



TERMINAL 3 टर्मिनल 3



Investor Presentation

Q1FY2018

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Institutional Framework

THE GROUP HOLDING BOARD



GM Rao
Group Chairman

- Founder Chairman of the Group
- Since 1978, he has successfully led the GMR group creating infrastructure assets of national importance
- Holds a degree in Mechanical Engineering



Srinivas Bommidala
Chairman, Airports

- Held various managerial positions in the GMR Group in the past
- One of the first Directors of the Group and Board Member since 1996



GBS Raju
Chairman, Energy

- Involved with the group since 1996
- Held various positions including the group CFO in the past
- Instrumental in establishing the roads business



G Kiran Kumar
Corporate Chairman & MD, GMR Infra

- Significant experience in leading projects and businesses in the infrastructure space
- Spearheaded the development of the T3 terminal at Delhi Airport



B V N Rao
Chairman, Urban Infra & Highways

- Over 40 years of experience
- One of the founding Directors of the Group in 1988
- Has been associated with all the businesses promoted by the group

INDEPENDENT DIRECTORS ON BOARD OF GMR INFRASTRUCTURE

NC Sarabeswaran

- Ex- director of RBI and ING Vysya Bank

R S S L N Bhaskarudu

- Ex- MD of Maruti Udyog Limited
- Served more than two decades at BHEL

S Sandilya

- Chairman - Eicher Motors
- Board member of Parry's Sugar Industries & Mastek

S Rajagopal

- Ex-Chairman & MD of Bank of India, Indian Bank

C. R. Muralidharan

- Ex- ED of Bank of Baroda

Kameswari Vissa

- CA with over 24 years of experience comprising of management consultancy and industry experience



Dr Ram Charan

A highly acclaimed business advisor, speaker, and author who has coached some of the world's most successful CEOs. For 35 years, he's worked with companies like GE, Bank of America, DuPont, 3M, etc.



M Damodaran

Retired IAS, with 30+ experience in financial services and PSUs. Served leadership positions like Chairman SEBI (equivalent to SGX in S'pore, SEC in US), CMD IDBI Bank, Chairman UTI



O P Bhatt

Former MD & Chairman of SBI, Chairman of Indian Bank's Association. Independent Director & interim Chairman of TATA Steel



Pradip P Shah

Founder / Co-founding member Indocean, CRISIL and HDFC. He has been in advisory roles to USAID, The World Bank and The Asian Development Bank in the past



Sanjeev Aga

Sanjeev Aga has experience of over 4 decades. He was CEO/MD at Blow Plast / VIP Industries, Aditya Birla Nuvo, and Idea Cellular. He now engages in advisory/board roles for corporates & CSR



Daljit Mirchandani

Former Chairman Ingersoll Rand. Previously held leadership positions with Kirloskar group. He serves on the advisory and statutory Board of various Companies



Dr V Sumantran

Dr. Sumantran is Executive Vice-Chairman of Hinduja Automotive. From 2001-05, he was chief executive of TATA Motors Car business. Prior to this he had a 16-year career stint with GM in Detroit



Luis Miranda

Luis Miranda was President & CEO at IDFC alternatives. He now spends most of his time working for non-profits and is also advisor to Morgan Stanley Infrastructure.

GMR Vision

"GMR Group will be an Institution in perpetuity that will build Entrepreneurial Organizations, making a difference to Society through creation of Value"

Our Values and Beliefs



HUMILITY

We value intellectual modesty and dislike false pride and arrogance



ENTREPRENEURSHIP

We seek opportunities – they are everywhere



TEAMWORK & RELATIONSHIPS

Going beyond the individual-encouraging boundary less behavior



DELIVER THE PROMISE

We value a deep sense of responsibility and self-discipline, to meet and surpass on commitments made



LEARNING & INNER EXCELLENCE

We cherish the life long commitment to deepen our self awareness, explore, experiment and improve our potential



SOCIAL RESPONSIBILITY

Anticipating and meeting relevant and emerging needs of society



RESPECT FOR INDIVIDUAL

We will treat others with dignity, sensitivity and honor

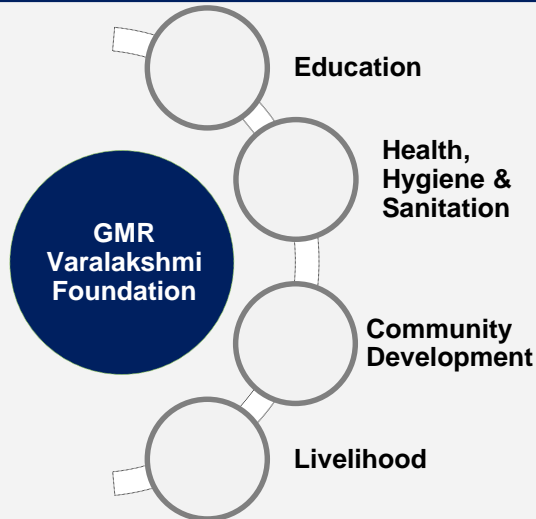
Committed to “Giving Back To The Community” through GMR Varalakshmi Foundation



*Mission of
GMR Varalakshmi
Foundation*

“To make sustainable impact on the human development of under-served communities through initiatives in education, health and livelihoods”

Our Four Pronged approach



Through “Our Projects”

- GMRVF works with communities wherever Group has business operations
- 25 locations in India & 2 in Nepal
- One airports of GMR has been recognized as an example of “Reaching out to Bottom of Pyramid” in the National Voluntary Guidelines for Responsible Business published by Ministry of Corporate Affairs

Through “Personal Philanthropy”

- Family Tradition of “Giving back to society”
- 1991 - Formal foundation activities started from Rajam (A.P) in South India
- Group Chairman (GM Rao) has pledged his entire individual shareholding in the Group to the Foundation
- Family Constitution ensures donation by the family members to the Foundation





Business Overview

GMR Group : Evolution And Key Milestones



Growth Phase

- Focus on attaining scale and rapid growth
- Bidding for new projects and commencing construction

Managing Turbulence

- Raising of equity capital
- Focus on execution

Consolidation

- Operationalise under construction projects
- Focus on operational efficiency & cash flows
- Recycling of capital through divestments

Cash Flow Stabilisation

- All projects in fully operational
- No major investments required
- Assets stabilization would lead to positive cash flows

1996 - 97

2006 - 08

2009 - 11

2012 - 14

> 2015

| Group | 1996 - 97 | 2006 - 08 | 2009 - 11 | 2012 - 14 | > 2015 |
|-----------------------------------|---|--|--|--|--|
| Airports | <ul style="list-style-type: none"> • Forayed into airports with award of Hyderabad airport | <ul style="list-style-type: none"> • IPO successfully completed • Raised ~USD 1 bn via QIP • Started operations of Hyderabad airport • Awarded for Delhi Airport | <ul style="list-style-type: none"> • Raised ~USD 315 mn via QIP • Raised USD 330mn in GMR Airports from PE Investors • Completed Terminal 3 of DIAL in record 37 months • Sabiha Gokcen (Istanbul airport) inaugurated | <ul style="list-style-type: none"> • Divested stake in Island Power, Istanbul Airport, Jadcherla & Ulundurpet road projects • Won concession for Cebu Airport in Philippines | <ul style="list-style-type: none"> • Raised INR 14.8bn via QIP, INR 14.0bn via Rights Issue & INR 20bn via FCCB from KIA • Raised international bonds of USD 289mn and USD 523mn in Delhi Airport • Received compensation of USD 271mn for Male Airport • Won new Airports – Mopa Airport, Goa in Aug'16 and Crete Airport, Greece in Jun'17 |
| Energy | <ul style="list-style-type: none"> • Started operations of Chennai power plant | <ul style="list-style-type: none"> • Acquired 50% stake in Intergen Power | <ul style="list-style-type: none"> • Raised USD 300mn in GMR Energy from PE Investors • Divested stake in Intergen Power for USD 1.2 bn • Acquired coal mines in Indonesia • Operationalised 5 power plants | <ul style="list-style-type: none"> • Divested stake in Island Power, GMR Jadcherla and GMR Ulundurpet • Commenced operations of Warora & Kamalanga power projects | <ul style="list-style-type: none"> • Raised USD 300mn from Tenaga for a 30% stake in GMR Energy • Divested 2 Transmission assets • Adopted SDR for Rajahmundry (768MW) & Chhattisgarh (1,370MW) power plants • Divested PT BSL mine |
| Urban Infra & Highways | <ul style="list-style-type: none"> • Started operations of two highways | <ul style="list-style-type: none"> • Started operations of Ambala Chandigarh road | <ul style="list-style-type: none"> • Operationalised 3 road projects | <ul style="list-style-type: none"> • Commenced operations of Hyderabad Vijayawada, Hungund Hospet and Chennai ORR | <ul style="list-style-type: none"> • Divested 3 Highway projects • Won EPC project of INR 51bn on eastern DFCC |

AIRPORTS

~110 mn Passenger Capacity (~30 mn under development)

- 2 Airports in Delhi and Hyderabad
- 1 Airport in Mopa, North Goa (recently awarded)
- 1 Airport in Philippines : Mactan - Cebu Airport
- 1 Airport in Greece : Crete Airport
- *Airport Land* : 230 acres in Delhi, 1,500 acres in Hyderabad, 232 acres in Goa



ENERGY

~7,000 MW Power Generation Capacity

- Coal Based : 3,350 MW
- Gas Based : 1,400 MW
- Hydro Projects - 180 MW under construction & 1,800 MW under development
- Solar : 25 MW & Wind : 3.4 MW
- 4 Coal Mines - 2 each in India & Indonesia (Reserves - 883mn tons)



HIGHWAYS

7 Operational Projects

- 4 Annuity Projects – 285 kms
- 3 Toll Projects – 315 kms



URBAN INFRASTRUCTURE

~13,800 Acres Land

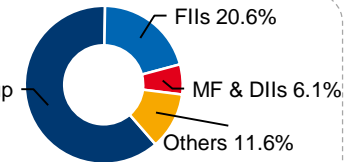
- 10,500 acres in Kakinada (AP) & 3,300 acres in Krishnagiri (TN)



GMR Infrastructure Ltd

Shareholding
as on Jun 30,
2017

Promoter &
Promoter Group
61.7%



| GMR Airports Ltd | | GMR Energy | | Other Energy Assets | | GMR Highways Ltd | | Special Investment Region | |
|-------------------------------------|-------|--|-------|-------------------------------------|-------|---------------------|-------|---------------------------|-------|
| Operational Projects | Stake | Operational Projects | Stake | Operational Projects | Stake | Annuity Projects | Stake | Projects | Stake |
| Delhi International Airport | 64% | Warora Plant (Coal) | 100% | Chhattisgarh Plant (Coal) | 48% | Tuni Anakapalli | 100% | Kakinada SIR | 51% |
| | | Kamalanga Plant (Coal) | 87% | Rajahmundry Plant (Gas) | 45% | Tambaram Tindivanam | 100% | Krishnagiri SIR | 100% |
| Hyderabad International Airport | 63% | Kakinada Plant (Gas) | 100% | Chennai Plant (Diesel) | 51% | Pochanpalli | 100% | | |
| Mactan-Cebu International Airport | 40% | Vemagiri Plant (Gas) | 100% | Wind Projects | 100% | Chennai ORR | 90% | | |
| | | Solar Power Project | 100% | | | | | | |
| Under Development Project | | Under Construction / Development (Hydro) | | Coal Mines (Indonesia) | | BOT (toll) Projects | | | |
| Goa International Airport (Mopa) | 100% | Bajoli Holi Project | 100% | PT Golden Energy Mines (PT GEMS) | 30% | Ambala Chandigarh | 100% | | |
| | | Alaknanda Project | 100% | | | Hyderabad Vijaywada | 90% | | |
| Crete International Airport, Greece | 10% | Upper Karnali Project | 73% | PT Barasentosa Lestari (PT BSL) *** | 100% | Hungund Hospet ** | 36% | | |
| | | Upper Marsyangdi Project | 82% | | | | | | |

* Includes both direct & indirect holding

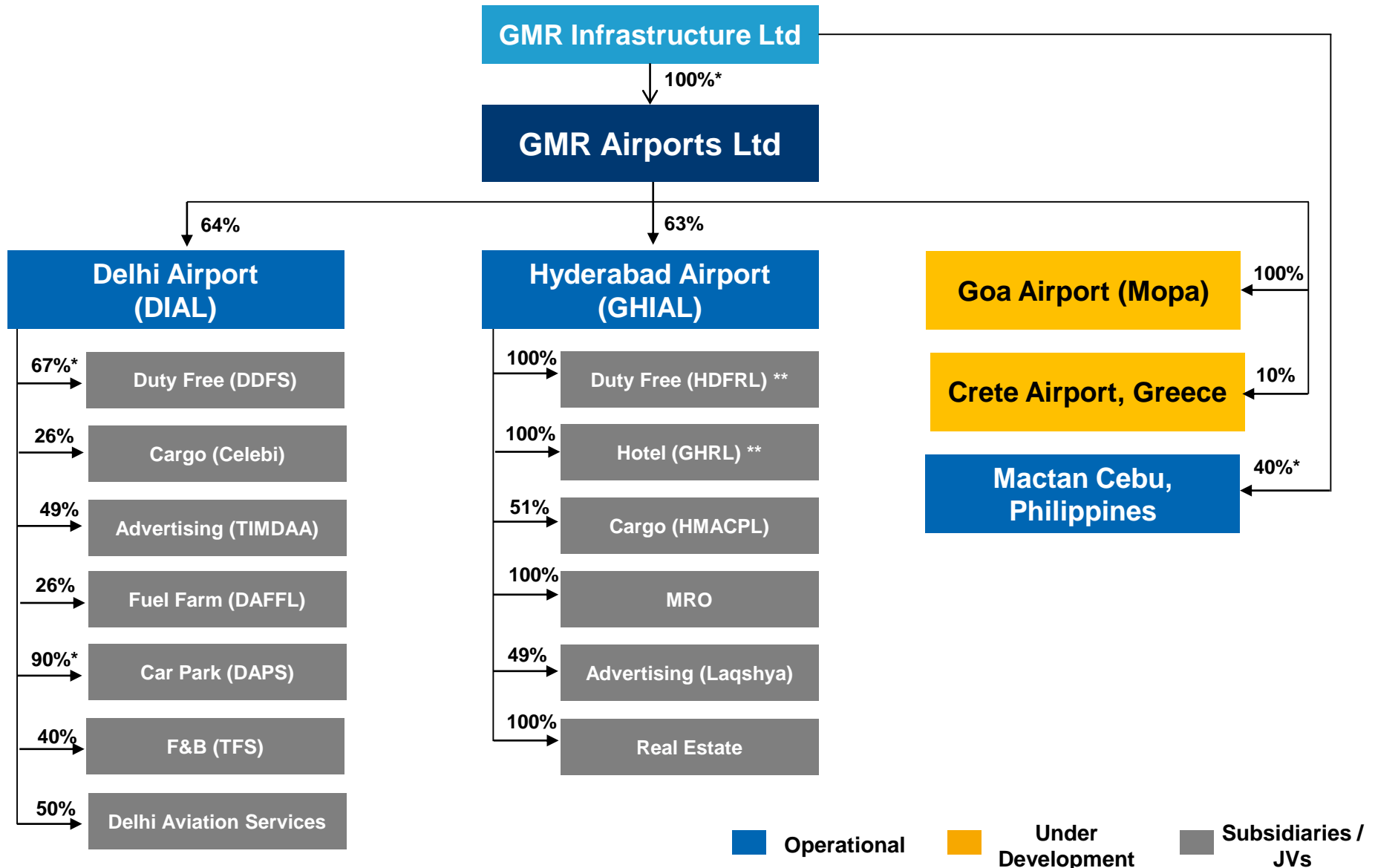
** Share Purchase Agreement signed to divest 51% stake; already transferred 15% in Mar'16

*** Share Purchase Agreement signed to divest 100% stake to PT GEMS

The background features a series of overlapping triangles in shades of gray and white, creating a geometric pattern. A dark blue horizontal bar is positioned across the middle of the page, containing the text 'Airport Sector'.

Airport Sector

GMR Airports : Focus on Emerging Markets



* All stakes includes both direct & indirect holding

** Duty Free is merged with GHRL

Airport Assets : India



| Project | Delhi International Airport (DIAL) | Hyderabad International Airport (GHIAL) | Goa International Airport (GGIAL) |
|---------------------------------|--|--|--|
| Status | Operational | Operational | Greenfield Development |
| Shareholding | GMR - 64% Fraport - 10% AAI - 26% | GMR - 63% MAHB - 11% GoAP - 13% AAI - 11% | GMR - 100% |
| Annual Passenger Capacity | 62 mn | 12 mn | 7.7 mn ** |
| Concession Terms | <ul style="list-style-type: none"> • 30 + 30 years (starting Apr'06) • 46% revenue share | <ul style="list-style-type: none"> • 30 + 30 years (starting Mar'08) • 4% revenue share | <ul style="list-style-type: none"> • 40 + 20 years (starting Nov'16) • 37% revenue share |
| Revenue Structure | <ul style="list-style-type: none"> • Aero Revenues - Return on Capital • Non-Aero Revenues - Duty Free, Retail, F&B, Advertising, Car Park, etc. • Commercial Property Development (CPD) | | |
| Commercial Property Development | <ul style="list-style-type: none"> • 230 acres <ul style="list-style-type: none"> ○ 1st Phase - 45 acres completed ○ 2nd Phase - 23 acres awarded to Bharti Realty | <ul style="list-style-type: none"> • 1,500 acres <ul style="list-style-type: none"> ○ ~90 acres already monetized | <ul style="list-style-type: none"> • 232 acres |
| Traffic – FY17 | 57.7 mn pax (▲ 19%) | 15.2 mn Pax (▲ 22%) | N.A. |
| Traffic – Q1FY18 | 15.7 mn pax (▲ 14%) | 4.1 mn Pax (▲ 19%) | N.A. |

** Post completion of Phase 1

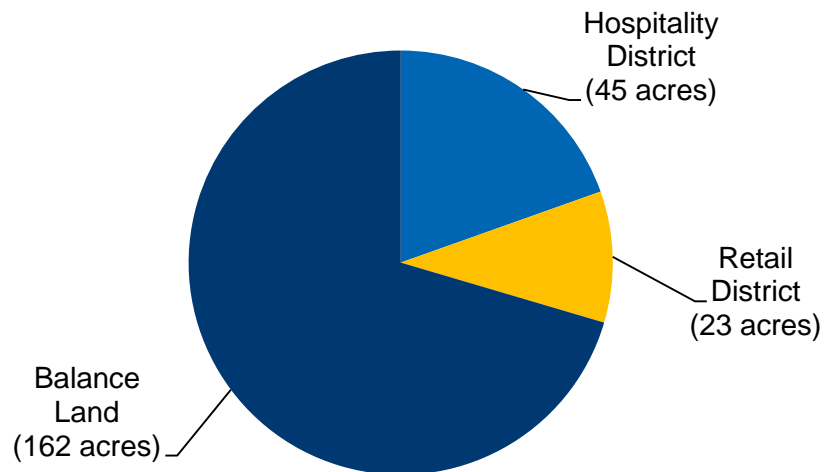
230 acres of Aerotropolis Development

- Commercial development at airport envisages an alternate commercial hub in NCR (as BKC in Mumbai)
- Prime and centrally located in the capital of India
- Strong preference amongst corporates to have “Delhi” address
- Multi modal connectivity including metro rail

Aerotropolis Phase - I : 45 Acres of Hospitality District

- Competitive bidding - Participation from marquee international / domestic players viz. Accor Group, Bird group, Marriot Hotels, Bharti Realty, etc.
 - Developable area of ~6 msf
- Operations commenced for JW Marriott, Lemon Tree, Red Fox, Holiday Inn, Ibis Hotel, Novotel, Pullman, etc.
 - ~3,000 rooms are operational with an occupancy of ~70%

Total Land Parcel – 230 acres



Aerotropolis Phase - II : 23 Acres of Retail District

- Awarded development rights for ~23 acres to Bharti Realty Holdings Ltd
 - Bharti to develop an 'Integrated Retail Development Project'
 - Developable area of ~2.1 msf
 - Upfront payment of INR 3,150 mn (including RSD, ADC, Bid Processing Fee)
 - Will receive License Fee equivalent to 20% of Revenues with Minimum Guaranteed Payments

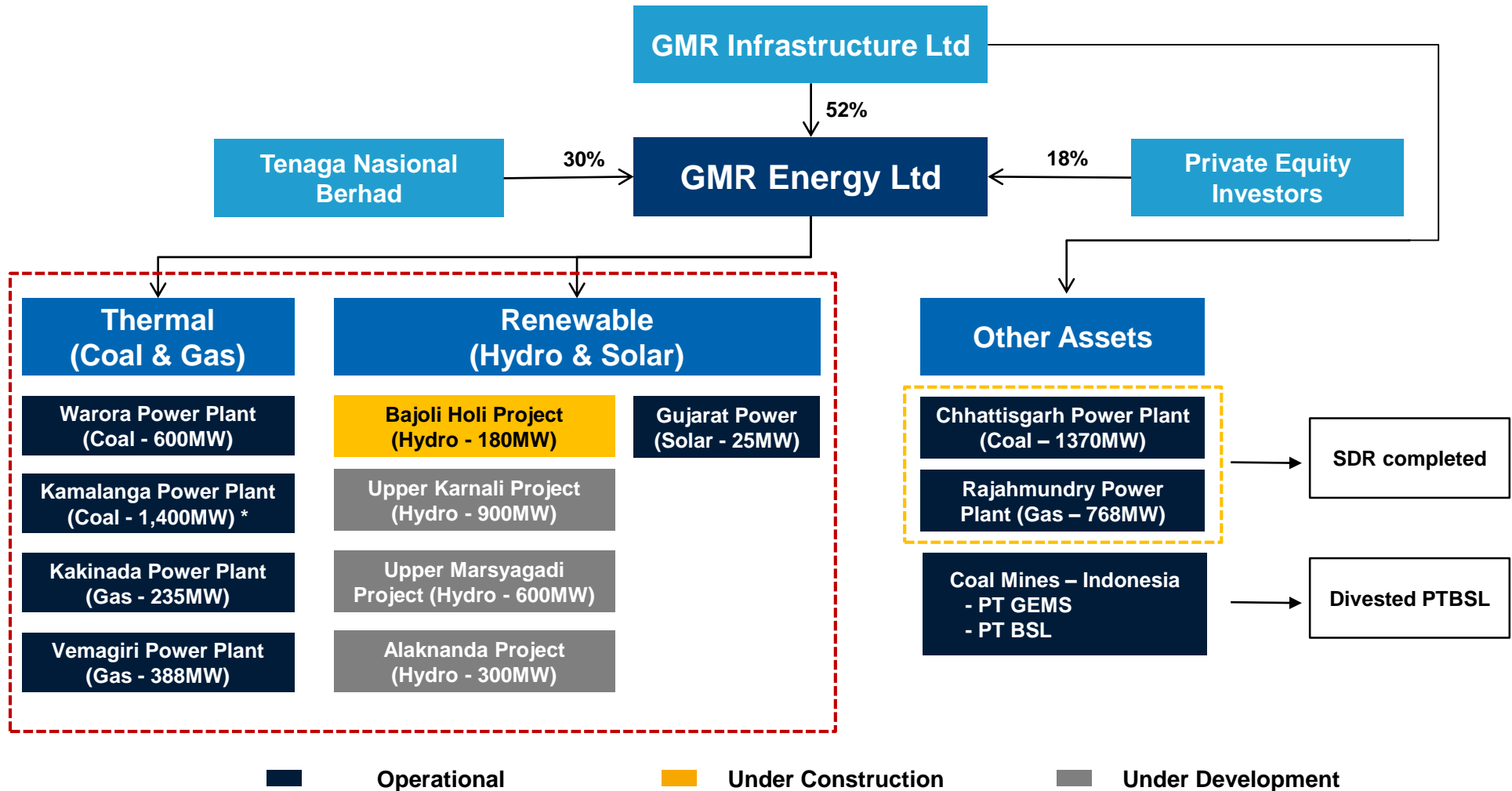
Airport Assets : Outside India



| Project | Mactan - Cebu International Airport, Philippines | Crete International Airport, Greece |
|---------------------------|---|---|
| Status | Brownfield Development | Greenfield Development |
| Shareholding | GMR - 40% Megawide - 60% | GMR - 10% TERNA S.A. - 44% Govt. of Greece - 46% |
| Annual Passenger Capacity | 16 mn ** (Existing : 5 mn) | 15 mn ** |
| Concession Terms | <ul style="list-style-type: none"> • 25 years (from O&M start date) • Project cost of USD 750mn incl. upfront fees of USD 320mn + VAT | <ul style="list-style-type: none"> • 35 years (incl construction period of 5 years) • Project cost of Euro 530mn • GMR would be the Airport Operator |
| Revenue Structure | <ul style="list-style-type: none"> • Aero revenue based on pre-determined Passenger Service Fee • Non-Aero revenue from allied activities | <ul style="list-style-type: none"> • Aero revenue determined based on Dual Till methodology <ul style="list-style-type: none"> ○ Inflationary increase post 3 years |
| Traffic – FY17 | 8.9 mn Pax (▲ 12%) | 6.9 mn Pax (▲ 13%) |
| Traffic – Q1FY18 | 2.4 mn pax (▲ 16%) | N,A. |

** Post completion of Phase 1

A dark blue horizontal bar containing the text 'Energy Sector' in white, bold, sans-serif font. The bar is positioned in the center of the slide, overlapping a background of light gray triangles.



Tenaga invested USD 300mn for a 30% stake in Nov'16

Note: All stakes includes both direct & indirect holding

* Kamalanga Power Plant includes 350MW of Unit 4 which is under development

Strong synergies from the strategic partnership with Tenaga

- Partnership would be a force multiplier to create one of the most valuable company
- GMR Energy Ltd and TNB REMACO to setup JV in India for O&M of power plants

Strong Visibility on Cash Flows from Operational Portfolio (2,300 MW)

- GMR Energy Ltd has ~80% of capacity under long-term PPAs ensuring high visibility of cash flows

Development Pipeline (2,330 MW) to drive future Growth

- Future growth would be driven by the development pipeline of Hydro power projects

Strengthening of the Balance Sheet – Primary Investment of USD 300mn

- Primary capital infusion strengthens GMR Energy Ltd's balance sheet through reduction of corporate debt
- All convertible instruments to Private Equity players converted into equity shares

Attractiveness of GMR Energy from a value unlocking perspective

- Opportunity to unlock value at an appropriate time

Tenaga has ascribed an Equity Valuation of USD 1bn (~INR 67bn) to GMR Energy Ltd.

USD 1 = INR 67

GMR Energy Ltd. : Thermal Power Projects



| Project | Warora (Maharashtra) | Kamalanga (Orissa) | Vemagiri (Andhra Pradesh) | Kakinada – Barge Plant (Andhra Pradesh) |
|----------------|---|--|---|--|
| Fuel | Coal | Coal | Gas | Gas |
| Ownership | 100% | 87% | 100% | 100% |
| Capacity | 600 MW | 1,050 MW | 388 MW | 235 MW |
| Project Cost | INR 40 bn [USD 597 mn] | INR 65 bn [USD 970 mn] | INR 11.5 bn [USD 171 mn] | INR 6 bn [USD 90 mn] |
| CoD | September 2013 | March 2014 | January 2008 | June 2010 |
| Power Off-take | <ul style="list-style-type: none"> Fully contracted long term PPA's | <ul style="list-style-type: none"> 85% of power contracted through long term PPA Plan to tie-up the remaining also through a long term PPA | <ul style="list-style-type: none"> 100% Regulated Tariff 23 years long term PPA (starting Sept'06) with four state owned discoms in Andhra Pradesh | <ul style="list-style-type: none"> 100% Merchant Tariff |
| Fuel Linkage | <ul style="list-style-type: none"> Confirmed linkage from Coal India Ltd. | <ul style="list-style-type: none"> Confirmed linkage from Coal India Ltd. | <ul style="list-style-type: none"> Gas allocation from KG Basin (not getting gas since 2012-13) Plant restarted post tie-up of gas supply through the RLNG scheme | <ul style="list-style-type: none"> Gas allocation from KG Basin (not getting gas since 2012-13) |
| PLF | <ul style="list-style-type: none"> 70% in FY17 77% in Q1FY18 | <ul style="list-style-type: none"> 65% in FY17 65% in Q1FY18 | <ul style="list-style-type: none"> Operated till FY12 at high PLFs 9% in FY17 | <ul style="list-style-type: none"> Operated till FY12 at high PLFs |
| Recent Updates | <ul style="list-style-type: none"> Refinancing of project loan completed in Feb'15 Interest rate reduced by 110bps, moratorium of 18 months and 15 years repayment period | <ul style="list-style-type: none"> Refinancing of the project loan completed in Jun'15 Interest rate reduced by 100bps, moratorium of 30 months with 16.5 years repayment period | <ul style="list-style-type: none"> Debt-free plant | <ul style="list-style-type: none"> Debt-free plant |

USD 1 = INR 67

GMR Energy Ltd. : Pipeline of Hydro Power Projects



| Project | Bajoli Holi (Himachal Pradesh) | Alaknanda, (Uttaranchal) | Upper Karnali (Nepal) | Upper Marsyangdi (Nepal) |
|-------------------|--|--|---|--|
| Ownership | 100% | 100% | 73% | 82% |
| Capacity | 180 MW | 300 MW | 900 MW | 600 MW |
| Concession Period | <ul style="list-style-type: none"> 40 years from CoD | <ul style="list-style-type: none"> 45 years from Implementation Agreement | <ul style="list-style-type: none"> 30 years from generation license | <ul style="list-style-type: none"> 30 years from generation license |
| Expected COD | <ul style="list-style-type: none"> FY19 | - | - | - |
| Current Status | <ul style="list-style-type: none"> Financial Closure done in Apr'13 Lenders are IDBI Bank and L&T Infra Finance NTP issued to Gammon for civil works ~45% of project completed | <ul style="list-style-type: none"> DPR² approved by CEA³ Environmental Clearance obtained Land fully acquired Registered as CDM⁵ Project with UNFCC⁹ | <ul style="list-style-type: none"> CDM⁵ application under progress PDA⁶ signed with Govt. of Nepal Received consent letter from MEA for import of power from Nepal | <ul style="list-style-type: none"> JDA⁷ with IFC⁸ Approval from Govt. of Nepal obtained for capacity enhancement CDM application under progress PDA under negotiation with Govt. of Nepal |
| Overview | <ul style="list-style-type: none"> Under Construction Run of the river power facility Total Project Cost of INR 22bn [USD 329mn] | <ul style="list-style-type: none"> Under Development Run of the river power facility To give 13% of power generated per annum to the state govt Project on hold; stay order for all similar projects in the region | <ul style="list-style-type: none"> Under Development Run of the river power facility Power generated to be exported to India (net of free power supplied to Nepal Govt.) | <ul style="list-style-type: none"> Under Development Run of the river power facility On a Build – Operate – Own – Transfer basis Power generated to be exported to India (net of free power supplied to Nepal Govt.) |

Notes: 1. NEA: Nepal Electricity Authority; 2. DPR: Detailed Project Report; 3. CEA: Central Electricity Authority; 4. MoEF: Ministry of Environment and Forests. 5. CDM: Clean Development Mechanism; 6. PDA: Project Development Agreement. 7. JDA: Joint Development Agreement 8. IFC: International Finance Corporation; 9. UNFCCC: United Nations Framework Convention on Climate Change

USD 1 = INR 67

Other Energy Projects



| Project | Raikheda (Chhattisgarh) | Rajahmundry (Andhra Pradesh) |
|------------------------------------|---|---|
| Fuel | Coal | Gas |
| Ownership | 48% | 45% |
| Capacity | 1,370 MW | 768 MW |
| Project Cost | INR 124 bn [USD 1,855 mn] | INR 49.4 bn [USD 737 mn] |
| CoD | <ul style="list-style-type: none"> • November 2015 (Unit - 1) • March 2016 (Unit – 2) | <ul style="list-style-type: none"> • October 2015 |
| Power Off-take | <ul style="list-style-type: none"> • Long term PPA with Chhattisgarh TransCo for 5% of gross capacity | <ul style="list-style-type: none"> • To enter into long term PPA based on sustainable gas supply |
| Fuel Linkage | <ul style="list-style-type: none"> • Have Talabira and Ganeshpur coal mine • Coal mining at Talabira started from Aug'15 | <ul style="list-style-type: none"> • No long term gas supply contract in place • Secured gas supply under e-RLNG scheme from Oct'15 to Sept'16 |
| Strategic Debt Restructuring (SDR) | <ul style="list-style-type: none"> • Reason : Absence of long term Power Purchase Agreements <ul style="list-style-type: none"> ○ Debt of INR 30 bn converted into equity - consortium lenders acquired 52% shareholding ○ Debt (post SDR) – INR 58 bn | <ul style="list-style-type: none"> • Reason : Absence of long term Fuel Supply Agreement and Power Purchase Agreements <ul style="list-style-type: none"> ○ Debt of INR 14 bn converted into equity - consortium lenders acquired 55% shareholding ○ Debt (post SDR) – INR 24 bn |

USD 1 = INR 67

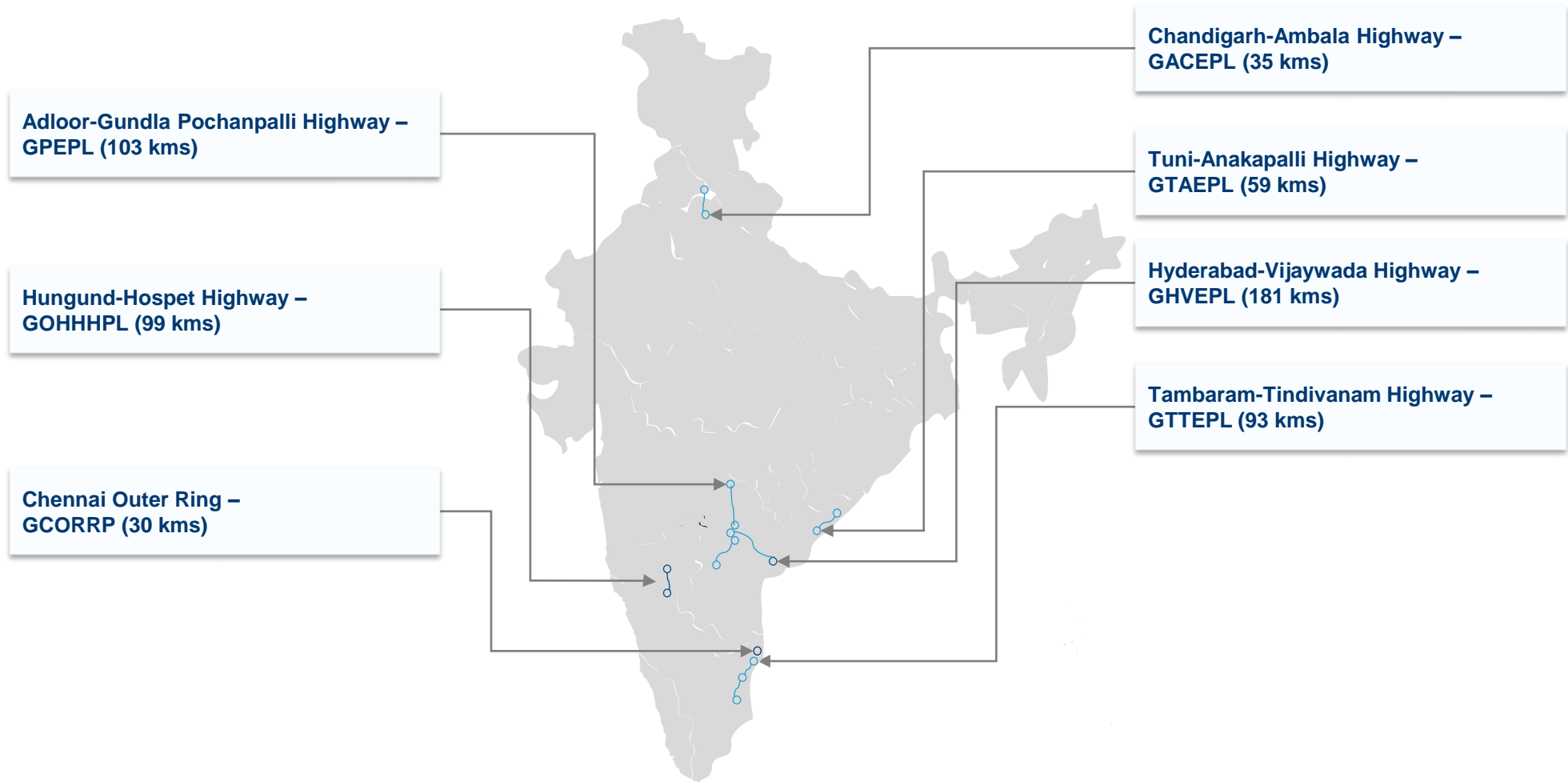
| Project | GEMS * | PTBSL |
|---------------------|--|--|
| Mine Location | Indonesia | Indonesia |
| Ownership | 30% | 100% |
| Resources | 1.77 Bn Tons | 404 Mn Tons |
| Reserves | 640 Mn Tons | 142 Mn Tons |
| Production – FY17 | 9.5 mn tons (▲ 9%) | - |
| Production – Q1FY18 | 3.4 mn tons (▲ 27%) | - |
| Current Status | Improvement in international coal prices resulted in improved realisations & profitability | Share Purchase Agreement signed to divest 100% stake |

| Project | Talabira mine | Ganeshpur mine |
|---------------------|--|---|
| Mine Location | Sambalpur, Odisha | Latehar, Jharkhand |
| Upfront payment | INR 540 mn [USD 8.1 mn] | INR 1,090 mn [USD 16.2 mn] |
| Extractable Reserve | 9 Mn Tons | 92 Mn Tons |
| Current Status | Operational mine; Mining commenced from Aug'15 | Under development stage Would take 2-3 years to become operational |

The background features a series of overlapping triangles in shades of blue, grey, and white, creating a geometric pattern. A dark blue horizontal bar is positioned across the middle of the page, containing the main title.

Urban Infrastructure & Transportation

All 7 Projects (600 kms) are Operational
4 Projects (285 kms) are Annuity based and 3 Projects (315 kms) are Toll based



| Project Name | Annuity Based Road Projects (285 kms) | | | | Toll Based Road Projects (315 kms) | | |
|-------------------|---------------------------------------|----------------------|--------------------|--------------------|------------------------------------|----------------------|--------------------|
| | GTAEPL | TTTEPL | GPEPL | GCORRPL | GACEPL | GHVEPL | GOHHPL |
| Location | Tuni-Anakapalli | Tambaram-Tindivanam | Pochampalli | Chennai ORR | Ambala-Chandigarh | Hyderabad-Vijayawada | Hungund-Hospet |
| Shareholding | 100% | 100% | 100% | 90% | 100% | 90% | 36% |
| Road Length (kms) | 59 | 93 | 103 | 30 | 35 | 181 | 99 |
| CoD | Dec-04 | Oct-04 | Mar-09 | Jun-13 | Nov-08 | Dec-12 | Nov-12/May -14 |
| Concession Period | 17.5 yrs from May-02 | 17.5 yrs from May-02 | 20 Yrs from Sep-06 | 20 Yrs from Jun-10 | 20 Yrs from May-06 | 25 Yrs from Apr-10 | 19 Yrs from Sep-10 |

Divestment of Road Projects in line with Asset Light, Asset Right Strategy

- Signed a Share Purchase Agreement to divest entire 51% equity stake in the **Hungund Hospet** project
 - 15% stake has been transferred to Joint Venture partner; balance stake to be transferred post receiving all approvals
 - Divestment has reduced INR 10.8 bn of debt and created INR 850mn of liquidity

- Divested remaining 26% equity stake in **GMR Ulundurpet** and **GMR Jadcherla** projects during FY17
 - Stake transferred post receipt of all approvals
 - Divestment created a liquidity of ~INR 1,045mn



Kakinada SIR (Andhra Pradesh) – 10,500 acres

- Port-based SIR, located in the Krishna-Godavari basin, to include an all weather multi-purpose deep-water port, a logistics park, a petrochemicals cluster and an eco-industrial park
- Land of ~5,000 acre have been notified as SEZs
- Obtained necessary approvals on the utility/environmental from the state government
- MoU signed for monetization of 2,700 acres
 - GAIL, HPCL and AP Govt. to set up a cracker unit with a proposed investment of INR 400 bn in 2,000 acres of land
- Operational Pal Plush toy manufacturing unit and Rural BPO centre in association with TATA Business Support Services

Krishnagiri SIR (Tamil Nadu) – 3,300 acres

- Being developed in phases in joint venture with TIDCO - first phase of 275 acre
- ~800 acre identified by SIPCOT for their Phase III & IV Industrial park
- Leased out 20 acre to M/s Toyota Boshuku for their manufacturing unit

Engineering, Procurement and Construction Business

- Consortium led by GMR won INR 51 bn dedicated eastern freight corridor project (DFCC)
- Consortium led by GMR won the construction package of rail line doubling between Jhansi and Bhimsen stations in UP and MMTS project in Hyderabad
- Current order book to be executed over next 3 years



Summing Up

Key Highlights : Last 3 Years



| Particulars | |
|---|--|
| 'Asset Light Asset Right' Approach | <ul style="list-style-type: none"> • Focus moved from Asset Growth to Cash Growth • Delivered on 'Asset Light, Asset Right' strategy |
| Divestments | <ul style="list-style-type: none"> • Raised INR 117 bn [USD 1.73 bn] through divestment of 8 projects <ul style="list-style-type: none"> ○ 1 Airport: Sabiha Goken International Airport (SGIA), Turkey ○ 1 Power project: Island Power Project, Singapore ○ 1 Coal Mine: Eloff & Kendall Mines (Homeland Energy Group) ○ 3 Road projects: Jadcherla Expressway, Ulunderpet Expressway & Hungund Hospet Expressway ○ 2 Transmission assets : Maru and Aravali |
| Capital Raising | <ul style="list-style-type: none"> • Raised INR 70 bn [USD 1.04 bn] through Equity & Equity-linked Capital Raised • Raised INR 48.8 bn [USD 728 mn] through capital markets <ul style="list-style-type: none"> ○ QIP of INR 14.8 bn [~USD 220 mn] ○ Rights Issue of INR 14.0 bn [~USD 209 mn] ○ FCCB of INR 20.0 bn [USD 300 mn] • Induction of Tenaga Nasional Berhad (Malaysia) – USD 300mn for 30% stake in GMR Energy Ltd • Issuance of bonds for Delhi Airport : Only infrastructure project to be entirely funded by USD bond <ul style="list-style-type: none"> ○ USD 289 mn for Delhi International Airport at 6.125% for 7 years (Jan 2015) ○ USD 523 mn for Delhi International Airport at 6.125% for 10 years (Oct 2016) |

USD 1 = INR 67

Key Highlights : Last 3 Years (cont.)



| Business Verticals | Update |
|---|---|
| Airport | <ul style="list-style-type: none"> • Awarded development rights of 23 acres (~2.1 msf) for retail district to Bharti Realty in Delhi Airport CPD • Restarted collection of User Development Fee (UDF) under 'Hybrid Till' methodology for Hyderabad Airport • Awarded new projects both in India and Overseas <ul style="list-style-type: none"> ○ Won right to develop & operate the Greenfield Airport in Mopa, North Goa ○ Won new international airport in Crete Airport, Greece • Received compensation of USD 271mn under arbitration of Maldives Airport |
| Energy | <ul style="list-style-type: none"> • Achieved tariff increase in multiple PPAs for both Warora & Kamalanga w.r.t. 'change in law' and 'coal cost pass-through' <ul style="list-style-type: none"> ○ Tariff determined for first time leading to tariff increase of INR 0.65/unit to INR 3.4/unit for Orissa PPA in Kamalanga • Completed Strategic Debt Restructuring (SDR) for Chhattisgarh & Rajahmundry projects • Debt Refinancing completed for Warora, Kamalanga & Rajahmundry projects • Divestment of non-core assets <ul style="list-style-type: none"> ○ Transmission projects (Maru - 74% & Aravali - 49%) for a consideration of INR 1 bn ○ PT BSL coal mine for an equity consideration of ~USD 66 mn • Signed MoU with TNB Remaco for setting up a facility for O&M of power projects |
| Urban Infra & Transportation | <ul style="list-style-type: none"> • MoU signed for monetization of 2,700 acres in Kakinada SIR <ul style="list-style-type: none"> ○ GAIL, HPCL and AP Govt. to set up a cracker unit with a proposed investment of INR 400 bn [USD 6 bn] in 2,000 acres of land • Won EPC project on Eastern Dedicated Freight Corridor (DFCC) worth INR 51 bn [~USD 758 mn] |

Business Strategy

- Grow Airport business (both existing and new)
- Consolidate Energy business & Divest the Highways projects
- Improvement in Operational Efficiencies across various projects and cost optimization

Financial Initiatives to Strengthen the Balance Sheet

- Focus on consolidation and strengthening of balance sheet through deleveraging
- Continuous reduction of Corporate Debt
 - Divestment of (a) Non-operational Energy projects, (b) Indonesian Coal Mines (c) Highway projects
 - Monetisation of Kakinada & Krishnagiri SIR land
- Refinancing of project debt through capital market (Bonds) / bank refinancing route to result into
 - Reduction of interest rate,
 - Longer moratorium and
 - Extending maturity of debt

Focus on stronger Balance Sheet through financial innovation & better project performance



Financial Analysis

- Gross Revenues ▲ 41% to INR 31.6 bn, EBITDA ▲ 11% to INR 8.4 bn, PBT ▲ 215% to INR 2.0 bn
- Significant reduction in Debt leading to improvement in leverage & coverage ratios
 - Net Debt reduced from INR 323 bn in Q1FY17 to INR 141 bn in Q1FY18
 - Net Debt to Equity and Net Debt to EBITDA improves to 1.4x (from 3.6x in Q1FY17) and 4.2x (from 10.6x from Q1FY17) respectively

Airport Sector

- Gross revenues ▲ 11%, EBITDA ▲ 11%, PBT ▲ 36%
- Delhi Airport - Passenger traffic ▲ 14%, Gross revenues ▲ 10%, EBITDA ▲ 28%, EBITDA margins ▲ 930bps to 65%
 - AERA has implemented tariff for 2nd Control Period on an interim basis wef July 07, 2017
 - Hon'ble Supreme Court has directed Appellate Tribunal to expeditiously resolve the issues pending since 1st Control Period
- Hyderabad Airport - Passenger traffic ▲ 19%, Gross revenues ▲ 15%, EBITDA ▲ 16%, PAT ▲ 71%
 - Airport Expansion : Environment Clearance received from MoEF
- Mactan Cebu Airport (Philippines) - Passenger traffic ▲ 16%, Gross revenues ▲ 28%, EBITDA ▲ 42%, PAT ▲ 46%
 - Construction of the new terminal is on-stream to commission by mid-2018
- Goa Airport – Achieved Financial Closure; Project cost of INR 19 bn; Debt : Equity of 70:30

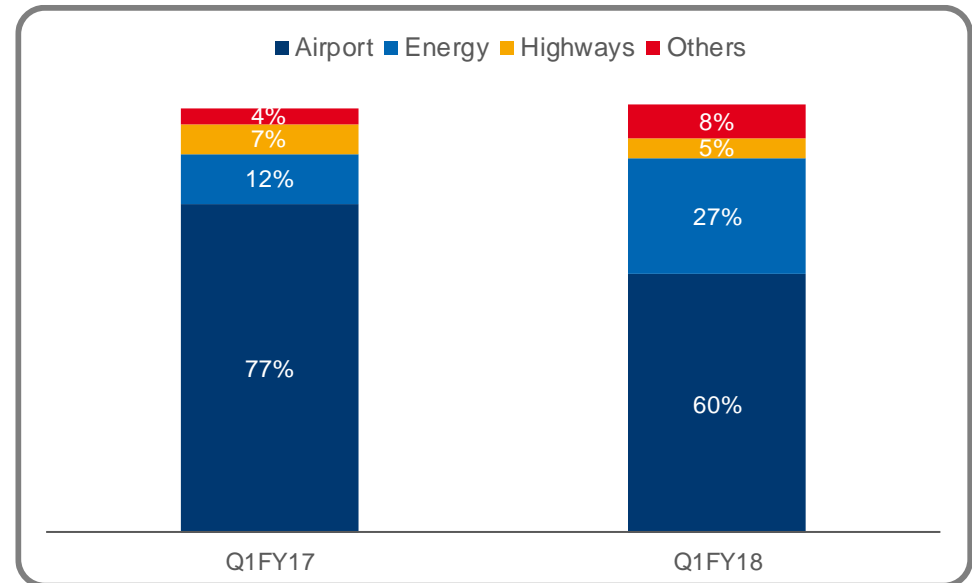
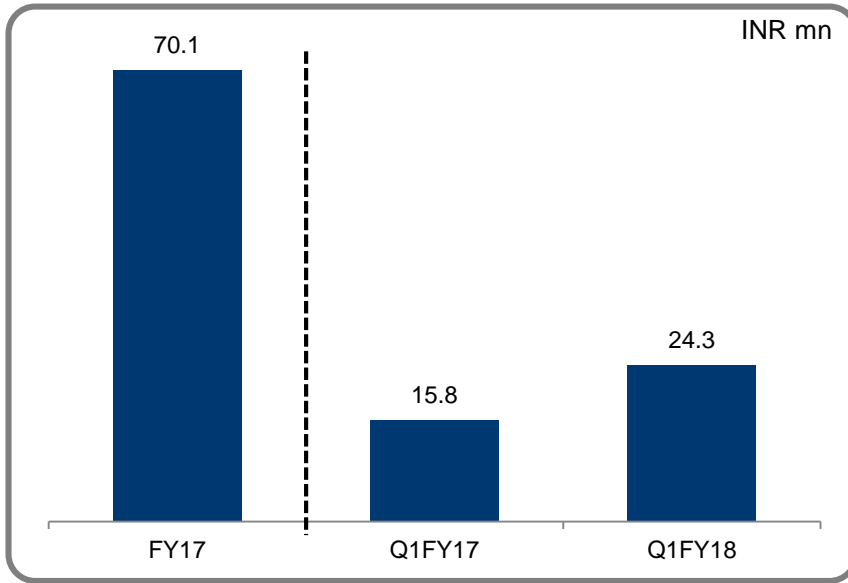
Energy Sector

- Warora (600 MW) - PLF improved to 77%, Gross revenues ▲ 33%, EBITDA ▲ 64%, EBITDA margins ▲ 700bps to 38%
- Kamalanga (1,050 MW) - PLF of 65%, Gross revenues & EBITDA remained stable, Net loss ▼ 13%
- PT GEMS (Indonesia) – Sales volume ▲ 27%, Gross revenues ▲ 56%, EBITDA ▲ 374%
- Divestment of non-core Assets
 - 100% stake divested in PT BSL (Indonesian coal mine) for equity consideration of ~USD 66mn

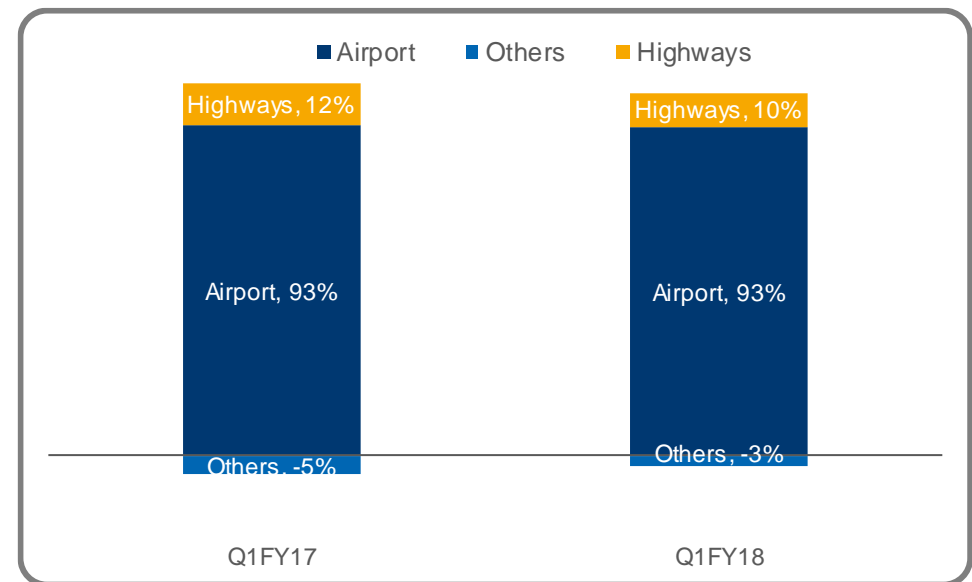
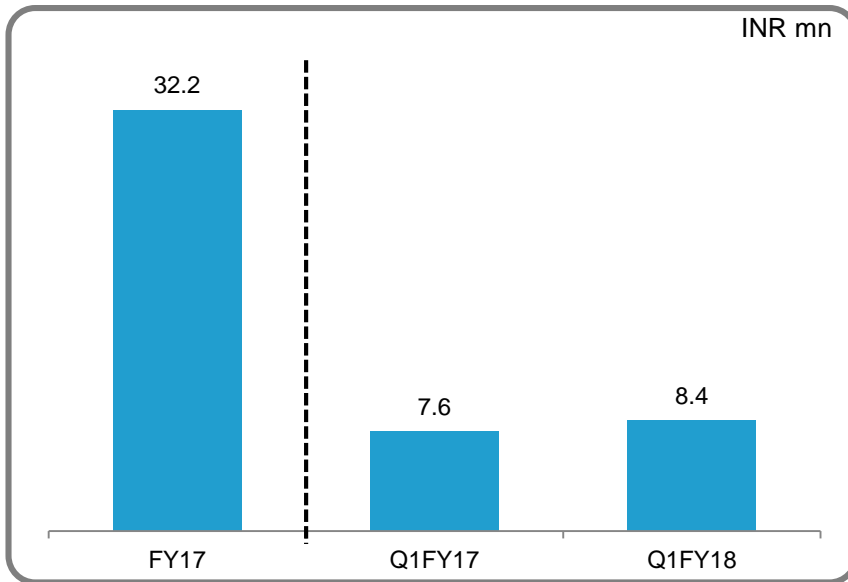
Note: Financial results are presented as per Ind AS standards; Financial ratios pertain to continuing operations

Key Financial Indicators (Consolidated)

Net Revenue



EBITDA



Airports Sector : Stellar Performance of both DIAL & GHAL



(figures in INR mn)

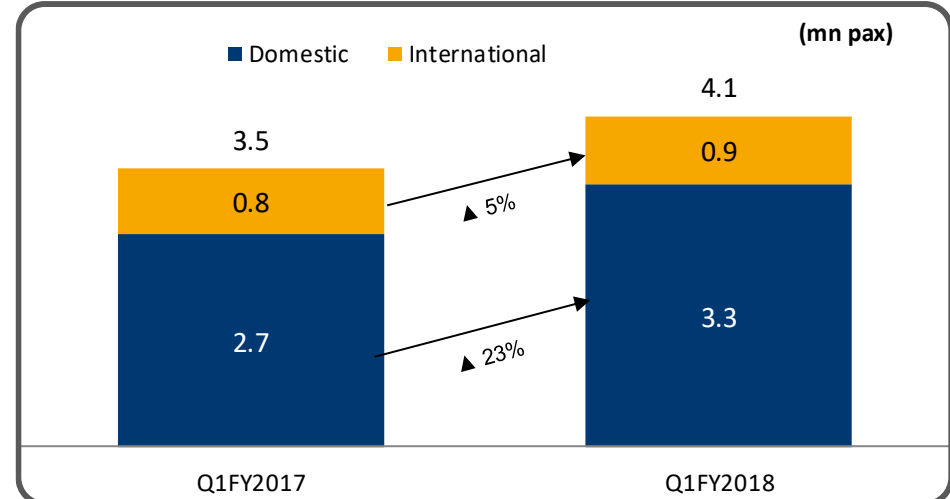
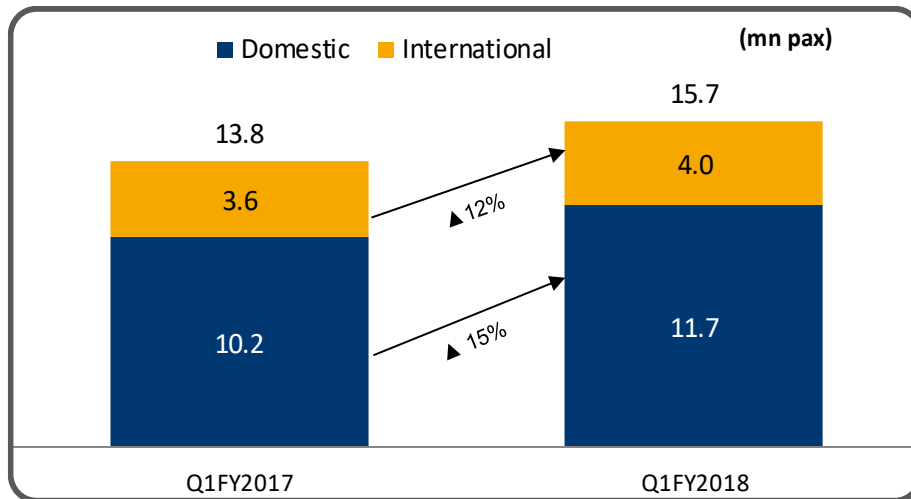
| Particulars | Airport Sector (Consolidated) | |
|----------------|-------------------------------|--------|
| | Q1FY17 | Q1FY18 |
| Gross Revenues | 17,161 | 19,007 |
| Net Revenues | 10,804 | 11,984 |
| EBITDA | 7,094 | 7,847 |
| Interest | 2,045 | 2,053 |
| PAT | 2,823 | 2,347 |

| Delhi Airport (Standalone) | |
|----------------------------|--------|
| Q1FY17 | Q1FY18 |
| 13,495 | 14,873 |
| 7,242 | 7,975 |
| 4,015 | 5,156 |
| 1,311 | 1,319 |
| 1,415 | 1,222 |

| Hyderabad Airport (Standalone) | |
|--------------------------------|--------|
| Q1FY17 | Q1FY18 |
| 2,548 | 2,936 |
| 2,444 | 2,812 |
| 1,864 | 2,159 |
| 506 | 486 |
| 630 | 1,078 |

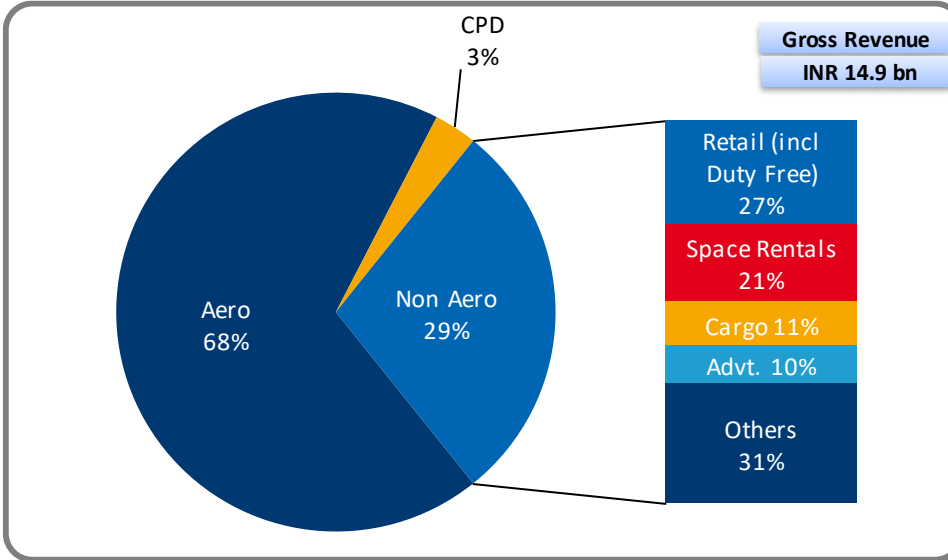
Delhi Airport – Passenger Traffic grew 14%

Hyderabad Airport – Passenger Traffic grew 19%



Passenger Traffic growth in Hyderabad Airport is higher than industry growth of 15%

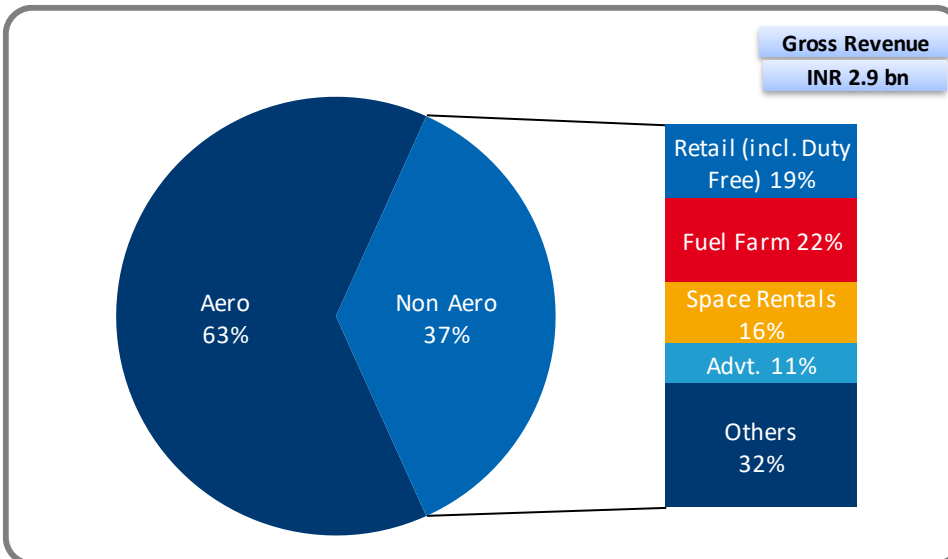
DIAL



Non-Aero Revenues

- **Grew 14% to INR 4.2 bn**
- **Advertisement** : Revenues ▲ 47% to INR 407 mn
 - Occupancy improved from 65% to 81%
- **Cargo** : Revenues ▲ 17% to INR 485 mn
 - Cargo volumes – 0.24 mn tons ▲ 16%
- **Retail** : Revenues ▲ 8% to INR 1,136 mn
 - Duty Free revenues in overall Retail is 76%
 - SPP (duty free business) stood at ~USD 10/pax

GHIAL



Non-Aero Revenues

- **Grew 21% to INR 1.1 bn**
- **Advertisement** : Revenues ▲ 118% to INR 113 mn
 - Occupancy improved from 46% to 68%
 - New clients in Telecom, Oil & Gas and Automobile sectors
- **Fuel Farm** : Revenues ▲ 23% to INR 232 mn
 - ATMs ▲ 14%
- **Retail** : Revenues ▲ 10% to INR 204 mn
 - Duty Free revenues in overall Retail is 33%
 - SPP (duty free business) at USD 5.0/pax (▲ 15%)

Airport JVs : Value Driver for Non-Aero Revenues



(figures in INR mn)

| (figures in INR mn) | Delhi Airport | | | Hyderabad Airport | | | |
|--------------------------------|---------------|-----------|-------|-------------------|-------|------------|-------|
| | Duty Free | Others | Total | Duty Free | Cargo | Others | Total |
| Gross Revenues | 2,634 | 2,795 | 5,430 | 286 | 266 | 575 | 1,127 |
| Revenue shared with DIAL/GHIAL | 836 | 1,021 | 1,857 | 65 | 48 | 110 | 223 |
| Net Revenues | 1,798 | 1,774 | 3,573 | 221 | 218 | 465 | 904 |
| EBITDA | 492 | 860 | 1,352 | 57 | 95 | 111 | 263 |
| PAT | 283 | 383 | 666 | 53 | 68 | (148) | (26) |
| GMR's % Holding | 67% | 26% - 90% | | 100% | 51% | 49% - 100% | |

(figures in INR mn)

JVs contribution to EBITDA on an upward trajectory

| | Delhi Airport | Hyderabad Airport |
|----------------------------|---------------|-------------------|
| Standalone EBITDA | 5,156 | 2,159 |
| Share of EBITDA from JVs * | 710 | 187 |
| Consolidated EBITDA | 5,866 | 2,346 |

* Includes both direct & indirect stake through other group companies

Note: Financials for Q1FY18 at 100% level

Energy Sector : Turnaround is Evident



(figures in INR mn)

| Particulars | Warora (A) | | Kamalanga (B) | | Total (A + B) | |
|-------------|------------|----------|---------------|----------|---------------|----------|
| | Q1FY2017 | Q1FY2018 | Q1FY2017 | Q1FY2018 | Q1FY2017 | Q1FY2018 |
| Revenues | 2,955 | 3,941 | 4,730 | 4,704 | 7,685 | 8,645 |
| EBITDA | 906 | 1,485 | 1,762 | 1,779 | 2,668 | 3,265 |
| Interest | 1,155 | 1,218 | 1,654 | 1,691 | 2,809 | 2,909 |
| PAT | (612) | 61 | (591) | (516) | (1,203) | (455) |
| PLF | 44.1% | 76.6% | 72.2% | 65.1% | | |

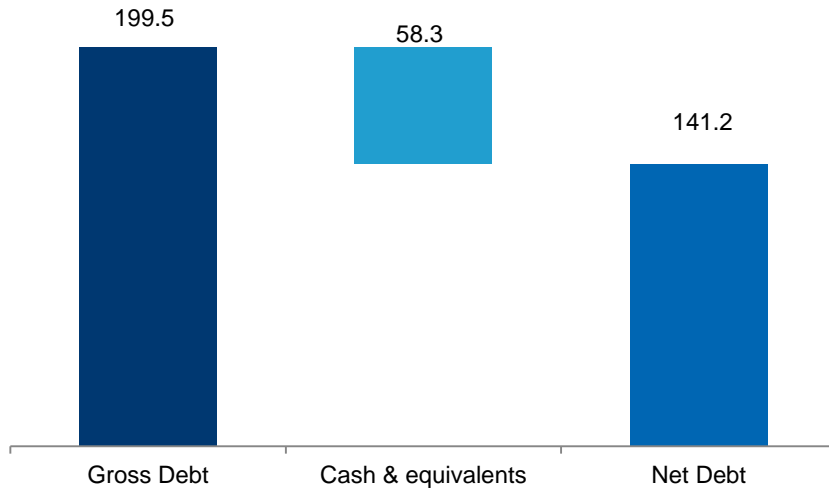
| Particulars | Golden Energy Mines | |
|----------------------|---------------------|----------|
| | Q1FY2017 | Q1FY2018 |
| Sales Vol. (mn tons) | 2.7 | 3.4 |
| Revenues | 6,193 | 9,636 |
| EBITDA | 736 | 3,487 |
| Interest | 71 | 51 |
| PAT | 101 | 2,096 |

- **Profitability improvement due to increased PLF and lower expenses**
 - Warora – Low PLF in Q1FY17 due to water shortage during May'16
 - Kamalanga – Realisations ▲ 8% due to tariff increase granted by CERC
- **GEMS – Volumes ▲ 27% in Q1FY18**
 - Realisation at USD 41.6 / ton ▲ 18%
 - EBITDA/ton increased from USD 4.2 to USD 15.1
 - PAT/ton increased from USD 0.6 to USD 9.1

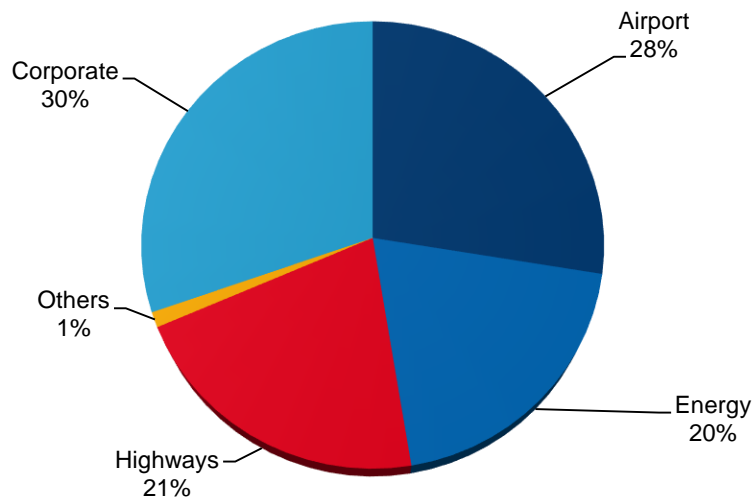
Note: Financials for Q1FY18 at 100% level

Reduction in Debt leads to Improvement in Leverage Ratios

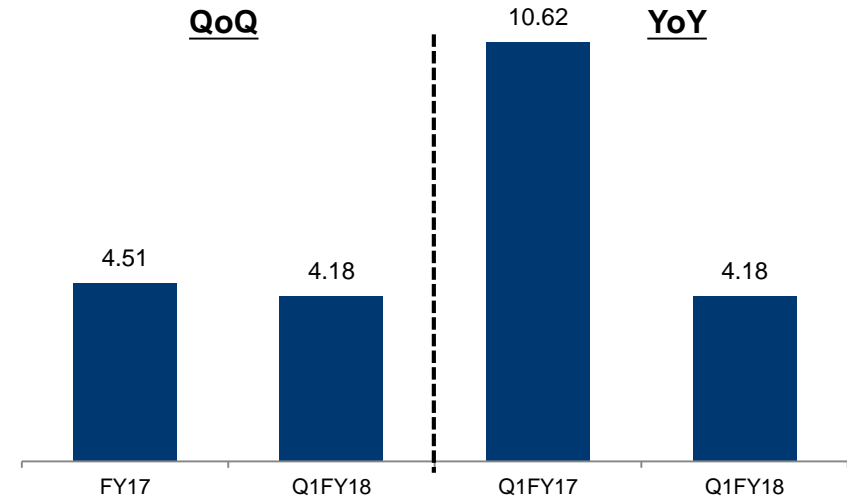
Gross & Net Debt (INR bn) *



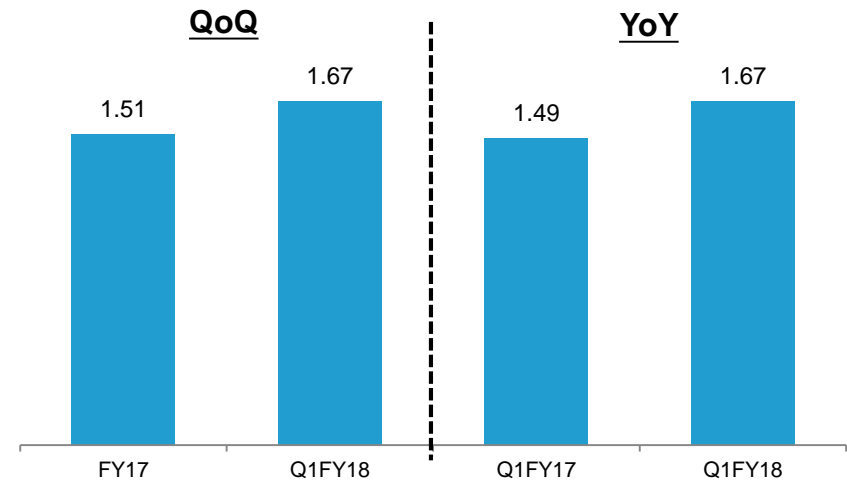
Net Debt (Sector-wise) *



Net Debt-to-EBITDA Ratio **



Interest Coverage Ratio



* As on 30 June 2017

** EBITDA for Q1FY17 and Q1FY18 has been annualised



Thank You

For further information, please visit

Website: www.gmrgroup.in or

Contact: investor.relations@gmrgroup.in



Annexures

| Particulars | No. |
|---|-----|
| Checklist of Companies : Ind AS Consolidation | A |
| Profitability Statement (Consolidated) | B |
| Financial Performance | |
| • Airport Sector (Consolidated) | C |
| • Delhi Airport (Standalone) | D |
| • Hyderabad Airport (Standalone) | E |
| • Cebu Airport | F |
| • Energy Sector (Consolidated) | G |
| • Warora & Kamalanga | H |
| • Indonesian Coal Mines (PT GEMS) | I |
| • Highways Sector (Consolidated) | J |

| Segment | Companies | Q1FY17 | Q1FY18 |
|----------|--|---|-------------------------------|
| Airports | Delhi Airport | Yes | Yes |
| | Hyderabad Airport | Yes | Yes |
| | Mactan – Cebu Airport | No | No |
| | Goa Airport | Yes | Yes |
| | DIAL JVs | No | No |
| | GHIAL JVs | No | No |
| | GMR Airports Ltd | Yes | Yes |
| Energy | GMR Energy Ltd (Standalone) | Shown as Discontinued Operations | Shown as Associate/JV Company |
| | Projects under GMR Energy Ltd post Tenaga investment - Warora, Kamalanga, Vemagiri, Solar, Hydro projects | | |
| | Indonesian Coal Mines | | |
| | Chhattisgarh | | |
| | Rajahmundry | Pre-SDR : Discontinued Ops Post-SDR : Associate/JV Co. | |
| Highways | GMR Highways Ltd | Yes | Yes |
| | All road projects | Yes | Yes |

Annexure B : Profitability Statement (Consolidated)

| | Rs mn | | |
|---|----------------|----------------|----------------|
| | Q1FY2017 | Q1FY2018 | FY2017 |
| | Ind AS | Ind AS | Ind AS |
| Gross Revenue | 22,387 | 31,593 | 97,686 |
| Less: Revenue Share | 6,573 | 7,266 | 27,629 |
| Net Revenue | 15,814 | 24,327 | 70,057 |
| Total Expenditure | 8,223 | 15,883 | 37,857 |
| EBITDA | 7,591 | 8,444 | 32,200 |
| <i>EBITDA margin</i> | <i>48%</i> | <i>35%</i> | <i>46%</i> |
| Other Income | 772 | 1,150 | 4,654 |
| Interest & Finance Charges | 5,091 | 5,043 | 21,285 |
| Depreciation | 2,649 | 2,589 | 10,599 |
| Exceptional Income/(Expense) | - | - | (3,857) |
| PBT | 624 | 1,962 | 1,113 |
| Tax | 557 | 2,109 | 7,370 |
| Profit after Tax (PAT) | 66 | (147) | (6,258) |
| Add: Share in Profit / (Loss) of JVs / Associates | (405) | (1,186) | (684) |
| PAT from Continuing Operations | (339) | (1,333) | (6,942) |
| Add: Profit / (Loss) from Discontinued Operations | (2,012) | (33) | 3,299 |
| Add: Other Comprehensive Income (OCI) | 447 | 296 | 223 |
| Total Comprehensive Income | (1,903) | (1,070) | (3,421) |
| Less: Minority Interest (MI) | 202 | 516 | 2,103 |
| Total Comprehensive Income (post MI) | (2,105) | (1,585) | (5,523) |

FY17 financials have been regrouped / reclassified, wherever necessary to confirm to current period's classification

Annexure C : Airports Sector - Financial Performance (Consolidated)

| | Rs mn | | |
|-------------------------------|---------------|---------------|---------------|
| | Q1FY2017 | Q1FY2018 | FY2017 |
| | Ind AS | Ind AS | Ind AS |
| Aero Revenue | 11,024 | 12,029 | 46,379 |
| Non Aero Revenue | 5,716 | 6,493 | 21,975 |
| CPD Rentals | 421 | 484 | 1,828 |
| Gross Revenue | 17,161 | 19,007 | 70,182 |
| Less: Revenue Share | 6,357 | 7,022 | 26,464 |
| Net Revenue | 10,804 | 11,984 | 43,717 |
| Operating Expenditure | 3,710 | 4,137 | 13,891 |
| EBITDA | 7,094 | 7,847 | 29,827 |
| EBITDA margin | 66% | 65% | 68% |
| Other Income | 421 | 798 | 3,040 |
| Interest & Finance Charges | 2,045 | 2,053 | 10,130 |
| Depreciation | 2,257 | 2,204 | 8,987 |
| Exceptional Income/(Expense) | - | - | 2,168 |
| PBT | 3,214 | 4,387 | 15,917 |
| Tax | 391 | 2,040 | 7,226 |
| Profit after Tax (PAT) | 2,823 | 2,347 | 8,690 |

| Rs mn | | | |
|-------------------------------------|---------------|---------------|---------------|
| Particulars | Q1FY2017 | Q1FY2018 | FY2017 |
| | Ind AS | Ind AS | Ind AS |
| Aero Revenue | 9,363 | 10,165 | 39,315 |
| Non Aero Revenue | 3,725 | 4,238 | 15,285 |
| CPD Rentals | 407 | 470 | 1,642 |
| Gross Revenue | 13,495 | 14,873 | 56,242 |
| Less: Revenue Share | 6,253 | 6,898 | 26,348 |
| Net Revenue | 7,242 | 7,975 | 29,894 |
| Operating Expenditure | 3,226 | 2,819 | 9,638 |
| EBITDA | 4,015 | 5,156 | 20,256 |
| <i>EBITDA margin</i> | 55.4% | 64.7% | 68% |
| Other Income | 395 | 578 | 3,070 |
| Interest & Finance Charges | 1,311 | 1,319 | 5,273 |
| Depreciation | 1,608 | 1,614 | 6,380 |
| Exceptional Income/(Expense) * | - | - | (408) |
| PBT | 1,491 | 2,802 | 11,265 |
| Tax | 76 | 1,580 | 5,405 |
| Profit after Tax (PAT) | 1,415 | 1,222 | 5,860 |
| Other Comprehensive Income (OCI) | 2 | (15) | (176) |
| Total Income (Including OCI) | 1,417 | 1,207 | 5,684 |

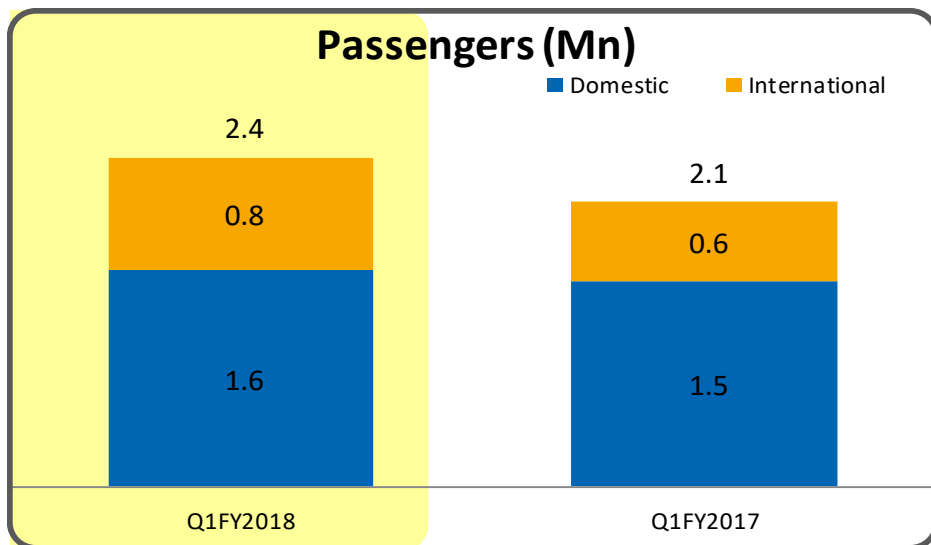
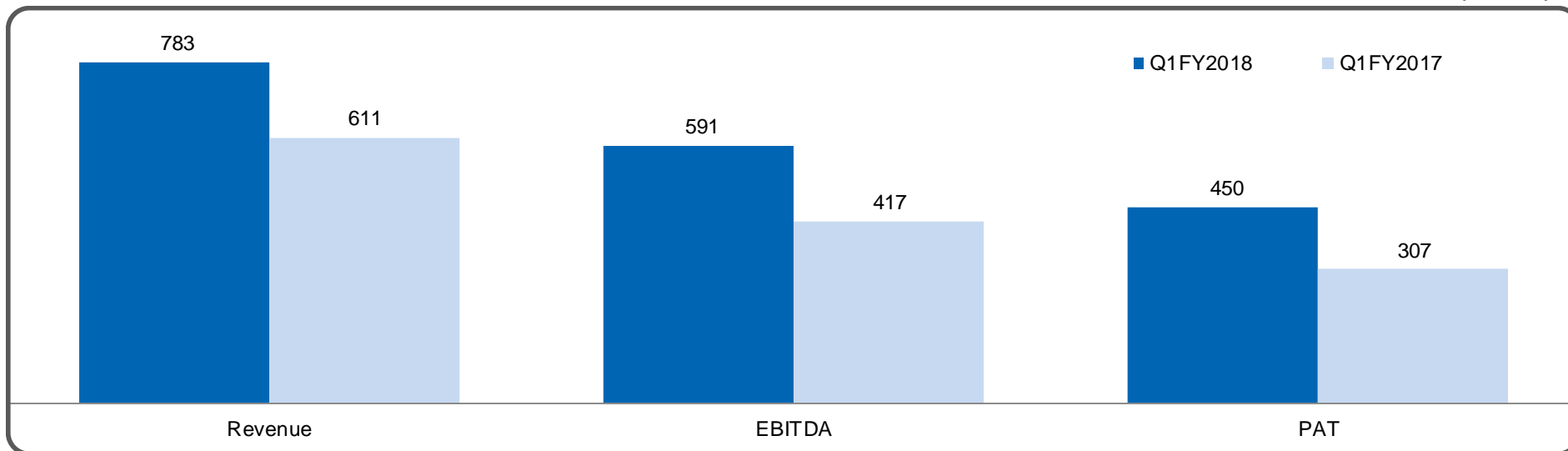
* Refinancing cost for RTL loans and ECB borrowing

Annexure E : Hyderabad Airport - Financial Performance (Standalone)

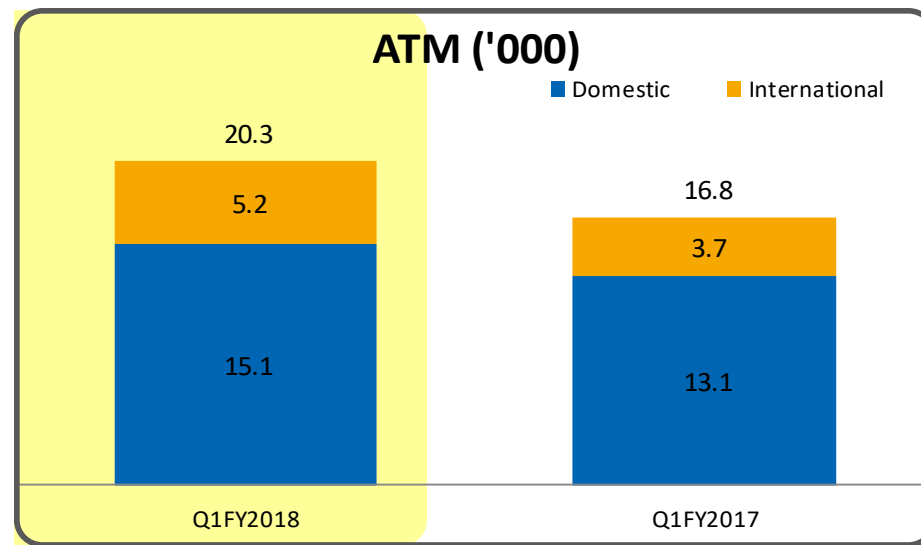
| | Rs mn | | |
|-------------------------------------|--------------|--------------|---------------|
| | Q1FY2017 | Q1FY2018 | FY2017 |
| | Ind AS | Ind AS | Ind AS |
| Aero Revenue | 1,661 | 1,865 | 7,083 |
| Non Aero Revenue | 887 | 1,072 | 3,971 |
| Gross Revenue | 2,548 | 2,936 | 11,054 |
| Less: Revenue Share | 104 | 124 | 462 |
| Net Revenue | 2,444 | 2,812 | 10,592 |
| Operating Expenditure | 580 | 653 | 2,570 |
| EBITDA | 1,864 | 2,159 | 8,022 |
| <i>EBITDA margin</i> | 76% | 77% | 76% |
| Other Income | 91 | 267 | 1,027 |
| Interest & Finance Charges | 506 | 486 | 2,011 |
| Depreciation | 507 | 500 | 2,038 |
| Exceptional Income/(Expense) * | - | - | 858 |
| PBT | 941 | 1,440 | 5,857 |
| Tax | 311 | 363 | 1,510 |
| Profit after Tax (PAT) | 630 | 1,078 | 4,348 |
| Other Comprehensive Income (OCI) | (1) | (1) | (5) |
| Total Income (Including OCI) | 629 | 1,077 | 4,343 |

* Provision for impairment of investments in subsidiary written back

(INR mn)



Passenger traffic grew 16%



ATMs grew 21%

Note: Financials are at 100% level

| Rs mn | | | |
|-------------------------------|--------------|--------------|---------------|
| | Q1FY2017 | Q1FY2018 | FY2017 |
| | Ind AS | Ind AS | Ind AS |
| Gross Revenue | 2,610 | 8,602 | 27,371 |
| Operating Expenditure | 2,670 | 8,554 | 25,176 |
| EBITDA | (60) | 48 | 2,195 |
| <i>EBITDA margin</i> | <i>-2%</i> | <i>1%</i> | <i>8%</i> |
| Other Income | 74 | 115 | 2,229 |
| Interest & Fin Charges | 571 | 579 | 22,909 |
| Depreciation | 106 | 92 | 5,269 |
| Exceptional Income/(Expense) | (0) | - | 29,718 |
| PBT | (664) | (507) | 5,965 |
| Taxes | (12) | 24 | 27 |
| Profit after Tax (PAT) | (651) | (531) | 5,938 |

Annexure H : Warora & Kamalanga - Financial Analysis



| Particulars | GMR Warora Energy Ltd | | GMR Kamalanga Energy Ltd | |
|-------------------------------------|-----------------------|--------------|--------------------------|--------------|
| | Q1FY2017 | Q1FY2018 | Q1FY2017 | Q1FY2018 |
| | Ind As | Ind As | Ind As | Ind As |
| Total Revenue | 2,955 | 3,941 | 4,730 | 4,704 |
| Fuel - Consumption | 1,001 | 1,960 | 2,214 | 2,143 |
| Other Expenses | 1,048 | 495 | 754 | 782 |
| EBITDA | 906 | 1,485 | 1,762 | 1,779 |
| <i>EBITDA margin</i> | <i>31%</i> | <i>38%</i> | <i>37%</i> | <i>38%</i> |
| Other Income | 53 | 97 | 95 | 86 |
| Interest & Finance Charges | 1,155 | 1,218 | 1,654 | 1,691 |
| Depreciation | 417 | 304 | 825 | 748 |
| PBT | (612) | 61 | (622) | (573) |
| Taxes | 0 | (0) | (30) | (57) |
| PAT | (612) | 61 | (591) | (516) |
| Other Comprehensive Income (OCI) | (1) | 0 | 1 | (2) |
| Total Income (Including OCI) | (613) | 61 | (590) | (518) |

Note: Financials are at 100% level

| | | | Rs mn |
|----------------------------|--------------|--------------|--------------|
| Particulars | Q1FY2017 | Q1FY2018 | FY2017 |
| | Ind As | Ind As | Ind As |
| Production (mn tons) | 2.0 | 3.0 | 9.5 |
| Sales Volumes (mn tons) | 2.7 | 3.4 | 11.0 |
| Gross Revenue | 6,193 | 9,636 | 26,031 |
| Total Expenditure | 5,458 | 6,149 | 20,597 |
| EBITDA | 736 | 3,487 | 5,434 |
| <i>EBITDA margin</i> | <i>11.9%</i> | <i>36.2%</i> | <i>20.9%</i> |
| Interest & Finance Charges | 71 | 51 | 652 |
| Depreciation | 375 | 609 | 1,445 |
| PBT | 290 | 2,826 | 3,336 |
| Taxes | 189 | 731 | 967 |
| PAT | 101 | 2,096 | 2,369 |

Note: Financials are at 100% level; GMR owns 30% stake

| | Rs mn | | |
|-------------------------------|--------------|--------------|----------------|
| | Q1FY2017 | Q1FY2018 | FY2017 |
| | Ind AS | Ind AS | Ind AS |
| Gross Revenue | 1,552 | 1,424 | 5,651 |
| Less: Revenue Share | 216 | 244 | 819 |
| Net Revenue | 1,336 | 1,181 | 4,832 |
| Operating Expenses | 454 | 361 | 2,063 |
| EBITDA | 882 | 820 | 2,769 |
| <i>EBITDA margin</i> | <i>66%</i> | <i>69%</i> | <i>57%</i> |
| Other Income | 64 | 52 | 712 |
| Interest & Finance Charges | 985 | 1,117 | 5,318 |
| Depreciation | 148 | 167 | 615 |
| Exceptional Income/(Expense) | - | - | (6,991) |
| PBT | (188) | (412) | (9,443) |
| Taxes | 26 | 43 | 163 |
| Profit after Tax (PAT) | (214) | (455) | (9,605) |

- **Impact due to adoption of Service concession Agreement**
 - Annuity projects treated as Financial Assets
 - Construction revenues adjusted against assets leading to lower revenues
 - Toll Projects treated as intangible assets