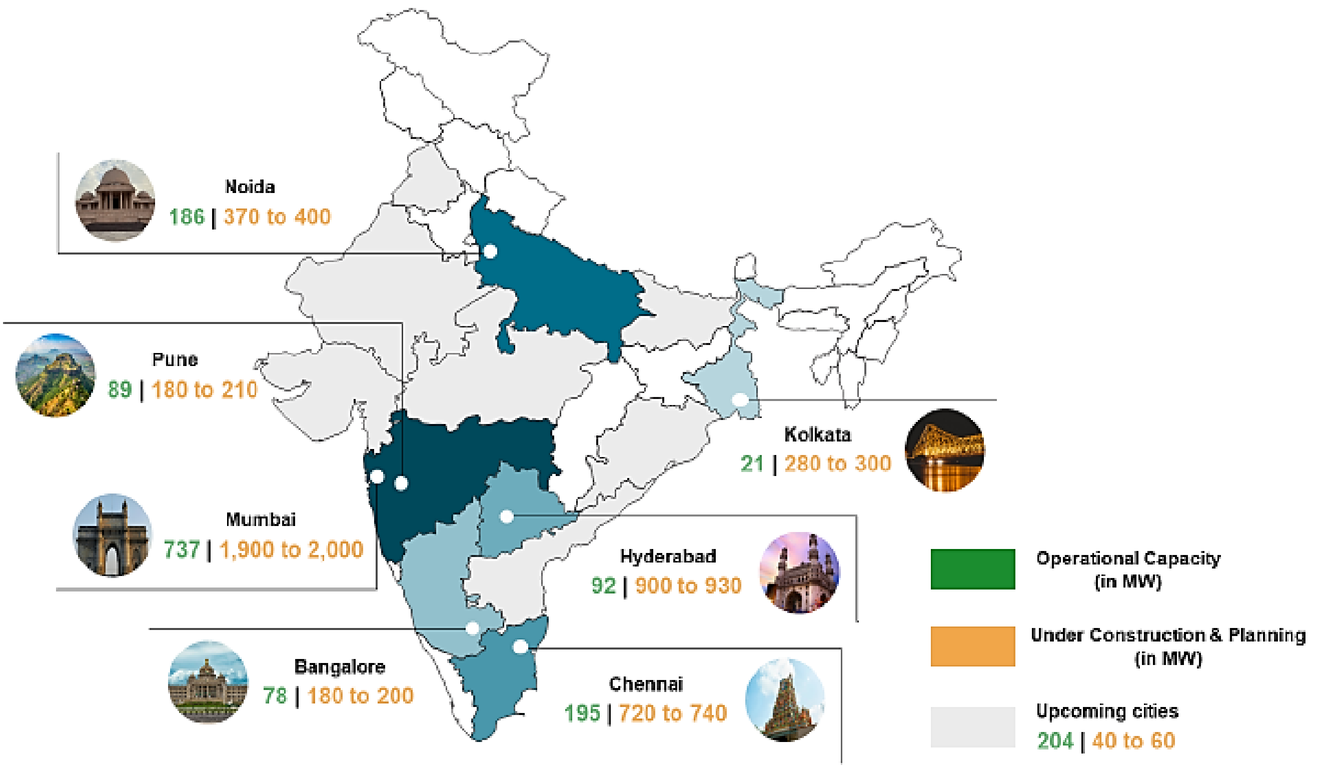
AdaniConneX offers

- **Built-to-Suit (BTS) Solutions:** BTS is a customized data center development offering where AdaniConneX designs, builds, and operates dedicated facilities based on customers' specific capacity, power density and scalability requirements. The solution spans modular facilities (up to 50MW), mega-scale campuses (50–500MW) and giga-scale ecosystems (>1GW), enabling enterprises, hyperscalers, and AI companies to deploy large-scale digital infrastructure with faster execution, lower development risk, and long-term scalability.
- **Energy-as-a-Solution (EaaS):** It is an integrated power management offering that provides end-to-end energy infrastructure for data centers. The solution covers renewable power sourcing, approvals, transmission infrastructure, operations, and real-time energy monitoring, ensuring reliable, resilient, and sustainable power throughout the data center lifecycle. By leveraging the Adani Group's energy

ecosystem, EaaS enables customers to reduce execution complexity while meeting high uptime and ESG requirements.

- **Colocation & Managed Services:** Colocation & Managed Services allow customers to host their IT infrastructure within AdaniConneX's carrier-neutral, high-availability data centers without owning or operating the underlying facility. In addition to secure rack space and power, the company provides managed services such as infrastructure monitoring, maintenance, and day-to-day operations, allowing enterprises to focus on their core business while benefiting from scalable, reliable, and energy-efficient digital infrastructure.
- India's data center capacity remains highly concentrated, with 96% of operational capacity across the top seven cities. Mumbai is the leading hub with 0.7 GW (51% share) and is expected to reach 2 GW by 2028, supported by its proximity to cable landing stations and major enterprises, with >2 GW of additional capacity in the pipeline. Noida and Chennai each account for 13% of current capacity, while Chennai is emerging as a key growth hub due to strong cable connectivity and rising demand from IT and e-commerce players. Hyderabad and Bengaluru are also witnessing rapid capacity additions, driven by the presence of global hyperscalers such as Microsoft, Amazon, and Google, alongside a strong technology and start-up ecosystem.

Exhibit 40: City-wise data center capacity distribution

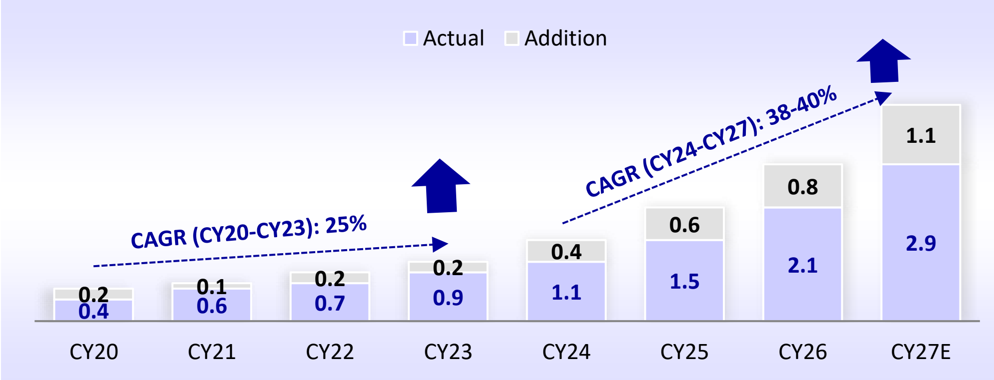


Source: Company, MOFSL

Data center industry: Overview

- India's data center industry is undergoing rapid expansion, supported by digitalization, cloud adoption, AI, 5G, IoT, OTT platforms, and data localization. Internet subscribers increased from 252m in 2014 to 969m by Mar'25, while monthly wireless data consumption per user increased from 2.4 GB in 2018 to 22.2 GB in 2025. Despite this growth, India remains highly underpenetrated, with only 2 MW of data center capacity per million internet users versus 56 MW in the US and 25 MW in Germany.
- India's data center industry is poised for sustained growth, driven by rising data consumption, rapid digitalization, and the country's focus on digital self-reliance. Operational capacity is expected to increase from 2.2 GW in 2025 to over 3.5 GW by 2027, with a CAGR of 38-40%, and further to 12 GW by 2030, implying more than fivefold growth. AI is expected to be a key incremental driver, with AI-dedicated capacity projected to rise from 275 MW in 2025 to 6.5 GW by 2030. Government initiatives such as Digital India and the INR103.72b IndiaAI Mission are further supporting domestic computing capacity and strengthening the long-term growth outlook for the sector.

Exhibit 41: India capacity to post a CAGR of 38-40% over 2024-27



Source: Company, MOFSL

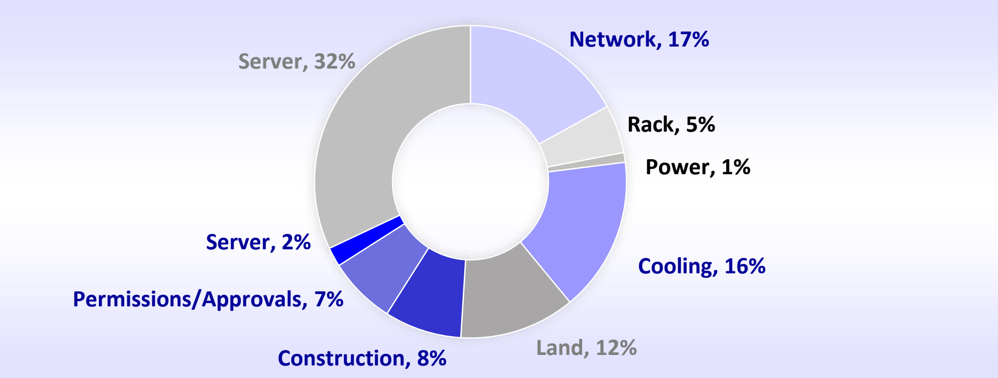
- India remains significantly underpenetrated in data center infrastructure, with only 2 MW of capacity per million internet users, compared with 56 MW in the US, 25 MW in Germany and 4 MW in China. The wide capacity gap highlights substantial headroom for expansion, supported by rising data consumption, state-level incentives and increasing data localization requirements. As digital adoption and cloud usage accelerate, India is expected to witness significant capacity additions over the coming years.

Exhibit 42: Under penetration in the Indian market indicates massive avenues for growth

Source: Company, MOFSL

- Data center development is highly capital-intensive, with IT infrastructure accounting for the majority of investment in a 1 MW facility. IT infrastructure typically represents 55-60% of total costs, covering servers, storage, networking equipment and racks, with servers alone accounting for nearly two-thirds of IT spending. The remaining 40-45% is allocated towards supporting infrastructure, including land, construction, power, cooling and regulatory approvals. Among these, power and cooling constitute a significant portion, highlighting the importance of reliable electricity and efficient energy management in determining the overall operating economics of data centers.

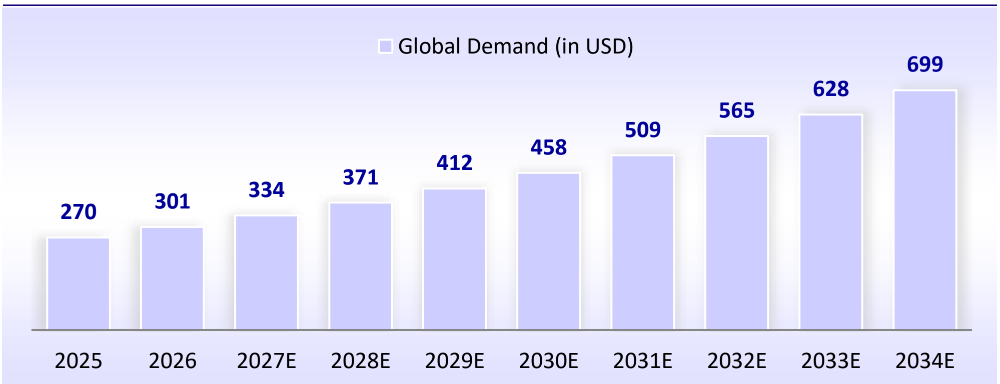
Exhibit 43: Unit cost of setting up a 1 MW data center in India



Source: Company, MOFSL

- The global data center market is anticipated to expand to USD699.1b by 2034 from USD269.8b in 2025, registering an 11.1% CAGR, driven by rapid digitalization, cloud adoption, hyperscale expansion, AI workloads and rising demand for high-performance computing and data storage. North America accounted for the largest market share at 38.5% in 2025, while Asia-Pacific is expected to be the fastest-growing region, supported by accelerating digital adoption and internet penetration. The industry is also witnessing increased investment in hyperscale and colocation facilities, advanced cooling, renewable energy integration, and high-density computing, while enterprises are increasingly shifting from on-premise infrastructure to hybrid and outsourced models, supporting sustained market growth over the coming decade.

Exhibit 44: Global data center market forecast



Source: Fortune Business Insights, MOFSL

- India's data center opportunity is supported by structural growth in data consumption, cloud adoption, AI, and enterprise digitalization. With industry capacity expected to increase more than fivefold by 2030, the sector offers a significant multi-year investment opportunity.
- For AdaniConneX, the combination of a large industry capacity gap, rising AI demand, attractive development economics and access to renewable power provides a strong growth runway. Successful execution of 3 GW by 2031 could position AdaniConneX as a significant digital infrastructure player and make data centers an increasingly meaningful long-term growth engine for Adani Enterprises.

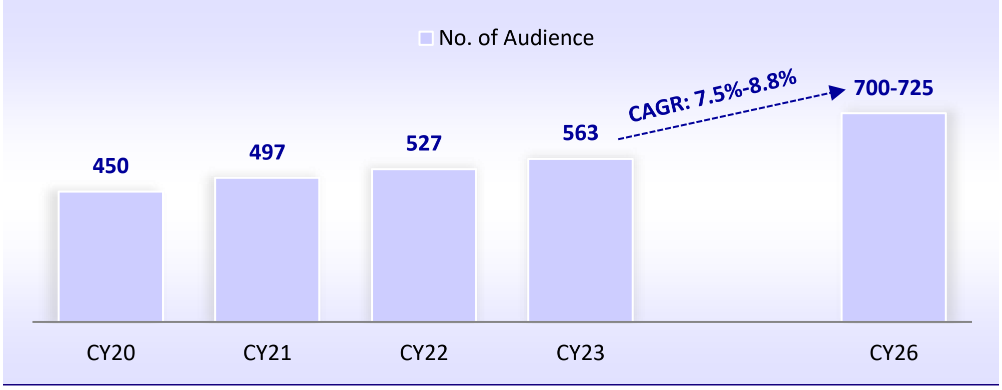
Key growth drivers

- **AI demand:** Rising AI and high-performance computing workloads are increasing data center power intensity, with industry electricity consumption projected to rise from 10 TWh in 2025 to 191 TWh by 2040. AdaniConneX's access to the Adani Group's power and renewable ecosystem provides an advantage in securing reliable and competitively priced green power.
- **Cost advantage:** India offers attractive data center economics, with development costs of USD 7.13 /Watt, among the lowest in major APAC markets. Lower land and labor costs further enhance its competitiveness.
- **Data localization:** Mandatory onshore storage of payment and sensitive data is driving financial institutions and enterprises towards local cloud and colocation facilities, supporting incremental capacity demand.
- **Compliance and security:** Stricter data privacy and breach-reporting requirements are encouraging businesses to shift towards certified, secure, and audit-ready data centers rather than maintaining costly in-house infrastructure.
- **RBI cloud initiative:** The RBI's planned cloud service for smaller banks and financial institutions could accelerate adoption of domestic cloud infrastructure and further support data center demand.
- **Increase in data consumption:** India's monthly wireless data consumption per user increased from 2.4 GB in 2018 to 22.2 GB in 2025. Continued growth in internet usage, along with technological advancements such as AI, IoT, and 5G, is expected to drive further data consumption and growth in the digital infrastructure sector.

Cloud computing and OTT – Key demand drivers

- **Cloud adoption:** Rapid migration to cloud platforms across e-commerce, BFSI, healthcare and government is driving demand for scalable data center infrastructure.
- **Enterprise digitalization:** Increasing adoption of SaaS, IaaS, and AI/ML applications is accelerating cloud usage as businesses seek greater flexibility, lower IT costs and real-time data access.
- **OTT growth:** India's online video audience is expected to reach 700-725m in FY26, clocking a 7.5-8.8% CAGR, supported by affordable internet and rising smartphone penetration.
- **Higher data consumption:** Growing preference for HD and 4K streaming is increasing data traffic and bandwidth requirements, creating sustained demand for robust digital infrastructure and data centers.

Exhibit 45: Online video audience (in m)



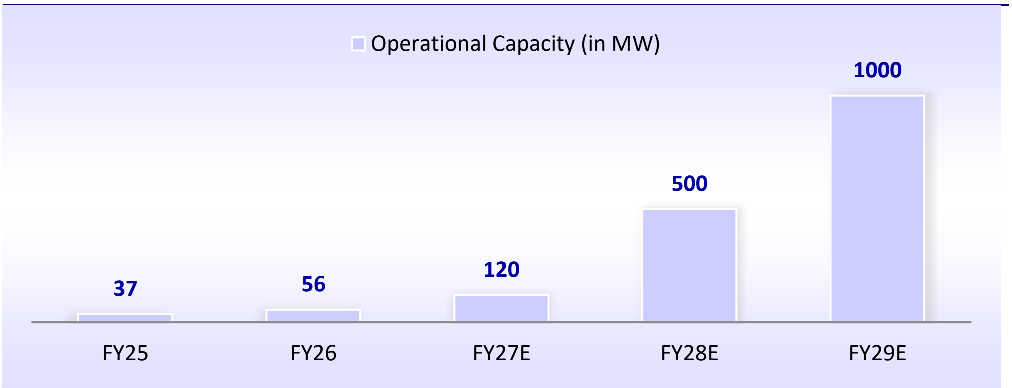
Source: Company, MOFSL

Exhibit 46: Data Center business

Particulars	FY26	FY27E	FY28E	FY29E
Tied up capacity (in MW)	560	960	1440	2016
Operational Capacity (in MW)	56	120	500	1000
Revenue (INR m)	10,847	6,000	50,000	1,00,000
EBITDA (INR m)	8,541	3,900	35,000	70,000
EBITDA (%)	*79%*	*65%*	*70%*	*70%*

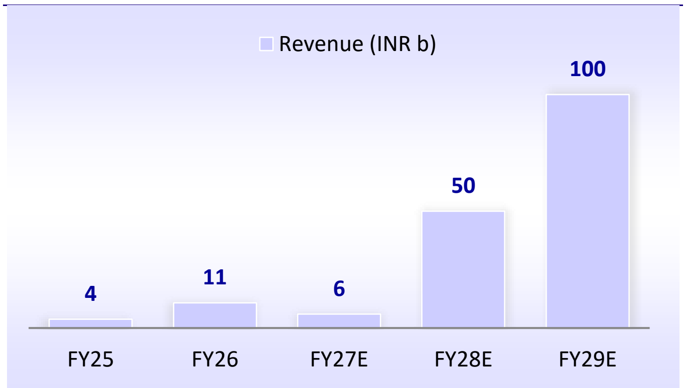
Sources: Company, MOFSL

Exhibit 47: Data center – operational capacity



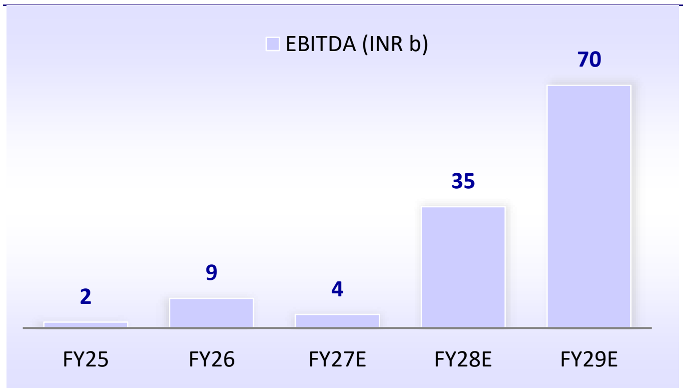
Source: Company, MOFSL

Exhibit 48: Revenue to surge as the operational capacity increases



Source: MOFSL, Company

Exhibit 49: EBITDA to increase as margins expand and operational capacity increases



Source: MOFSL, Company

Copper: Business overview

- AEL has entered India's copper industry through its wholly owned subsidiary Kutch Copper Limited (KCL), which commenced commercial operations of its 500 KTPA greenfield copper smelting and refining complex at Mundra, Gujarat, in Mar'24. Strategically located near Mundra Port, the facility benefits from efficient raw material sourcing and cost-effective logistics, with plans to expand capacity to 1 MTPA, positioning it among India's largest integrated copper smelting complexes.
- The facility is built with a sustainability-first approach, incorporating low-carbon technologies, zero-liquid discharge, desalinated water, and wastewater recycling. It also produces valuable by-products such as gold, silver, and sulphuric acid, enhancing project economics and reducing reliance on copper price fluctuations.
- KCL sources copper concentrate from leading global mining companies while leveraging advanced operational technologies to improve efficiency and reliability. During FY26, the plant achieved approximately 45% capacity utilization in Q4, with total FY26 sales volumes of 113.6 KT, reflecting the gradual ramp-up phase that is typical for large-scale smelting operations. As utilization improves and the second phase is commissioned, the volumes are likely to witness strong traction.

Exhibit 50: Production Capacity - KCL

Continuous Cast Rod (CC Rods)

CC Rods Size Range: 8mm, 11.42mm, 12.5mm, 19mm, 25mm

Attributes	Specified values for ETP Copper
Copper content	99.99% and above
Oxygen content	200 - 450 ppm
Copper grade	ETP / C11040(ASTM B-49)
Condition	Soft
Copper rod	8 ± 0.38
Electrical conductivity (IACS @ 20°C)	100% minimum
Tensile strength	200 N / mm
Elongation at fracture (250 mm gauge length)	30%
Surface condition	Clean, smooth and free from scratches & crack
Packaging in coils:	
Internal diameter	1100 ± 50 mm
Outer diameter	1650 mm
Coil weight	2 mt to 5 mt

Copper Cathode

Product Range: Cathode, Cut Cathode, Cast Bar

Physical Dimensions	
Length (mm)	1050 mm
Width (mm)	1030 mm
Thickness (mm)	6 - 8 mm
Weight	60 kgs Approx

Copper grade ASTM B115 (Grade-1) / IS 191 (Cu-Cath-1)

Production Capacity

Refined Copper	Copper Rods	Sulphuric Acid
500 KTPA	250 KTPA	1,500 KTPA
Gold - Bullion	**Silver - Bullion**	**Selenium**
25 TPA	250 TPA	150 TPA

Source: Company, MOFSL

- To strengthen its downstream presence, AEL has expanded into copper tubes through Kutch Copper Tube Limited (KCTL) and MetTube Copper India Pvt. Ltd. (MCIPL), with a combined capacity of 54 KTPA, catering primarily to the HVACR industry and enhancing value-added product offerings.

Business scalability

- KCL's scalable 500 KTPA facility, expandable to 1 MTPA, offers significant economies of scale and long-term growth potential. Backed by the Adani Group's integrated ecosystem of ports, logistics, power, and utilities, the business benefits from supply chain efficiencies and lower operating costs. Its experienced management team, downstream integration, and diversified by-product portfolio further strengthen its competitive position.
- KCL follows an ESG-led operating model with Zero Liquid Discharge (ZLD), water recycling, advanced pollution control systems, and ISO-certified management practices (ISO 9001, ISO 14001, and ISO 45001). It is also developing captive solar power to support its Green Copper initiative while generating high-value by-products such as copper rods, sulphuric acid, gold, silver, and selenium, enhancing profitability and operational resilience.

Industry overview

- India's refined copper industry, valued at approximately INR700b in FY26, is among the fastest-growing segments in the non-ferrous metals sector, driven by demand from power, infrastructure, construction, capital goods, consumer durables, and automobiles.
- Copper is a critical metal for electrification, renewable energy, EVs, electronics and urban infrastructure, underpinning strong long-term demand growth.
- Despite rising domestic production, India remains a net importer of refined copper, creating a significant import substitution opportunity for domestic producers such as Adani Copper.
- India's per capita copper consumption of 0.9 kg remains well below the global average (3.3 kg) and that of China (10.9 kg), indicating substantial long-term demand potential as industrialization and urbanization accelerate.

Demand and supply outlook

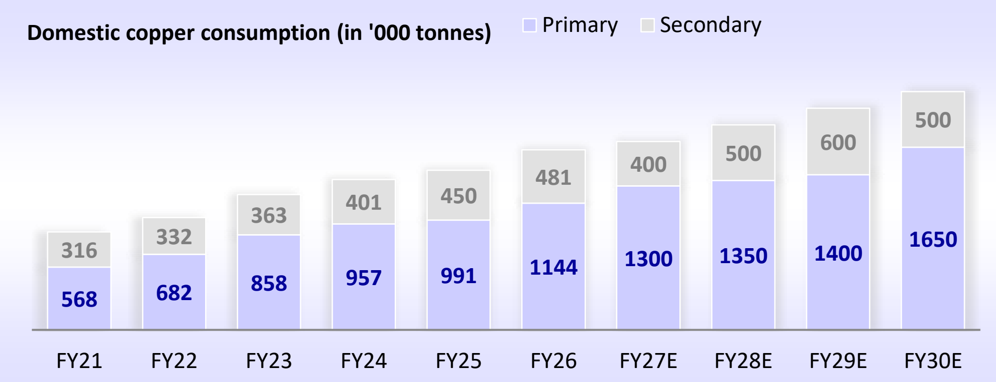
- India's copper consumption has demonstrated strong structural growth over the last five years.
- Domestic copper demand expanded at a 12.9% CAGR between FY21 and FY26, driven by the post-pandemic industrial recovery and rising consumption across infrastructure, power equipment, automobiles, and consumer appliances. Demand surpassed pre-pandemic levels, growing 6.2% in FY25 before accelerating to 12.7% in FY26 on the back of strong downstream manufacturing activity.
- Looking ahead, industry demand is likely to clock a sustainable 7-8% CAGR, with total consumption projected to reach ~1.70-1.75m tonnes over the medium term.

Exhibit 51: Growth is expected to be driven by

Sector	Expected demand growth (FY27–FY30)	Key drivers
Power	11-13% CAGR	❖ Grid expansion, transmission & distribution investments, and rising electricity demand
Transport	9-11% CAGR	❖ EV adoption, railway electrification, and higher automobile production
Capital Goods	6-8% CAGR	❖ Manufacturing expansion, industrial capex, and 'Make in India' initiatives
Consumer Durables	5-7% CAGR	❖ Higher appliance penetration and rising disposable income
Building & Construction	4-6% CAGR	❖ Urbanization, infrastructure projects, and PMAY housing schemes

Source: Company, MOFSL

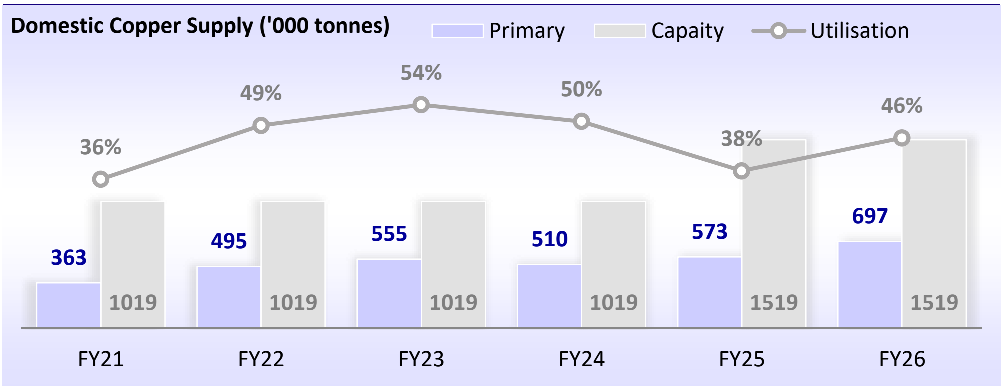
Exhibit 52: Overall domestic copper consumption



Source: Company, MOFSL

- India's domestic refined copper capacity clocked an 8.3% CAGR between FY21 and FY26. Refined copper production grew even faster, at a 13.9% CAGR, reaching 697 KT in FY26, reflecting improved operational efficiencies across existing producers.
- However, despite capacity additions, domestic supply continues to face constraints including limited availability of copper concentrate, environmental approvals, and the time required for newly commissioned plants to achieve optimal utilization. Consequently, India remains dependent on imported refined copper, creating a favorable environment for new domestic producers.

Exhibit 53: Overall supply and copper consumption



Source: Company, MOFSL

Emerging structural growth opportunities

- Renewable Energy: India's aggressive renewable energy targets are expected to become one of the largest long-term drivers of copper consumption. Copper is extensively used in solar panels, wind turbines, transformers, cables, and energy storage systems. Solar capacity additions are expected to reach 210–250 GW during FY27–31, while competitively bid wind installations are projected to reach 21–22 GW by FY2030. Every gigawatt of renewable energy installed requires significant quantities of copper, making the energy transition a multi-year structural demand catalyst.
- Electric Vehicles: They consume approximately three to four times more copper than conventional internal combustion engine vehicles due to their electric motors, battery systems, inverters and charging infrastructure. India's EV penetration increased to ~4.0–4.5% in FY26 and is expected to rise steadily over the next decade, supported by government incentives, declining battery costs, and

expanding charging infrastructure. This transition will substantially increase copper intensity across the automotive value chain.

How can AEL's copper business benefit?

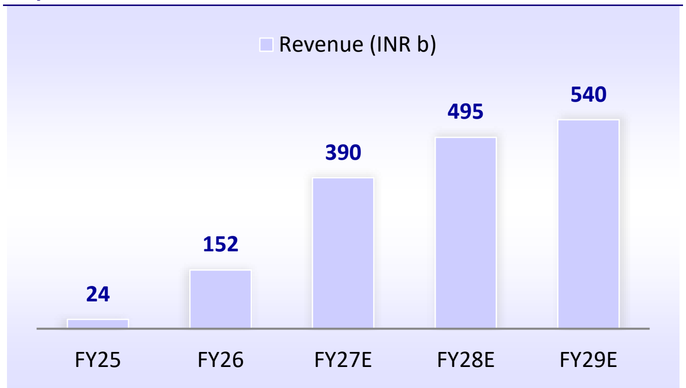
- AEL's entry into the copper industry is well-positioned to benefit from India's structural growth in copper demand, supported by industrialization, electrification, renewable energy, EV adoption, and infrastructure expansion. Kutch Copper's integrated 500 KTPA facility, with plans to expand to 1 MTPA, offers scale advantages, diversified by-product revenues, and sustainable operations. As the plant ramps up to optimal utilization, operational efficiencies, and profitability are expected to improve.
- Given India's low per-capita copper consumption and continued reliance on imports, Adani Copper is well placed to capitalize on long-term industry tailwinds while supporting the country's import substitution efforts, making it a potentially significant growth driver for the Adani Group over the medium to long term.

Exhibit 54: Copper business

Particulars	FY26	FY27E	FY28E	FY29E
Capacity (KTPA)	500	500	500	500
Copper Sales (KTPA)	114	260	330	360
Revenue (INR m)	1,52,050	3,90,000	4,95,000	5,40,000
EBITDA (INR m)	374.4	28,860.0	32,175.0	37,800.0
EBITDA (%)	*0%*	*7%*	*7%*	*7%*

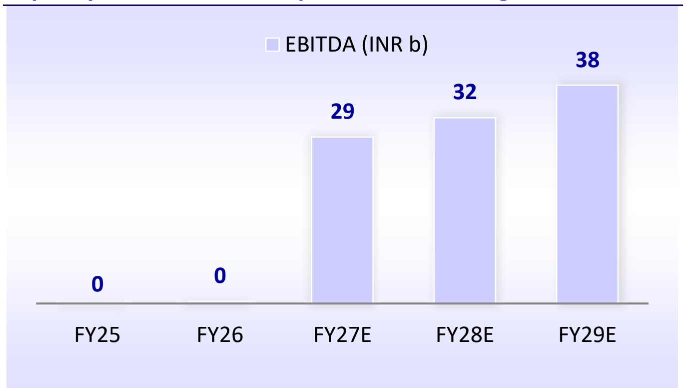
Sources: Company, MOFSL

Exhibit 55: Revenue to grow as the capacity utilization improves



Source: MOFSL, Company

Exhibit 56: EBITDA growth to be supported by a rise in capacity utilization and improvement in margins



Source: MOFSL, Company

Mine developer and operator: Business overview

- AEL is India's largest private-sector Mine Developer and Operator (MDO), providing integrated mining services across the entire mining value chain. The company offers end-to-end solutions including mine planning, development, extraction, beneficiation, transportation, dispatch, logistics, and exploration services for coal and iron ore mines. Its business operates largely under long-term take-or-pay contracts, providing stable cash flows and strong earnings visibility.

Exhibit 57: Area of operations

Source: Company, MOFSL

- As of FY26, Adani's mining portfolio comprised 18 mining service contracts across six Indian states, including two iron ore projects, along with six domestic commercial coal mines secured through government auctions. Internationally, the company operates the Carmichael thermal coal mine in Queensland, Australia, with a peak production capacity of 15 MTPA and production of ~11.4 MMT during FY26.

Exhibit 58: Operational projects

Operational Projects	Type	Customer	Capacity (MMT)	Location	Status
Parsa East Kente Basen	Coal	Rajasthan Rajya Vidyut Utpadan Nigam	18	Chhattisgarh	Operational
Gare Pelma III	Coal	Chhattisgarh State Power Generation Company	5	Chhattisgarh	Operational
Talabira II & III	Coal	Neyveli Lignite Corporation India	23	Odisha	Operational
Suliyari	Coal	Andhra Pradesh Mineral Development Corporation	6	Madhya Pradesh	Operational
Parsa	Coal	Rajasthan Rajya Vidyut Utpadan Nigam	5	Chhattisgarh	Operational
Gare Pelma II	Coal	Maharashtra State Power Generation Company	23.6	Chhattisgarh	Operational
Kurmitar	Iron ore	Odisha Mining Corporation	6	Odisha	Operational

Source: Company, MOFSL

Exhibit 59: Underdevelopment projects

Under Development	Type	Customer	Capacity (MMT)	Location	Status
Kente Extension	Coal	Rajasthan Rajya Vidyut Utpadan Nigam	9	Chhattisgarh	Under Development
Pelma	Coal	South Eastern Coalfields	15	Chhattisgarh	Under Development
Dahegaon	Coal	Ambuja Cements	1.5	Maharashtra	Under Development
Dhirauli	Coal	Mahan Energen	6.5	Madhya Pradesh	Under Development
Gondkhari	Coal	Mahan Energen	2	Maharashtra	Under Development
Mara II Mahan	Coal	Mahan Energen	To be decided	Madhya Pradesh	Under Development
GBU East	Coal	Mahan Energen	3	Madhya Pradesh	Under Development
Jitpur	Coal	Terri Mining Private	2.5	Jharkhand	Under Development
Purunga	Coal	Ambuja Cements	2.25	Chhattisgarh	Under Development
Taldih	Iron Ore	Steel Authority of India	7	Odisha	Under Development
Srikurmam (South)	Iron ore	Andhra Pradesh Mineral Development Corporation	10	Andhra Pradesh	Under Development

Source: Company, MOFSL

- Mining dispatch volumes increased to 49.4 MMT in FY26 from 43.3 MMT in FY25, reflecting continued execution of new projects. During the year, the company commissioned its largest MDO project (GP-II), deployed India's first hydrogen-powered mining truck, integrated renewable energy into mining operations, and accelerated digitalization through automated fleet management and process optimization. These initiatives reinforce AEL's leadership in technology-driven and sustainable mining operations.

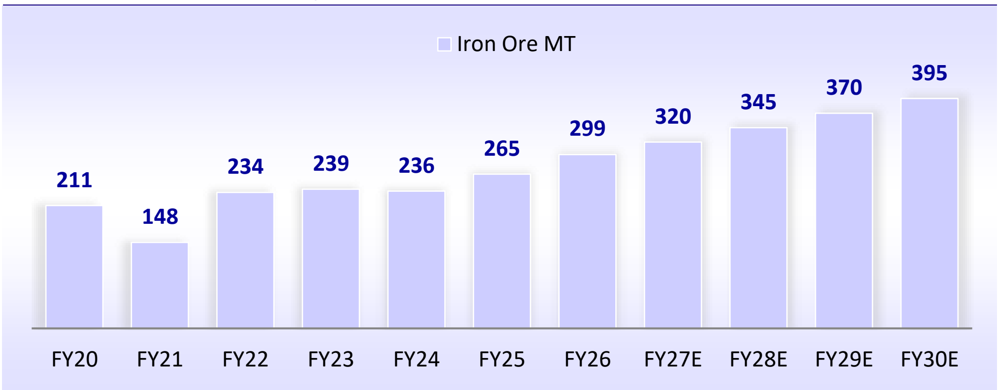
Exhibit 60: Key growth drivers

Source: Company, MOFSL

Mining industry opportunity: Non-coal

- India's mining industry is a critical enabler of industrialization, infrastructure development, and manufacturing, contributing nearly 2% to GDP. The non-coal mining sector generated approximately INR1.5t of major mineral production in FY25, with metallic minerals accounting for around 43% of production.
- Iron ore demand remains structurally strong, supported by sustained growth in domestic steel production. Consumption clocked a 15% CAGR between FY21 and FY26 to ~299 MT and is expected to rise further to 320-325 MT in FY27. Over the medium term, continued investments in infrastructure, urbanization, and manufacturing are expected to support healthy steel demand, thereby driving higher iron ore consumption.

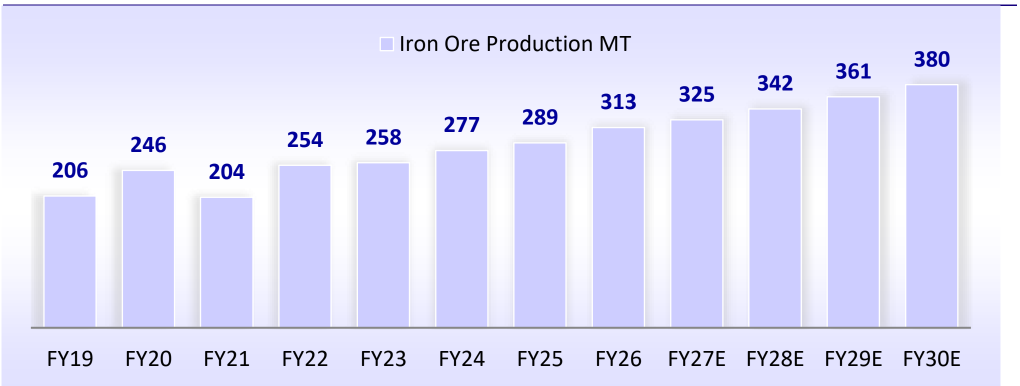
Exhibit 61: Iron Ore consumption



Source: Company, MOFSL

- On the supply side, domestic iron ore production expanded at a 9% CAGR during FY21-FY26 to approximately 313 MT, aided by regulatory reforms, mine re-auctions, and improved operational efficiencies. Production is likely to continue growing as new mining capacity is commissioned.
- India’s iron ore production is expected to grow by 4-5% in FY27, supported by healthy demand and improved mining activity. Production grew ~8% YoY to 313 MT in FY26 from 289 MT in FY25 despite extended monsoon-related disruptions. Odisha remained the largest producer, contributing nearly 50% of total output.

Exhibit 62: Iron ore production

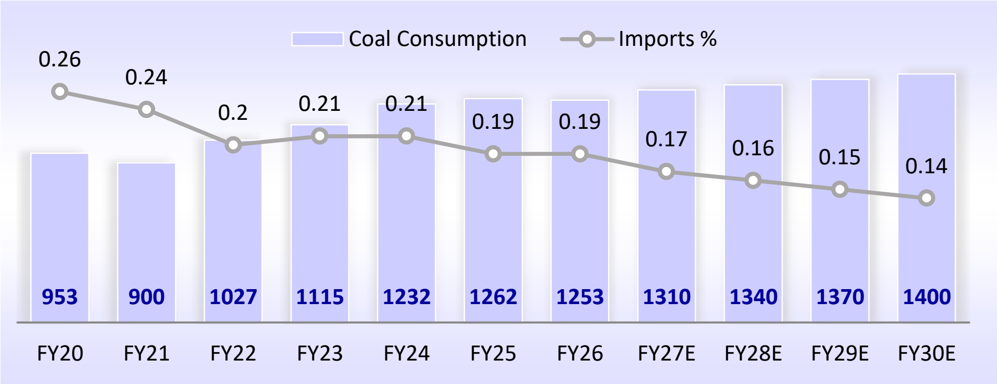


Source: Company, MOFSL

Mining industry opportunity: Coal

- Coal remains India's primary energy source, accounting for nearly 70% of electricity generation. With reserves of 401 BT and FY26 production of 1,041 MT, India is the world's second-largest coal producer.
- Domestic coal demand remains robust, with consumption reaching 1,253 MT in FY26 after clocking a 7% CAGR during FY21-26. Thermal coal demand is expected to rise to 1,395-1,410 MT by FY30, supported by 5-6% CAGR in power demand and continued expansion in infrastructure, steel, cement, and aluminum.
- Government reforms, including commercial coal mining, private sector participation, new mine auctions, and improved rail connectivity, are expected to increase domestic production and coal dispatch while reducing import dependence, creating a favorable long-term growth opportunity for integrated mining and resource management players such as AEL.

Exhibit 63: Coal production and import percentage

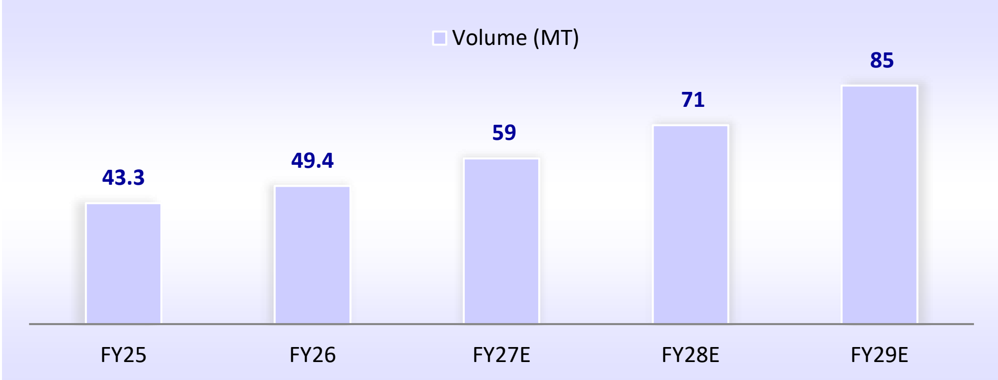


Source: Company, MOFSL

Mining outlook

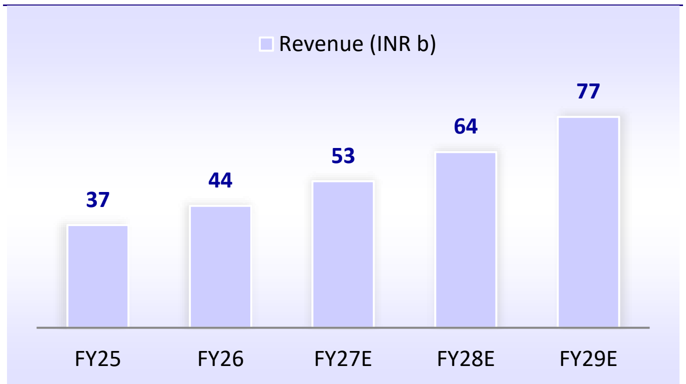
- India's long-term infrastructure and industrial growth will continue to drive demand for both coal and iron ore, creating a favorable environment for mine developers and operators. Government initiatives promoting mining, increasing private sector participation and faster mine development are expanding the addressable market for organized MDO players.
- Given its leadership position, diversified project portfolio, integrated mining capabilities and focus on technology-led operations, AEL is well-positioned to benefit from rising mining activity. Continued project execution, operational efficiencies, and sustainable mining initiatives are expected to strengthen earnings visibility and support long-term growth.

Exhibit 64: Volume growth to be supported by increasing capacity and production



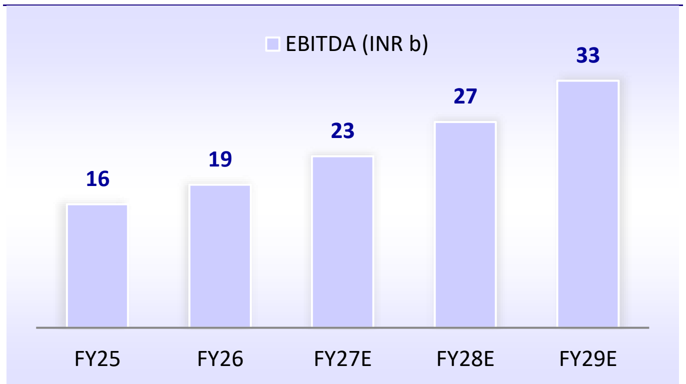
Source: Company, MOFSL

Exhibit 65: Revenue to grow as the capacity and production increases



Source: MOFSL, Company

Exhibit 66: EBITDA growth to be driven as production rises with stable margins

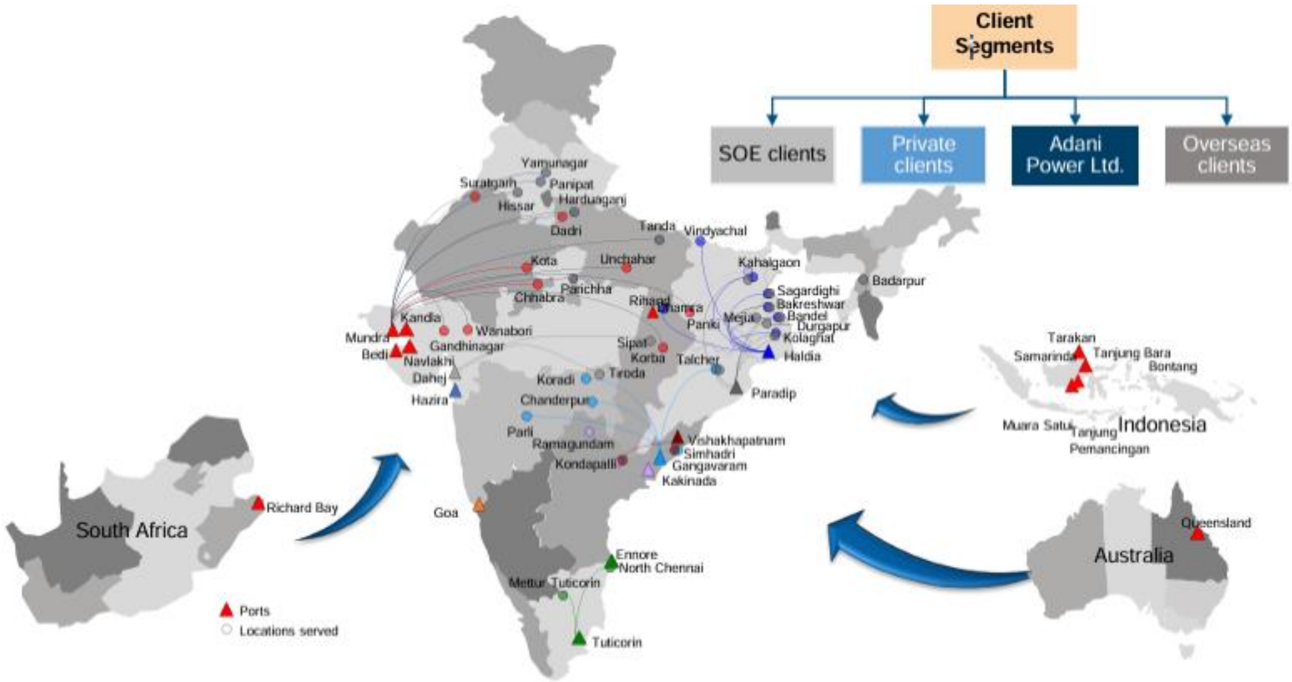


Source: MOFSL, Company

Integrated Resource Management (IRM): Business overview

- AEL’s Integrated Resource Management (IRM) business is one of the world's largest end-to-end logistics providers for coal imports, with over two decades of experience in global coal sourcing and supply chain management. The business provides a comprehensive door-to-door solution covering procurement, shipping, port handling, storage, inland transportation, and final delivery to customers.
- The IRM platform is supported by a team of over 200 professionals operating through more than 20 offices across India and three overseas offices. It manages multi-modal logistics operations across major Indian ports, leveraging Adani's integrated ecosystem of ports, railways, road logistics, and digital platforms to ensure efficient and reliable coal deliveries.
- The company has established long-standing sourcing relationships with miners across Indonesia, Australia, South Africa, and the US through its global subsidiaries in Singapore and Dubai. Its diversified customer base includes state-owned enterprises, private sector companies, Adani Power, as well as Asian and other international utilities, serving industries such as power generation, cement, iron & steel, and metals.

Exhibit 67: Footprints



Source: Company, MOFSL

- During FY26, the IRM business handled and sold 44.6 MMT of coal. Although volumes have moderated over the past two years due to changing global coal trade dynamics, the business continues to benefit from its extensive sourcing network, integrated logistics capabilities, and long-term customer relationships, reinforcing its position as a leading coal supply chain operator.

Industry opportunity

- India remains one of the world's largest coal consumers, with thermal coal expected to remain the backbone of the country's energy mix over the medium term. Total thermal coal consumption is projected to reach approximately 1.3 bt by FY30, driven by rising electricity demand, industrial expansion, and infrastructure development.

Exhibit 68: Key growth drivers

Sustained high quality coal demand from India's base load power capacity and other industries	Cost plus model with inventory holding capacity	Largest scale of operations in India providing competitive edge

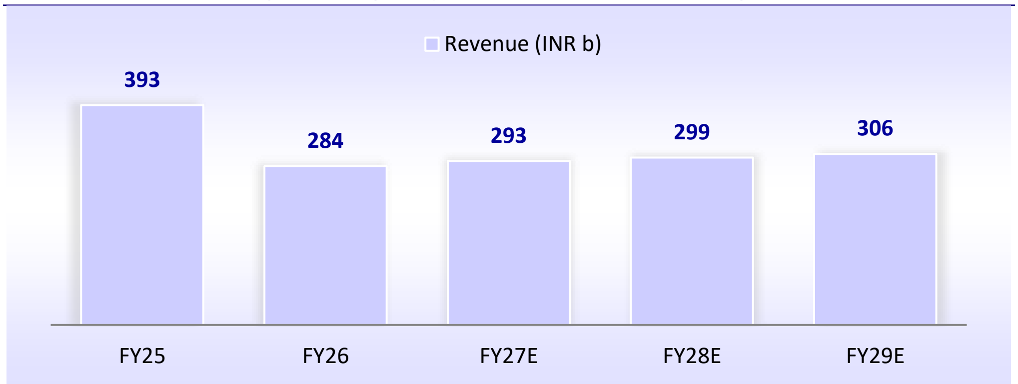
Source: Company, MOFSL

- While domestic coal production is increasing, India will continue to rely on imported coal for quality optimization, blending requirements, and the supply of higher-grade coal to industries such as steel and cement. This creates a sustained opportunity for organized coal sourcing and supply chain operators capable of providing reliable procurement and integrated logistics solutions.

Outlook

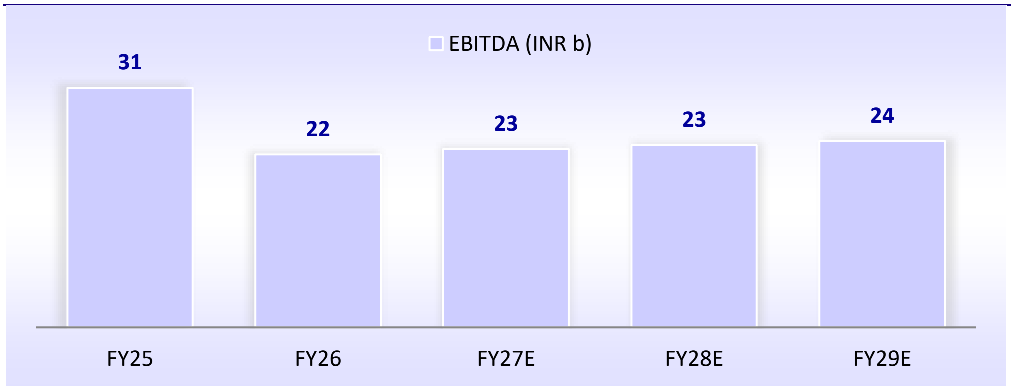
- The IRM business is well-positioned to benefit from India's structural dependence on imported coal despite increasing domestic production. AEL's integrated ecosystem of ports, shipping, logistics, and supply chain infrastructure provides significant competitive advantages, enabling cost-efficient sourcing, and reliable deliveries.
- Although coal trading volumes may fluctuate depending on international coal prices and import economics, the long-term outlook remains favorable as India's industrial growth continues to aid imported coal requirements. The company's integrated logistics capabilities and diversified customer base position the IRM business to remain an important contributor to AEL's overall mining and natural resources platform.

Exhibit 69: Revenue to grow marginally due to a slowdown in the growth of EXIM coal



Source: MOFSL, Company

Exhibit 70: EBITDA to remain at current levels



Source: MOFSL, Company

Commercial mining

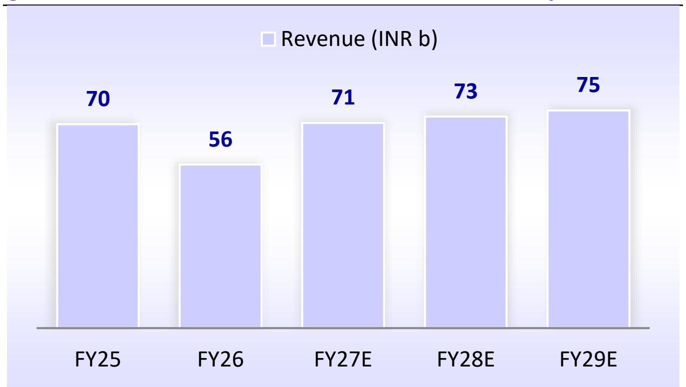
- In FY26, the Carmichael Mine produced 11.4 MT of thermal coal and shipped 11.5 MT, reflecting strong operational performance. The mine is backed by a JORC-compliant thermal coal resource of over 11b tonnes, providing a substantial long-term resource base.
- Overall, Carmichael represents a mature, cash-generative thermal coal asset with strong production performance, a sizeable long-term resource base, established export infrastructure, and improving operational efficiency. Key considerations remain thermal coal price and demand volatility, regulatory and environmental scrutiny, and the long-term transition risk associated with decarbonization.
- Bravus Mining and Resources, AEL's Australian business, is an integrated energy and infrastructure platform focused on reliable energy supply and long-term resource development. Its flagship asset, the Carmichael Mine in Queensland, is a large-scale open-cut thermal coal operation with stable production capacity of more than 10 MTPA, with output exported to international seaborne thermal coal markets.
- AEL also has six commercial coal blocks under development in multiple states, including Odisha, Chhattisgarh, Madhya Pradesh, and Jharkhand.

Exhibit 71: Commercial mine portfolio

Name	Capacity (MT)	Location	Status
Carmichael	15	Australia	Operational
Gondulpara	4	Jharkhand	Under Development
Bijahan	5.3	Odisha	
Gondbahera Uujheni	4.1	Madhya Pradesh	
Khargaon	Subject to final surveys	Chhattisgarh	
Jhigador	Subject to final surveys	Chhattisgarh	
Rampia & Dip Side of Rampia	15	Odisha	

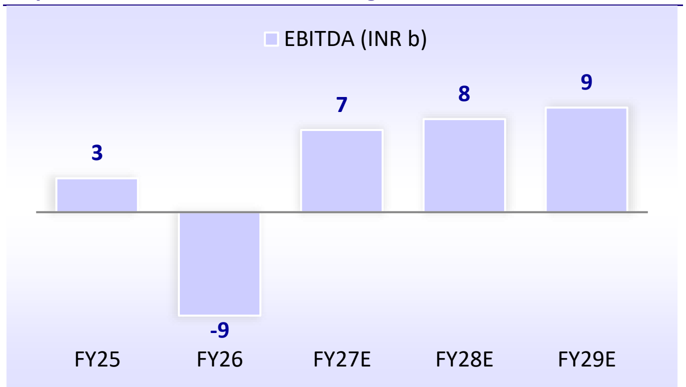
Sources: Company, MOFSL

Exhibit 72: Revenue to remain at current levels as volume growth moderates and realization remains steady



Source: MOFSL, Company

Exhibit 73: EBITDA to improve from hereon due to improvement in the EBITDA margin

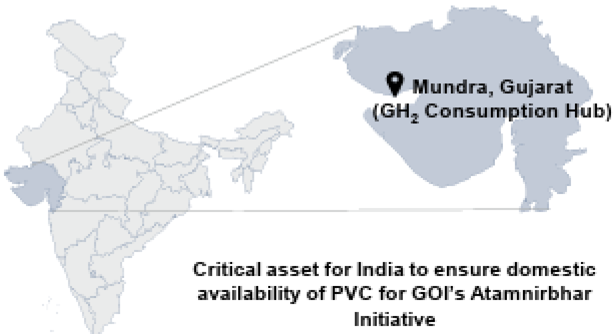


Source: MOFSL, Company

Mundra Petrochemicals: Business overview

- Mundra Petrochemicals Limited (MPL), a step-down subsidiary of AEL, is developing an integrated petrochemical cluster at Mundra, Gujarat, with PVC as a key focus area. The company plans to establish 2 MMT of annual PVC capacity in phases, with the first phase of 1 MMT targeted for commissioning by Dec'26. The project is strategically positioned to address India's structural PVC supply deficit, with FY26 demand of 4.55 MMT against domestic production capacity of only 1.6 MMT, resulting in imports of nearly 3 MMT. With strong connectivity at Mundra and the potential to leverage the Adani Group's logistics and infrastructure ecosystem, MPL is well positioned to serve the domestic market while progressively reducing India's dependence on imports.
- MPL is developing an integrated coal-to-PVC project at Mundra, Gujarat, aimed at reducing India's PVC import dependence and supporting the Government's Atmanirbhar Bharat initiative. The project will leverage Adani Group's strengths in resources, logistics and energy infrastructure. Power will be sourced from MUL, with 38% expected from captive renewable energy. Semi-coke will be imported from China, Kazakhstan, Poland, and Indonesia. The project is under construction, with financing tied up from Indian banks.

Exhibit 74: Strategically located close to India's largest port

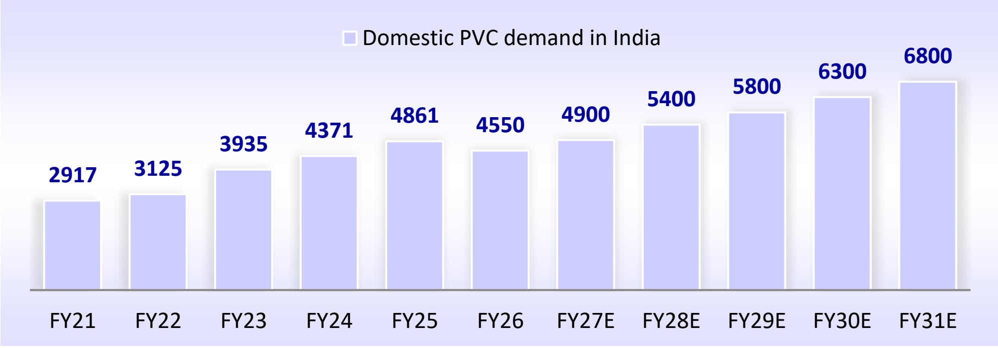


Source: Company, MOFSL

Industry overview

- India's PVC market has expanded rapidly, with demand increasing from 2.9 MMT in FY21 to 4.55 MMT in FY26, implying a 9.2% CAGR. Growth was particularly strong during FY21-25 at 14% CAGR, supported by construction, housing, pipeline infrastructure and agricultural irrigation.
- The key opportunity lies in the persistent mismatch between domestic production and consumption. PVC production recorded only 2% CAGR during FY21-26 compared with 10% demand growth. This resulted in an increase in imports from 52% of total supply in FY21 to 67% in FY26. Domestic capacity utilization has remained high, reaching 96% in FY25, highlighting limited spare capacity and the need for new investments.

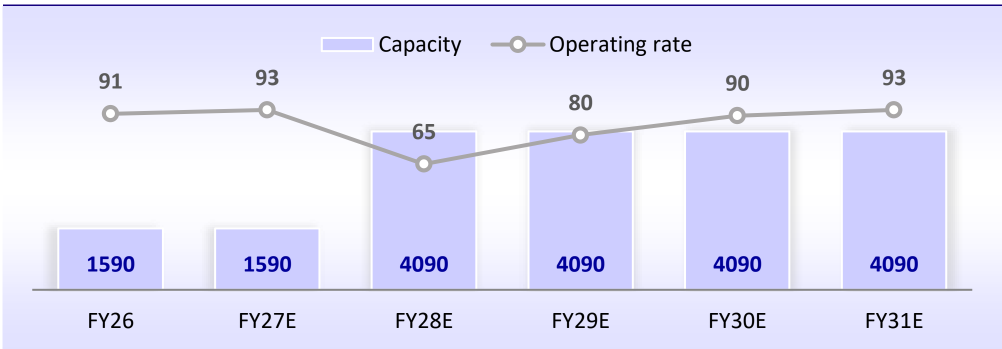
Exhibit 75: Domestic PVC demand in India (FY21-31E) KTPA



Source: Company, MOFSL

- Despite planned domestic capacity additions, India is likely to remain structurally import-dependent. Existing PVC capacity of 1.59 MMT is expected to increase to ~4.09 MMT by FY31, primarily through Reliance Industries' 1.5 MMT expansion and Adani Group's 1 MMT capacity. However, domestic demand is projected to reach 6.6-7.0 MMT by FY31, leaving a potential 2.5-3.0 MMT supply gap and imports accounting for nearly 45% of domestic requirements.

Exhibit 76: Domestic PVC capacity and plant operating rates (FY26-31P) KTPA



Source: Company, MOFSL

- This suggests that MPL's project is not merely a capacity-addition story, it is an import-substitution opportunity within a structurally undersupplied market. Even after the announced capacity additions, the industry is expected to operate with limited supply headroom.

Future potential

- MPL's 1 MMT first-phase capacity could materially strengthen AEL's position in the Indian PVC market. The combination of 8-10% growth in the largest end-use segment, high industry utilization, continued infrastructure spending, and a persistent import gap provides a favorable demand backdrop for the project. With the planned scale-up to 2 MMT, MPL has the potential to emerge as one of India's leading PVC producers and capture a meaningful share of incremental domestic demand.
- Importantly, the market deficit is expected to persist even after Reliance and Adani's capacity additions, creating room for domestic producers to operate at healthy utilization levels. For MPL, successful commissioning and ramp-up could therefore provide long-term volume visibility, import-substitution benefits and operating leverage, while the integrated nature of the Mundra project could potentially support cost competitiveness.

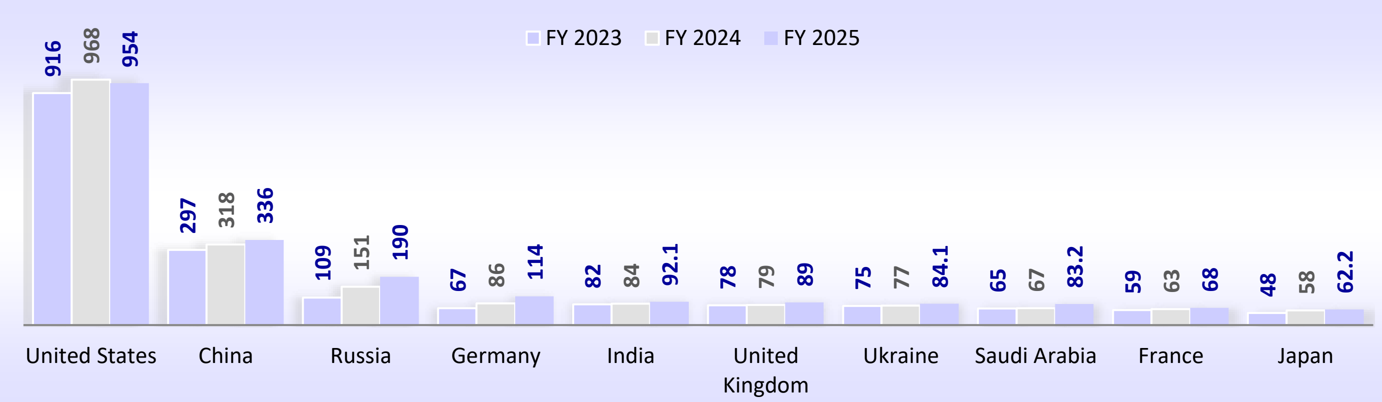
Adani Defence & Aerospace: Business overview

- Adani Defence & Aerospace is building an integrated, technology-led defense platform spanning small arms, ammunition, UAS, counter-drone systems, missiles, radars, defense electronics, and aircraft services, with a focus on indigenous and export-oriented solutions supported by AI/ML and aligned with Aatmanirbhar Bharat and import substitution. Its manufacturing footprint spans Kanpur, Hyderabad and Gwalior, including the 500-acre Kanpur facility being developed as South Asia's largest integrated ammunition manufacturing complex, Hyderabad Aerospace Park with India's first private-sector military UAV final assembly line and a private-sector SAM complex, and the Gwalior facility manufacturing small arms for domestic and export markets.
- The company has expanded its aerospace capabilities through Air Works, Indamer Technics and FSTC, creating an integrated platform across aircraft MRO, flight training, simulation and aviation services. R&D centers in Delhi and Hyderabad focus on artillery, missiles and unmanned platforms, supported by collaborations with startups, MSMEs and global technology partners. Recent milestones include delivery of 2,000 Prahar Light Machine Guns ahead of schedule, deployment of Arka MANPADS, SkyStriker, Agnikaa loitering munitions and Drishti 10 UAV during Operation Sindoor, and multiple field trials across missiles, UAVs, counter-drone and artillery systems. Partnerships with Embraer and Leonardo further strengthen its opportunity in India's emerging regional aircraft and helicopter manufacturing ecosystem.

Industry overview

- India's defense industry is entering a structurally favorable growth phase, supported by higher defense spending, military modernization, indigenous procurement and import substitution. Defence expenditure clocked a 9.5% CAGR to reach INR6,020b in the FY27 Budget Estimate (2.9% of GDP) from INR2,010b in FY16, while capex registered a 10.6% CAGR to reach INR2,190b from INR720b over the same period, reflecting sustained modernization.
- Policy support remains strong, with 75% of the defense procurement budget earmarked for Indian companies under Aatmanirbhar Bharat. The negative import list and Defence Acquisition Procedure 2020 are also driving domestic production across ammunition, missiles, UAVs, radars, electronics and counter-drone systems. Defence production reached INR1,100b in FY26, with private-sector contribution increasing from 19% in FY17 to 24% in FY26.
- India's defense export opportunity is expanding rapidly, with exports rising from INR15.22b in FY17 to INR384.24b in FY26, significantly increasing their share of total production from 2% to 35%. Defence Industrial Corridors in Uttar Pradesh and Tamil Nadu, along with growing participation from private companies, MSMEs and startups, are strengthening the domestic ecosystem and attracting investments, technology and manufacturing capacity, creating significant long-term opportunities across the defense value chain.

Exhibit 77: Military expenditure by top 10 countries at current price and exchange rate (USD b)



Source: Sipri, Company, MOFSL

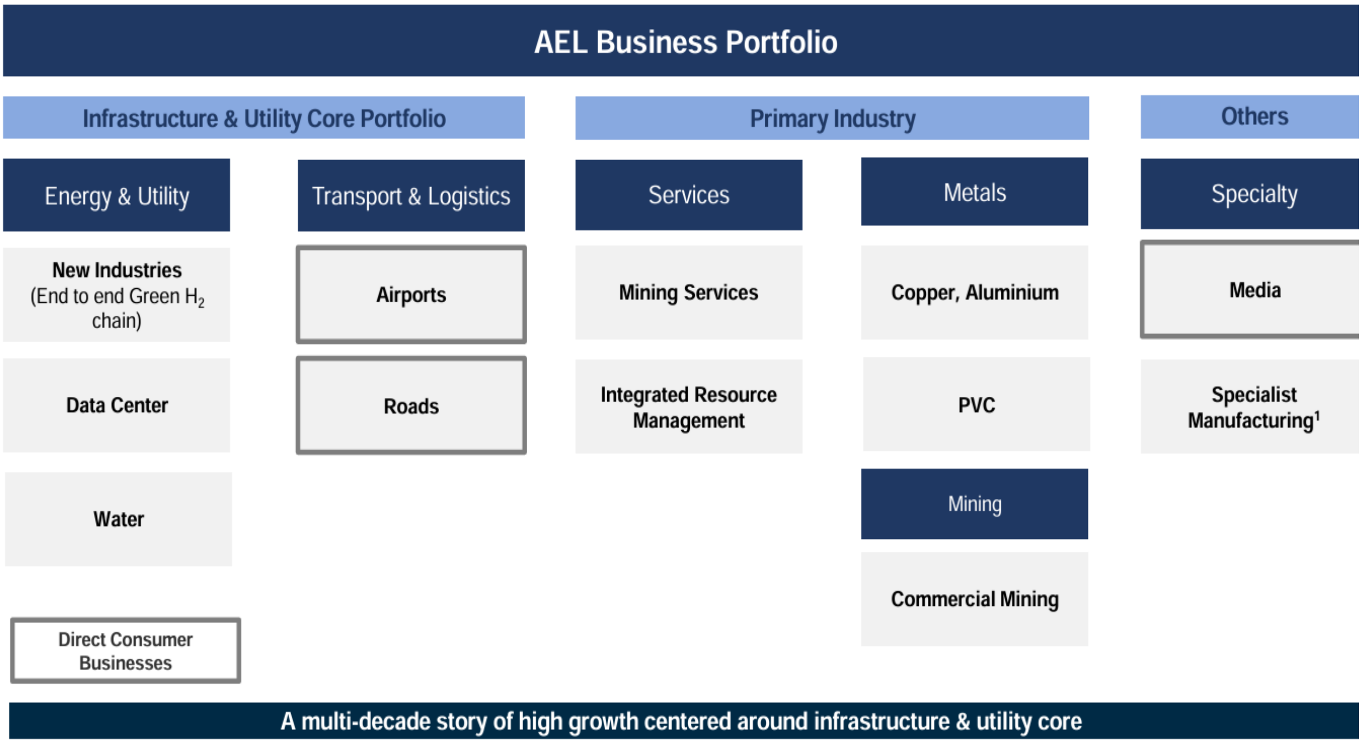
Future potential

- India's structural increase in defense spending provides Adani Defence & Aerospace with a multi-year growth opportunity. With capital expenditure at ~36% of total defense spending and continuing to rise, demand should remain strong for high-value platforms such as missiles, ammunition, UAVs, counter-drone systems, radars, artillery and defense electronics—key segments where Adani is expanding. Its integrated manufacturing footprint across ammunition, small arms, unmanned systems, missiles and electronics enables participation across multiple product categories, while manufacturing scale, in-house R&D, and access to the broader Adani Group infrastructure ecosystem can support faster scaling and execution.
- The aerospace business provides an additional long-term growth avenue. Acquisitions of Air Works, Indamer Technics and FSTC provide capabilities across MRO, aircraft services, simulation and flight training, while partnerships with Embraer and Leonardo could enable participation in aircraft and helicopter manufacturing ecosystems. This positions AEL to evolve beyond defense equipment into a broader aerospace platform spanning manufacturing, maintenance, training, and lifecycle services.
- Exports offer another significant growth opportunity as India seeks to emerge as a global defense manufacturing hub. Adani can leverage its large-scale facilities, indigenous product portfolio and international partnerships to expand overseas, particularly in UAVs, loitering munitions, small arms, missiles and counter-drone systems, where demand is increasing across emerging defense markets.

Company overview

AEL, established in 1988, is the flagship company of the Adani Group and its principal business incubator. AEL follows an incubation-led model of identifying high-growth opportunities, investing in large-scale infrastructure and industrial assets, scaling them to commercial maturity and subsequently demerging, listing, or monetizing successful businesses to unlock shareholder value. This model has resulted in the creation of major listed platforms including Adani Ports & SEZ, Adani Power, Adani Energy Solutions, Adani Green Energy, and Adani Total Gas.

Exhibit 78: Group overview



Source: Company, MOFSL

AEL's current portfolio is focused on three core ecosystems – Transport & Logistics, Energy & Utilities, and Primary Industries & Specialty Manufacturing – alongside emerging businesses in defense, media, and agri-logistics. The strategy is aligned with India's structural growth themes of infrastructure development, urbanization, energy transition, digitalization, domestic manufacturing, and rising resource demand. In Transport & Logistics, Adani Airport Holdings Limited (AAHL) operates eight airports across Mumbai, Navi Mumbai, Ahmedabad, Lucknow, Mangaluru, Jaipur, Guwahati, and Thiruvananthapuram. The commissioning of Phase I of Navi Mumbai International Airport in Dec'25, with initial capacity of 20 MPPA and significant expansion potential, provides an additional long-term growth driver. AEL's roads platform, Adani Roads Transport Limited, has more than 20 projects covering more than 5,500 lane-km across HAM, BOT and TOT frameworks, with the completion of the Ganga Expressway in under 3.5 years highlighting its project-execution capabilities.

The Energy & Utilities portfolio is led by ANIL, AdaniConneX, and Adani Water. ANIL is developing an integrated green-energy ecosystem spanning solar and wind manufacturing, renewable power, electrolyzers, and green molecules. It has ~4 GW of operational solar cell and 5.7 GW of module capacity, 2 GW of ingot-wafer capacity, and 2.25 GW of operational wind-turbine manufacturing capacity, while a 5 GW/year electrolyzer hub is under development at Mundra. AEL also commissioned India's first off-grid 5 MW green-hydrogen pilot facility in Kutch in June 2025. AdaniConneX, the 50:50 AEL-EdgeConneX JV, has more than 65 MW of operational data-center capacity, over 960 MW of cumulative tied-up capacity and a target of 2 GW by 2030. Its partnership with Google for a gigawatt-scale data-center campus and renewable-power infrastructure in Visakhapatnam further strengthens the growth outlook. Adani Water has an order book across wastewater treatment, sewage treatment, irrigation and water infrastructure, including the Mithi River Rejuvenation and Brahmani Barrage projects.

In Primary Industries & Specialty Manufacturing, Kutch Copper Limited operates AEL's greenfield copper complex at Mundra, with Phase I refined copper capacity of 0.5 MTPA and planned expansion to 1 MTPA. Its Mundra location provides port, road and rail connectivity, while India's growing demand from power transmission, renewable energy, EVs, infrastructure and manufacturing provides a favorable structural backdrop for copper. AEL has also entered downstream copper tubes through a JV. Mundra Petrochemicals is developing a 1 MTPA PVC plant, targeting India's structural import dependence and growing demand from construction, pipes and infrastructure. The Mining Services/MDO business has 18 contracted projects representing 145.4 MTPA of peak capacity; seven operational projects generated 49.4 MMT of dispatches in FY26. The IRM business handled 44.6 MMT of volumes and provides integrated resource sourcing, logistics and distribution capabilities, including through the Adani IRM Portal. AEL also has emerging businesses in Defense & Aerospace, NDTV, and Adani Agri Fresh. Defence & Aerospace is developing UAVs, counter-drone systems, small arms and precision munitions and has international partnerships including Leonardo and Embraer. NDTV provides exposure to media and digital news, while Adani Agri Fresh operates controlled-atmosphere cold-chain storage and fresh-produce distribution under the Farm-Pik brand.

AEL's key competitive advantage is its ability to leverage the wider Adani ecosystem across ports, logistics, power, renewable energy, infrastructure and project execution. This integration creates potential synergies across businesses and supports the development of capital-intensive platforms at scale. The company's investment case therefore combines a growing base of infrastructure and resource-related earnings with significant embedded optionality from airports, roads, green hydrogen, renewable manufacturing, data centers, copper, water and petrochemicals. Key risks include high capital intensity, execution delays, leverage and funding requirements, regulatory changes, commodity-price volatility, and technology/market-development risks in emerging businesses.

Peer comparison

Domestic and global peers across business segments

Exhibit 79: Peers comparison table

Company Name	MCap (USD m)	EV/EBITDA			P/E			RoE		
		FY27	FY28	FY29	FY27	FY28	FY29	FY27	FY28	FY29
Airports										
GMR Airports Ltd	11,210	21.8	17.5	14.8	161.6	71.3	45.6	-54.8	-132	164
Auckland International Airport Ltd	8,855	23.4	20.3	16.9	46.8	39.2	31.5	3.0	3.6	3.2
Airports of Thailand PCL	28,912	18.2	16.7	15.0	32.3	29.4	26.0	19.8	19.9	19.9
Flughafen Zurich AG	8,685	10.8	10.1	9.4	23.0	20.3	18.0	9.1	10.2	11.6
Aena SME SA	46,400	10.7	10.6	10.4	16.4	16.1	16.1	23.6	22.8	22.1
Flughafen Wien AG	5,138	9.9	9.3	8.7	22.1	20.8	-	12.0	12.2	-
Athens International Airport SA	3,751	9.3	9.0	8.8	15.7	15.2	14.7	27.2	27.4	30.2
Fraport AG Frankfurt Airport Services Worldwide	6,849	9.0	8.3	7.6	18.2	14.8	11.6	6.1	6.8	8.0
Aeroports de Paris SA	12,672	8.1	7.5	7.5	15.2	13.4	13.2	14.3	14.5	15.2
Grupo Aeroportuario del Pacifico SAB de CV	10,386	7.8	7.0	6.4	12.7	11.1	10.7	38.3	39.1	52.1
TAV Havalimanlari Holding AS	2,131	5.3	5.2	-	9.5	6.9	-	9.6	13.5	-
Guangzhou Baiyun International Airport Co Ltd	2,894	3.9	3.3	3.7	22.2	18.7	18.9	4.2	4.8	4.6
Shenzhen Airport Co Ltd	1,974	5.8	5.1	4.5	17.1	14.7	20.2	6.3	6.9	6.1
Shanghai International Airport Co Ltd	8,613	7.4	9.0	11.1	19.0	19.5	18.5	6.8	6.4	7.7
Japan Airport Terminal Co Ltd	3,323	8.2	8.1	8.0	19.9	19.5	19.1	12.2	11.6	11.3
New Energy										
Inox Wind Ltd	1,351	11.5	9.4	8.1	18.5	14.6	12.3	10.1	12.2	12.9
Premier Energies Ltd	4,867	13.4	11.0	10.1	22.4	19.9	17.0	37.9	30.3	26.0
Suzlon Energy Ltd	6,791	16.9	13.9	12.0	25.4	21.7	21.0	22.6	21.8	19.0
WAAREE Energies Ltd	8,091	11.1	9.6	8.0	17.1	15.7	14.1	26.7	22.5	20.1
Arctech Solar Holding Co Ltd	823	7.9	7.3	-	7.3	6.0	1.3	14.5	15.5	52.6
Canadian Solar Inc	1,070	7.9	8.0	-	11.8	8.0	2.0	1.2	4.2	-
Enphase Energy Inc	5,203	12.9	10.3	8.1	17.1	14.3	11.6	12.9	20.4	17.8
First Solar Inc	23,898	5.9	4.3	3.4	9.5	7.5	6.5	19.2	20.4	16.4
JA Solar Technology Co Ltd	3,612	5.6	4.3	-	49.3	11.2	5.0	1.2	8.5	18.9
LONGi Green Energy Technology Co Ltd	14,018	8.3	5.7	2.4	44.6	20.6	9.1	3.3	7.7	14.8
Shanghai Aiko Solar Energy Co Ltd	3,689	7.2	4.9	-	19.5	11.5	-	18.0	23.7	-
Shanghai Electric Group Co Ltd	13,372	10.6	8.0	-	56.7	38.4	-	2.9	4.1	-
Sungrow Power Supply Co Ltd	34,194	8.9	7.3	6.3	12.8	10.9	9.7	25.5	24.5	18.0
Vestas Wind Systems A/S	32,535	7.9	7.1	6.6	17.7	15.9	14.3	28.2	25.6	24.1
Trina Solar Co Ltd	4,457	6.3	4.4	-	17.7	7.4	4.9	8.5	15.1	-
Jinko Solar Co Ltd	6,706	4.4	3.3	-	19.3	11.4	4.6	9.1	14.8	23.1
Tongwei Co Ltd	8,251	8.2	6.0	-	492.8	16.8	9.5	1.4	10.1	11.0
Hanwha Solutions Corp	5,676	10.4	9.4	-	11.9	9.9	-	6.6	7.2	-
Nordex SE	10,845	6.4	5.3	4.2	16.3	14.4	13.1	26.4	24.7	20.6
Goldwind Science & Technology Co Ltd	11,149	8.7	7.9	-	15.0	12.8	-	10.8	11.3	-
Data Centers										
NEXTDC Ltd	7,504	46.7	32.7	28.0	-	-	-	-5.8	-7.4	-6.2
Keppel Ltd	16,148	18.8	18.6	16.6	20.3	18.0	19.1	9.8	10.6	9.6
Iron Mountain Inc	36,344	17.1	16.1	14.0	44.3	38.3	31.7	-57.2	-46.9	-38.1
Equinix Inc	1,06,277	22.4	20.4	18.3	54.8	50.9	43.3	13.7	15.5	17.2
Digital Realty Trust Inc	72,465	22.5	20.5	17.7	60.7	59.3	47.4	3.5	4.0	5.7
Roads										
IRB Infrastructure Developers Ltd	2,404	8.4	6.7	7.0	19.0	14.6	13.0	5.8	7.0	6.3
G R Infraprojects	897	8.4	7.7	6.3	10.4	9.1	7.8	8.9	9.3	9.8
NCC Ltd	929	5.9	5.1	3.9	13.3	10.4	8.6	8.4	9.9	10.9
Transurban Group	31,002	24.8	24.2	22.5	62.3	52.7	47.0	8.9	11.4	22.6
Coal and Mining										
NMDC Ltd	7,781	6.2	5.9	5.7	8.8	8.3	8.0	22.8	21.2	19.1
Coal India Ltd	25,841	4.7	4.4	3.9	7.4	7.2	6.4	26.2	23.6	23.1
Agnico Eagle Mines Ltd	1,05,267	8.6	8.7	8.8	16.9	17.5	19.2	18.0	13.9	13.6
Alpha Metallurgical Resources Inc	2,465	5.6	5.0	-	14.7	12.0	-	8.4	17.6	-
Barrick Mining Corp	74,279	4.5	4.1	4.3	10.3	9.6	10.7	21.6	19.0	16.0
China Shenhua Energy Co Ltd	1,44,888	9.0	9.1	-	13.0	13.3	-	13.4	12.9	-
Glencore PLC	92,639	5.8	5.7	5.7	13.8	13.0	13.1	15.9	15.1	15.1
Newmont Corp	1,31,796	6.4	5.8	5.2	11.8	11.0	12.3	25.0	20.9	22.1

Key risks

Airports

- Passenger traffic and airport utilization may ramp up slower than expected, particularly at the newly commissioned Navi Mumbai International Airport, affecting aeronautical and non-aeronautical revenue growth.
- Regulatory changes, tariff resets, and limitations on aeronautical tariff-setting under the AERA framework could constrain airport profitability.
- High capex requirements for terminal expansion and city-side/non-aeronautical development could increase funding requirements and balance-sheet pressure.
- Delays in traffic ramp-up, route additions, or monetization of commercial assets could defer the expected earnings contribution from the airport portfolio.
- Exposure to macroeconomic conditions, airline capacity, fuel prices, and geopolitical disruptions could affect passenger volumes.

Data Centers

- Scaling the platform from 65+ MW operational capacity toward the targeted ~3 GW by 2031 entails substantial execution, power-infrastructure, and capital-allocation risks.
- Dependence on hyperscaler customers creates customer-concentration risk, while delays, cancellations or slower ramp-up of contracted capacity could impede EBITDA growth.
- Rapid evolution in AI/ML workloads and data-center technology could require higher-than-expected capex and faster technology upgrades.
- Availability of reliable, competitively priced and renewable power remains critical to operating performance and customer commitments.
- High upfront capital intensity and long customer ramp-up periods could result in lower-than-expected returns if capacity utilization lags expectations.

New Energy

- Dependence on government policies and incentive frameworks, including ALMM, rooftop solar, and PM-KUSUM, creates regulatory and policy risks.
- Large-scale solar manufacturing and renewable-energy capacity additions involve significant execution, commissioning, and technology risks.
- Solar module and wind-turbine businesses face intense domestic and global competition, which could pressure realizations and margins.
- Volatility in polysilicon, metals, energy and other input costs could affect manufacturing margins and project economics.
- Green hydrogen remains at an early stage, with uncertainties around technology, scalability, renewable-power availability, offtake agreements and commercial viability.
- Rapid technological changes could result in capacity becoming less competitive or require additional investment.

Roads

- Toll revenue remains sensitive to traffic volumes, with slower-than-expected traffic ramp-up potentially reducing project returns.
- Changes in tolling policy, concession frameworks, tariffs or regulations under BOT, HAM, and TOT models could affect project cash flows and valuations.
- Large-scale road projects require substantial upfront capital, creating financing, interest rate, and refinancing risks.
- Expansion through new HAM/TOT/BOT projects increases execution, land-acquisitions, and project management requirements.
- Cost overruns, construction delays, and changes in traffic assumptions could adversely affect project IRRs and cash generation.

Primary Industries – IRM & Minings

- Mining businesses remain exposed to regulatory, environmental, land, permitting and policy risks, while changes in commodity prices can affect profitability.
- IRM earnings are sensitive to trading volumes, commodity/index-price movements, government motives, freight costs, and working-capital requirements; FY26 IRM volumes declined 21% YoY, highlighting this volatility.

AEL – Corporate / Cross-Business Risks

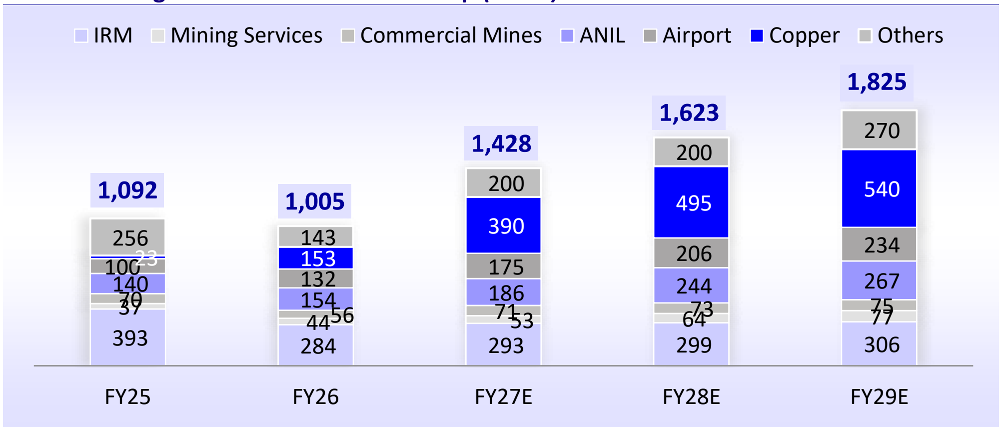
- AEL's diversified incubation model requires sustained capital deployment across multiple businesses; delays in monetization or stabilization of new assets could reduce capital efficiency and returns.
- High capex across airports, roads, copper, PVC, data centers, and new-energy businesses creates funding, leverage, refinancing and interest-cost risks.
- Delays in achieving targeted utilization, contracted capacity or commercial scale across new businesses could result in prolonged negative free cash flow.
- Regulatory, environmental and policy changes across infrastructure, energy, mining, airports, and manufacturing businesses could affect project economics.
- Given the diversified portfolio, effective capital allocation across businesses and timely monetization/incubation of mature assets remain important to sustaining shareholder returns.

Financial performance and valuation

We estimate a 22% revenue CAGR over FY26-29

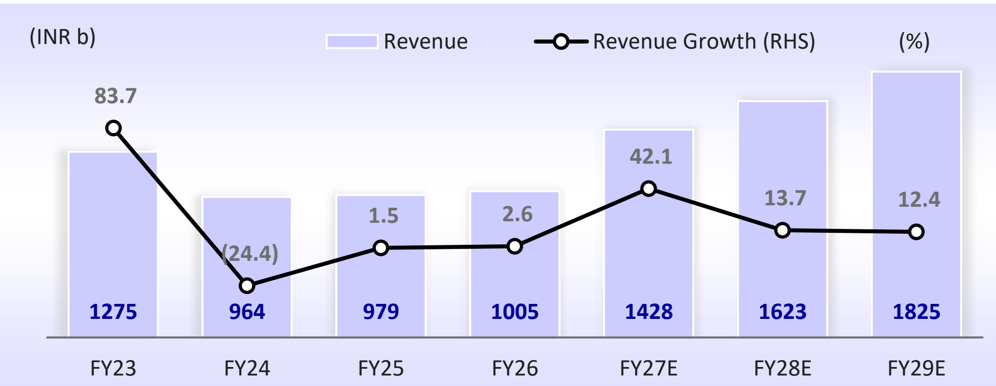
- AEL has now strategically diversified its business portfolio toward high-growth sectors such as airports, data centers, and the manufacturing of solar modules and wind turbine generators. These businesses are expected to drive the company's next phase of growth. The core IRM and mining-services businesses continue to provide steady cash flows, which support investments in newer incubating businesses such as aerospace and defense.
- The airport business is expected to witness strong growth, driven by the ramp-up in passenger traffic at Navi Mumbai Airport and tariff resets across the other six airports, along with steady underlying traffic growth. In addition, the increasing contribution from non-aeronautical revenue should significantly enhance airport revenue and EBITDA, given its largely unregulated nature and the higher profitability potential of JVs compared with the traditional landlord model.
- The data center business is expected to scale up rapidly as operational and billing capacity ramps up. With billing realization of ~INR100m per MW, the ramp-up in contracted billing capacity should provide a meaningful boost to revenue as projects become operational.
- The New Energy Systems business is expected to benefit from rising solar demand, supported by the PM Surya Ghar Muft Bijli Yojana and the implementation of ALMM List-III for ingots and wafers, which is set to take effect from Jun'28.

Exhibit 80: Segment wise revenue breakup (INR b)



Source: Company, MOFSL

Exhibit 81: Revenue to clock a CAGR of 22% over FY26-29E

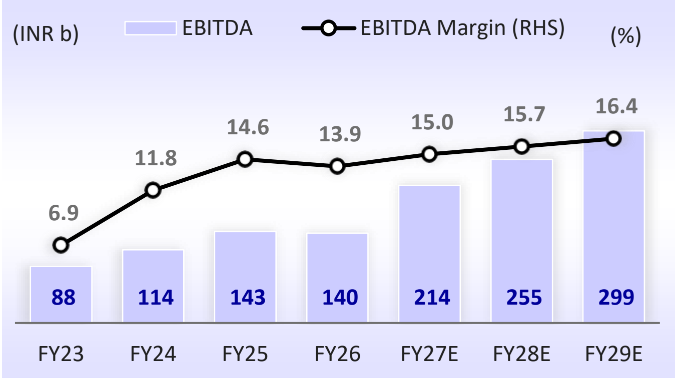


Source: Company, MOFSL

We estimate an EBITDA CAGR of 29% over FY26-29

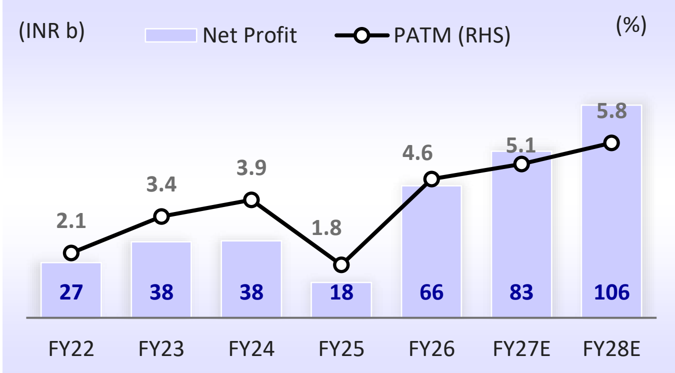
- EBITDA growth is increasingly shifting toward higher-margin, infrastructure-led businesses, with Airports, New Energy, and Roads emerging as the key growth drivers. Historically, strong IRM performance supported earnings, but the contribution of incubating businesses has increased, driving margin improvement despite muted revenue growth.
- Going forward, Airports should lead EBITDA growth, supported by a ramp-up in passenger traffic, higher aeronautical revenue, and, more importantly, rising non-aeronautical monetization. New Energy should benefit from increasing solar module sales and scaling manufacturing capacity, while Roads should see a meaningful EBITDA contribution as BOT projects become operational, with higher margins supporting consolidated profitability.
- Overall, we expect AEL's earnings mix to continue shifting toward higher-margin businesses, enabling a stronger EBITDA CAGR of 29% over FY26-29 and margin expansion over the medium term, whereas APAT is likely to clock a CAGR of 82% over FY26-29 due to the low base of FY26.

Exhibit 82: We anticipate EBITDA to record a CAGR of 29% over FY26-29



Source: Company, MOFSL

Exhibit 83: We expect an APAT CAGR of 82% during FY26-29E with strong contribution from data centers in FY29



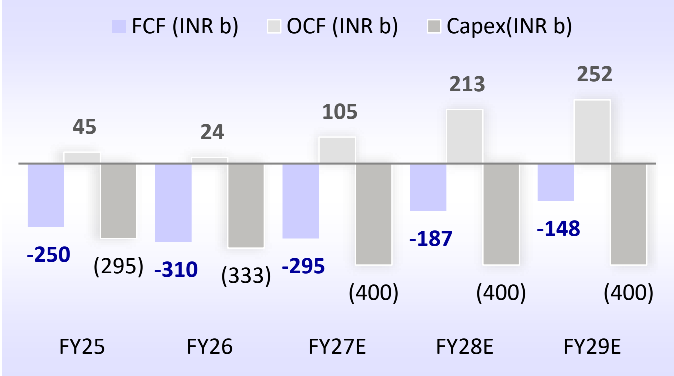
Source: Company, MOFSL

Balance sheet position to improve driven by strong cash flow generation

- AEL's balance sheet has undergone a significant capex-led transformation over FY22-26, with capital employed increasing materially from INR706b to INR1.8t (~26% CAGR), driven by aggressive investments in Airports, New Energy, Roads, and other infrastructure businesses.
- However, AEL has now moved from an asset-development/incubation phase toward an asset-monetization phase, with the key focus now shifting from capital deployment to improving utilization and monetization of the expanded asset base, particularly Airports, New Energy, and Roads, which should support stronger EBITDA and returns going forward.
- AEL has guided for capex of ~INR400b in FY27, with ~INR170b earmarked for airports. Given the continued investment requirements in airports and the scaling-up of its data center business, we assume annual capex of ~INR400b over the forecast period.
- Net debt/EBITDA stood at 5.4x in FY26 and is expected to moderate to ~4.5x by FY29, despite the high capex requirement, driven by strong cash flow generation. We expect OCF of ~INR569b through FY29, which will support capex going forward through internal accruals.

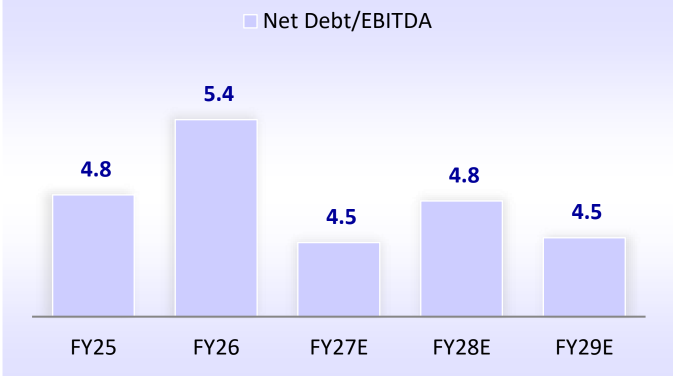
- RoE is expected to improve to 8.5% by FY29, supported by strong operating performance and robust cash flow generation.

Exhibit 84: Strong OCF generation over FY27-29



Source: Company, MOFSL

Exhibit 85: Net Debt/EBITDA to moderate to ~4.5x by FY29



Source: Company, MOFSL

Exhibit 86: Segment wise breakup

	FY25	FY26	FY27E	FY28E	FY29E
Segment Revenue (INR m)					
IRM	3,92,636	2,83,625	2,92,500	2,99,000	3,05,500
Mining Services	37,362	44,459	53,350	64,020	76,824
Commercial Mines	70,310	56,423	70,840	72,965	75,154
ANIL	1,39,654	1,53,990	1,86,154	2,43,908	2,67,336
Airport	1,00,157	1,32,154	1,75,367	2,05,744	2,33,857
Roads	96,941	63,472	84,417	67,534	81,041
Copper	22,913	1,52,843	3,90,000	4,95,000	5,40,000
Total	**10,92,154**	**10,04,686**	**14,27,629**	**16,23,171**	**18,24,712**
Segment EBITDA (INR m)					
IRM	30,860	22,270	22,967	23,477	23,988
Mining Services	16,382	18,959	22,750	27,300	32,760
Commercial Mines	2,910	-8,929	7,084	8,026	9,018
ANIL	45,054	43,680	45,700	58,038	63,576
Airport	32,340	51,352	62,389	77,219	98,695
Roads	13,771	8,572	19,416	23,637	28,364
Copper	-45	374	28,860	32,175	37,800
Total	**1,42,520**	**1,39,891**	**2,14,167**	**2,54,872**	**2,99,202**
Segment EBITDA (%)					
IRM	8%	8%	8%	8%	8%
Mining Services	44%	43%	43%	43%	43%
Commercial Mines	4%	-16%	10%	11%	12%
ANIL	32%	28%	25%	24%	24%
Airport	32%	39%	36%	38%	42%
Roads	14%	14%	23%	35%	35%
Copper	0%	0%	7%	7%	7%
Total	**13%**	**14%**	**15%**	**16%**	**16%**

Source: Company, MOFSL

Valuation and view

A value-unlocking story!

- **We initiate coverage on AEL with a BUY rating and an SoTP-based TP of INR3,880.** Our recommendation is backed by AEL's market leadership, differentiated portfolio, superior scale, and proven ability to incubate and scale new businesses, positioning it to emerge as one of the world's leading integrated infrastructure platforms.
- In our view, AEL's expansion across verticals, rising contribution from incubated businesses, and robust demand outlook provide strong visibility on earnings growth and cash flow generation over the near and long term. We forecast its consolidated revenue/EBITDA/PAT to grow at ~22%/29%/82% over FY26-29, aided by growth, margin expansion, and increasing contribution from high-margin verticals.

Exhibit 87: Valuation summary (in INR m)

Segment EBITDA	EBITDA Sept 28	EV/EBITDA multiple	EV
IRM & Mining	62,285	12	7,47,423
ANIL	60,807	20	12,40,454
Airport	87,957	35	31,13,685
Data Center (attributable)	26,250	30	7,99,313
Roads	26,001	11	2,86,006
Copper	34,988	10	3,49,875
		Enterprise Value	**65,36,755**
		Less: Net debt	13,59,211
		Equity Value	**51,77,544**
		No of shares (m)	1,354
		Target price	**3,880**
		Upside	25%

Source: MOFSL, Company

Bull and Bear cases – scenario analysis

Bull case

- We expect MIAL to operate at near-full capacity, while NMIAL should witness rapid passenger traffic growth. Increasing monetization of non-aeronautical revenue should further improve airport EBITDA margins.
- We expect strong growth in solar modules, supported by the PM Surya Ghar Yojana and export opportunities, while healthy momentum in WTG manufacturing should continue to support growth.
- Rising billable capacity in data centers should drive strong revenue growth, with operating leverage supporting a meaningful improvement in EBITDA.
- Higher capacity utilization in the copper business, coupled with steady realizations and stable margins, should drive strong growth in both revenue and EBITDA.
- Overall, we expect revenue/EBITDA/APAT to clock a CAGR of 25%/33%/98%.

Bear case

- We expect MIAL to operate below full capacity, while NMIAL passenger traffic growth remains muted. Non-aeronautical revenue growth is also expected to remain subdued, limiting EBITDA growth.
- We expect muted growth in the solar business due to lower spending under the PM Surya Ghar Yojana, while exports are likely to remain weak amid tariff-related challenges in the US.
- In data centers, we expect billable capacity to ramp up slower than anticipated, while moderation in EBITDA margins could lead to a decline in both revenue and EBITDA.
- Lower capacity utilization in the copper business, coupled with moderation in EBITDA margins, is expected to result in a decline in both revenue and EBITDA.
- Overall, we expect revenue/EBITDA/APAT to clock a CAGR of 20%/22%/56%.

Exhibit 88: Bull and bear cases – scenario analysis

Segment EBITDA	Bull case EBITDA Sept 28	EV/ EBITDA	EV	Base case EBITDA Sept 28	EV/ EBITDA	EV	Bear case EBITDA Sept 28	EV/ EBITDA	EV
IRM & Mining	62,285	12	7,47,423	62,285	12	7,47,423	62,285	12	7,47,423
ANIL	72,368	20	14,76,304	60,807	20	12,40,454	52,527	20	10,71,549
Airport	98,353	35	34,81,699	87,957	35	31,13,685	70,906	35	25,10,084
Data Center (attributable)	32,375	30	9,85,819	26,250	30	7,99,313	20,625	30	6,28,031
Roads	26,001	11	2,86,006	26,001	11	2,86,006	22,286	11	2,45,148
Copper	40,425	10	4,04,250	34,988	10	3,49,875	25,875	10	2,58,750
		EV	**73,81,500**		**EV**	**65,36,755**		**EV**	**54,60,985**
		Less: Net debt	13,24,643		*Less: Net debt*	13,59,211		*Less: Net debt*	14,20,698
		Equity Value	**60,56,857**		**Equity Value**	**51,77,544**		**Equity Value**	**40,40,287**
		No of shares	1,354		No of shares	1,354		No of shares	1,354
		Target price	**4500**		**Target price**	**3880**		**Target price**	**3000**
		Upside	45%		Upside	25%		Upside	-4%

Source: MOFSL, Company

ESG initiatives

Environment

- AEL is advancing decarbonization through renewable energy integration, green hydrogen, and low-carbon businesses.
- Through ANIL, it is developing green hydrogen, green ammonia, green methanol, and sustainable aviation fuel capabilities.
- AEL is also building renewable-energy manufacturing capacity across solar PV modules, wind turbines, and electrolyzers.
- Renewable-powered data centers could reduce the Scope 2 emissions intensity of its digital infrastructure.
- Kutch Copper supports circularity through recovery of sulphuric acid, gold, silver, and selenium, along with slag utilization.
- Water stewardship initiatives across wastewater treatment, sewage treatment, and water reuse strengthen resource efficiency.

Social

- Occupational safety remains a key priority, supported by zero-harm principles, contractor standards and site-level monitoring.
- The Adani Foundation focuses on education, healthcare, livelihoods, and rural infrastructure development.
- Transparent stakeholder engagement and effective R&R frameworks are critical for large greenfield projects.
- Consistent safety standards and workforce development support long-term operational sustainability.
- Strong community engagement helps minimize execution risks and maintain AEL’s social license to operate.

Governance

- Board-level oversight through risk, audit, stakeholder, and CSR mechanisms supports ESG and financial risk management.
- Strong internal controls, independent audits, regulatory compliance, and transparent disclosures are critical for investor confidence.
- Related-party transactions and group-level capital allocation require continued scrutiny and strong Audit Committee oversight.
- Arm’s-length principles and timely disclosures help mitigate governance and transparency risks.
- SPV-level financing and non-recourse structures can ring-fence project risks and limit their direct impact on the parent company.

SWOT analysis

- ☑ Proven track record of incubating, scaling and monetizing businesses, enabling capital recycling and value creation.
- ☑ Strong presence in high-entry-barrier infrastructure, with 8 airports and 20+ road projects spanning 5,500+ lane-km.
- ☑ Around 80% of EBITDA comes from mature, contracted or long-term businesses, supporting earnings visibility.
- ☑ Broad Adani ecosystem across ports, logistics, power, EPC and manufacturing provides integration and execution advantages.

- ☑ AEL's expansion across airports, roads, copper, PVC, green energy and data centers requires substantial capital, with FY26 capex of INR359b.
- ☑ Net external debt of ~INR740b and leverage of 3.3x Net External Debt/EBITDA remain key balance-sheet considerations.
- ☑ Exposure to coal and other carbon-intensive businesses creates transition risk and may constrain AEL's ESG positioning.
- ☑ A complex network of subsidiaries, JVs and SPVs increases complexity in capital allocation, related-party transactions and financial analysis.

- ☑ Growth of passengers in Navi Mumbai airport and CSD revenue across airports.
- ☑ ANIL's green hydrogen, ammonia, methanol, SAF, solar, wind and electrolyzer businesses offer significant growth potential from India's energy transition.
- ☑ Rising AI, cloud and digitalization demand supports AdaniConneX's target of up to 2 GW of data-center capacity, backed by renewable power.
- ☑ Kutch Copper and Mundra Petrochemicals can benefit from domestic demand growth and import substitution, supported by India's self-reliance initiatives.

- ☑ Large greenfield and brownfield projects expose AEL to execution delays, cost overruns, construction bottlenecks, inflation and supply-chain disruptions.
- ☑ Dependence on government regulations, concessions, tariffs, environmental approvals and land acquisition creates risks.
- ☑ A capital-intensive growth model increases sensitivity to interest rates, refinancing costs, credit conditions, and currency movements.
- ☑ Exposure to coal-linked businesses, large-scale projects and intra-group transactions may lead to heightened ESG and stakeholder scrutiny.

Management team

Mr. Gautam S. Adani — Founder & Chairman

Mr. Gautam S. Adani, Founder and Chairman of the Adani Group, has over 36 years of business experience and has built the Group into one of the world's leading business incubators. He is recognized for his strategic leadership and extensive experience in infrastructure and energy. His core expertise spans business leadership, financial management, risk management, global operations, corporate governance and ESG, M&A, technology and innovation, energy, materials and industrials.

Mr. Rajesh S. Adani – Managing Director

Mr. Rajesh S. Adani has been associated with the Adani Group since its inception and brings over 30 years of business experience. He oversees Group operations and business relationships, with his leadership and strategic approach contributing to the growth and diversification of the Group. He currently spearheads the Group's Energy vertical, with expertise spanning business leadership, finance, risk management, M&A, technology and innovation, corporate governance and ESG across infrastructure, energy, materials and other diversified sectors.

Mr. Pranav V. Adani – Director

Mr. Pranav V. Adani has over 25 years of business experience and has been associated with the Adani Group since 1999. A B.Sc. in Business Administration from Boston University and an alumnus of Harvard Business School's Owner/President Management Programme, he leads businesses across real estate, city gas distribution, agriculture, media and other emerging sectors. He spearheads Adani Realty and plays a key role in brand strategy and Group-level initiatives. His expertise spans business leadership, finance, risk management, M&A, technology, corporate governance, and ESG.

Dr. Vinay Prakash – Director

Dr. Vinay Prakash has over 30 years of experience across energy, infrastructure, metals and minerals. He holds a Ph.D. in Mining from IIT (ISM) Dhanbad, along with a Mechanical Engineering degree, PG Diploma in Operations/Material Management and MBA (Finance). He has led the Adani Group's Natural Resources vertical since inception, overseeing coal, iron ore, copper, aluminum, minerals, bunkering, ATF and mining businesses. His expertise spans business leadership, finance, risk management, global operations, M&A, technology, corporate governance, and ESG, with a strong focus on sustainable and responsible resource management.

Mr. Jugeshinder Singh – CFO

Mr. Jugeshinder ('Robbie') Singh has served as the CFO of the Adani Group since 2019 and is the CFO of AEL. He is overseeing the Group's financial strategy. Robbie brings extensive expertise in structured finance and mergers and acquisitions. He holds an engineering degree from Punjab University and an Applied Finance diploma from Bond University, Australia.

Financials and valuations

Income Statement (INR b)

Y/E March	2025	2026	2027E	2028E	2029E
Net Sales	**979**	**1,005**	**1,428**	**1,623**	**1,825**
Change (%)	1.5	2.6	42.1	13.7	12.4
Gross Margin (%)	47.5	46.1	46.0	46.0	46.0
EBITDA	**143**	**140**	**214**	**255**	**299**
Margin (%)	14.6	13.9	15.0	15.7	16.4
Depreciation	42	61	81	96	118
EBIT	**100**	**79**	**133**	**159**	**181**
Int. and Finance Charges	60	60	66	72	79
Other Income	25	25	27	29	35
PBT	**65**	**43**	**94**	**115**	**136**
Tax	30	38	24	29	34
Effective Tax Rate (%)	45.4	88.9	25.2	25.2	25.2
Extraordinary Items	39	92	0	0	0
PAT before MI & Associates	**75**	**97**	**70**	**86**	**102**
P&L from Associates	5	3	0	2	10
Minority Interest	9	6	4	5	6
Reported PAT	**71**	**93**	**66**	**83**	**106**
Change (%)	119.5	31.3	-29.7	26.1	27.8
Margin (%)	7.3	9.3	4.6	5.1	5.8
Adj. PAT	**38**	**18**	**66**	**83**	**106**
Change (%)	1.3	-53.9	272.8	26.1	27.8
Margin (%)	3.9	1.8	4.6	5.1	5.8

Balance Sheet (INR b)

Y/E March	2025	2026	2027E	2028E	2029E
Equity Share Capital	1.2	1.3	1.4	1.4	1.4
Total Reserves	502	808	1,022	1,104	1,208
Net Worth	**503**	**809**	**1,024**	**1,105**	**1,210**
Deferred Tax Liabilities	34	39	39	39	39
Total Loans	759	867	1,017	1,267	1,367
Capital Employed	**1,357**	**1,797**	**2,166**	**2,503**	**2,713**
Gross Block	817	1,380	1,780	2,180	2,580
Less: Accum Deprn	97	167	248	345	463
Net Fixed Assets	**719**	**1,213**	**1,532**	**1,836**	**2,117**
Capital WIP	319	288	288	288	288
Total Investments	5	5	5	5	5
Curr. Assets, Loans&Adv.	**939**	**1,110**	**1,244**	**1,401**	**1,433**
Inventory	103	187	196	222	250
Account Receivables	96	125	156	178	200
Cash & Bank Balances	70	118	51	45	8
Others	656	663	818	930	945
Current Liab. & Prov.	**624**	**819**	**904**	**1,027**	**1,130**
Account Payables	177	203	235	267	300
Other Current Liabilities	445	613	665	756	825
Provisions	2	3	4	5	5
Net Current Assets	**315**	**291**	**341**	**374**	**303**
Application of Funds	**1,357**	**1,797**	**2,166**	**2,503**	**2,713**

Financials and valuations

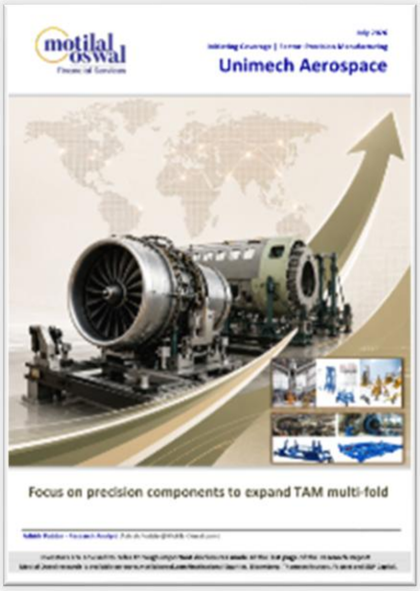
Financial Ratios

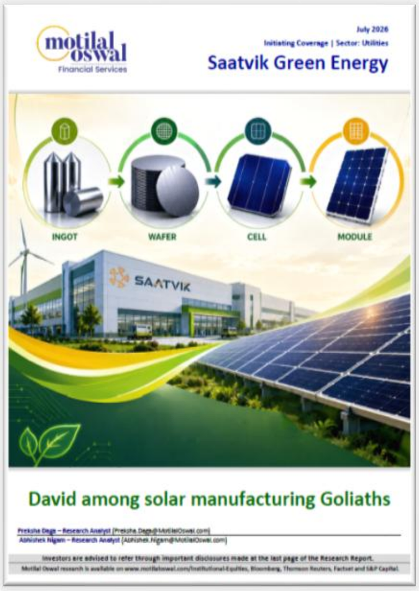
Equity Share Capital	2025	2026	2027E	2028E	2029E
Basic (INR)					
EPS	**33.1**	**13.6**	**48.5**	**61.2**	**78.2**
EPS growth (%)	**0.1**	**-58.9**	**255.9**	**26.1**	**27.8**
Cash EPS	69.6	61.1	108.4	132.3	165.6
BV/Share	435.9	626.2	756.1	816.3	893.5
DPS	1.1	5.0	1.0	1.0	1.0
Payout (Incl. Div. Tax) %	2.0	1.5	1.9	1.6	1.3
Valuation (x)					
P/E	93.8	228.1	64.1	50.8	39.8
Cash P/E	44.7	50.9	28.7	23.5	18.8
EV/EBITDA	34.4	35.4	24.1	21.3	18.6
EV/Sales	5.0	4.9	3.6	3.3	3.0
P/BV	7.1	5.0	4.1	3.8	3.5
Dividend Yield (%)	0.0	0.2	0.0	0.0	0.0
FCF Yield	-5.9	-7.4	-7.0	-4.4	-3.5
Profitability Ratios (%)					
RoE	7.6	2.4	6.6	7.2	8.5
RoCE	6.1	1.5	5.8	5.9	6.3
RoIC	6.7	0.7	6.2	6.0	5.9
Turnover Ratios					
Debtors (Days)	36	46	40	40	40
Inventory (Days)	38	68	50	50	50
Creditors (Days)	66	74	60	60	60
Working Capital (Days)	8	40	30	30	30
Asset Turnover (x)	0.7	0.6	0.7	0.6	0.7
Fixed Asset Turnover (x)	1.3	0.9	0.9	0.8	0.8
Leverage Ratio					
Net Debt/Equity	1.4	0.9	0.9	1.1	1.1

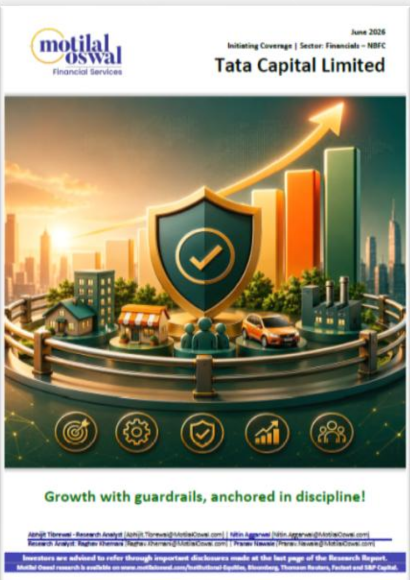
Cash Flow Statement **(INR b)**

Equity Share Capital	2025	2026	2027E	2028E	2029E
OP/(Loss) before Tax	65	43	94	115	136
Depreciation	42	61	81	96	118
Direct Taxes Paid	-21	-27	-24	-29	-34
(Inc)/Dec in WC	-88	-101	-86	-13	-13
Other Items	47	47	40	43	45
CF from Operations	**45**	**24**	**105**	**213**	**252**
(Inc)/Dec in FA	-295	-333	-400	-400	-400
Free Cash Flow	**-250**	**-310**	**-295**	**-187**	**-148**
Change in Investments	35	77	0	0	0
Others	-9	-28	-60	-51	52
CF from Investments	**-270**	**-284**	**-460**	**-451**	**-348**
Inc. / Dec.in Networth	42	249	150	0	0
Inc/(Dec) in Debt	249	72	150	250	100
Dividends Paid	-1	-2	-1	-1	-1
Others	-63	-35	-6	-12	-33
CF from Fin. Activity	**227**	**285**	**293**	**237**	**66**
Others	6	8	-4	-5	-6
Inc/(Dec) in Cash	**8**	**32**	**-67**	**-7**	**-37**
Add: Beginning Bal.	71	70	118	51	45
Add: Closing Bank Bal	39	55	0	0	0
Closing Balance	**70**	**118**	**51**	**45**	**8**

RECENT INITIATING COVERAGE REPORTS







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BUY	>=15%
SELL	< - 10%
NEUTRAL	< - 10 % to 15%
UNDER REVIEW	Rating may undergo a change
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Registration details of group entities.: Motilal Oswal Financial Services Ltd. (MOFSL): INZ000158836 (BSE/NSE/MCX/NCDEX); CDSL and NSDL: IN-DP-16-2015; Research Analyst: INH000000412, BSE enlistment no. 5028, AMFI registered Mutual Fund Distributor and SIF Distributor: ARN .: 146822. IRDA Corporate Agent – CA0579, APMI: APRN00233. Motilal Oswal Financial Services Ltd. is a distributor of Mutual Funds, PMS, Fixed Deposit, Insurance, Bond, NCDs and IPO products.

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