Jayant Infratech Limited

September 03, 2026

Facilities	Name of the Regulator[1]	Amount (₹ crore)	Rating[2]	Rating Action
Long-term / Short-term bank facilities	RBI	13.00	CARE BBB-; Stable / CARE A3	Assigned
Long-term bank facilities	RBI	28.00	CARE BBB-; Stable	Assigned

Details of instruments/facilities in Annexure-1.

Rationale and key rating drivers

Ratings assigned to bank facilities of Jayant Infratech Limited (JIL) are supported by extensive experience of its promoter, who possesses a proven track record of over two decades in the industry, and the company's demonstrated project execution capabilities. Ratings derive strength from its healthy orderbook position, supported by favourable government initiatives towards railway infrastructure development and electrification, steadily improving profitability margins, and comfortable capital structure and debt protection metrics.

However, ratings remain constrained by its modest scale of operations, geography and project concentration risk, working capital intensive operations and tender-based operations in an intensely competitive civil construction industry.

Rating sensitivities: Factors likely to lead to rating actions

Positive factors

- Sustained improvement in scale of operations marked by total operating income (TOI) of over ₹175 crore and sustenance of profitability margins at current levels.
- Geographically diversifying orders with quality counterparties.
- Continued maintenance of adequate liquidity and availability of adequate buffer in working capital limits.

Negative factors

- Sizable de-growth in TOI below ₹80 crore and deterioration in operating margin reaching less than 6% on a sustained basis.
- Delayed release of retention money, leading to blockage of bank guarantee and non-availability of bank guarantee (BG) limits for execution of newly received orders.

Analytical approach: Standalone

Outlook: Stable

The stable outlook is considering company's long track record of operations and expected increase in scale of operations driven by promoter's industry experience and improved order book position.

Detailed description of key rating drivers

Key strengths

Experienced promoter with long track record of operations

JIL is promoted by Nilesh Jobanputra, who has been associated with the company since inception and has gained experience in the railway infrastructure sector. He remains actively involved in the company's day-to-day operations, supported by an experienced professional team.

Modest scale of operations despite steadily improving profitability margins

JIL's scale of operations remains modest at ₹111.70 crore in FY26 while improving from ₹89.30 crore in FY24 witnessing a healthy compound annual growth rate (CAGR) of 11.84% over FY24-FY26, supported by steady order execution across railway electrification and allied infrastructure projects. JIL's profitability improved with profit before interest, lease rentals, depreciation and taxation (PBILDT) improving from ₹7.09 crore in FY24 to ₹11.20 crore in FY26. The company's PBILDT margin improved to 10.03% in FY26 from 7.94% in FY24. The improvement in profitability is driven by execution of high margin railway projects.

[1]SEBI: Securities and Exchange Board of India; RBI: Reserve Bank of India; MCA: Ministry of Corporate Affairs; IRDAI: Insurance Regulatory and Development Authority of India; PFRDA: Pension Fund Regulatory and Development Authority

[2]Complete definitions of the ratings assigned are available at www.careratings.com and in other CARE Ratings Limited's publications.

Profit after tax (PAT) margin improved to 7.56% in FY26 from 5.46% in FY24, aided by low interest and depreciation costs. Consequently, gross cash accruals (GCA) remained healthy at ₹8.73 crore in FY26 against ₹5.11 crore in FY24.

Comfortable capital structure and satisfactory debt protection metrics

JIL's capital structure remains comfortable marked by an overall gearing of 0.55x as on March 31, 2026 (0.24x as on March 31, 2024). As on March 31, 2026, the debt position primarily comprises working capital borrowings.

Debt protection metrics remained satisfactory, marked by a PBILDT interest coverage of 5.87x in FY26, compared to 6.86x in FY24. Total debt/GCA ratio stood at 3.78x as on March 31, 2026 supported by healthy operating profitability and cash accrual generation. The total outside liabilities to total net worth (TOL/TNW) ratio remained moderate at 1.03x as on March 31, 2026, reflecting a prudent leverage profile.

Going forward, the company's capital structure and debt coverage indicators are expected to improve, supported by profit accretion to reserves.

Healthy order book position

As on July 31, 2026, JIL had an outstanding unexecuted order book of ~₹385.55 crore, translating into an order book/TOI ratio of 3.45x based on FY26 TOI of ₹111.70 crore. The healthy order book provides strong medium-term revenue visibility and is expected to support the company's scale of operations over the next two to three years.

The company has also demonstrated a strong track record of order acquisition, reflected in the steady growth in order inflows over the years. Order inflows increased from ₹38.54 crore in FY21 to ₹221.80 crore in FY26, registering a healthy CAGR of ~41.9%, underscoring the company's established execution capabilities, long-standing relationships with railway authorities, and ability to secure repeat and new orders across geographies. JIL has received orders of ~₹66.23 in FY27 until July 31, 2026.

Any delays in execution, changes in project scope, cost overruns, funding constraints or deferment of payments in these large contracts could adversely impact revenue generation, profitability and working capital requirements.

Strong policy support for railway infrastructure and electrification

The Government of India continues to increase its focus on railway infrastructure development through sustained capital expenditure on network expansion, capacity augmentation, dedicated freight corridors, station redevelopment and high-speed rail projects. In Union Budget 2026-27, significant investments have been earmarked for railway development across the country, with ongoing railway projects aggregating sizeable investments across multiple states. Notably, Chhattisgarh, which remains JIL's key operating geography, witnessed a 24-fold increase in annual average railway budget allocation from ₹311 crore in 2009-14 to ₹7,470 crore in 2026-27, supporting ongoing railway projects worth ₹51,080 crore. Indian Railways has achieved electrification of ~99.2% of its broad-gauge network as of November 2025. The continued investment towards railway modernisation and electrification is expected to support a healthy pipeline of opportunities for railway EPC and overhead equipment (OHE) players such as JIL over the long term.

Key weaknesses

Geography and project concentration risk

JIL primarily undertakes railway electrification, OHE, traction substation, power supply installation, and maintenance projects for Indian Railways, DFCCIL, Konkan Railway, and other government-backed railway entities. The order book remains moderately concentrated, with Chhattisgarh accounting for ~50% of the outstanding unexecuted order book as on July 31, 2026 representing geography concentration risk. The balance order book is distributed across Maharashtra, Assam, Gujarat, Rajasthan, Tamil Nadu, Uttar Pradesh, Madhya Pradesh, and pan-India/multi-state projects. However, the order book remains moderately concentrated, with the top three projects collectively accounting for a ~55% of the outstanding unexecuted order book as on July 31, 2026.

While the company has established a strong presence in its core market of Chhattisgarh and has diversified its operations across multiple states and railway zones, its ability to successfully execute large-value projects, further diversify its geographical footprint, and sustain order inflows across new geographies will remain a key rating monitorable.

Working capital intensive nature of operations

JIL's operations remain working capital intensive owing to the inherent nature of railway electrification and infrastructure EPC contracts, are predominantly material intensive, with material costs accounting for ~80% of project costs and civil work costs generally ranging between 7% and 10% and rest going into manpower and other related expenses. Upon supply and certification of materials, BOQ is raised for the material procured. On the basis of BOQ raised, ~70%-80% of the eligible RM value is generally released within one month and the remaining is held as retention money.

The inventory as on balance sheet comprises work-in-progress related to ongoing projects and RM purchases against the on-going projects. Out of inventory position of ₹44 crore as on March 31, 2026, RM inventory comprises ₹6.49 crore and the balance pertain to work-in-progress (WIP) of ongoing projects. Since majority railway projects are pertaining to installation of electrification line and upgradation of electrification line (from 1x25 to 2x25) on running lines, the execution of project work depends on availability of railway line. The same leads to delay in project execution. Given the increase in prices of key raw material (namely copper and aluminium), the company has also procured some inventory pre-emptively.

The inventory levels increased, with the average inventory holding period elongating to 136 days in FY26 from 69 days in FY24. Collection period also moderated to 120 days in FY26 from 84 days in FY26, reflecting higher retention money, security deposits, and receivables associated with ongoing projects. Retention money withheld by government authorities, generally amounting to 5%-20% of contract value gets released only after completion and defect liability periods. As a result, the operating cycle elongated to 202 days in FY26 against 114 days in FY24.

Although advance payments and milestone-based billing provide partial mitigation, prolonged execution delays could increase reliance on working capital borrowings and strain liquidity.

Tender-based operations in an intensely competitive civil construction industry

JIL operates in a tender-driven industry where majority order inflows are secured through competitive bidding processes. The company's revenue growth and business prospects depend on its ability to continuously secure new orders and successfully execute the existing order book within stipulated timelines. The industry remains highly competitive, with participation from several established and regional players, which exerts pressure on bid pricing and profitability. However, the promoters' extensive experience in the railway infrastructure segment with established execution track record, serves as a mitigating factor against this risk.

Liquidity: Adequate

Liquidity position is adequate, supported by GCA of ₹8.73 crore in FY26 against negligible scheduled debt repayment obligations of ~₹0.13 crore in FY26, providing sufficient cushion for debt servicing requirements. Average utilisation of fund-based working capital limits remained moderately high at 82.44% in the 12 months ended April 2026, while non-fund-based bank guarantee limits were utilised at ~90% during the period ended June 2026 owing to performance guarantee requirements for project execution. Liquidity is supported by lien-marked fixed deposits of ₹22.58 crore as on March 31, 2026, maintained primarily against bank guarantee facilities, and moderate financial flexibility arising from its listed status.

Applicable criteria

Definition of Default
Liquidity Analysis of Non-financial sector entities
Rating Outlook and Rating Watch
Financial Ratios – Non financial Sector
Construction Sector
Infrastructure Sector Ratings

About the company and industry

Industry classification

Macroeconomic indicator	Sector	Industry	Basic industry
Industrials	Construction	Construction	Civil construction

Incorporated on July 07, 2003, JIL is a Bilaspur, Chhattisgarh-based company engaged in railway infrastructure development, primarily involving design, drawing, supply, erection and commissioning of 25KV, 50Hz single phase traction OHE. The company was originally incorporated as Shri Raj Manufacturing and Projects Private Limited, subsequently renamed Jayant Infratech Private Limited on January 01, 2008, and converted into JIL on March 29, 2022. Its services cover railway electrification work from concept to commissioning, including design, execution and energisation of overhead electrification works, traction substations, switching posts, feeding posts, sub-sectioning works, power supply installations, and modification of OHE works.

JIL is promoted by Nilesh Jobanputra, who has been associated with the company since inception and has gained experience in the railway infrastructure sector. The company got listed on BSE SME since July 13, 2022.

Brief Financials (₹ crore)	March 31, 2025 (A)	March 31, 2026 (A)
Total operating income	121.72	111.70
PBILDT*	11.05	11.20
Profit after tax (PAT)	8.41	8.44
Overall gearing (x)	0.32	0.55
Interest coverage (x)	8.59	5.87

A: Audited; Note: these are latest available financial results
*PBILDT: Profit before interest, lease rentals, depreciation and tax

Status of non-cooperation with previous CRA: Not applicable

Any other information: Not applicable

Rating history for last three years: Annexure-2

Detailed explanation of covenants of rated instrument / facility: Annexure-3

For complexity level of instruments rated refer to Annexure-1

Lender details: Annexure-4

Disclosure on facilities/instruments and name of the regulators:
A list of facilities / instruments falling under the purview of various financial sector regulators (FSRs) along with the names of respective FSRs has been duly disclosed by CareEdge Ratings on its website. A link to the same has been provided below for ready reference:

https://www.careratings.com/activities_and_regulators

Note: For facilities or instruments falling under the purview of FSRs other than Securities and Exchange Board of India (SEBI), the grievance / dispute redressal mechanisms and investor protection mechanisms provided by SEBI shall not be available.

Annexure-1: Details of instruments/facilities

Name of the Instrument	Name of the Regulator	Complexity Level	ISIN	Date of Issuance (DD-MM-YYYY)	Coupon Rate (%)	Maturity Date (DD-MM-YYYY)	Size of the Issue (₹ crore)	Rating Assigned and Rating Outlook
Fund-based - LT-Cash Credit	RBI	Simple	-	-	-	-	28.00	CARE BBB-; Stable
Non-fund-based - LT/ ST-Bank Guarantee	RBI	Simple	-	-	-	-	13.00	CARE BBB-; Stable / CARE A3

Annexure-2: Rating history for 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 2026-2027	Date(s) and Rating(s) assigned in 2025-2026	Date(s) and Rating(s) assigned in 2024-2025	Date(s) and Rating(s) assigned in 2023-2024
1	Non-fund-based - LT/ ST-Bank Guarantee	LT/ST	13.00	CARE BBB-; Stable / CARE A3				
2	Fund-based - LT-Cash Credit	LT	28.00	CARE BBB-; Stable				

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

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

Annexure-4: Lender details

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

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

Contact us

Media Contact	Analytical Contacts
Mradul Mishra Director **CARE Ratings Limited** Phone: +91-22-6754 3596 E-mail: mradul.mishra@careedge.in **Relationship Contact** Ankur Sachdeva Senior Director **CARE Ratings Limited** Phone: 912267543444 E-mail: Ankur.sachdeva@careedge.in	Punit Singhania Director **CARE Ratings Limited** Phone: +91-33-4018 1620 E-mail: punit.singhania@careedge.in Shivangi Sharma Assistant Director **CARE Ratings Limited** Phone: +91-33-4018 1654 E-mail: shivangi.sharma@careedge.in Divyam Parasramka Analyst **CARE Ratings Limited** E-mail: Divyam.parasramka@careedge.in

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