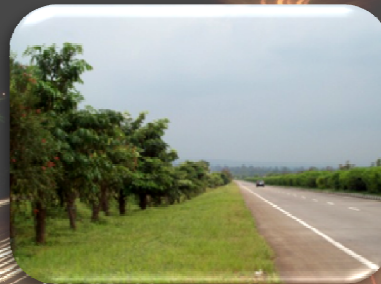


IL&FS Transportation Networks Limited

Analyst Presentation – May 2012



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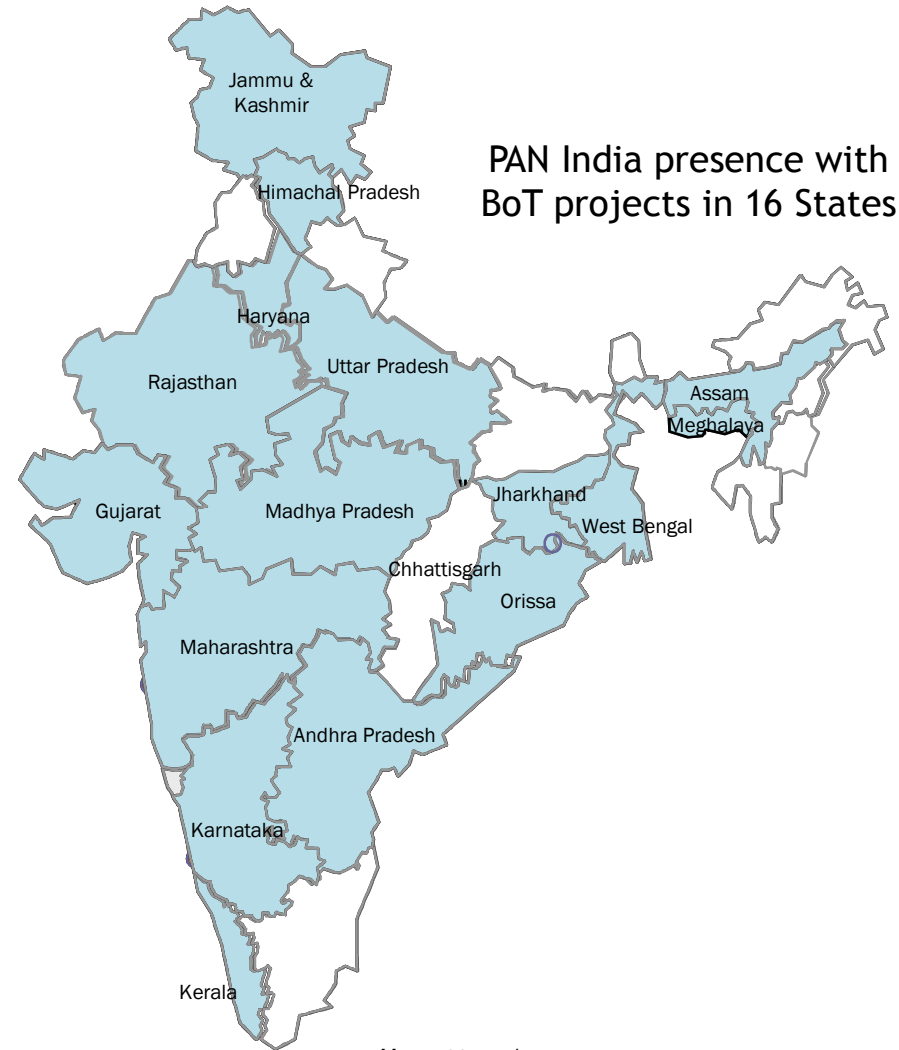
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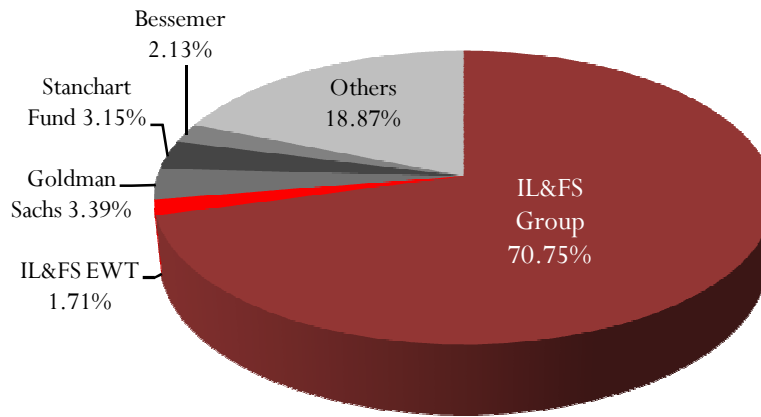
- Company Overview
- Key Differentiators
- The ITNL Group
- Project Portfolio
- Recent Project Awards and Financial Closures
- Project Pipeline
- Road Sector Opportunity
- Financial Performance Parameters
- Key Quarterly Financial Parameters of FY12
- Capital Works Remaining to be Executed
- Toll and Annuity Collection on Operational Projects
- Board of Directors and Key Managerial Personnel
- Road Projects

- IL&FS Transportation Networks Limited (ITNL) has the largest BoT road asset portfolio (in terms of lane kilometer) in India
- ITNL has a pan India presence with projects in 16 states in India
- Promoted by Infrastructure Leasing and Financial Services Limited (IL&FS) in the year 2000
- ITNL has ~ **11,860 lane km** under its road assets portfolio
- Has presence in other sub sectors viz. metro rail , bus transportation and border entry points
- A **'Thought Leader'**....., **IL&FS Transportation** plays varied roles such as Sponsor, Project Developer cum Manager, Operations & Maintenance Manager, Design & Value Engineer and Policy Advisor



Map not to scale
 Does not depict political boundaries

Shareholding Pattern



Promoter Holding: 72.46%; Public Holding: 27.54%



Market Leadership in the Transportation Infrastructure Sector

- With around 12,000 lane km comprised in 23 projects in its road assets portfolio
- Forays into other surface transportation sub-sectors like metro, bus & border check-post



Track Record of Successful Project Implementation

- Operational portfolio 5453 lane kms of highways, operating one bus transportation project
- Projects substantially completed to budget and within time



Strong Parentage of IL&FS

- IL&FS Brand and expertise in finance & other infrastructure areas
- Experience in working with various Government and other Authorities



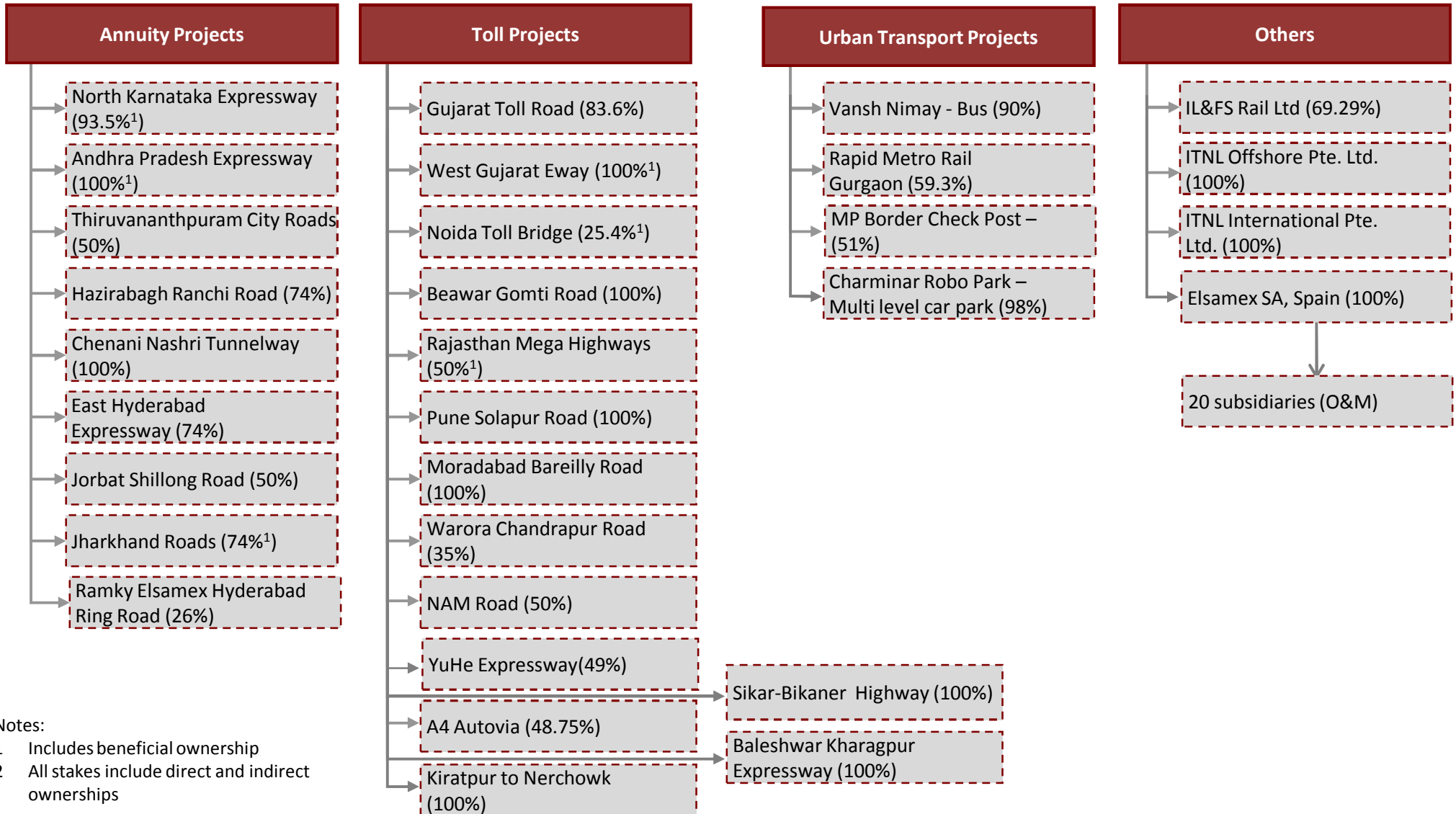
Partnerships and Bilateral contracts with State Governments

- State Highway Concessions in joint venture with the States of Kerala, Gujarat, Rajasthan & Jharkhand



Diversified and de-risked portfolio

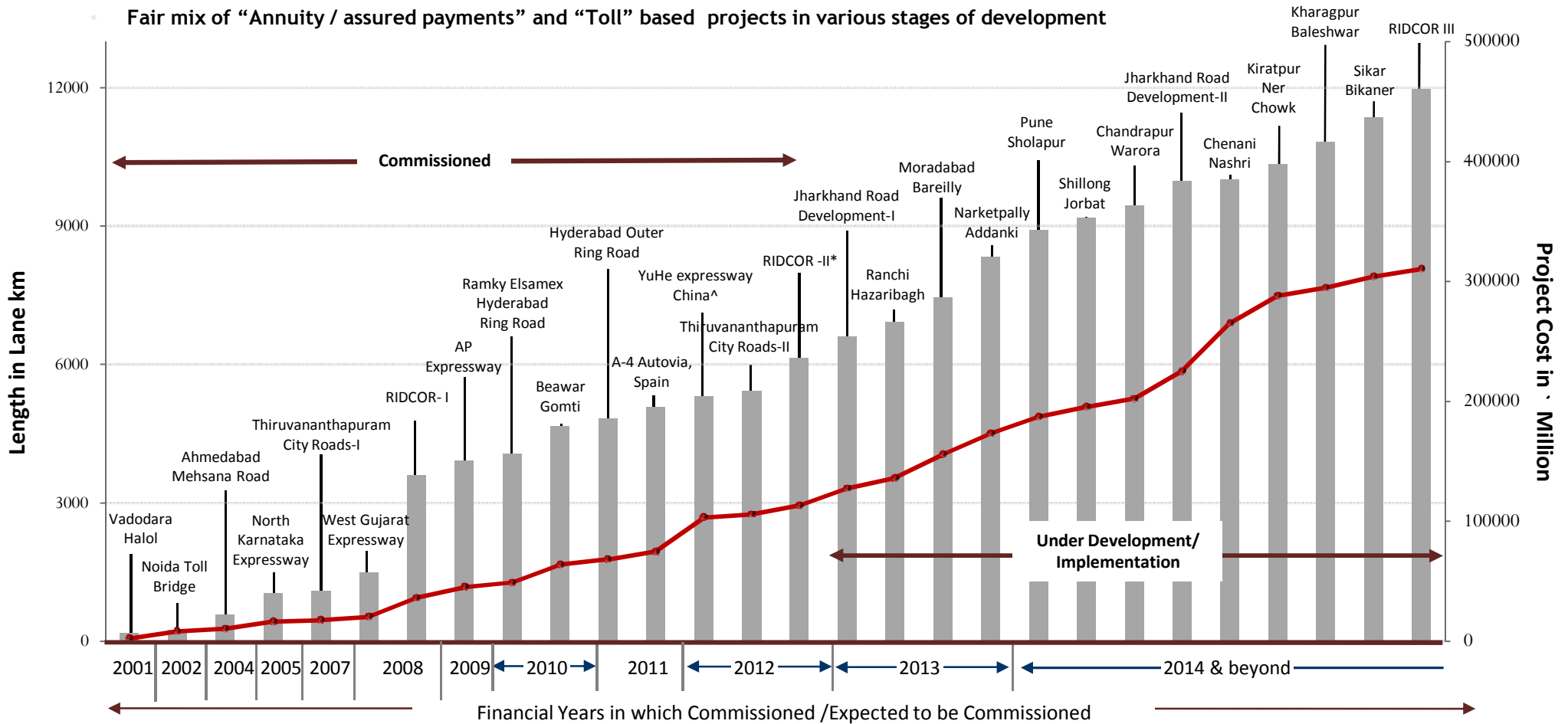
- Pan India presence with a fair mix of annuity and toll concessions
- Presence in Europe, Latin America through Elsamex SA
- Acquired Operational road project in China



Notes:

- 1 Includes beneficial ownership
- 2 All stakes include direct and indirect ownerships

- Diverse BOT portfolio of 23 road projects covering 11,860 lane km spread across 16 states in India
- Fair mix of “Annuity / assured payments” and “Toll” based projects in various stages of development



ITNL has the largest Private Sector BOT Road Asset Portfolio in India

* Partly commissioned with three out of five stretches commissioned

^ The operational project was acquired in Dec, 2011

Cumulative Project Cost ———

Metro Rail

Metro Rail Project – awarded by Haryana Urban Development Authority (HUDA)

- Metro link from Delhi metro Sikanderpur station to DLF Cyber City on NH-8 in Gurgaon
- Project Cost of ~ ₹1088 cr with a concession period of 99 years - ITNL stake in the project ~59.3%
- Likely Commissioning in Q4 -2012-13 – financially closed and construction commenced

Bus System

Nagpur Bus System Project – awarded by Nagpur Municipal Corporation

- Mobilizing, running, operating and maintaining the Nagpur City Bus Services on an exclusive basis
- Concession period of 10 years ending on 2020 - 470 buses deployed
- Project Cost ~ ₹ 715.10 mn, ₹ 394.10 mn sanctioned by Pooled Municipal Debt Obligation Fund & Other
₹ 162.10 mn sanctioned by UBI for JnNURM buses.

Border Entry Point

MP Border Check Post Project – awarded by the Government of Madhya Pradesh

- In consortium with Spanco (ITNL stake 51%), 24 border check-post in MP to be developed
- Revenue sources – entry fee from commercial vehicles, parking fee, loading/unloading etc
- Concession period of ~12.5 years with ~2 year construction period. Project cost estimated at ₹13,500 mn

ITNL Secured projects worth around ₹ 74 billion each year
in the last 2 financial years

Project	Authority	BOT Type	Length (lane km)	Estimated Cost (₹ Million)
Road Sector				
Mega Highways-II	GoR	Toll	698	8,126
Chennai to Nashri in J&K	NHAI	Annuity	38	37,200
Jorabat to Shillong in North East	NHAI	Annuity	262	8,240
Narkatpally to Addanki in AP	GoAP	Toll	888	17,605
Madhya Pradesh Entry Point	GoMP	Fee	-	13,500
Two stretches under JARDP*	GoJ	Annuity	198	6,732
Kiratpur to Ner-Chowk in HP	NHAI	Toll	327	22,910
Baleshwar Kharagpur in West Bengal and Orissa	NHAI	Toll	477	6,544
RIDCOR III	GoR	Toll	607	6,113
IRIDCL II	MORTH	Toll	332	12,000
Sikar Bikaner in Rajasthan	GoR	Toll	540	8,029
Total				146,999

Debt Tied-up

Project	Debt tied-up (₹ Million)
Mega Highways –II	6,098
Chenani Nashri Tunnelway	33,480
Jorabat to Shillong	7,400
Narkatpally to Addanki	10,600
MP Border Check Post	11,475
Additional two stretches under JARDP	5,545
Kiratpur Ner Chowk	16,556
Total Debt tied –up	91,154

ITNL Offshore Pte. Ltd. a fully owned subsidiary of ITNL has raised \$100 million by selling dim sum bonds, which are denominated in Yuan and issued in Hong Kong, this is a first dim sum offering by an Indian non-financial corporate.

*Under Jharkhand Accelerated Development Program Government of Jharkhand signed concessions for Chaibasa Kandra Chowka & Adityapur Kandra roads.

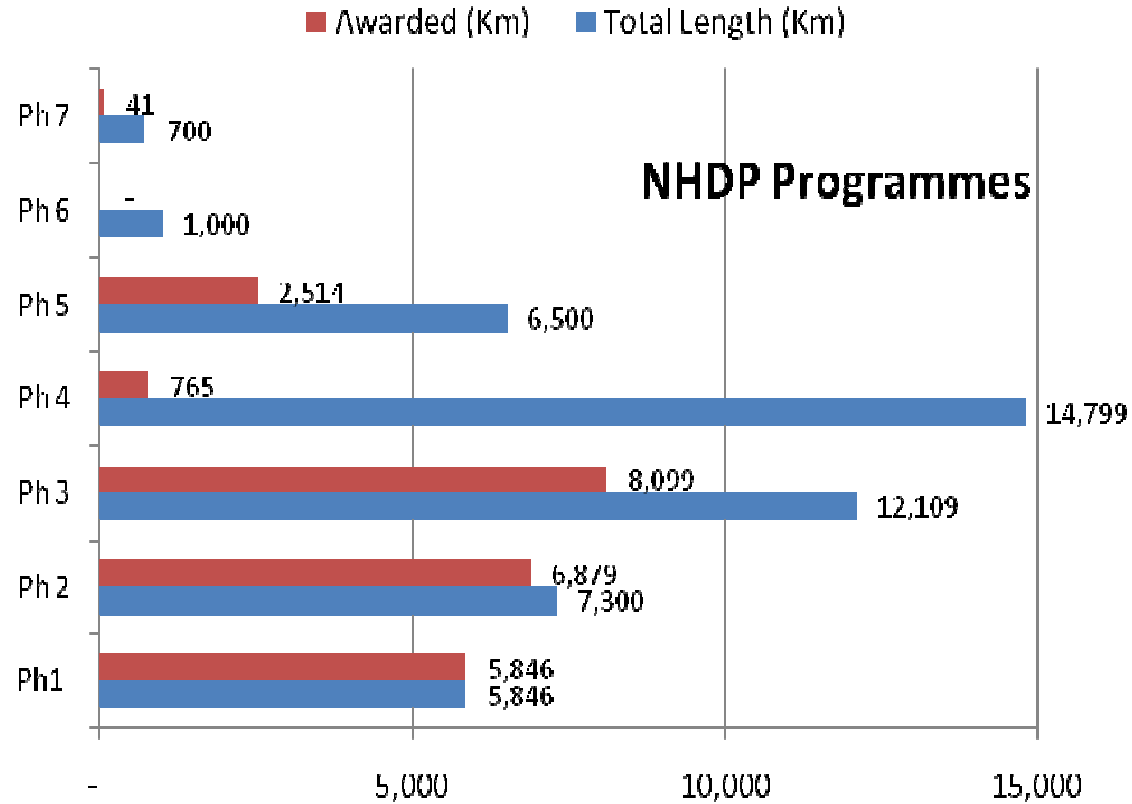
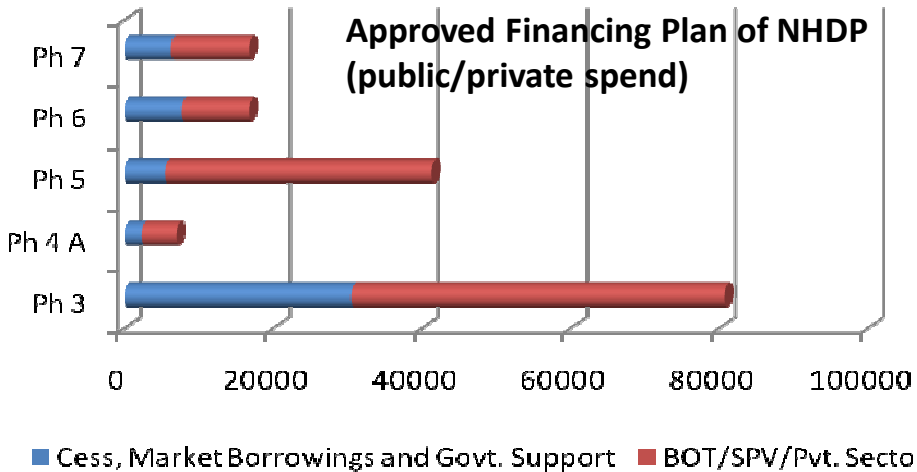
As of April 30, 2012

BID PIPELINE						
	RFP Stage (Post Qualification)			RFQ Stage (Pre Qualification)		
	Projects	Length (km)	Cost (` Mn)	Projects	Length (km)	Cost (` Mn)
NHAI	7	798	74,084	31	3,455	2,89,139
MORTH	-	-	-	-	-	-
STATE PROJECTS	3	216	17,022	8	959	1,15,065
Total	10	1014	91,106	39	4415	4,04,204

~23,000 km of award pending under NHDP - to be substantially executed under PPP

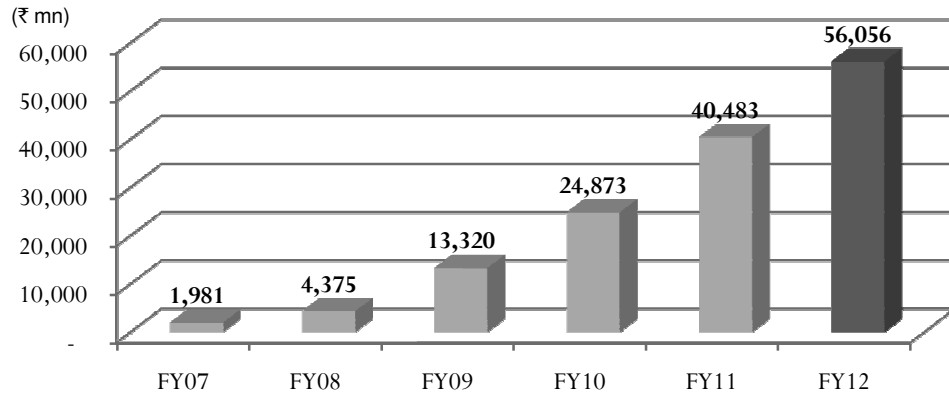
NHAI has targeted award of around 8,800 km in FY13

Program	Current rollout plan (in Km)
NHDP-III	1,274
NHDP-IV	7,235
NHDP-V	2,561
SARDP-NE	81
Total	11,151

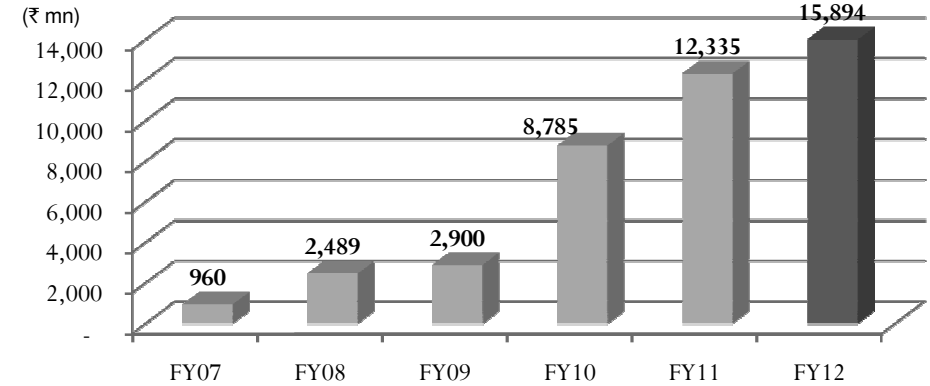


Total spend envisaged ~ USD 65bn

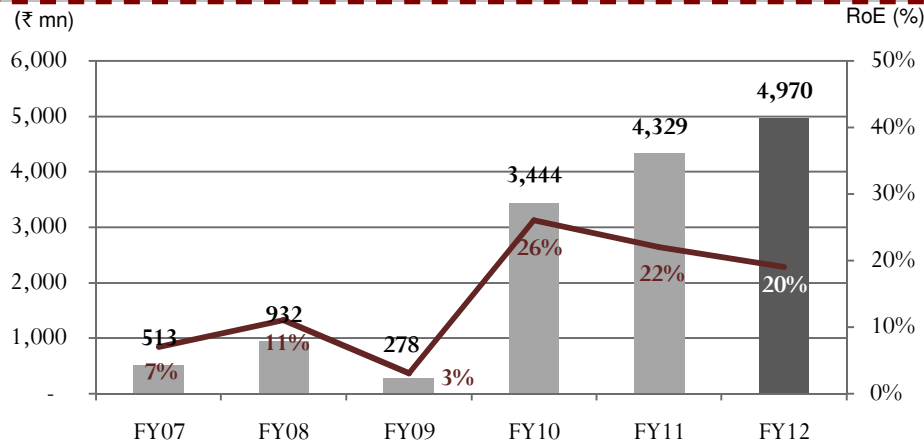
Revenue



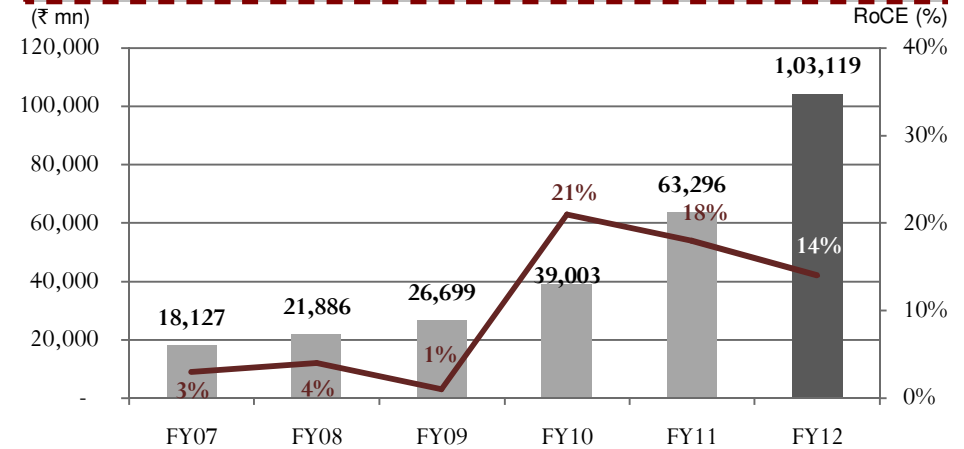
EBITDA⁽¹⁾



Profit After Tax⁽²⁾

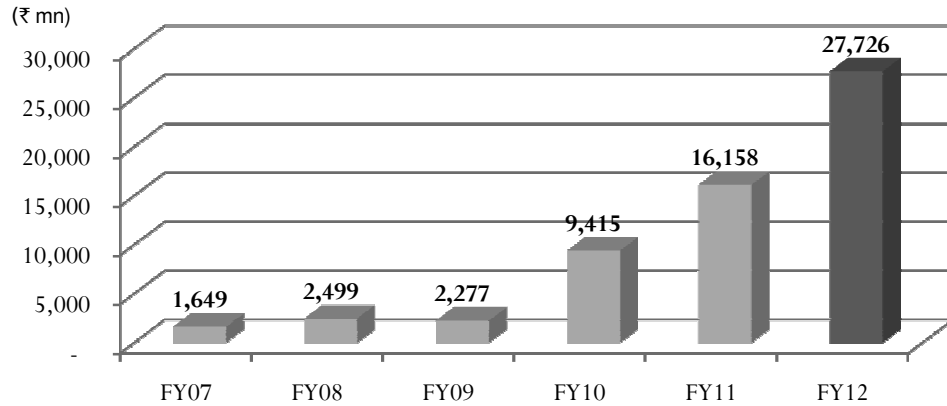


Average Capital Employed⁽³⁾

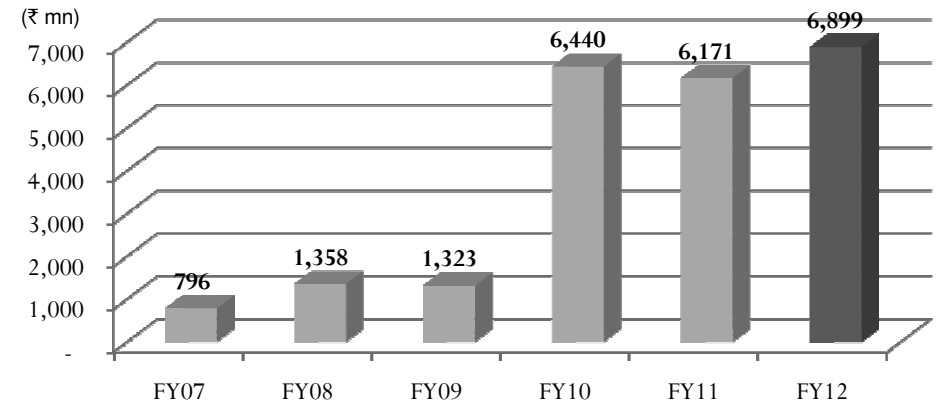


1. Includes other income and excludes gain from Foreign exchange fluctuation
2. RoE based on average equity;
3. RoCE based on average capital employed;

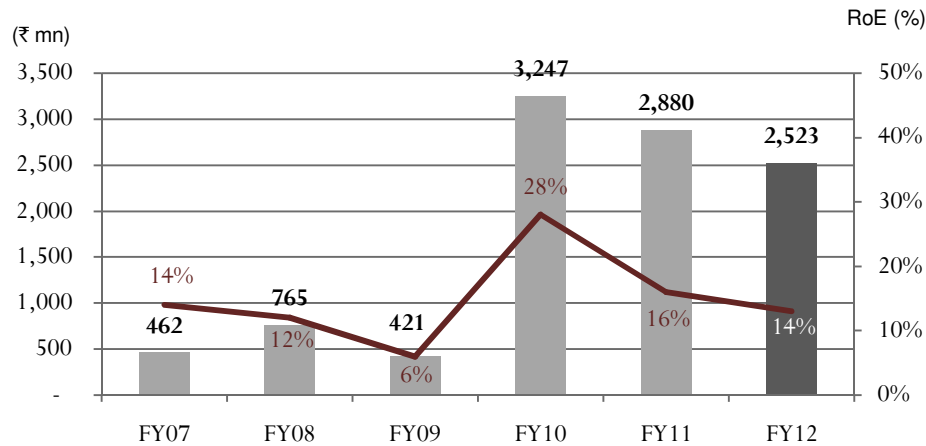
Revenue



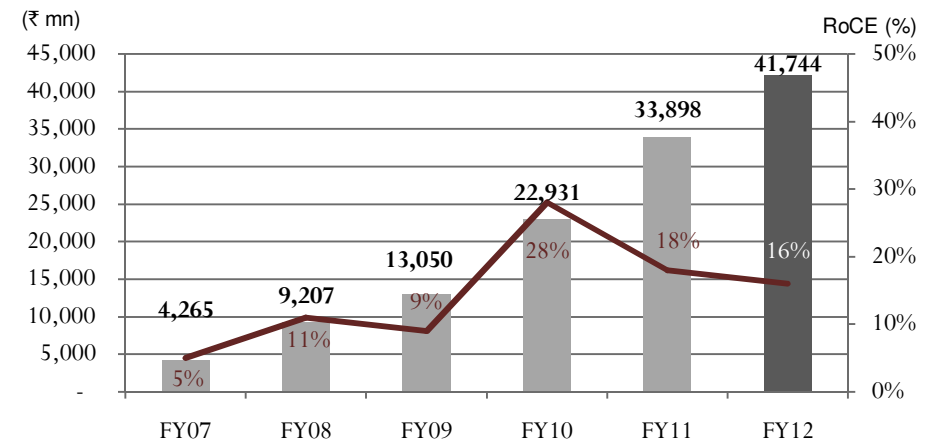
EBITDA⁽¹⁾



Profit After Tax⁽²⁾



Average Capital Employed⁽³⁾



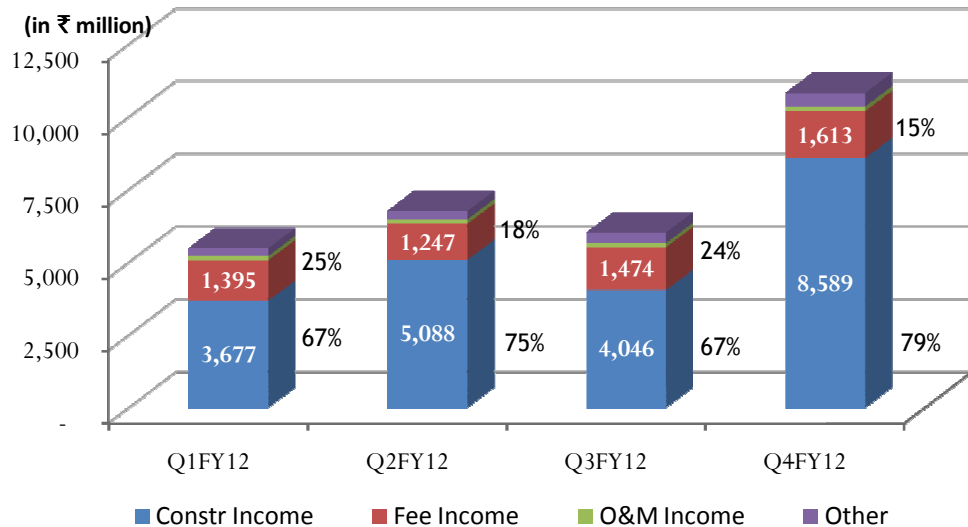
1. Includes other income and including gain from Foreign exchange fluctuation
2. RoE based on average equity;
3. RoCE based on average capital employed;

(All figures in ₹ million)

Key Parameters	Consolidated			Standalone		
	FY12	FY11	% Change	FY12	FY11	% Change
Revenue	56,056	40,483	39%	27,726	16,158	72%
Other Income	1,238	791	41%	1,377	852	62%
EBITDA	15,894	12,335	29%	6,899	6,171	12%
EBITDA Margin	28%	30%		25%	38%	
Interest	7,282	4,981	46%	2,656	1,555	71%
Depreciation	766	614	25%	106	98	8%
Profit Before Tax	7,846	6,740	16%	4,137	4,517	-8%
PAT after minority interest	4,970	4,329	15%	2,523	2,880	-12%

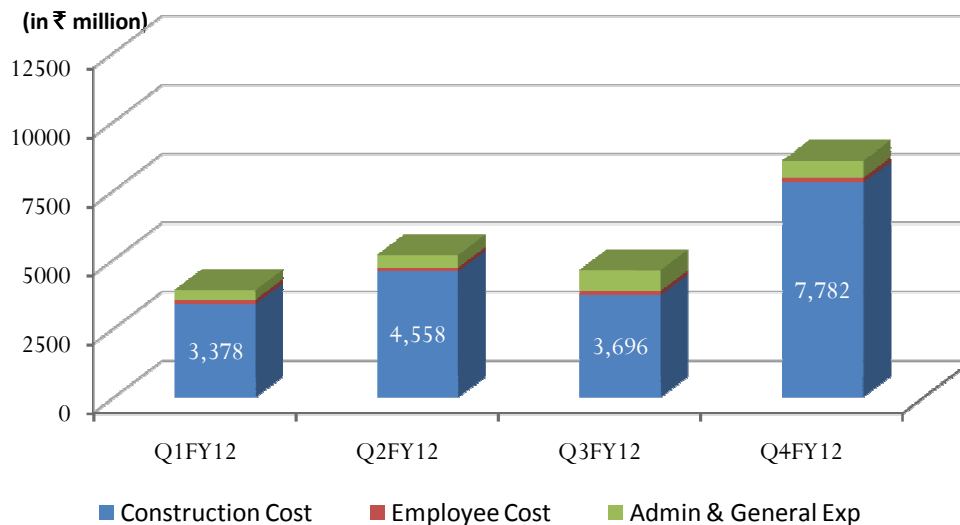
* In consolidated results, as per the relevant accounting policy, annuity projects are treated as financial assets and shown as receivable in the balance sheet. Hence interest during construction on annuity projects is charged to P&L unlike for toll projects where it is capitalized

Revenue



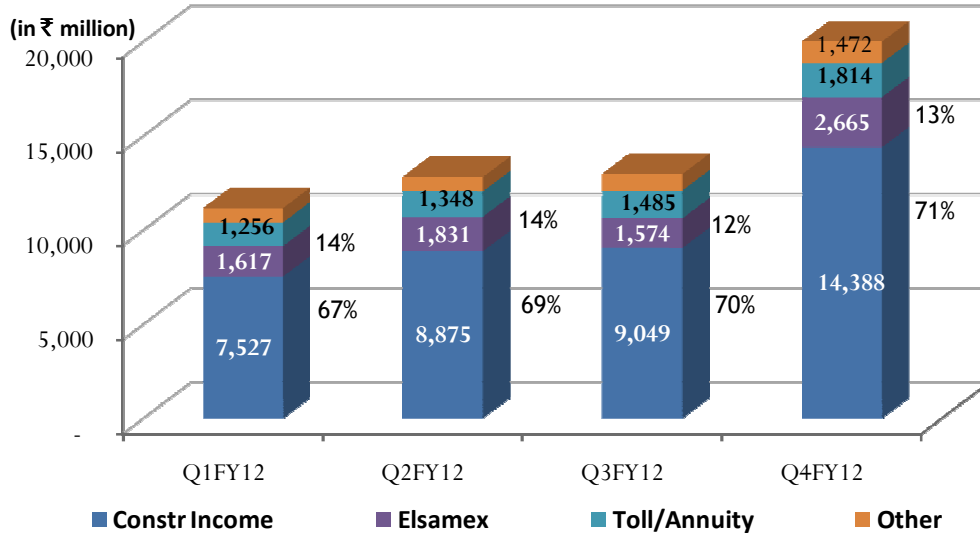
- During Q4 the revenue from construction nearly doubled on account of increased construction activity and on account of higher cost items being executed in construction work
- Fee income in Q4 comprises fees mainly from Kiratpur Ner Chowk project and Chandrapur Warora plus some regular supervision fee from JRPICL, MBEL, PSRDCL etc.

Expenses

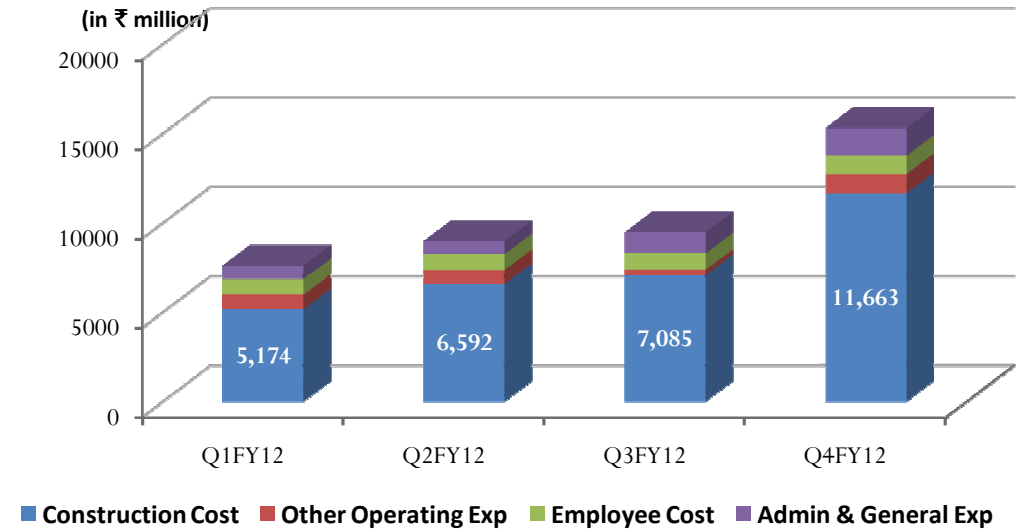


- The overall EBITDA margins during Q4 decreased due to the high increase in construction revenue which contributes to low EBITDA margins. However, overall EBITDA at absolute levels have gone up
- The overall construction margins during FY12 were around 9% which was maintained during Q4 too
- The increase in construction expense was in accordance with the increase in construction costs

Revenue



Expenses

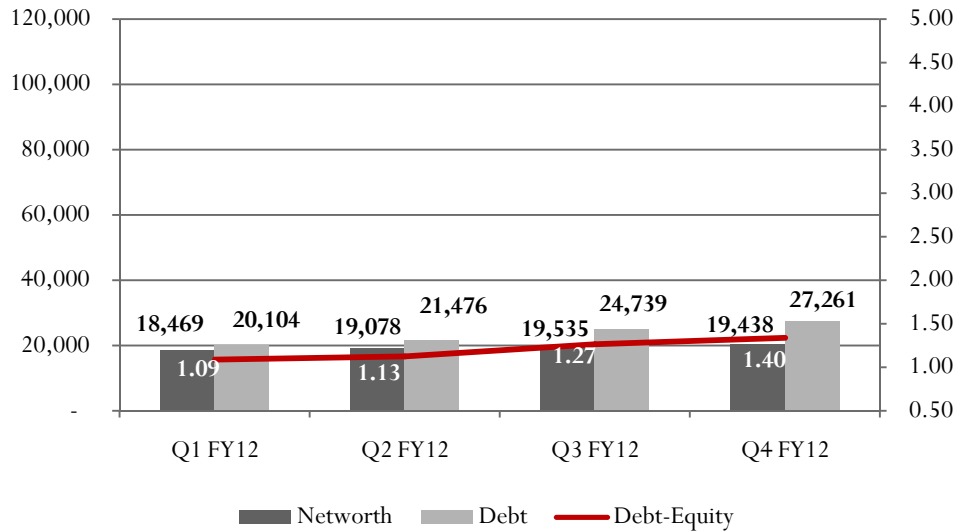


- Total Income during this quarter increased, as compared to relevant quarter of last year, mainly on account of increased construction activity and increase in toll & annuity revenues
- The difference between standalone and consolidated construction revenues is a) due to projects in which ITNL does have the EPC contract e.g. Jharkhand Road Projects and b) on account of IDC and margin recognized at the consolidated level in accordance with applicable accounting policies

- In the consolidated expenses for Q3 quarter, there were a few exceptional one time expenses/provisions under the head other expenses which brought down the margins
- The margins during Q4 also came down as proportion of income from construction and Elsames, both of which are low margin incomes, increased in the total revenue

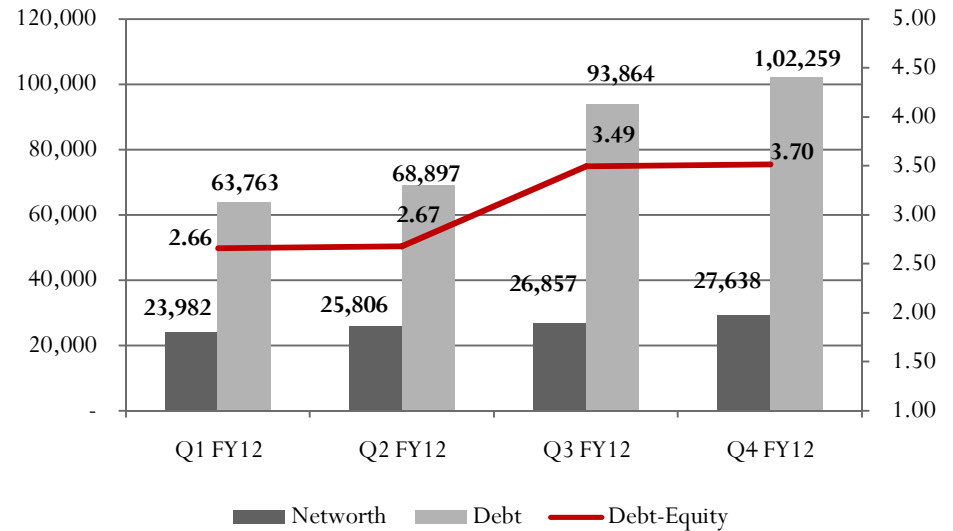
Standalone

(in ₹ million)



Consolidated

(in ₹ million)



- The Debt Equity at the standalone level has marginally increased mainly on account of investments made into projects during this quarter
- The standalone debt is mostly unsecured debt for on-lending to SPVs as sub-debt or for equity infusion into projects against cash accruals expected from them

- The increase in debt at consolidated level is mainly on account of drawdown happening from sanctioned debt in accordance with construction progression
- In Q3 quarter the jump in debt equity was mainly on account of the proportionate consolidation of debt from YuHe project and debt taken for acquisition by IIPIL to the extent not knocked off

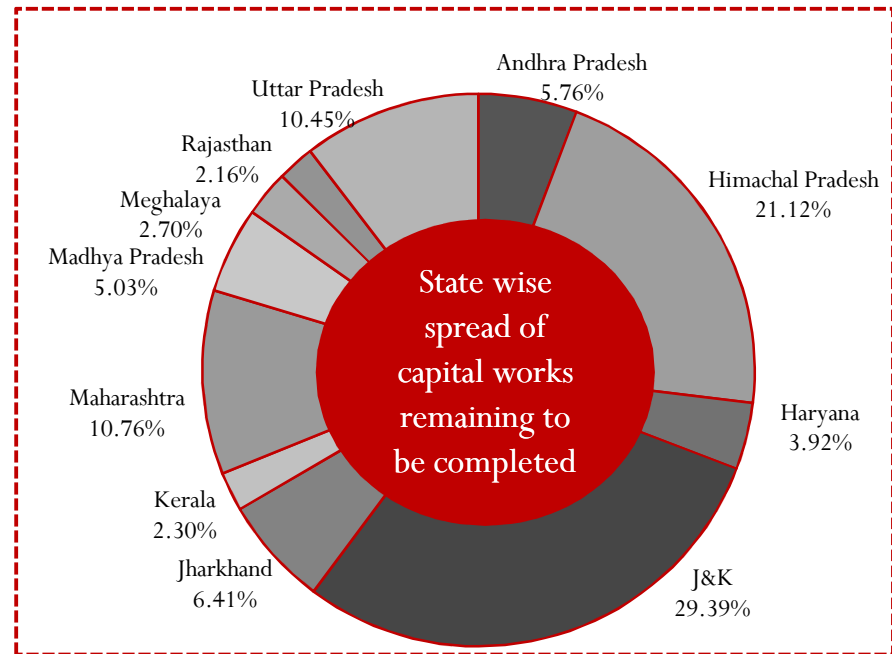
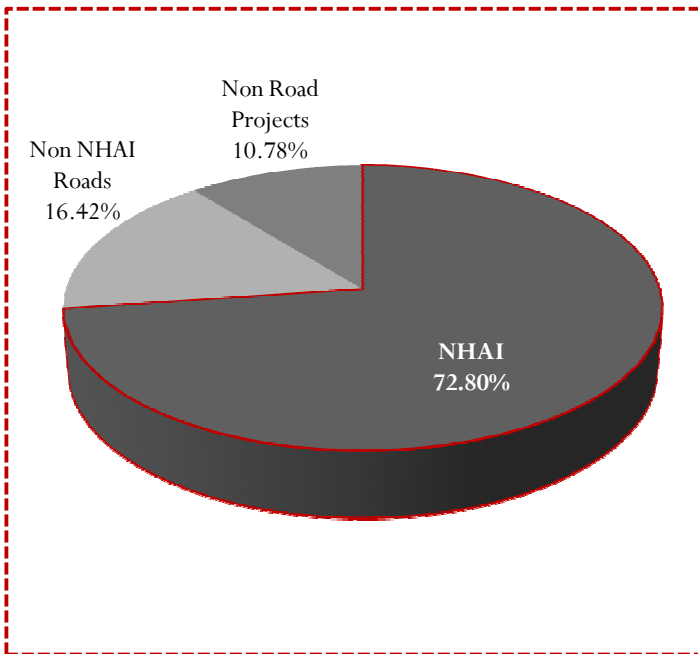
Incremental Equity Commitment for existing projects is around ₹ 11,000 million
Total Investments made till 31-March-12 (including advance against equity) is approximately ₹ 27,919 million

Capital Works remaining to be executed (ITNL proportionate share)

(In ₹ million as on 31-March-2012)

Of projects awarded till last quarter*	87,887
Of projects awarded after last quarter	32,686
Total of Capital Works remaining to be executed	120,573

Project capital works remaining to be executed



Revenue Collection on Operational Road Projects

Not adjusted for ITNL's stake

(All figures in ₹ million)

Toll Projects under Operation	Average Daily Toll Collection		
	In FY11	In FY 12	In Q4 FY 12
Ahmedabad Mehsana Road (Gujarat)	1.32	1.59	1.60
Vadodra Halol Road (Gujarat)	1.01	1.24	1.31
Noida Toll Bridge (UP)	1.91	2.11	2.31
Mega Highways – Rajasthan	2.91	4.23	4.53
Rajkot to Jetpur – Gondal (Gujarat)	0.92	1.04	1.11
Beawer Gomti (Rajasthan)	0.43	0.46	0.46

Operational Annuity Projects	Annuity receivable Per Annum	Accrued in Q4FY12
Maharashtra Border to Belgaum (Karnataka)	1,010.34	252.58
Thirvananthapuram City Roads (Ph-I) (Kerala)	118.00	29.50
Kotakatta to Kurnool (Andhra Pradesh)	1130.40	282.60
East Hyderabad Expressway Limited	666.60	166.50

Total Average Daily Collection from toll and annuity in Q4FY12 has been around ₹ 19.35 million
Average annualised toll/annuity revenue (net of grant) in Q4 per billion of project cost is ~₹ 124 million

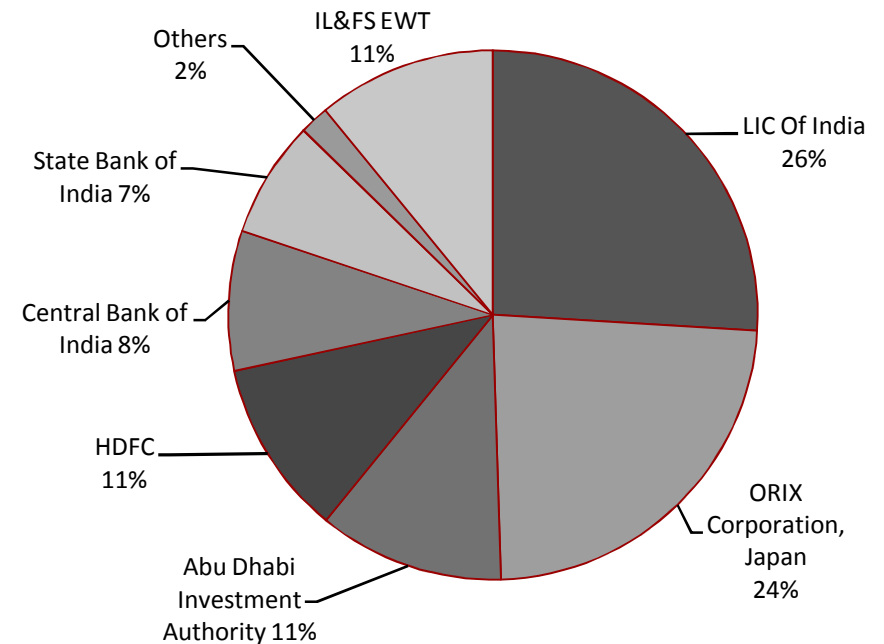
Rs in million

Sr.No	Name of the Project	Toll Revenue start date	2007-08	2008-09	2009-10	2010-11	2011-12
1	Ahmedabad Mehsana Road (Gujarat)	Feb-03	614	660	747	850	1037
2	Vadodra Halol Road (Gujarat)	Oct-00					
3	Noida Toll Bridge (UP)	Feb-01	547	659	706	696	774
4	Mega Highways - Rajasthan (Ph - I)	Mar-08	93	546	826	1063	1548
5	Rajkot to Jetpur - Gondal (Gujarat)	May-08	121	225	312	337	380
6	Beawer Gomti (Rajasthan)	Aug-10			-	94	168
	Total		1,375	2,090	2,591	3,040	3,907

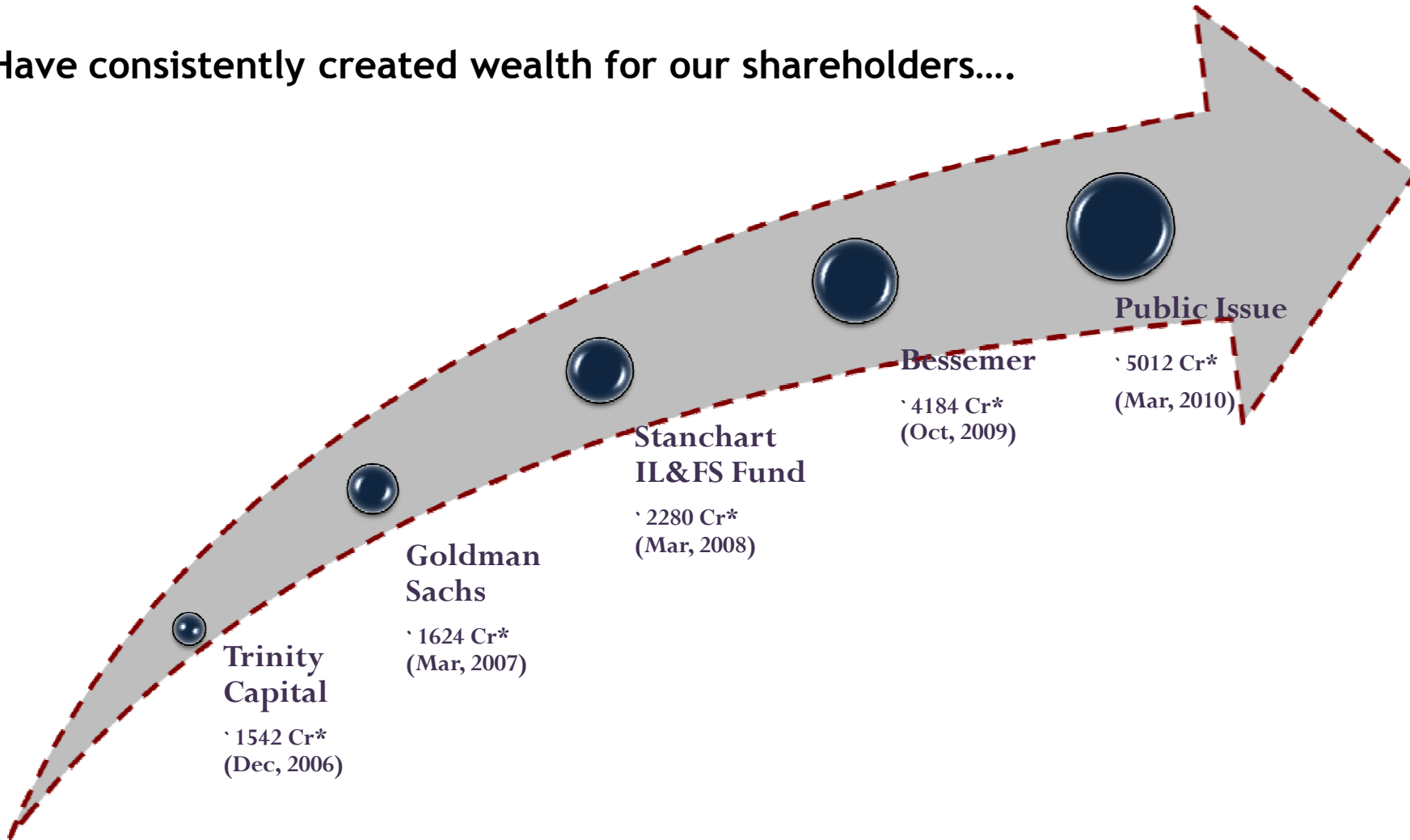
IL&FS Overview

- Incorporated in 1987 as a JV between the Central Bank of India (CBI), Housing Development Finance Corporation Limited (HDFC) and Unit Trust of India (UTI) to commercialize infrastructure projects and work with public & private sector project sponsors
 - Offers a full range of financial, project development and management services including investment banking, project financing, project development, management and implementation, asset management, corporate advisory and back office services through Group companies
 - Identifies need-driven projects including roads, bridges, power, ports, water supply, area development which can be commercially viable and works on structural / financial solutions to enhance project viability
- Has expertise across diverse sectors such as transportation, area development, cluster development, finance, power, ports, water and waste management, urban infrastructure, environment, education and tourism
 - Track record of promoting and financing public infrastructure projects in India for over 22 years
- Strategic relations with Governments of 17 states across India and on-going relationships with various departments of the Central Government
 - Benefits to ITNL in negotiating bilateral contracts with state and central government entities when such bodies are seeking customized proposals

IL&FS Shareholding



Have consistently created wealth for our shareholders....



* Post money valuation

Independent Directors

Name	Designation
Mr Deepak Dasgupta	Chairman; Former Chairman, NHAI
Mr RC Sinha	Former Vice Chairman & MD, Maharashtra Airport Development Company Limited
Mr HP Jamdar	Former Principal Secretary, Government of Gujarat
Mr Deepak Satwalekar	Former Managing Director, HDFC

Non-Independent Directors

Name	Designation
Mr Ravi Parthasarthy	Chairman, IL&FS
Mr Hari Sankaran	Managing Director, IL&FS
Mr Arun K Saha	Joint Managing Director, IL&FS
Mr Vibhav Kapoor	Group Chief Investment Officer, IL&FS
Mr Pradeep Puri	Managing Director, NTBCL
Mr R C Chandra	Partner, Bessemer Venture Partners
Mr K Ramchand	Managing Director
Mr Mukund Sapre	Executive Director

K. Ramchand
Managing Director

- He has over 30 years of experience in urban and transport infrastructure development sector

Mukund Sapre
Executive Director

- He has over 27 years of experience in the industry.

Harish Mathur
Chief Executive

- Has over 33 years of experience in various road construction projects.

George Cherian
Chief Financial Officer

- He has over 35 years of experience in accounting and finance. Responsible for Financial and Accounting matters, Statutory Compliances and Financial Planning

V. K. Raina
Technical Director

- He has over 40 years of experience in the industry and is our in-house expert on structures including bridges and RoBs. He has been associated with many projects & has authored books on the subject too

S C Mittal
Senior Vice President

- He has over 28 years of experience in the industry. He heads our in-house design unit

Krishna Ghag
AVP & Company Secretary

- He has over 28 years of experience in the industry. He is the compliance officer, legal adviser and Company Secretary

Road Projects

Name of Project	North Karnataka Expressway Limited (NKEL)	West Gujarat Expressway Limited (WGEL)	Noida Toll Bridge (NTBCL)	Vadodara Halol Toll Road (GRICL)	Ahmedabad - Mehsana Road (GRICL)
Authority	NHAI	NHAI	NOIDA	Govt. of Gujarat	Govt. of Gujarat
State	Karnataka	Gujarat	Delhi & Noida	Gujarat	Gujarat
BOT Type	Annuity	Toll	Toll	Toll	Toll
Project (Lane Km)	472	389	60	190	333
Project Cost (Rs Mn)	5,995	2,758	5,888	1,709	3,422
Debt Outstanding as at March 31, 2012 (Rs. Mn)	3,986	1,401	1,086	2,284	
Date of Start (Concession)	June-02	Sept-05	Dec-98	Apr-99	Apr-2000
Concession Period	17.5 years	20 Years	30 yrs (extendable)	30 yrs (extendable)	30 yrs (extendable)
Description	4 laning of the section of the Belgaum to Maharashtra Border aggregating 77 km on BOT (Annuity) basis	Widening / Improvement of the Rajkot - Jeptur - Gondal Section from 2 lane to 4 lane; on National Highway No. 8 B (NH-8B) in state of Gujarat	Development of a toll bridge and approach roads connecting Delhi to NOIDA on BOOT basis	4 Laning of Vadodara Halol road Km 8.0 to 40.0 of SH 87 with service road in the state of Gujarat on BOOT Basis	4-Laning of Ahmedabad Mehsana Road (SH-41) with service roads from Km 19.0 to 70.6 and Kadi spur road (11.5 Km) in the state of Gujarat on BOOT Basis

Name of Project	Andhra Pradesh Expressway (APEL)	Thiruvananthapuram City Roads (Phase I) (TRDCL)	Mega Highways Project Rajasthan (RIDCOR)	Beawar Gomti Road (IRIDCL)	East Hyderabad Expressway Ltd (EHEL)
Authority	NHAI	KRFB	Govt. of Rajasthan	MORTH	HUDA
State	Andhra Pradesh	Kerala	Rajasthan	Rajasthan	Andhra Pradesh
BOT Type	Annuity	Annuity	Toll	Toll	Annuity
Project (Lane Km)	328	51	2106	248	173
Project Cost (Rs Mn)	8,629	1,083	16,500	3,550	4,278
Debt Outstanding as on March 31, 2012 (Rs. Mn)	7,329	516	16,316	2,607	2,904
Date of Start (Concession)	Sept-06	Jul-07	Jan-06	Oct-09	Dec-07
Concession Period	20 years	17.5 Years	32 Years	30 Years if 4 lane is done otherwise 11 Years	15 Years
Description	Kotakatta Bypass to Kurnool on NH-7 in the state of Andhra Pradesh under North South Corridor (NHDP Phase II) on BOT (Annuity) Basis	Thiruvananthapuram City Roads Improvement Project	Improvement of following project road stretches aggregating 1053 km - Phalodi to Ramji ki Gol, Hanumangarh to Kishangarh, Alwar to Sikandra, Lalsot to Kota and Baran to Jhalawar	Widening of 2-lane road to 2-lane + Paved Shoulder in Beawar - Gomti Section of NH- 8 from km 58.245 to km 177.050 in the State of Rajasthan on DBFOT Basis	8 - Laning Outer Ring Road in Hyderabad from Pedda Amberpet to Bongulur from Km 95.000 to Km 108.000 on BOT (Annuity) basis

Name of Project	Thiruvananthapuram City Roads (Phase II) (TRDCL)	Jharkhand Accelerated Road Development Programme (JRPICL)	Hazaribagh Ranchi Expressway Limited (HREL)	Pune Sholapur Road Development Company Limited (PSRDCL)	Mega Highways Project, Rajasthan (Additional) (RIDCOR)
Authority	KRFB	GOJ	NHAI	NHAI	Govt. of Rajasthan
State	Kerala	Jharkhand	Jharkhand	Maharashtra	Rajasthan
BOT Type	Annuity	Annuity	Annuity	Toll	Toll
Project (Lane Km)	107	466	319	571	715
Project Cost (Rs Mn)	2,626	14,078	8,692	14,027	8,126
Debt Outstanding as at March 31, 2012 (Rs. Mn)	783	11,096	5,919	3,417	3,593
Grant (Rs. Mn)	1,190 (award)	-	-	-	-
Appointed Date	Jun -09	Apr-10 – RRR Mar 10	Aug-10	Sept - 11	-
Scheduled Project Completion Date	Earlier 30 Nov 2011 New dates not yet received	Oct-12	Jan-13	Jan-14	Jan-13
Concession Period	15 years	17.5 years	18 years	20 years	32 years
Description	Thiruvananthapuram City Roads Improvement Project	Improvement works of Jharkhand Roads - Ranchi Ring Road - Ranchi Patratu - Patratu Ramgarh	4 laning of Hazaribagh – Ranchi Section Of NH-33 in State Of Jharkhand Under NHDP Phase III On BOT (Annuity) Basis	4 laning of Pune - Sholapur Section of NH-9 from in the state of Maharashtra under NHDP phase III on DBFOT basis	Improvement of 6 new project roads :Alwar to Bhiwadi Road, Arjunsar to Pallu, Jhalawar to Jhalawar Road, Hanumangarh to Sangaria, Kapren to Mangrol & Jhalawar to Ujjain

Name of Project	Chandrapur Warora WCBTRL)	Moradabad to Bareilly (MBEL)	Chennani - Nashri (CNTL)	Jorabat Shillong (JSEL)	Narketpally - Addanki (NAMEL)	M P Border Check Post (MPBCDCL)
Authority	PWD, Maharashtra	NHAI	NHAI	NHAI	Govt. of Andhra Pradesh	MPRDC
State	Maharashtra	Uttar Pradesh	Jammu & Kashmir	Assam & Meghalaya	Andhra Pradesh	Madhya Pradesh
BOT Type	Toll	Toll	Annuity	Annuity	Toll	Fees Collection
Project (Lane Km)	275	522	38	262	888	NA
Project Cost (Rs Mn)	6,886	19,836	37,200	8,240	17,605	13,500
Debt Outstanding as at March 31, 2012 (Rs. Mn)	-	7,580	9,065	2,630	3,500	2,009
Grant (Rs. Mn)	1763	4433	-	-	-	-
Appointed Date	Jan -11	Dec - 10	May - 11	Jan - 11	Jan - 11	May - 11
Scheduled Project Completion Date	Jan-14	Jun-13	Nov-15	Jan-14	July-13	Jan -14
Concession Period	30 years	25 years	20 years	20 years	24 years	12.5 years
Description	4 Laning of Warora Chandrapur Ballarpur Bamni road on SH 264 in Maharashtra on DBFOT basis	4 Laning Of Moradabad Bareilly Section Of Nh-24 in Uttar Pradesh Under NHDP Phase III	4 Lanning of Chenani to Nashri section of NH-1A including 9 Km long tunnel on BOT (Annuity) basis in Jammu and Kashmir	4 Laning of Jorabat-Shillong (Barapani) section of NH-40 in Assam & Meghalaya	4-Laning of Narketpally - Addanki - Medarametla Road (SH-2) in Andhra Pradesh	Development of 24 Border Check post in MP on BOT Basis

Name of Project	Chaibasa Kandra Chowka Road (JRPICL)	Adityapur Kandra Road (JRPICL)	Kiratpur Ner Chowk (KNEL)	Kharagpur Baleshwar Road (BKEL)	Sikar Bikaner	Beawer Gomti (Additional)
Authority	Govt of Jharkhand	Govt of Jharkhand	NHAI	NHAI	MoRTH	MoRTH
State	Jharkhand	Jharkhand	Himachal Pradesh	West Bengal & Orissa	Rajasthan	Rajasthan
BOT Type	Annuity	Annuity	Toll	Toll	Toll	Toll
Project (Lane Km)	137.4	60.4	327	477	540	217
Project Cost (Rs Mn)	4,910	2,420	22,910	6544	8029	12000
Debt Outstanding as at March 31, 2012 (Rs. Mn)	490	448	-	-	-	-
Grant (Rs. Mn)	Nil	Nil	1,345.7	350 (Premium)	2473	-
Appointed Date	Nov-11	Feb-12	Pending	Financial closure pending	Financial closure pending	Financial closure pending
Scheduled Project Completion Date	May-14	Oct - 2012	-	-	-	-
Concession Period	17.5	15.75	28	24 Years	25 Years	30 Years
Description	Two laning of the Chaibasa-Kandra-Chowka stretch (total length of 68.70 kms) in Jharkhand on BOT Annuity basis	Four laning of the Adityapur-Kandra stretch (total length of 15.1 kms) in Jharkhand on BOT Annuity basis	Four laning of Kiratpur-Ner Chowk section of NH 21 in Himachal Pradesh on BOT (Toll)	Construction of New Structures & Repair of existing Four Lane NH from Kharagpur to Baleshwar (NH-60) in Orissa and West Bengal	Development and Operation of Two laning of Sikar Bikaner Section in Rajasthan	Four laning of existing two lane section on the Beawar Gomti section of National Highway No.8 in Rajasthan

Thank You



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