Adani Ports and Special Economic Zone Limited

April 30, 2024

Facilities/Instruments	Amount (₹ crore)	Rating[1]	Rating Action
Long Term / Short Term Bank Facilities	10,020.00	CARE AAA; Stable / CARE A1+	Assigned
Non Convertible Debentures	7,252.00	CARE AAA; Stable	Assigned
Non Convertible Debentures	10,000.00	CARE AAA; Stable	Assigned
Commercial Paper	6,700.00	CARE A1+	Assigned

Details of instruments/facilities in Annexure-1.

Rationale and key rating drivers

To arrive at ratings of Adani Ports and Special Economic Zone Limited (APSEZ), CARE Ratings Limited (CARE Ratings) has adopted consolidated approach due to close strategic, operational, and financial linkages among APSEZ's subsidiaries and its joint ventures (JVs).

The ratings assigned to APSEZ's instruments and bank facilities considers its market leadership position in Indian Ports sector with operations across nine ports and three terminals handling around 27% of seaborne cargo of India, integrated business model with advanced transport infrastructure in rail logistics segment, as well as connectivity to dedicated freight corridor (DFC), dominant contribution of sticky cargo in overall volumes, and diversified cargo mix besides flexibility in determining tariff at its ports.

APSEZ has an established track record of successfully turning around port assets post-acquisition through a combination of logistics solutions offering, partnering with prominent shipping lines, and enhancing operating efficiency. APSEZ as an integrated transport utility company, has built up its logistics assets base comprising trains, multi modal logistics park (MMLP), rail tracks, grain silos, warehousing, inland container depot, and tugs, thus building operational synergies. This strategy has led to (i) robust volume growth marked by 15% compounded annual growth rate (CAGR) for FY19-FY24 (refers to April 1 to March 31) as compared to 4% CAGR for all India ports, (ii) significant reduction in concentration to Mundra port in overall cargo volumes from 66% in FY19 to 44% in 9MFY24 (refers to April 1 to December 31) (iii) achievement of east coast-west coast parity, and (iv) healthy container volume growth of 11% in Q4FY24 (Q4 refers to the period January 1 to March 31) as compared to Q4FY23 amidst Red Sea crisis and geopolitical issues. The large land bank at Mundra, Dhamra, and Krishnapatnam also enhances the prospects of additional monetisation for industrial purposes. The government's thrust on multimodal logistics, improving rail co-efficient and rising coastal movement in India are expected to aid APSEZ's growth prospects. As a result, CARE Ratings expects APSEZ's cargo volumes to grow at higher than India's economic growth rate in the medium term due to its strong business risk profile.

The ratings, further derive strength from healthy growth in scale of operations, steady profit before interest, lease, depreciation and taxation (PBILDT) margins, demonstrated execution capabilities of APSEZ in the port sector, and robust liquidity. It is pertinent to note that large proportion of long-term debt is denominated in foreign currency carrying fixed rate of interest, in addition to adequate forex debt coverage through natural hedge from dollar-denominated income. APSEZ's leverage, marked by net external debt/PBILDT steadily improved from 3.62x as on March 31, 2021 to 3.14x as on March 31, 2023. Subsequently, with the progressive buy back of USD 650 million bonds (due in July 2024), APSEZ has repaid around USD 325 million till December 2023, resulting in net external debt/PBILDT at 2.41x as on December 31, 2023. Going forward, based on management articulation, CARE Ratings expects net external debt/PBILDT to remain rangebound between 2.50x - 2.75x on a sustained basis. Refinancing risk in case of bullet redemption of bonds is also largely mitigated by strong business risk profile with cash flow visibility, low leverage, established capital market access, and past track record of replacing short-term debt with long maturity debt.

The aforementioned rating strengths are, however, tempered by the risk associated with any large-scale asset acquisition both in India and overseas market. However, the management articulation to continue forming JVs with strategic partners in case of large foreign acquisitions in the future mitigates this risk to an extent. Further, modular nature of ongoing capex provides APSEZ flexibility to defer the same in case of exigencies.

[1]Complete definition of the ratings assigned are available at www.careedge.in and other CARE Ratings Ltd.'s publications

APSEZ had extended inter corporate deposits (ICDs) to third parties including vendors in FY23 exposing it to counterparty risk. Nevertheless, APSEZ has realised past ICDs and has discontinued fresh extension of ICDs from December 2022 onwards. APSEZ has approved policy which restricts it from investing in ICDs and its liquidity is parked in fixed deposits, Government Bonds, Mutual Funds, etc. as on December 31, 2023. Any deviation from the stated guidance is key rating monitorable.

With respect to the ongoing regulatory scrutiny, in January 2024, Honourable Supreme Court noted that Securities and Exchange Board of India (SEBI) has completed 22 out of 24 investigations into Adani group and suggested SEBI to complete balance two pending matters over next three months. Access to fresh funding from large investors including US Development Finance Corporation, significant reduction in promoter pledge, progressive buy back of international bonds, recovery in its bond yield and increase in equity share price have largely addressed the perceived challenges towards the APSEZ's access to timely funding and refinancing risks. While the investigation is not yet concluded, the impact of the outcome on the group does not appear as an issue of concern. Any negative outcome from conclusion of investigations over Adani group impairing financial flexibility of APSEZ will be key rating monitorable.

Rating sensitivities: Factors likely to lead to rating actions

Positive factors

- Not applicable

Negative factors

- Large debt-funded acquisition or deterioration in operational performance, leading to an increase in net external debt/PBILDT beyond 2.50-2.75x on a sustained basis.
- Extension of loans and advances or guarantees to related parties outside APSEZ or ICDs to third parties.
- Adverse action by regulatory agencies.

Analytical approach: Consolidated

The credit assessment of APSEZ is based on consolidated business and financial risk profile of the company and its subsidiaries alongwith JVs. Entities have integrated business operations and are engaged in handling port infrastructure assets (including Tugs and Dredgers) and logistics segment thereby collectively having management, business, and financial linkages resulting into overall synergy with APSEZ. Please refer to Annexure-6 for entities consolidated.

Outlook: Stable

The Stable outlook reflects that APSEZ will continue to generate healthy cash flows and maintain leverage threshold due to its dominant position in the domestic ports and logistics infrastructure sector having favourable demand outlook.

Detailed description of the key rating drivers:

Key strengths

Dominant market position with integrated business model

APSEZ is India's largest port developer and operator by volume with a total capacity of 607 MMT, with the Mundra Port being the largest commercial port in India in terms of cargo handling. Over the past years, APSEZ's market share in terms of port cargo handled across India has increased to ~27% and has a market share of around 44% in terms of container cargo handling in 9MFY24. As on December 31, 2023, APSEZ owns and operates nine operational ports and three terminals in India which are well-diversified across east-west coast and augurs well for India's rising coastal movement. APSEZ has acquired the Krishnapatnam Port, Gangavaram Port and Karaikal Port thereby strengthening its presence on East Coast. APSEZ has also acquired overseas port in FY23, i.e. Haifa Port, Israel, in JV with Gadot Group. In March 2024, APSEZ has announced acquisition of Gopalpur Ports Limited on east coast of India (GPL; rated 'CARE BBB [Rating watch with positive implications]') and the transaction is expected to consummate by end of Q1FY25 (Q1 refers to the period April 1 to June 30).

APSEZ has increased its thrust on the logistics space with a focus on providing end-to-end transport utility. APSEZ has built-up its logistics assets base comprising trains, MMLPs, rail tracks, grain silos, warehousing, ICDs, and Marine Flotilas (including tugs and dredgers). As on December 31, 2023, APSEZ owns 116 trains, 620 kms of rail tracks, 111 tugs, and 11 multimodal logistics parks providing it significant competitive edge. APSEZ also has large warehousing capacities of 2.4 million square feet as on December 31, 2023. It has a strong rail connectivity from ports to hinterland (including its logistics parks). APSEZ witnessed improved rail co-efficient to ports due to phase-wise commissioning of the DFC resulting in consequent increase in movement of double-stacker container trains. APSEZ has thus been able to reduce the transit time, especially at Mundra, which enhances its competitiveness. In the past, APSEZ has successfully ramped-up the cargo volumes post acquisitions due to synergies from logistics infrastructure. The large land bank at Mundra, Dhamra, and Krishnapatnam also offers monetisation potential for industrial purposes/SEZ.

Robust operating efficiency and diversified coast parity

Overall cargo volumes have grown from 208 million metric tonnes (MMT) in FY19 to 420 MMT in FY24, registering a healthy CAGR of 15%, as against an all-India cargo CAGR of around 4% for the same period. This is mainly due to the acquisition of ports on the east coast and the increase in cargo volumes at existing ports due to strong operating efficiency.

The cargo concentration from Mundra Port has steadily reduced, from 66% in FY19 to 44% in 9MFY24, due to achievement of east coast-west coast parity. APSEZ is further developing two new greenfield container transshipment ports: Vizhinjam, Kerala, and Colombo Port, Sri Lanka, which, on commissioning, will further diversify revenue profile. Both the ports will act as a transhipment hub for South-East Asia.

Diversified cargo mix and pricing flexibility

APSEZ has established mechanised cargo handling facilities to handle bulk, liquid, crude, and container cargo with a quicker turnaround time and swift delivery of services. It has a diversified cargo mix comprising 37% containers, 37% coal cargo, 8% liquid (including crude), and the balance 18% others in 9MFY24. The contribution of coal cargo increased from 32-33% levels during FY18-FY23 to 37% in 9MFY24 reflecting expanded footprint on eastern coast. Upon operationalisation of two under-construction container terminals, the share of container cargo segment is expected to rise in the near term. Around 54% of the cargo handled in FY23 and 9MFY24 is sticky in nature, thereby providing healthy revenue visibility. Also, APSEZ has pricing flexibility at all locations except three terminals, rendering it competitive edge.

Strong growth in scale of operations and healthy profitability

The total operating income (TOI) grew at a healthy CAGR of 29% from FY21-FY23 due to expansion in port capacities -both through organic expansion and inorganic acquisitions. PBDILT margins continued to remain healthy, at 62.05% in FY23. The scale of operations further grew to ₹19,814 crore in 9MFY24 registering growth of 31.61% as compared to 9MFY23 and healthy PBILDT margin of 59.65% (9MFY23: 63.51%). Moderation in PBILDT margin is due to rising share of the logistics segment, which has relatively lower PBILDT margin in the range of around 30% and lower profitability at Haifa port. Going forward, PBILDT is expected to expand with scaling of logistics segment combined with improvement in operating efficiency at Haifa port.

Low leverage and strong financial flexibility

APSEZ's leverage marked by net external debt/PBILDT steadily improved from 3.62x as on March 31, 2021 to 3.14x as on March 31, 2023, due to ramp-up of cargo volumes post-acquisition of assets. Subsequently, with the progressive buy back of USD 650 million bonds (due in July 2024), APSEZ has repaid around USD 325 million till December 2023, resulting in net external debt/PBILDT at 2.41x as on December 31, 2023. Going forward, CARE Ratings expects net external debt/PBILDT to remain within threshold range of 2.50-2.75x on a sustained basis. The debt coverage indicators also improved significantly, resulting in an interest coverage of 5.49x for FY23 and 5.55x in 9MFY24 as compared to 3.57x in FY21. Refinancing risk in case of bullet redemption of bonds is also largely mitigated by strong operational cash flows with long term visibility, low leverage, established capital market access, and past track record of replacing short-term debt with long maturity debt.

Furthermore, as on December 31, 2023, around 80% of outstanding debt is denominated in foreign currency with majority of debt is at a fixed rate of interest (ROI), insulating APSEZ against adverse interest rate movements globally. In addition to that, APSEZ has adequate dollar denominated marine revenue, providing a natural forex hedge for foreign currency debt repayment reflected by forex debt coverage of 3.6x at the end of FY23.

Pursuant to the release of the short seller report in January 2023, APSEZ witnessed sharp volatility in equity share prices and international bond market, which posed challenge to its financial flexibility. Nonetheless, significant reduction in promoter pledge from 17.31% as on December 31, 2022 to 1.70% as on March 31, 2024, raising of equity by promoters through secondary market route and sizeable buyback of bonds due in July 2024 offset the steep impact. Also, APSEZ received a commitment for funding from US Development Finance Corporation for its Colombo West Terminal Project (CWIT). Hence, the perceived challenges towards the APSEZ's access to timely funding and refinancing avenues have largely been addressed thereby restoring the strong financial flexibility. APSEZ has market capitalisation of ₹2.92 lakh crore as on April 9, 2024, with 65.89% stake of promoters.

Favourable industry outlook

Overall cargo throughput at Indian ports is estimated at its all-time peak at 1539 MMT (E) for financial year ended March 31, 2024, FY24 representing around 7% growth over FY23. With the revival in economic activity, increasing demand and consumption of major commodities and declining shipping freights, the traffic re-gained from FY22 and expected to report healthy compounded annual growth rate (CAGR) of 7% for FY21-FY24 (E). India's coastal cargo has witnessed significant growth of 17% and 18% in FY22 and FY23, respectively, in comparison of EXIM cargo and expects growth of 9% in FY24. Coal and iron ore comprised almost

70% of the India Coastal cargo. CARE Ratings expects increase in share of coastal cargo of coal to 42% in FY26 from 34% in FY23, which augurs well for APSEZ due to its strong presence on both the coasts.

Container volumes grew at healthy CAGR of 6% in India from FY20-FY22 indicating strong economic indicator despite COVID-19-related challenges. Container volumes grew at flat 3% in FY23 and expected to witness healthy growth of 10% in FY24 due to strong recovery in EXIM trade despite Red Sea crisis since November 2023. Rising disruption in the Red Sea region have necessitated shipping liners to consider the alternative, longer route past the Cape of Good Hope. This has elongated transit time by 15-20 days and increased the freight cost. However, capacity liners' willingness to increase capacity by earlier fleet renewal orders which will be arriving in FY25 and cascading capacity from other areas will reduce transit time to a minimum. CARE Ratings expects container volume to grow at rate of 8% in FY25 despite risk of prolonged Red Sea turmoil. Going forward, growth in exports volume and stability on geopolitical conditions shall be key monitorable.

Key weaknesses

Risk associated with any large-scale acquisition and ongoing capex

In FY23, APSEZ successfully consummated acquisitions of Gangavaram Port, Karaikal Port, Haifa Port, Ocean Sparkle, and Indian Oil Tanking Limited. Some of these acquisitions are JVs with reputed parties, minimising business and financial risks to an extent. However, APSEZ is exposed to event-based risk related to large-scale acquisitions in India and overseas. However, the management articulation to continue to form JVs with strategic partners in case of large acquisitions in the future mitigate this risk to an extent. Further, modular nature of ongoing capex provides APSEZ flexibility to defer it in case of exigencies.

APSEZ is developing a greenfield transhipment container port at Vizhinjam, Kerala, with an initial capacity of 1 million twenty-foot equivalent unit (TEU) in the first phase, at a revised estimated cost of around ₹5,800 crore including funded works. The project was delayed due to multiple factors including the shortage of rock for breakwater construction, COVID-19-related disruptions and cyclones. The project is expected to operationalise within revised timelines by end of FY25. APSEZ has applied and received in principle approval for viability gap funding (VGF) from authority and is expected to sign tripartite agreement.
APSEZ is developing another container terminal in Colombo, Sri Lanka, with a capacity of 3.50 million TEU in a JV with John Keels (34% stake), a local private company and Sri Lanka Port Authority (15%). The total project cost is around USD 800 million. In November 2023, the project received sanction of USD 553 million from the US Development Finance Corporation (US DFC). The first phase of the project is expected to be operational by December 2024. Going forward, extent of time overrun, or cost overrun in these projects and its impact on the leverage will be crucial from credit perspective.

Liquidity: Strong

APSEZ's liquidity continues to be strong, evinced in the form of free cash and cash equivalents balance of ₹8,742 crore as on December 31, 2023. APSEZ has generated healthy cash flow from operating activities of ₹11,933 crore in FY23 (FY22: ₹10,420 crore), which suffices near-term repayments and capex requirements. The liquidity profile is also supported by APSEZ unutilised working capital limits. As a prudent management practice, the management is maintaining cash and cash equivalents in the range of 1.25x of the debt obligations due for the next one year and thereby provide credit comfort. In FY23, APSEZ has given loans/ICDs to parties outside APSEZ group. However, loan and ICDs have been recovered with interest in FY23. Further, discontinuing ICD of transactions as articulated by the management and parking of surplus liquidity in permitted investments is a credit positive. Any deviation from stated guidance is key rating monitorable.

Assumptions/Covenants: Not applicable

Environment, social, and governance (ESG) risks (APSEZ):

Risk Factors	Compliance and action by the company
Environmental	APSEZ is targeting to become carbon neutral by 2025 and net-zero by 2040, ensuring biodiversity conservation. APSEZ significantly enhanced its ambition for mangrove plantation to 5000 hectares by FY25, of which plantation already completed on 4217 hectares in 9MFY24. Energy intensity and carbon intensity already reduced to 50% in 9MFY24 in line with the target set for FY25. Renewable energy has 14% share in total energy consumption in 9MFY24, which it plans to achieve to 100% by FY25.
Social	APSEZ is committed to its diverse range of programmes and projects undertaken in core areas of education, health, sustainable livelihoods, skill development, and community infrastructure.
Governance	50% of APSEZ's board comprises independent directors. The company has a dedicated grievance redressal mechanism for its stakeholders and fully independent audit committee. APSEZ formed the Corporate Responsibility Committee, which comprises 100% of independent members to provide assurance for all ESG commitments. During FY24, upon resignation of APSEZ's auditor post Q1 FY24, the new auditor has been appointed.

	APSEZ's previous auditor has provided a qualified opinion in its FY23 financial statements which is primary related to the disclosure of related-party transactions with the entities identified in the short seller report. As articulated by management, identified entities are not related parties and outstanding exposure to such entities were also substantially reduced during 9MFY24.

Applicable criteria

Definition of Default
Factoring Linkages Parent Sub JV Group
CARE Ratings' criteria on consolidation & combined approach
Investment Holding Companies
Liquidity Analysis of Non-financial sector entities
Rating Outlook and Rating Watch
Port & Port services
Financial Ratios – Non financial Sector
Service Sector Companies
Infrastructure Sector Ratings
Short Term Instruments

About the company and industry

Industry classification

Macro Economic Indicator	Sector	Industry	Basic Industry
Services	Services	Transport Infrastructure	Port & Port services

Incorporated in 1998, APSEZ belongs to the Adani group and is the largest port developer and operator in India by volumes, with an annual capacity of 607 MMT. It operates nine operational ports and three terminals in India, including the Mundra Port on the Western coast, which is India's largest port in terms of cargo handling. Other operational ports include Dahej, Tuna, Hazira, Goa, Karikal, Ennore, Krishnapatnam, Katupalli, Gangavaram, Dhamra, Dighi, Vizhinham, and Haldia. It completed its first overseas port acquisition of Haifa Port, Israel in FY23. The company handled all types of cargos such as containers, dry bulk, liquid (including crude). APSEZ is expanding as integrated transport utility company with its operations spread across ports & allied services, logistics business (including train operations and internal container depots), warehousing & agri silos and MMLPs, and its foot in the special economic zone (SEZ) development.

Brief Financials (Consolidated; ₹ crore)	FY22 (A)	FY23 (A)	9MFY24 (UA)
TOI	17,221	20,908	19,814
PBILDT	10,533	12,975	11,820
PAT	4,953	5,393	6,089
Overall gearing (times)	1.13	1.14	NA
Total debt/PBILDT	4.53	4.11	NA
Net External debt/PBILDT	3.04	3.14	2.41^
Interest coverage (times)	4.14	5.49	5.55

A: Audited; UA: Unaudited; NA: Not available; Note: 'the above results are latest financial results available'; ^annualised

Status of non-cooperation with previous CRA: Not applicable

Any other information: Not applicable

Rating history for last three years: Please refer Annexure-2

Covenants of rated instrument / facility: Detailed explanation of covenants of the rated instruments/facilities is given in Annexure-3

Complexity level of various instruments rated: Annexure-4

Lender details: Annexure-5

Annexure-1: Details of instruments/facilities

Name of the Instrument	ISIN	Date of Issuance (DD-MM-YYYY)	Coupon Rate (%)	Maturity Date (DD-MM-YYYY)	Size of the Issue (₹ crore)	Rating Assigned along with Rating Outlook
Commercial Paper-Commercial Paper (Standalone)		NA	NA	0-364 days	6700.00	CARE A1+
Fund-based/Non-fund-based-LT/ST		-	-	-	10020.00	CARE AAA; Stable / CARE A1+
NCD	INE742F07353	26-May-2016	9.35	27-May-2026	100.00	CARE AAA; Stable
NCD	INE742F07361	30-Jun-2016	9.35	04-Jul-2026	252.00	CARE AAA; Stable
NCD	INE742F07411	29-Nov-2016	8.24	27-Nov-2026	1300.00	CARE AAA; Stable
NCD	INE742F07429	08-Mar-2017	8.22	08-Mar-2027	1000.00	CARE AAA; Stable
NCD	INE742F07437	31-Oct-2017	7.65	30-Oct-2027	1600.00	CARE AAA; Stable
NCD	INE742F07460	13-Apr-2020	8.50	13-Apr-2030	1500.00	CARE AAA; Stable
NCD	INE742F07510	18-Oct-2021	6.25	18-Oct-2024	1000.00	CARE AAA; Stable
NCD	INE742F07528	09-Jan-2024	8.70	09-Jan-2029	250.00	CARE AAA; Stable
NCD	INE742F07536	09-Jan-2024	8.80	09-Jan-2034	250.00	CARE AAA; Stable
NCD	Proposed	-	-	-	10000.00	CARE AAA; Stable

NCD: Non-Convertible Debentures

Annexure-2: Rating history for the last three years

Sr. No.	Name of the Instrument/Bank Facilities	Current Ratings			Rating History			
		Type	Amount Outstanding (₹ crore)	Rating	Date(s) and Rating(s) assigned in 2024-2025	Date(s) and Rating(s) assigned in 2023-2024	Date(s) and Rating(s) assigned in 2022-2023	Date(s) and Rating(s) assigned in 2021-2022
1	Debentures-Non Convertible Debentures	LT	-	-	-	-	-	1)Withdrawn (12-Jan-22)
2	Debentures-Non Convertible Debentures	LT	10000.00	CARE AAA; Stable				
3	Debentures-Non Convertible Debentures	LT	7252.00	CARE AAA; Stable				
4	Commercial Paper-Commercial Paper (Standalone)	ST	6700.00	CARE A1+				
5	Fund-based/Non-fund-based-LT/ST	LT/ST	10020.00	CARE AAA; Stable / CARE A1+				

LT: Long term; ST: Short term; LT/ST: Long term/Short term

Annexure-3: Detailed explanation of covenants of the rated instruments/facilities: Not applicable

Annexure-4: Complexity level of the various instruments rated

Sr. No.	Name of the Instrument	Complexity Level
1	Commercial Paper-Commercial Paper (Standalone)	Simple
2	Debentures-Non Convertible Debentures	Simple
3	Fund-based/Non-fund-based-LT/ST	Simple

Annexure-5: Lender details

To view the lender wise details of bank facilities please click here

Annexure-6: List of all the entities consolidated

Sr No	Name of Entity	Extent of Consolidation	Rationale of Consolidation
1	Adani Petronet (Dahej) Port Ltd.	Full	74%
2	The Adani Harbour Services Ltd. ("TAHSL")	Full	100%
3	Ocean Sparkle Ltd. ("OSL")	Full	98.52% (74.21% by TAHSL + 24.31% by Savi Jana)
4	Savi Jana Sea Foods Pvt. Ltd. ("Savi Jana")	Full	100% (TAHSL)
5	Sea Sparkle Harbour Service Ltd.	Full	100% (OSL)
6	Sparkle Port Service Ltd.	Full	100% (OSL)
7	Sparkle Terminal & Towage Service Ltd.	Full	100% (OSL)
8	Adani Hazira Port Ltd. ("AHPL")	Full	100%
9	Adani Logistics Ltd. ("ALL")	Full	100%
10	Adani Murmugao Port Terminal Pvt. Ltd.	Full	100%

Sr No	Name of Entity	Extent of Consolidation	Rationale of Consolidation
11	Adani Ennore Container Terminal Pvt. Ltd.	Full	100%
12	Adani Vizag Coal Terminal Pvt. Ltd.	Full	100%
13	Adani Kandla Bulk Terminal Pvt. Ltd.	Full	100%
14	Adani Vizhinjam Port Pvt. Ltd.	Full	100%
15	Shanti Sagar International Dredging Ltd.	Full	100%
16	The Dhamra Port Company Ltd. ("DPCL")	Full	100%
17	Karnavati Aviation Pvt. Ltd.	Full	100%
18	Karaikal Port Pvt. Ltd.	Full	100%
19	Marine Infrastructure Developer Pvt Ltd. ("MIDPL")	Full	97%
20	Adani Kattupalli Port Ltd.	Full	100%
21	Mundra SEZ Textile and Apparel Park Pvt. Ltd.	Full	55%
22	Mundra International Airport Pvt. Ltd.	Full	100%
23	Adani Warehousing Services Pvt. Ltd.	Full	100%
24	Adani Hospitals Mundra Pvt. Ltd.	Full	100%
25	Madurai Infrastructure Pvt. Ltd.	Full	100%
26	HDC Bulk Terminal Ltd.	Full	100%
27	Adani Aviation Fuels Ltd.	Full	100%
28	Adani Ports Technologies Pvt. Ltd. (Formerly, Mundra International Gateway Terminal Pvt. Ltd.) ("APTPL")	Full	100%
29	EZR Technologies Pvt. Ltd.	Moderate	51% (APTPL)
30	Tajpur Sagar Port Ltd.	Full	100%
31	Mundra Crude Oil Terminal Pvt. Ltd. (Formerly, Adani Bhavanapadu Port Pvt. Ltd.)	Full	100%
32	Adani Tracks Management Services Pvt. Ltd. (Formerly, Sarguja Rail Corridor Pvt. Ltd.)	Full	100%
33	Adani Container Terminal Ltd. (Formerly, Adani Pipelines Pvt. Ltd.)	Full	100%
34	Adani Gangavaram Port Ltd.	Full	100%
35	Adani Container Manufacturing Ltd. (Formerly, Adani Cargo Logistics Ltd.)	Full	100%
36	Adani Bulk Terminals (Mundra) Ltd. (Formerly, Adani Agri Logistics (Bathinda) Ltd.)	Full	100%
37	Dighi Port Ltd. ("DPL")	Full	100%
38	Dighi Roha Rail Ltd.	Moderate	50% (DPL)
39	Aqua Desilting Pvt. Ltd.	Full	100%
40	Adinath Polyfills Pvt. Ltd.	Full	100%
41	Gangavaram Port Services (India) Private Limited	Full	100%
42	Adani Krishnapatnam Port Ltd. ("AKPL")	Full	100%
43	Adani Krishnapatnam Container Terminal Pvt. Ltd.	Full	100% (AKPL)
44	Adani KP Agriwarehousing Pvt. Ltd.	Moderate	74% (AKPL)
45	Seabird Distriparks (Krishnapatnam) Pvt. Ltd.	Full	100% (AKPL)
46	Hazira Infrastructure Ltd.	Full	100% (AHPL)
47	Adani Agri Logistics Ltd. ("AALL")	Full	100% (ALL)
48	Adani Agri Logistics (Dahod) Ltd.	Full	100% (ALL)
49	Adani Agri Logistics (Samastipur) Ltd.	Full	100% (ALL)
50	Adani Agri Logistics (Darbhanga) Ltd.	Full	100% (ALL)
51	Blue Star Realtors Ltd.	Full	100% (ALL)
52	Dermot Infracon Pvt. Ltd.	Full	100% (ALL)

Sr No	Name of Entity	Extent of Consolidation	Rationale of Consolidation
53	Adani NYK Auto Logistics Solutions Pvt. Ltd.	Moderate	51% (ALL)
54	Dhamra Infrastructure Pvt. Ltd.	Full	100% (DPCL)
55	Shankheshwar Buildwell Pvt. Ltd.	Full	100% (ALL)
56	Sulochana Pedestal Pvt. Ltd. ("SPPL")	Full	100% (ALL)
57	Adani Forwarding Agent Pvt. Ltd.	Full	100% (ALL)
58	AYN Logistics Infra Pvt. Ltd. (Formerly, AYN Holdings and Investments Pvt. Ltd.)	Full	100% (ALL)
59	Adani Logistics Services Pvt. Ltd. ("ALSPL")	Full	98.39% (ALL)
60	NRC Ltd.	Full	100% (SPPL)
61	Adani Noble Pvt. Ltd.	Full	100% (ALSPL)
62	Adani Logistics Infrastructure Pvt. Ltd.	Full	100% (ALSPL)
63	Saptati Build Estate Pvt. Ltd.	Full	100% (AALL)
64	Adani Agri Logistics (MP) Ltd.	Full	100% (AALL)
65	Adani Agri Logistics (Harda) Ltd.	Full	100% (AALL)
66	Adani Agri Logistics (Hoshangabad) Ltd.	Full	100% (AALL)
67	Adani Agri Logistics (Satna) Ltd.	Full	100% (AALL)
68	Adani Agri Logistics (Ujjain) Ltd.	Full	100% (AALL)
69	Adani Agri Logistics (Dewas) Ltd.	Full	100% (AALL)
70	Adani Agri Logistics (Panipat) Ltd.	Full	100% (AALL)
71	Adani Agri Logistics (Katihar) Ltd.	Full	100% (AALL)
72	Adani Agri Logistics (Kotkapura) Ltd.	Full	100% (AALL)
73	Adani Agri Logistics (Kannuaj) Ltd.	Full	100% (AALL)
74	Adani Agri Logistics (Barnala) Ltd.	Full	100% (AALL)
75	Adani Agri Logistics (Moga) Ltd.	Full	100% (AALL)
76	Adani Agri Logistics (Mansa) Ltd.	Full	100% (AALL)
77	Adani Agri Logistics (Nakodar) Ltd.	Full	100% (AALL)
78	Adani Agri Logistics (Raman) Ltd.	Full	100% (AALL)
79	Adani Warehousing Ltd. (Formerly, Adani Agri Logistics (Borivali) Ltd.)	Full	100% (AALL)
80	Adani Agri Logistics (Dhamora) Ltd.	Full	100% (AALL)
81	Adani Agri Logistics (Sandila) Limited	Full	100% (AALL)
82	Adani Agri Logistics (Gonda) Limited	Full	100% (AALL)
83	Adani Agri Logistics (Chandari) Limited	Full	100% (AALL)
84	Adani Agri Logistics Kathiar Two Limited	Full	100% (AALL)
85	PU Agri Logistics Limited	Full	100% (AALL)
86	BU Agri Logistics Limited	Full	100% (AALL)
87	HM Agri Logistics Limited	Full	100% (AALL)
88	Abbot Point Operations Pty Ltd., Australia ("APOPL")	Full	100%
89	Abbot Point Bulkcoal Pty Ltd., Australia	Full	100% (APOPL)
90	Coastal International Terminals Pte Ltd (Formerly, Adani International Terminals Pte. Ltd.), Singapore ("CITPL")	Full	100%
91	Adani Yangon International Terminal Company Ltd, Myanmar	Full	100% (CITPL)
92	Anchor Port Holding Pte Ltd. (Formerly, Adani Mundra Port Holding Pte. Ltd.), Singapore ("APHPL")	Full	100%
93	Noble Port Pte Ltd., Singapore (Formerly, Adani Abbot Port Pte Ltd., Singapore)	Full	100% (APHPL)
94	Pearl Port Pte Ltd., Singapore (Formerly, Adani Mundra Port Pte Ltd., Singapore)	Full	100% (APHPL)

Sr No	Name of Entity	Extent of Consolidation	Rationale of Consolidation
95	Adani Bangladesh Ports Private Limited, Bangladesh	Full	100%
96	Adani International Ports Holdings Pte Ltd, Singapore ("AIPH")	Full	100%
97	Colombo West International Terminal (Private) Ltd., Srilanka	Full	51% (AIPH)
98	Mediterranean International Ports A.D.G.D Ltd, Israel ("Mediterranean")	Full	70%
99	Haifa Port Company Ltd.	Full	100%
100	Sparkle Overseas Pte Ltd. ("SOPL")	Full	100% (OSL)
101	Khimji Sparkle Marine Services, SAOC	Full	49% (SOPL)
102	The Adani Harbour International DMCC, UAE	Full	100% (TAHSL)
103	Port Harbour Services International Pte. Ltd, Singapore	Full	100% (TAHSL)
104	Adani International Container Terminal Pvt. Ltd.	Moderate	50%
105	Adani CMA Mundra Terminal Pvt. Ltd.	Moderate	50%
106	Adani Total Pvt. Ltd. (ATPL)	Moderate	50% of ALL
107	Dhamra LNG Terminal Pvt. Ltd.	Moderate	100% of ATPL
108	Dholera Infrastructure Pvt. Ltd. (DIPL)	Full	49%
109	Mundra LPG Terminal Pvt. Ltd.	Full	49%
110	Dholera Port and Special Economic Zone Ltd.	Full	100% of DIPL
111	Mundra Solar Technopark Pvt. Ltd.	Full	38.95% of ALL
112	IndianOil Adani Ventures Ltd.(IOTL) (Formerly, IndianOil Tanking Ltd.)	Moderate	49%
113	IOT Utkarsh Ltd.	Moderate	100% (IOTL)
114	IOT Engineering Projects Ltd.	Moderate	100% (IOTL)
115	IOT Engineering & Construction Services Ltd.	Moderate	100% (IOTL)
116	IOT Infrastructures Pvt. Ltd.	Moderate	100% (IOTL)
117	IOT Biogas Pvt. Ltd.	Moderate	100% (IOTL)
118	Kazakhstan Caaspishelf India Pvt. Ltd.	Moderate	100% (IOTL)
119	IOT Utkal Energy Services Ltd.	Moderate	71.57% (IOTL)
120	Stewarts & Lloyds of India Ltd.	Moderate	55.46% (IOTL)
121	Zuari Indian Oiltanking Pvt. Ltd.	Moderate	50.00% (IOTL)
122	Kateon Natie IOT Pvt. Ltd.	Moderate	49.00% (IOTL)
123	IOT Vito Muhendislik Insaat ve Taahhut AS, Turkey	Moderate	70.00% (IOTL)
124	Indian Oiltanking Engineering & Construction Services LLC, Oman	Moderate	70.00% (IOTL)
125	PT IOT EPC Indonesia	Moderate	66.70% (IOTL)
126	JSC Kazakhstancapishelf	Moderate	56.70% (IOTL)

Note on the complexity levels of the rated instruments: CARE Ratings has classified instruments rated by it on the basis of complexity. Investors/market intermediaries/regulators or others are welcome to write to care@careedge.in for any clarifications.

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